



## **Staff Report**

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PUBLIC HEARING TO CONSIDER A CONCEPTUAL DEVELOPMENT PLAN (CDP) AMENDMENT AND REZONE, TENTATIVE SUBDIVISION MAP, AND MITIGATED NEGATIVE DECLARATION FOR A MIXED-USE (COMMERCIAL/RESIDENTIAL) DEVELOPMENT AT 1300 EL CAMINO REAL & ADJACENT CIVIC LANE RIGHT-OF-WAY AREA – APPLICATION NO. 2006-0012

Honorable Mayor and Council Members:

### **Summary**

The applicant, Parviz Kamangar, proposes to construct a new 29,008 square-foot three & four story mixed-use building within a vacant 8,563 square foot lot & adjacent Civic Lane Right of Way area. The proposed building includes a sub-grade basement level containing 14 parking spaces and storage area, a ground floor containing commercial space, and second, third, and fourth floors containing a total of nine residential units.

The project requires amendment of an approved Conceptual Development Plan (CDP) for the project & a Rezone of the adjacent Civic Lane Alley Way for the associated Planned Development District (PD). A Tentative Subdivision Map, and Mitigated Negative Declaration which has been prepared and circulated for public review in compliance with the California Environmental Quality Act (CEQA) regulations is also required for the project.

The request before the Council serves as the final legislative act, following Planning Commission review of the proposal (see attached May 6, 2008 staff report). At that 5/6/08 Planning Commission meeting, the Commission adopted two Resolutions by a 5-0 vote; the first recommending the City Council approve the environmental assessment, and the second recommending the Council approve the Conceptual Development Plan (CDP) Amendment & Rezone for the associated PD District, and Tentative Subdivision Map for the project. Based on the analysis of the required entitlements for the project, staff recommends the City Council take the following actions:

1. Adopt a resolution approving the Mitigated Negative Declaration.
2. Adopt an Ordinance approving the Conceptual Development Plan (CDP) Amendment, and Rezone of the adjacent Civic Lane Right-Of-Way for the Planned Development (PD) District for the subject properties, and the Tentative Subdivision Map for the project.

The Planning Commission will be required to subsequently review a Conditional Use Permit to establish a Detailed Development Plan (DDP), Design Review, Tree Removal Permit, and Grading Plan for the project, predicated upon Council approval of Items #1 and #2 listed above.

### **Prior Actions**

A previously proposed development (2007) for the site included a sub-grade basement level containing 12 parking spaces and storage area, a ground floor containing two commercial units, and second and third floors containing six residential units. The project necessitated consideration and adoption of a Rezoning of the property to a Planned Development District (PD) via establishment of a Conceptual Development Plan (CDP). A Tentative Subdivision Map, and Mitigated Negative Declaration (i.e. the environmental assessment) was also required. The following provides a summary of actions taken for the original project:

**March 20, 2007** – The Planning Commission adopts two Resolutions; the first recommending Agency/City Council certification of the environmental assessment, and the second recommending Agency/City Council approval of the Rezone and associated Conceptual Development Plan (CDP) for the PD District, and Tentative Subdivision Map for the project.

**April 10, 2007** – The Redevelopment Agency adopts a resolution certifying the Mitigated Negative Declaration (Environmental Assessment) for the project.

**May 29, 2007** – The City Council adopts an Ordinance for the Rezoning of the property to Planned Development, and approval of the Conceptual Development Plan, and Tentative Subdivision Map for the project. A second reading of the Ordinance is completed on June 12, 2007.

Since that time, the City has worked with the developer to expand their project to create an improved integration with the envisioned uses/development concept for the Firehouse Square target site (bounded by El Camino Real, Fifth Street, O’Neill and Broadway). The results of the discussion achieved the following:

- Enlargement of the 1300 El Camino Real project now includes a down ramp to underground parking beginning at Civic Lane (alley) off O’Neil. This site/building plan modification yields the three additional residential units and 1000 sq. ft. of additional commercial space within the building. The purpose of the change would maximize parking spaces in the building and within a future underground parking garage that could serve the balance of development within Firehouse Square.
- Staff is approaching completion of negotiations with the developer for modifications to his project, the sale of a portion of Civic Lane, granting of access/easement rights on Civic Lane, financial considerations for the ramp improvements, and utility relocations within Civic Lane.

**April 1, 2008** – The Planning Commission conducts a study session on the expanded development

proposal. Comments centered on elevations/details associated with the El Camino Real & Civic Lane Building frontage, architectural enhancements, and landscaping. Staff expects the bulk of the issues to be addressed via a Detailed Development Plan (DDP) submittal should the project be approved at this CDP Amendment stage.

**May 6, 2008** – The Commission reviews the Conceptual Development Plan (CDP Amendment, Rezone to Planned Development (PD) for the Civic Lane Alley Way, Tentative Subdivision Map, and Mitigated Negative Declaration. These entitlements were recommended for approval to the Council (See Attached Commission Resolutions 2008-23 & 2008-24).

### **Project Description**

The proposal is described in detail within the attached 5/6/08 Planning Commission Staff Report, but is defined and summarized as follows:

#### **Basement Floor – 7,500 Sq. Ft.**

The project would include an access ramp extending along the existing Civic Lane right-of-way from O'Neill Avenue to the sub-grade level containing 14 parking spaces. The basement floor would also include a mechanical room, trash room, a storage area, and two stairwells for residential and street level access. An elevator would provide access to all floors of the building. For purposes of calculating total building floor area, the stairways, elevator and ramps on this floor are counted once, but not counted on the upper floors if the space is duplicated.

#### **Ground Floor – 5,922 Sq. Ft.**

This floor would accommodate retail commercial space. The entrance would be from O'Neill Avenue or the corner of O'Neill Avenue and El Camino Real. The ground floor would also include three decks, two along El Camino Real and one at the southwest corner of the proposed building, a tenant trash room and access to one stairwell.

#### **Second & Third Floors (6,759 sq. ft. each) & Fourth Floor (2,068 Sq. Ft.)**

The main entrance for the residential units would be located on O'Neill Avenue, and includes a foyer and lobby leading to the elevator. Additional access to the upper floors would be available to residents via stairwells to El Camino Real and a walkway on the west side of the proposed building. Each of the second and third floor levels would provide four condominium units while the fourth floor would contain one condominium unit. The nine dwelling units include one-bedroom, two-bedroom, and two-bedroom with study floor plans. Each unit has living/dining areas, kitchen, storage, and exterior decks. All floors are accessed by a centrally located elevator and stairwells on the east and west sides of the building. The residential unit breakdown is as follows:

- One Bedroom/One Bathroom – 1,018 Sq. Ft. (Two Total)
- Two Bedroom/Two Bathroom – 1,641 Sq. Ft. or 1,768 Sq. ft. (Four Total)

- Two Bedroom & Study/Two Bathroom - 1,872 Sq. Ft. or 2,068 Sq. ft. (Three Total)

#### Entrance Plaza

The pedestrian entrance plaza along O’Neill Avenue includes the use of brick and concrete paving materials to complement the existing brick pavers along El Camino Real, and incorporates sculptural elements, wooden benches, and large plant containers with accent plants on each side of the main entrance doorway which is covered with a flared glass awning.

#### Exterior Building Materials/Colors & Design

The proposed new three & four-story building would have a cement plaster exterior finish with a color palette consisting of warm earth tones. The architectural style is consistent with the Historic Architectural Theme Zone of the ATTP/DTSP and complementary of the existing old fire station located to the west of the property. Architectural features include: a low profile clay tile roof, arched window and door treatments, fabric awnings, decorative wall treatments, covered balconies, open balconies with wood trellis details, and wrought iron railings for stairways and window treatments.

#### Trees/Landscaping

The proposed Landscape/Hardscape plan provides 2,463 square feet, approximately 23% of the site area. The proposed landscape plan provides for the retention of the existing 3 street trees along El Camino Real and the addition of one new Canary Island Date Palm (14’ trunk height intended to match the nearby palm in front of the old fire station) and one new Evergreen Ash (24” box) along O’Neill Avenue.

Other landscape materials include assorted shrubs & groundcover (1, 2, 5, & 15 gallon size). The landscaping and use of raised planting beds and clay planters, tiled and brick sidewalks and entryway with wooden bench for seating enhance the villa appearance of the development.

#### Miscellaneous

Other major elements of the proposed project include:

- Excavation of approximately 8 to 12 feet to provide the basement floor for off-street parking. Due to site topography, less excavation would be required along the subject property’s El Camino Real frontage.
- Extension of new utilities including storm drainage, sanitary sewer, water as well as public safety service requirements.
- Provision of rooftop photovoltaic cells for power generation.

#### Discussion

## **Amending a Planned Development District**

The project entails amending the previously established Planned Development for the subject site; approval is subject to the review provisions of Section 12 (Planned Unit Development or “PD” District) of the Belmont Zoning Ordinance. Unlike properties in other zoning districts, properties seeking a PD designation (or amendment) are governed by a two-step review process: First, general issues of land use, site plans and circulation plans are reviewed by way of an application for a Conceptual Development Plan (CDP) – in this case via the CDP Amendment. After approval, more detailed issues – such as building architecture, landscaping, parking layout, and lighting – are evaluated by way of an application for a Detailed Development Plan (DDP).

## **Rezone & Conceptual Development Plan (CDP) Amendment Analysis & General Plan Consistency**

The central finding required for amending the Conceptual Development Plan is the determination that “...the change in the district boundaries or of the district regulations is required to achieve the objectives of the Zoning Plan and the General Plan for the City” (BZO Section 16.7). The objectives of the City’s zoning regulations are stated in Section 1.1 of the Zoning Code:

*Sec. 1.1 PURPOSE – The following regulations for the zoning of land within the City are hereby adopted to promote and protect the public health, safety, peace, comfort, convenience and general welfare, and to provide a precise guide for the physical development of the City.*

In determining the appropriateness of the requested Conceptual Development Plan Amendment & Rezoning (and whether it is *required*), the central issue is consistency with the General Plan. To determine that consistency, applicable goals and policies of the Belmont General Plan must be considered in light of this proposal. The Commission, in their deliberations at their 5/6/08 meeting, determined that such goals and objectives (of the City’s Downtown Specific Plan and General Plan) are achieved by the proposed Planned Development Amendment & Rezone.

## **Conceptual Development Plan Amendment Findings**

As discussed above, the proposal entails amendment of the approved Planned Development & associated Conceptual Development Plan (CDP) for the site; the development plan includes rezoning the adjacent Civic Lane Alleyway to PD as part of the project. As stated in Section 12.1 of the Belmont Zoning Ordinance, these actions are “*designed to accommodate developments, neighborhood and community shopping centers, professional and administrative various types of development such as single-family residential developments, multiple housing areas, commercial services centers, and other uses or a combination of uses which can be made appropriately as part of a Planned Unit Development*”.

The PD zoning district allows flexibility of design in accordance with the goals, policies, and objectives of the General Plan. This CDP Amendment & Rezoning also allows for flexibility in

meeting the strict interpretation of the Zoning Ordinance, provided the project is well designed, includes a favorable balance of open space to developed area, is sensitive to existing terrain, and is compatible with surrounding uses.

In order to approve the proposed Rezone, and PD Amendment via the accompanying Conceptual Development Plan, the following findings must be made:

1. *That the total development in each individual unit therein can exist as an independent unit capable of creating an environment of sustained desirability and stability or that adequate assurance will be provided that such objective will be attained; that the uses proposed will not be detrimental to the present and potential surrounding uses, but will have a beneficial effect which could not be achieved under other zoning districts.*
2. *That the streets and thoroughfares proposed are suitable and adequate to carry anticipated traffic and the density will not generate traffic in such amounts as to overload the street network outside the PD District.*
3. *That any proposed commercial development can be justified economically at the locations proposed, to provide for adequate commercial facilities of the types proposed.*
4. *That the economic impact created by the PD District can be absorbed by the City (police and fire service, water supply, sewage disposal, etc.).*
5. *That the proposed off-street parking is in substantial conformance with the provisions of Section 8 of this Ordinance, that where an applicant's proposed off-street parking is less than that set forth by the standards of Section 8 of this Ordinance, circumstances are such that it would be a practical difficulty or create a physical hardship on the applicant for him to conform to the standards of Section 8.*

The Commission, in their discussion at their 5/6/08 meeting, determined that these findings to Rezone the adjacent Civic Lane Right-Of-Way area and amend the Conceptual Development Plan (CDP) for the site(s)/project could be made in the affirmative and recommended this position to the Council.

### **Tentative Subdivision Map Findings**

In order to approve the proposed Tentative Subdivision Map, the following findings must be made in the affirmative as per Section 9.8 (A-G) and Section 5.1 of the Subdivision Ordinance:

- A. *The proposed map is consistent with the applicable general and specific plans.*
- B. *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*
- C. *The site is physically suitable for the type of development.*
- D. *The site is physically suitable for the proposed density of development.*
- E. *The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat.*
- F. *The design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

*G. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the City Council may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to one previously acquired by the public.*

#### **Section 5.1 – Planned Unit Development Subdivisions – Finding**

*1. The Tentative Map conforms to the approved Detail Development Plan and shall constitute approval of any and all deviations from standards contained in this Ordinance.*

The Commission, in their deliberations at their 5/6/08 meeting, determined that these findings to approve the Tentative Subdivision Map could be made in the affirmative, and recommended Council approval of the associated subdivision for the project.

#### **Fiscal Impact**

None at this time. However, this will be more appropriately determined upon approval/denial of project relating to mitigation measures, in-lieu fees, or other project exactions in concert with appropriate review of the project.

#### **Public Contact**

1. For Conceptual Development Plan (CDP) Amendment & Rezoning actions, the City Council is required to hold a public meeting as per Section 16.7 (Amendments) of the BZO. The City placed a public notice display ad in a local newspaper of general circulation (San Francisco Examiner) for a minimum 10-day period beginning on June 14, 2008, for the scheduled public hearing by the City Council on June 24, 2008.
2. Notice to the public was mailed in accordance with State law and local ordinance (300 feet of the subject site) and the agenda was posted as required by the California Government Code. The applicant has received a copy of this report.

#### **Recommendation**

Staff recommends the City Council take the following actions:

1. Adopt a resolution approving the Mitigated Negative Declaration.
2. Adopt an Ordinance approving the Conceptual Development Plan (CDP) Amendment, Rezone of the adjacent Civic Lane Right-Of-Way for the Planned Development (PD) District for the subject properties, and the Tentative Subdivision Map for the project.

**Alternatives**

1. Take public testimony and continue the hearing, directing any questions to staff for research and response. A staff memorandum would be prepared for consideration at a future hearing.
2. Deny the requested entitlements.
3. Take no action.

**Attachments**

- I. Resolution approving the Mitigated Negative Declaration
- II. Ordinance approving the Conceptual Development Plan (CDP) Amendment, Rezoning of the Civic Lane Right-Of-Way area, and associated Planned Development (PD) for the subject site, and the Tentative Subdivision Map for the project
- III. Performance Standards – Conceptual Development Plan
- IV. May 6, 2008 Planning Commission Staff Report, adopted Resolutions, and Meeting Minutes (Council only)
- V. Subsequent Negative Declaration & Initial Study - April 2008 (Council Only)
- VI. Project Plans and Materials (Council only)

Respectfully submitted,

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Carlos de Melo  
Community Development Director

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Jack R. Crist  
City Manager

**Staff Contact:**

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**PLEASE NOTE – Project Plans denoted under Attachment VI can be found within Attachment V – Subsequent Negative Declaration/Initial Study – April 2008**

ATTACHMENT I - RESOLUTION NO. \_\_\_\_\_

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BELMONT  
ADOPTING A NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE  
FOR A PLANNED DEVELOPMENT AMENDMENT AND CONSTRUCTION OF A  
MIXED-USE (COMMERCIAL /RESIDENTIAL) BUILDING  
AT 1300 EL CAMINO REAL & ADJACENT CIVIC LANE ALLEYWAY  
(APPL. NO. 2006-0012)**

**WHEREAS**, a Negative Declaration of Environmental Significance has been prepared for the proposed Conceptual Development Plan Amendment, Rezone to Planned Development District, and Tentative Subdivision Map to allow construction of a mixed-use (commercial/residential) building at 1300 El Camino Real and the adjacent Civic Lane Alleyway; and,

**WHEREAS**, a public hearing was duly noticed, held on June 24, 2008, and closed; and,

**WHEREAS**, the City Council has considered the impacts of the proposed project as set forth in the Initial Study/Negative Declaration of environmental significance attached as part of the June 24, 2008 Staff Report, and finds that there are no significant effects on the environment as stated in the report.

**NOW, THEREFORE BE IT RESOLVED** that the City Council of the City of Belmont hereby adopts a Negative Declaration of Environmental Significance as the appropriate CEQA documentation for the project pursuant to the provisions of the Public Resources Code known as the California Environmental Quality Act, and City-adopted implementation guidelines.

\* \* \* \* \*

I hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of Belmont at a regular meeting thereof held on June 24, 2008 by the following vote:

AYES, COUNCILMEMBERS: \_\_\_\_\_

NOES, COUNCILMEMBERS: \_\_\_\_\_

ABSTAIN, COUNCILMEMBERS: \_\_\_\_\_

ABSENT, COUNCILMEMBERS: \_\_\_\_\_

RECUSED, COUNCILMEMBERS: \_\_\_\_\_

\_\_\_\_\_  
CLERK of the City of Belmont

APPROVED:

\_\_\_\_\_  
MAYOR of the City of Belmont

ATTACHMENT II - ORDINANCE NO. \_\_\_\_\_

**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BELMONT  
ADOPTING A CONCEPTUAL DEVELOPMENT PLAN AMENDMENT, REZONE TO  
PLANNED DEVELOPMENT, AND A TENTATIVE SUBDIVISION MAP FOR  
CONSTRUCTION OF A MIXED-USE (COMMERCIAL/RESIDENTIAL) BUILDING  
AT 1300 EL CAMINO REAL & ADJACENT CIVIC LANE ALLEYWAY  
(APPL. NO. 2006-0012)**

**WHEREAS**, Parviz Kamangar, owner/applicant, requests Conceptual Development Plan Amendment, Rezone to Planned Development, and Tentative Subdivision Map approval for construction of a new mixed-use (commercial/residential) building at 1300 El Camino Real and the adjacent Civic Lane Alleyway; and,

**WHEREAS**, on June 24, 2008, the City Council, following notification in the prescribed manner, conducted a public hearing, at which hearing the Commission considered public testimony and a staff report on the aforementioned requested entitlements; and,

**WHEREAS**, the City Council of the City of Belmont finds the project is subject to environmental review under provisions of the California Environmental Quality Act (CEQA). An environmental impact assessment was prepared for the project and determined that the project would have a less than significant impact; and,

**WHEREAS**, the City Council hereby adopts the staff report dated June 24, 2008, and the facts contained therein as its own findings of facts; and,

**SECTION 1: NOW, THEREFORE BE IT ORDAINED**, by the City Council of the City of Belmont, after consideration of all testimony and reports, the Council hereby determines that the proposed Conceptual Development Plan (CDP) Amendment and Rezoning of the Civic Lane Alleyway to Planned Development (PD) for the proposed mixed-use (commercial/residential) building achieves the objectives of the Zoning Plan and General Plan for the City for the following reasons:

1. The City Council believes the project is consistent with *Downtown Specific Plan Mixed Commercial/Residential Objective 5.3.2.2: Provide opportunities for mixed use development to simultaneously expand the community's tax base, stimulate redevelopment efforts, and address the growing housing needs within the downtown at select locations both north and south of the Village Center.*

The proposed project would provide mixed commercial and residential uses through the construction of a three & four-story building, encompassing commercial space on the ground floor, and three floors for nine residential condominium units. Additionally, a sub-grade level would be excavated on the project site to provide 14 parking spaces for future residents/commercial tenants of the building. Based upon development plans submitted to the City, the proposed building would be consistent with the Downtown Specific Plan Mixed Commercial/Residential Objectives.

The proposed project would develop an existing vacant lot (and right-of-way to be vacated) with new commercial and residential development, and would support the City's objective to expand its tax base through new commercial activities, stimulate redevelopment efforts by promoting new construction on vacant lands in the downtown, and address the growing housing needs within the downtown specifically, and the Bay Area in general through the provision of nine condominium units within walking distance of major commercial uses and mass transit facilities.

2. The City Council believes the project is consistent with the following policies of *Downtown Specific Plan Mixed Commercial/Residential Section 5.5* as follows:

*5.5.1 Location Policy. Mixed commercial/residential districts shall be located to the north and south of the Village Center on the west side of the El Camino Real as shown on the Land Use Map, Figure 5.1.*

*5.5.2 Permitted Use Policy. The commercial/residential district shall contain a mix of public, retail office, recreational and high density residential uses.*

*5.5.7 Building Height Policy. The maximum permissible height shall be 3 stories for buildings on the west side of El Camino Real. Maximum heights within Commercial/Residential districts on the east side of El Camino Real shall be 4 stories. Buildings along El Camino Real and Ralston Avenue shall have a maximum 2 story streetwall to maintain and enhance the views of Belmont Hills, consistent with the Building Height Policy 4.5.2 of the Urban Design Element.*

*5.5.9 Landscaping Policy. Landscaping shall be utilized to enhance the aesthetic environment of the Downtown. Landscaping requirements shall be dependent upon the types of uses proposed in a mixed use district.*

The proposed mixed commercial/residential project would be located on southwest corner of the El Camino Real/O'Neill Avenue intersection, consistent with the provisions of Policy 5.5.1. Furthermore, the project proposes commercial and residential land uses that comply with the intention, direction, and spirit of Policies 5.5.2, 5.5.7, and 5.5.9.

The proposed mixed-use development meets DTSP Mixed Commercial/Residential Objective 5.5 in that it would create a new opportunity to simultaneously expand the community's tax base, stimulate redevelopment efforts, and address the growing housing needs within the City at a location south of the Village Center.

The proposed mixed use building, with commercial (retail and/or restaurant) on the ground floor and residential dwelling units on the upper floors, would be located in downtown Belmont in the "Firehouse Square" Redevelopment Area which envisions the type of building proposed. The proposed use and building design (Spanish eclectic) would be compatible to other land uses in the general neighborhood. The location is served by a state highway and local streets, has easy access to mass transit (bus and CalTrain), and is connected to the Village Center and neighboring downtown area by pedestrian friendly sidewalks. On-site parking is adequate for the residential tenants of the proposed building and ample off-street parking is within walking distance for visitors and customers.

3. The City Council finds that the project is consistent with *General Plan Goal 2006.1 - To encourage location of new multiple family housing in relatively flat areas which have good access, service availability and compatible adjacent uses* as follows:

The proposed development is sited on land that is essentially flat. The site is served by all utility providers and affords adequate ingress/egress and traffic circulation for commercial

tenants/customers, residents of the units, and emergency services. The site is in close proximity to both commercial and residential uses which are compatible with the proposed mixed-use project.

4. The City Council finds that the project is consistent with *General Plan Policy 2007.2 - A variety of types and densities of residential uses should be provided to meet the needs of the different lifestyles and incomes of the people who live in the community* as follows:

The proposed development would be compatible with the character of the surrounding neighborhood. In particular, the proposed mixed-use development will be consistent in relation to traffic generation, parking, and noise associated with existing uses in the area. The site location is close to both public transportation and commercial services. The project will provide a lively mix of commercial retail uses and residential units; the provision of housing is necessary to provide alternative residential uses for the area and increase the housing stock for the City. The proposed development will provide greater opportunities to meet the different lifestyles and incomes of people living within the development and community.

**WHEREAS**, the City Council, after consideration of all testimony and reports, thereby determines that Belmont Zoning Ordinance Section 12.3.B (1-5) – for the Rezone and Planned Development Amendment via the Conceptual Development Plan to allow the proposed mixed-use (commercial/residential) building are made in the affirmative for the following reasons:

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

The proposed development can remain an independent project without disturbing neighboring uses, since the project will be conditioned through performance standards and adherence to mitigation measures required in the Mitigated Negative Declaration. The objective of the C/R Downtown Specific Plan designation is to encourage mixed use of commercial and residential in the downtown area. Further, the subject property is located in a targeted redevelopment area that promotes intensification of mixed use. The proposed development will provide needed residential housing and be compatible with existing uses in the neighborhood. This finding is affirmed.

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

The location is served by a state highway and local streets, has easy access to mass transit (bus and CalTrain), and is connected to the Village Center and neighboring downtown area by pedestrian friendly sidewalks. On-site parking is adequate for the residential tenants of the proposed building and ample off-street parking is within walking distance for visitors and customers.

The proposed use will not place an undue burden on existing transportation, utilities or services in the vicinity. The proposed use is served by two public streets, El Camino Real and O'Neill Avenue that are of capacity to carry the traffic generated by the proposed use. This finding is affirmed.

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

The subject property is designated Commercial-Residential (C/R) by the DTSP which encourages mixed commercial/residential use. Also, the site is located within a targeted redevelopment area of the downtown and would be the first property in that area to implement an intensified land use which is in keeping with the intent of redevelopment objectives to stimulate economic growth and vitality and to provide more housing in the downtown area. This finding is affirmed.

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

The proposed development will not significantly increase the City's costs in providing services to the project site, and the City will be able to absorb the economic impact created by the PD District (and associated amendment). All service levels can be maintained to protect the public health, safety and welfare. This finding is affirmed.

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

The proposed commercial/residential use building is located within a commercial area and on-street parking is available on El Camino adjacent to the site. In addition, the CalTrain parking lot is directly located across El Camino Real and public parking areas north of the site in the Village and Civic Center areas are located within easy walking distance from the site. A traffic impact analysis conducted by Fehr & Peers in September 2006 reported that the CalTrain parking lot was largely empty during field observations during the day. The site is also served by mass transit; bus service along El Camino Real, and by CalTrain that could alleviate the parking demand.

The objective of the C/R General Plan designation is to encourage mixed use of commercial and residential in the downtown area. Further, the subject property is located in a targeted redevelopment area that promotes intensification of mixed use. In order to meet these objectives, development of an intensified mixed use on the subject site reduces the amount of land area available for parking purposes. The applicant has addressed this practical difficulty by proposing a design solution that requires significant ground excavation (a physical hardship) in order to most effectively utilize the lot area with a below-grade parking garage.

The proposed development is the first application for redevelopment in the envisioned "Firehouse Square" Redevelopment Area, and the associated MND found the parking impacts would be less than significant, largely due to the current availability and adequacy of existing nearby public parking to meet the parking demand required for the highest potential commercial use of the

proposed new building. The proposed parking layout provides the maximum possible number of spaces that can be accommodated on-site that is within practical means. This finding is affirmed.

**WHEREAS**, the City Council, after consideration of all testimony and reports, hereby approves the proposed Tentative Subdivision Map for the mixed-use (commercial/residential) building for the subject property based on the following findings required by Section 9.8 of the Belmont Subdivision Ordinance and Section 5.1 of the Belmont Zoning Ordinance:

A. *The proposed map is consistent with the applicable general and specific plans.*

The applicant proposes a new building with a commercial floor area of 5,922 square feet and a residential floor area of 15,586 square feet. Approval of the amended Planned Development, Conceptual Development Plan, and Rezone for the mixed commercial/residential use of the site creates the following development standard for the project:

- FAR: Up to 0.6 for Commercial and up to 1.5 for Residential for the mixed-use project with retail commercial uses restricted to the entire ground floor. The associated maximum permitted floor area would be connected to the maximum FAR for the site.

Should the proposed Conceptual Development Plan (CDP) Amendment for the project as described herein, and Rezone of the adjacent Civic Lane Alleyway to Planned Development be approved, General Plan consistency would be fully achieved for the project, and this finding would be affirmed.

B. *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The design of the proposed Tentative Subdivision Map is consistent with the applicable goals and policies of the Downtown Specific Plan and General Plan. With regard to consistency with the CDP, satisfaction of this finding depends upon approval/denial of the requested Planned Development amendment and associated CDP. As discussed above, if the CDP Amendment is approved, General Plan & DTSP consistency would be achieved for the project, and this finding would be affirmed.

C. *The site is physically suitable for the type of development.*

The site is level, contains no significant environmental constraints, and is located in close proximity to the Village Center making it suitable for intensive mixed use development. The general area is pedestrian friendly and located close to the CalTrain station.

A geotechnical investigation prepared for the project by PGSoils, Inc. in April 2006 concluded that the project would be feasible from a geologic and geotechnical standpoint provided that the recommendations of the geotechnical study are implemented during building design and project construction phases of site development. The main geotechnical constraints for the construction of the proposed building and its basement would be the site's compressible clay soils and the existence of groundwater at or near the base of the basement excavation. A peer review (City Geologist) and concurrence with the findings of the PGSoils, Inc. report is a project condition of approval.

Adherence to this condition would reduce the potentially significant geotechnical constraints to less than significant. This finding is affirmed.

*D. The site is physically suitable for the proposed density of development.*

As discussed above, if the CDP Amendment is approved, General Plan & DTSP consistency would be achieved for the project, and this finding would be affirmed.

*E. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat.*

The subdivision will be required to comply with all mitigations outlined in the Mitigated Negative Declaration, the applicant's geotechnical report, and the City Arborist report. No substantial adverse impacts were identified as part of the environmental study for the project. This finding is affirmed.

*F. The design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

All public utilities can serve the proposed project, and the design will not cause serious public health problems. The project will be required to comply with all mitigations in the Mitigated Negative Declaration, conditions of project approval, and Uniform Building and Fire Codes. This finding is affirmed.

*G. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the City Council may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to one previously acquired by the public.*

The proposed project will not conflict with existing easements. The City will maintain an access easement through the Civic Lane alleyway that is to be utilized for the project down-ramp to the subterranean/parking level. This easement will allow for future access for construction of additional underground parking opportunities envisioned as part of the Firehouse Square Economic Development Target site. The Belmont/San Carlos Fire Authority and Public Works Department have reviewed and approved the circulation plan for the proposed project. This finding is affirmed.

#### Section 5.1 – Planned Unit Development Subdivisions – Finding

*1. The Tentative Map conforms to the approved Detail Development Plan and shall constitute approval of any and all deviations from standards contained in this Ordinance.*

This finding is unable to be made in the affirmative until a Detailed Development Plan submittal has been provided for the project. However, should the Planned Development and associated CDP Amendment be approved, the requested DDP is expected to essentially carry forward all approved development standards of the CDP. Upon approval of the DDP, this finding is affirmed.

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

**NOW, THEREFORE, BE IT FURTHER ORDAINED** that the City Council of the City of Belmont approves the Conceptual Development Plan Amendment, Rezone to Planned Development, and Tentative Subdivision Map for construction of a new mixed-use (commercial/residential) building at 1300 El Camino Real and adjacent Civic Lane Alleyway, subject to the Performance Standards attached as Exhibit "A".

**SECTION 2: Severability.**

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

**SECTION 3:** Pursuant to Section 36937 of the Government Code of the State of California, this Ordinance shall take effect and be in full force and effect thirty (30) days after its final passage.

**SECTION 4:** The City Clerk shall cause this Ordinance to be published and posted in accordance with the requirements of Section 36933 of the Government Code of the State of California.

**INTRODUCED** this \_\_\_\_\_ day of \_\_\_\_\_, 2008.

\* \* \* \* \*

**PASSED AND ADOPTED** as an Ordinance of the City of Belmont at a regular meeting thereof held on the \_\_\_\_\_ day of \_\_\_\_\_, 2008.

AYES, COUNCILMEMBERS: \_\_\_\_\_

NOES, COUNCILMEMBERS: \_\_\_\_\_

ABSTAIN, COUNCILMEMBERS: \_\_\_\_\_

ABSENT, COUNCILMEMBERS: \_\_\_\_\_

RECUSED, COUNCILMEMBERS: \_\_\_\_\_

\_\_\_\_\_  
MAYOR of the City of Belmont

ATTEST:  
  
\_\_\_\_\_

CLERK of the City of Belmont

## ATTACHMENT III

PERFORMANCE STANDARDS  
CONCEPTUAL DEVELOPMENT PLAN AMENDMENT  
REZONE TO PLANNED DEVELOPMENT  
TENTATIVE SUBDIVISION MAP  
1300 EL CAMINO REAL & ADJACENT CIVIC LANE ALLEYWAY  
(APPL. NO.PA2006-0012)

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

- A. The following conditions shall be shown on plans submitted for a building permit and/or site development permit or otherwise met prior to issuance of the first building permit (i.e., foundation permit) and shall be completed and/or installed prior to occupancy and remain in place at all times that the use occupies the premises except as otherwise specified in the conditions:

**Planning Division**

1. The Detailed Development Plan shall be consistent with the following design standards, which are derived from the plans on file in the subject file and date stamped March 12, 2008:
  - A. Minimum Lot Size. 10,399 square feet
  - B. Maximum Floor Area of Uses. Commercial – 5,922 sq. ft., Residential – 15,586 sq. ft, Parking Garage/Ramp – 7,500 sq. ft. Entire PD – 29,008 sq. ft. Retail Commercial uses are required on the entire ground floor.
  - C. Floor Area Ratio – Commercial & Residential Uses Only. Commercial Uses - 0.6, Residential Uses – 1.6, Entire PD – 2.2
  - D. Residential Density. A maximum of 9 residential units, equivalent to 37 dwelling units per acre.
  - E. Minimum Setbacks and Building Separations: Setbacks from the public right-of-way and separations between buildings shall be no less than shown on the plans date stamped March 12, 2008 in the subject file.
  - F. Maximum Building Height: 50 feet; Minimum height of the ground floor commercial space is 13-14 feet.
  - G. Off-Street Parking: At least 14 parking spaces in the parking garage.
  - H. Open Space (Includes Landscape, Hardscape, Ground Floor & Units Decks): Minimum 3,670 Sq. Ft.

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- I. Building Materials: The project shall include use of true materials, such as stucco, stone, wood, and/or glass.
2. All construction and related activities which require a City building permit shall be allowed only during the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and the following holidays: New Year's Day, President's Day, Memorial Day, 4<sup>th</sup> of July, Labor Day, Thanksgiving Day and Christmas Day. All gasoline powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.
3. Exterior building lighting shall not spill off the property or cause significant glare for adjacent properties. All external project lighting shall be downcast or upcast, shielded lighting designed to illuminate entry-ways only, with no direct visibility of the light source from the street.
4. Prior to issuance of building permits for the project, the applicant shall submit a full set of plans (as submitted for Planning Commission review) for peer review by the City Geologist who shall make findings as to concurrence with the PGSoils, Inc. Geotechnical Investigation dated April 2006 and as to additional conditions of project approval that may be imposed by the City Geologist to include, but not limited to, plan review by Geotechnical consultant during building permitting process and field inspection by Geotechnical consultant during construction as prescribed in the report.
5. Prior to issuance of building permits for the project, the applicant shall submit a detailed analysis of acoustical requirements to ensure that interior noise levels of 45 dBA (CNEL) or less are achieved in all residential units and that outdoor areas are designed to achieve the City's exterior noise guideline of 65 dBA (CNEL) for the residential uses.
6. Prior to the issuance of building permits for the project, the applicant shall submit a signage plan which shall be approved by the Planning Commission.
7. Prior to issuance of building permits for the project, the applicant shall provide revised a site plan and basement and ground floor layouts which shall be approved by Planning Commission, to include:
  - Accommodation of bicycle parking near front entrance
  - Installation of a Photovoltaic/Solar System for the roof

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- Mirrors along ramp in parking garage, signage at the Civic Lane entrance and flashing lights for exiting vehicles onto O’Neill Avenue to ensure safe ingress/egress of vehicles
8. Prior to issuance of building permits, the property owner shall file with the Director of Community Development, on forms provided by the City, an acknowledgment that he/she has read, understands and agrees to these conditions of approval.
  9. In accordance with the Belmont Zoning Ordinance, the permit(s) granted by this approval shall expire one (1) year from the date of approval, with said approval date indicated on the accompanying Planning Commission resolution. Any request for extension of the expiration date shall be made in accordance with the applicable provisions of the Belmont Zoning Ordinance.
  10. In the event that this approval is challenged by a third party, the property owner and all assignees will be responsible for defending against this challenge, and agrees to accept responsibility for defense at the request of the City. The property owner and all assignees agree to defend, indemnify and hold harmless the City of Belmont and all officials, staff, consultants and agents from any costs, claims or liabilities arising from the approval, including without limitation, any award of attorneys fees that might result from the third party challenge.
  11. The applicant shall also contribute a Park-In-Lieu Fee as per Section 6.10 of the Belmont Subdivision Ordinance to fund improvement of existing or future park facilities within the City. The Park-In-Lieu fee amount shall be determined at recordation of the final map for the subdivision.

**Building Division**

1. Prior to any construction, the applicant or a designated representative shall obtain all of the required building permits for the project. Plans shall conform to approved plans and shall show building materials and color scheme.
2. Plans shall show/provide for: building materials and color scheme, trash enclosures/mechanical equipment, signage height, detailed landscape and irrigation plan, property maintenance, CC & Rs, archeology finds, transformers, fire standpipes, and back flow preventers.
3. Post hours of operation and phone numbers for noise complaints.

II. COMPLY WITH THE FOLLOWING CONDITIONS OF THE PUBLIC WORKS DEPARTMENT:

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- A. The following conditions shall be shown on plans submitted for a building permit and/or site development permit or otherwise met prior to issuance of the first building permit (i.e., foundation permit) and shall be completed and/or installed prior to occupancy and remain in place at all times that the use occupies the premises except as otherwise specified in the conditions.
  1. Street widening, improvements, and dedications shall be in accordance with City Standards and specifications as required by the Department of Public Works.
  2. Streets, sidewalks and curbs in need of repair within and bordering the project shall be repaired and/or removed and replaced in accordance with the Department of Public Works approved standards. Photographs or video of before condition are recommended.
  3. New sidewalk, curb and gutter shall be installed in accordance with the Department of Public Works approved standards.
  4. A commercial driveway approach shall be installed in accordance with Department of Public Works approved standards.
  5. The boundaries of a FEMA special hazard flood zone shall be shown on the grading and drainage plan.
  6. Roof leaders and site drainage shall be directed to the City Stormwater drainage system. A dissipater box or other energy reduction method shall be used.
  7. The owner/applicant shall submit a sanitary sewage plan. Flows from the proposed development shall be estimated and their impact on the existing City collection system analyzed. Mitigation measures may be required to upgrade the City system.
  8. Roof downspout systems shall be designed to drain into designated, effective infiltration areas or structures (refer to Bay Area Stormwater Management Agencies Association (BASMAA) Start at the Source Design Guidance Manual for Stormwater Quality Protection (available from BASMAA @ 510-622-2465)).
  9. To control concentrated flow, drainage from paved surfaces, including streets, parking lots, driveways, and roofs, shall be routed through swales (also known as vegetated channels), buffer strips, or sand filters prior to discharge into the storm drain system. Sand filters shall be inspected and cleaned on a biannual basis. The property owner or association shall be responsible for inspection and maintenance.
  10. The developer shall incorporate the following Best Management Practices (BMPs) for stormwater quality protection into site design to the extent that conditions allow.

(Refer to the Bay Area Stormwater Management Agencies Association (BASMAA) Start at the Source Design Guidance Manual for Stormwater Quality Protection (available from BASMAA @ 510-622-2465):

- a. For walking and light traffic areas, permeable pavements shall be used 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. The landscape design shall incorporate biofilters, infiltration and retention/detention basins into the site plan as feasible.
  - d. For outdoor work areas including garbage, recycling, maintenance, storage, and loading, applicable stormwater controls include siting or set back from drainage paths and water ways, and 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.
11. New buildings such as food service facilities and/or multi-family residential complexes or subdivisions shall provide a roofed and enclosed area for dumpsters and recycling containers. The area shall be designed to prevent water run-on to the area and runoff from the area and to contain litter and trash, so that it is not dispersed by the wind or runoff during waste removal.
  12. Runoff from trash enclosures, recycling areas, and/or food compactor enclosures, or similar facilities shall not discharge to the storm drain system. Trash enclosure areas shall be designed to avoid run-on to the trash enclosure area. If any drains are installed in or beneath dumpsters, compactors, and tallow bin areas serving food service facilities, the drains shall be connected to a grease removal device and/or treatment devices prior to discharging to the sanitary sewer.
  13. Submit subdivision plans in conformance with the Subdivision Map Act and City Subdivision Ordinance No. 530. Final plans shall be drafted in AutoCAD and submitted on CD-ROM.
  14. The developer shall provide documentation from Mid-Peninsula Water District, PG&E, Pacific Bell, and AT&T Broadband cable TV that these utilities will provide service to the subdivision.
  15. The owner/applicant shall analyze the existing sewer system from the property boundary to the nearest pump station or main trunk line to determine its capacity to handle increased sewer flows from this development. Should any deficiency in this

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system be found, the owner/applicant shall improve the downstream system or contribute a proportionate share of the cost for improvements as determined by the Public Works Department.

16. The applicant shall provide receptacles for recycling. Containers shall segregate glass, plastic and aluminum containers and paper. Property manager shall ensure these materials are recycled, such as by adding them to the regular recycle stream for on-site pick up by BFI or by returning them for redemption.
17. Food service facilities (including restaurants and grocery stores) shall have a sink or other floor mat, container, and equipment cleaning area, which is connected to a grease interceptor prior to discharging to the sanitary sewer system. The cleaning area shall be large enough to clean the largest mat or piece of equipment to be cleaned. The cleaning area shall be indoors or in a roofed area outdoors; both areas must be plumbed to the sanitary sewer. Outdoor cleaning areas shall be designed to prevent stormwater run-on from entering the sanitary sewer and to prevent stormwater run-off from carrying pollutants to the storm drain. Signs shall be posted indicating that all food service equipment washing activities shall be conducted in this area. Regular maintenance and cleaning of the grease interceptor is required and may be subject to periodic inspections conducted by municipal staff.
18. An appropriately equipped facility that drains to the sanitary sewer must be provided for washing and/or steam cleaning activities. These conditions shall be required for automotive related businesses.
  - B. The following conditions shall be met prior to the issuance of the first building permit (i.e., foundation permit) and/or site development permits except as otherwise specified in the conditions.
    1. The property owner/applicant shall apply for and obtain temporary encroachment permits from the Department of Public Works for work in the City public right-of-way, easements or property in which the City holds an interest, including driveway, sidewalk, sewer connections, sewer clean-outs, curb drains, storm drain connections, placement of a debris box.
    2. Property owner/applicant shall apply for and obtain a grading permit from the Department of Public Works. The grading permit fee is based on the total amount of earth moved including cut and fill.
    3. All or a portion of the proposed improvements are located within a FEMA special flood hazard area. The applicant shall provide certification to the Public Works Department that the proposed construction meets all the FEMA requirements for construction within a flood zone.

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4. Verify location of utility meters, valves, back flow preventers, and hydrants with appropriate utility company. Show relationship of each to site improvements, such as retaining walls.
5. The owner/applicant shall submit a grading plan prepared by a California-registered Civil Engineer in accordance with City Grading Ordinance, Chapter 9, Section 3 of the City Code, with a grading permit application, for approval by the Department of Public Works and Building Division prior to any grading or clearing being performed on-site.
  - a) The applicant should note that if the proposed grading meets one or more of the criteria outlined in Section 9-23 of the City Code, a Planning Commission review will be required. Caution: If the total grading quantity changes after Planning Commission approval, a new grading approval may be required. The applicant may choose to complete the grading plan and calculations early in the planning process to limit delays in scheduling this review. (See Section 9-28 of City Code for review process). The plan shall incorporate the following restrictions:
    - b) All soils stockpiled on the site during construction shall be covered or otherwise protected from wind and water erosion.
    - c) During construction, erosion and sedimentation control plans shall be implemented in order to retain sediments on-site.
    - d) Site grading and finished construction shall be designed and executed in such a manner as to avoid diverting runoff onto other properties.
    - e) Restrictions and recommendation of the Geologic and Soils report as approved by the City's Geologist.
6. The owner/applicant shall submit a dust control plan for approval by the Department of Public Works. To reduce dust levels, exposed earth surfaces shall be watered as necessary. The application of water shall be monitored to prevent runoff into the storm drain system. Spillage resulting from hauling operations along or across any public or private property shall be removed immediately. Dust nuisances originating from the contractor's operations, either inside or outside of the right-of-way shall be controlled.
7. The proposed development may add or replace the impervious surface area of the property. The applicant shall provide calculations showing the total impervious area of the completed project with the building permit application. Calculations shall be submitted to the Department of Public Works for review and approval.
8. A written report prepared by a Geotechnical Engineer shall be submitted in accordance with Section 9-36 of the City Code.

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9. Applicant shall install the sanitary sewer connection in accordance with Department of Public Works approved standards and pay the applicable sewer connection fee.
10. Sanitary sewer to include a back flow prevention device.
11. If PG&E is requiring the developer to put in the gas and/or electrical connection, then the developer must submit plans for the encroachment to the Department to Public Works.
12. The applicant shall submit an erosion and sedimentation control plan describing Best Management Practices (BMPs) to be used to prevent soil, dirt, and debris from entering the storm drain system. The plan shall include the following items:
  - a) A site plan showing the property lines, existing and proposed topography, and slopes; areas to be disturbed, locations of cut/fill and soil storage/disposal area; areas with existing vegetation to be protected; existing and proposed drainage patterns and structures; watercourses or sensitive areas on-site or immediately downstream of project; and designated construction access routes, staging areas and washout areas.
  - b) Erosion and sediment controls to be used during construction, selected as appropriate from the California Regional Water Quality Control Board, San Francisco Bay Region Erosion and Sedimentation Control Field Manual (available from: Friends of the San Francisco Estuary, P.O. Box 791, Oakland, CA 94604-0791).
  - c) Methods and procedures to stabilize denuded areas and install and maintain temporary erosion and sediment control continuously until permanent erosion controls have been established.
  - d) Provision for preventing erosion and trapping sediment on-site, such as sediment basins or traps, earthen dikes, fiber rolls, silt fence, check dams, storm drain inlet protection, soil blankets or mats, covers for soil stock piles and/or other measures.
  - e) Provisions for installing vegetative cover in disturbed areas, including areas to be seeded, planted, and/or mulched, and types of vegetation proposed.
  - f) Provision for diverting on-site runoff around exposed areas and diverting off-site runoff around the project site (e.g., swales and dikes).
  - g) Notes, specifications, and/or attachments describing the construction, operation and maintenance of erosion and sediment control measures, including inspection frequency; methods and schedule for grading, excavation, filling clearing of vegetation and storage and disposal of excavated or cleared material; types of vegetative cover and mulch, including methods and schedules for planting and fertilization; and provisions for temporary and permanent irrigation.
13. All plans shall conform to the requirements of the City NPDES stormwater discharge permit and the San Mateo Stormwater Pollution Prevention Plan (STOPPPP). The project plans shall include permanent storm water quality protection measures. The project

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

14. The property owner shall install, operate, and maintain all permanent stormwater quality protection measures included in the approved project plan using qualified personnel. The property owner/applicant must keep a maintenance and inspection schedule and record to ensure that the treatment control measures continue to operate effectively. Records must be provided to the Department of Public Works, on an annual basis, on or before June 30 of each year.
15. The developer shall provide to the first residents/occupants/tenants practical information materials (as furnished by the City) on good housekeeping for hazardous products, proper use and disposal of hazardous products, and prohibited discharge practices.
16. All landscaping shall be maintained and shall be designed with efficient irrigation systems to reduce runoff, promote surface filtration, and minimize the use of fertilizers, herbicides and pesticides.
17. The property owner/association shall implement a trash management and litter control program including emptying trash receptacles in common areas, noting trash disposal violations by homeowners or business, and notifying violators.
18. The phrase “No Dumping-Drains to Bay” or equal phrase shall be labeled on new storm drain inlets by stenciling, branding, plaque or casting.
19. All on-site drain facilities must be inspected twice a year and cleaned immediately prior to the rainy season (prior to October 15) and once again during the rainy season. Results of inspection and cleaning shall be reported to the Department of Public Works on an annual basis on or before June 30 of each year.
20. Trash enclosures and dumpster areas must be covered and protected from roof and surface drainage. Drains within the trash enclosure will be connected to the sanitary sewer system.
21. No wastewater (including equipment cleaning wash water, vehicle wash water, cooling water, air conditioner condensate, and floor cleaning washwater) shall be discharged to the storm drain system, the street or gutter.
22. The owner/applicant shall pay planned drainage fees in accordance with City ordinances.

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23. All utilities to each lot including, but not limited to, electric power, telephone, cable television, and street lights, shall be provided underground.
24. The owner/applicant shall provide a traffic control plan for all construction staging and storage areas.
25. The owner/applicant shall provide an evaluation of the need for the construction of additional street lighting on all streets fronting the property.
26. The owner/applicant shall provide a plan showing all the site improvements and utility trench locations. The plan shall indicate the location of all the protected trees and protection fences on site. No utility trench shall encroach within the protection fence areas.
27. The owner/applicant shall perform a video inspection of the sewer lateral from the house/building to the sewer main, submit the inspection to the Department of Public Works for review and make any necessary repairs to the lateral.
28. The subdivision agreement shall provide for payment of all City inspection and plan check charges associated with the installation of public and private improvements including, but not limited to, streets, sanitary sewers, storm drains and street lights. A cash deposit shall be made in accordance with the fee schedule, against which the City will assess its costs. A refund or additional charge will be made at the conclusion of construction.
29. The subdivision agreement shall provide for payment of all grading permit fees and inspection charges including the reviews by the City's Consultant Geologist in accordance with the City's Grading Ordinance.
30. Loading docks shall be covered, surrounded by berms or curbs or otherwise constructed to prevent drainage onto or from the area. Water used for washing and accumulated waste shall be diverted to the sanitary sewer.
31. Outdoor storage areas for oils, fuels, solvents, coolant, and other chemicals shall be designed to provide secondary containment such as berms and roof covers. Process equipment sited outdoors shall be placed on an impermeable surface and covered. Property owners/associations shall implement a regular program of sweeping and litter control at these sites.
32. Fuel dispensing areas shall be on impermeable surfaces extending 10 to 12 feet beyond the actual dispensing area and shall be covered. They shall be constructed to prevent drainage across or from the dispensing area, and must drain to a sump/tank or clarifier to allow for testing and/or interruption of storm water flow before discharge to the storm

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drain system. Filters and/or oil/water separators shall be installed in the storm drains and must be inspected and cleaned at appropriate intervals by the property owner/operator.

33. Restaurants and kitchens shall be designed with contained areas for cleaning and outdoor washdown connected to the sanitary sewer. Areas designated for grease storage for recycle or disposal pickup shall be contained.
  34. For stream erosion control, the stormwater discharge must pass through an erosion control structure such as an energy dissipater or other form of outlet protection prior to entering the stream. Bioengineered controls shall be used for stream bank protection as feasible.
  35. Location of monument signs must be determined by a licensed engineer who will certify that line of sight will not be blocked and there is sufficient sight distance at the intersection. Engineer shall provide analysis to the City for review.
- C. The following conditions shall be met prior to occupancy except as otherwise specified in the conditions.
1. The property owner/applicant shall apply for and obtain an administrative permanent encroachment agreement from the Department of Public Works, for placement of non-standard materials (i.e., brick pavers) within the public right-of-way.
  2. After the City permits are approved but before beginning construction, the owner/applicant shall hold a preconstruction conference with Building and Public Works Department staff and other interested parties. The developer shall arrange for the attendance of the construction manager, contractor, and all subcontractors who are responsible for grading and erosion and sedimentation protection controls.
  3. Failure to comply with any permit condition may result in a “Stop Work” order or other penalty.
  4. A portion of the proposed work is within the State of California right-of-way. The applicant should contact the California Department of Transportation (Caltrans) to obtain an encroachment permit for this portion of the work.
  5. The project includes construction or installation of stationary equipment that may cause air pollution. The applicant should contact the Bay Area Air Quality Management District (415-771-6000) to determine if an air quality permit is required.
  6. “As-built” drawings for any public improvement including streets, sewers, etc. shall be submitted to the City in AutoCAD on CD ROM.

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7. The owner/applicant shall ensure that applicable Best Management Practices (BMPs) from the San Mateo Stormwater Pollution Prevention Program (STOPP) are followed to prevent discharge of soil or any construction material into the gutter, stormdrain system or creek.
8. The owner/applicant shall ensure that all construction personnel follow standard BMPs for stormwater quality protection during construction of project. These include, but are not limited to, the following:
  - a. Store, handle and dispose of construction materials and wastes properly, so as to prevent their contact with stormwater.
  - b. Control and prevent the discharge of all potential pollutants, including solid wastes, paints, concrete, petroleum products, chemicals, washwater or sediment, and non-stormwater discharges to storm drains and watercourses.
  - c. Use sediment controls, filtration, or settling to remove sediment from dewatering effluent.
  - d. Do not clean, fuel, or maintain vehicles on-site, except in a designated area in which runoff is contained and treated.
  - e. Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers or fencing.
  - f. Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching or other measures as appropriate.
  - g. Perform clearing and earth moving activities only during dry weather (April 15 through November 14).
  - h. Limit and time applications of pesticides and fertilizers to prevent polluted runoff.
  - i. Limit construction access routes and stabilize designated access points.
  - j. Do not track dirt or other materials off-site; clean off-site paved areas and sidewalks using dry sweeping methods.
9. If construction is not complete by the start of the wet season (November 15 through April 15), prior to November 15 the developer shall implement a winterization program to minimize the potential for erosion and sedimentation. As appropriate to the site and status of construction, winterization requirements shall include inspecting/maintaining/cleaning all soil erosion and sedimentation controls prior to, during, and immediately after each storm event; stabilizing disturbed soils through temporary or permanent seeding, mulching, matting, tarping or other physical means; rocking unpaved vehicle access to limit dispersion of mud onto public right-of-way; covering/tarping stored construction materials, fuels, and other chemicals. Plans to include proposed measures to prevent erosion and polluted runoff from all site conditions. As site conditions warrant, the Department of Public Works may direct

the developer to implement additional winterization requirements.

10. The developer shall post maintenance bonds for all improvements to be dedicated to the City for a period of one year after the date of acceptance by the City.
11. The owner/applicant shall provide field survey data to permit retracing all survey monuments set to establish the street right-of-way both public and private. A copy of the final subdivision map including property liens, final contours, street improvements, parking, sewer and storm drains shall be provided using AutoCad drawing files (scale 1"= 2').
12. Grading shall be performed in accordance with the City Grading Ordinance, Chapter 9 of the City Code. Soil or other construction materials shall not be stockpiled in the public right-of-way unless an encroachment permit is obtained from the Department of Public Works. Grading shall neither be initiated nor continued between November 15 and April 15. Grading shall be done between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday unless otherwise specifically authorized by the Director of Public Works. The Stormwater Pollution Prevention Program Best Management Practices (BMPs) for construction shall be implemented to protect water quality.

D. Additional Conditions

1. Install backflow devices for sewer lateral.
2. Connect storm drain line to the inlet at the SW corner of O'Neill and El Camino Real. No curb drain shall be used. Provide calculation to show if existing storm line in the street is sufficient.
3. Install standard ADA compliance curb ramp at the SW corner of O'Neill and El Camino Real.
4. Show all easements on site.
5. A door at the west side of the building is opening to the property next door where a garage is located. Written permission is required which shall be recorded in the title for access.
6. Show retaining wall details. Footing and excavation shall not encroach onto adjacent properties.
7. Show full size car template that vehicle will not bottom out and the car can make the turn at the driveway ramp. Show vertical curves for grade changes.
8. Remove and replace broken sidewalk, curb and gutter on El Camino Real. Install new sidewalk, curb and gutter along O'Neill. All sidewalks and driveways shall be brick pavers per downtown redevelopment area sidewalk details.
9. The tentative map is not clear whether this is a retaining wall at the corner of the intersection. Show analysis to ensure the wall is not blocking line of sight.
10. Overlay half side of O'Neill Avenue fronting the property.
11. Submit applications for gas and electric services with PG&E.

PERFORMANCE STANDARDS

1300 El Camino Real & Adjacent Civic Lane Alleyway – PA 2006-0012

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12. Abandon Civic Lane and purchase half of the alley for the construction of the building.

III. COMPLY WITH THE FOLLOWING CONDITIONS OF THE BELMONT/SAN CARLOS FIRE DEPARTMENT:

1. An approved automatic fire sprinkler system meeting the current ordinance requirements of the Belmont/San Carlos Fire Department shall be provided.
2. Address numbers shall be illuminated and visible on all new buildings. Rear addressing is/may also be required. Size of lettering and illumination shall meet Belmont/San Carlos Fire Department standards.

IV. COMPLY WITH THE FOLLOWING CONDITIONS OF THE POLICE DEPARTMENT:

1. All activities shall be subject to the requirements of the Belmont Noise Ordinance.
2. No debris boxes or building materials shall be stored on the street.
3. Flag persons shall be positioned at both ends of blocked traffic lanes.
4. 24-hour written notice to the Police Department is required before any lane closure.

Certification of Approved Final Conditions:

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

\_\_\_\_\_  
Date

## **ATTACHMENT IV**

**MEETING OF MAY 6, 2008**



### **AGENDA ITEM NO. 5C**

Application I.D.: 2006-0012

Application Type: Mitigated Negative Declaration, Conceptual Development Plan Amendment & Rezone, Tentative Subdivision Map

Location: 1300 El Camino Real & Adjacent Civic Lane Right-Of-Way

Applicant/Owner: Parviz Kamangar &  
City of Belmont Redevelopment Agency

APN: 045-244-010 & Adjacent Civic Lane Right-Of-Way

Existing Zoning: PD (Planned Development) & City Right-Of-Way

General/Specific Plan Designation: C/R (Mixed Commercial/Residential)  
Downtown Specific Plan & Public Right-Of-Way

Environmental Determination: Mitigated Negative Declaration

### **PROJECT DESCRIPTION**

The applicant proposes to construct a new 29,008 square-foot three & four story mixed-use structure within a vacant 8,563 square foot lot & adjacent Civic Lane Right of Way area. The proposed building includes a sub-grade basement level containing 14 parking spaces and storage area, a ground floor containing commercial space, and second, third, and fourth floors containing a total of nine residential units.

The project necessitates amendment of the approved Conceptual Development Plan (CDP) for the project & a Rezone of the adjacent Civic Lane Alley Way for the associated Planned Development District (PD). Discussion of the steps/requirements for the Rezone & amendment of the PD District are discussed further in this report.

A Tentative Subdivision Map, and Mitigated Negative Declaration which has been prepared and circulated for public review in compliance with the California Environmental Quality Act (CEQA) regulations is also required for the project.

## **RECOMMENDATION**

Staff recommends the Planning Commission take the following actions:<sup>1</sup>

1. Adopt a resolution recommending City Council approval of the Mitigated Negative Declaration.
2. Adopt a Resolution recommending City Council approval of the Conceptual Development Plan (CDP) Amendment, and Rezone of the adjacent Civic Lane Right-Of-Way for the Planned Development (PD) District for the subject properties.
3. Adopt a Resolution recommending City Council approval of the Tentative Subdivision Map.

The Commission will subsequently review a Conditional Use Permit to establish a Detailed Development Plan (DDP), Design Review, Tree Removal Permit, and Grading Plan for the project, predicated upon Council approval of Items #1, #2, and # 3 listed above. At a future date, the Commission will also be required to adopt a Resolution finding General Plan Consistency associated with the vacation of the adjacent Civic Lane alleyway for the project and Planned Development.

## **GENERAL/SPECIFIC PLAN & ZONING CODE DESIGNATION**

The Belmont General Plan and Downtown Specific Plan (DTSP) currently designate the project site as C/R, Mixed Commercial/Residential. The DTSP is an adopted section of the General Plan. A review of the applicable General Plan/DTSP goals/policies is discussed further in the report. The subject site(s) are zoned PD, Planned Development & Public Right-Of-Way; a review of the applicable Zoning Code sections is discussed further in the report.

## **SITE CONDITIONS**

The project site is a roughly rectangular 8,563 square-foot level property on the southwestern corner of El Camino Real, O'Neill Avenue, and Civic Lane alleyway. The City is approaching completion of negotiations with the developer to sell a portion of Civic Lane to the applicant in order to accommodate the proposed development expansion; the new effective lot size would be approximately 10,400 square feet.

The subject property is the site of a former commercial building that was demolished in late 2001. Currently, the site contains the remnant foundation of the commercial building and is surrounded with chain-link fencing. Views of the project site are primarily available from El Camino Real, O'Neill Avenue, Civic Lane, Fifth Avenue, and the CalTrain Station.

The project site is in the downtown area of the community near the center of Belmont. Properties adjoining or in the vicinity of the project site include the "Village Center" area to the north and a

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

variety of commercial and residential uses to the south and west that define the visual character of this segment of Belmont.

The old Belmont Fire Station is immediately to the west, and the CalTrain station parking area is located directly across El Camino Real to the east of the site. The project site provides pedestrian access to El Camino Real to the east and O'Neill Avenue to the north, and pedestrian/vehicular access to Civic Lane to the west.

## **BACKGROUND/PRIOR ACTIONS**

The subject property is the site of a former two-story commercial building (occupied by a lighting business from 1956 through the late 1990's) that was demolished in late 2001.

A previously proposed development (2007) for the site included a sub-grade basement level containing 12 parking spaces and storage area, a ground floor containing two commercial units, and second and third floors containing six residential units. The project necessitated consideration and adoption of a Rezoning of the property to a Planned Development District (PD) via establishment of a Conceptual Development Plan (CDP). A Tentative Subdivision Map, and Mitigated Negative Declaration (i.e. the environmental assessment) was also required. The following provides a summary of actions taken for the original project:

March 20, 2007 – The Planning Commission adopts two Resolutions; the first recommending Agency/City Council certification of the environmental assessment, and the second recommending Agency/City Council approval of the Rezone and associated Conceptual Development Plan (CDP) for the PD District, and Tentative Subdivision Map for the project.

April 10, 2007 – The Redevelopment Agency adopts a resolution certifying the Mitigated Negative Declaration (Environmental Assessment) for the project.

May 29, 2007 – The City Council adopts an Ordinance for the Rezoning of the property to Planned Development, and approval of the Conceptual Development Plan, and Tentative Subdivision Map for the project. A second reading of the Ordinance is completed on June 12, 2007.

Since that time, the City has worked with the developer to expand their project to create an improved integration with the envisioned uses/development concept for the Firehouse Square target site (bounded by El Camino Real, Fifth Street, O'Neill and Broadway). The results of the discussion achieved the following:

- Enlargement of the 1300 El Camino Real project now includes a down ramp to underground parking beginning at Civic Lane (alley) off O'Neil. This site/building plan modification yields the three additional residential units and 1000 sq. ft. of additional commercial space within the building. The purpose of the change would maximize parking spaces in the building and within a future underground parking garage that could serve the balance of development within Firehouse Square.

- As discussed earlier, staff is approaching completion of negotiations with the developer for modifications to his project, the sale of a portion of Civic Lane, granting of access/easement rights on Civic Lane, financial considerations for the ramp improvements, and utility relocations within Civic Lane.

April 1, 2008 – The Planning Commission conducts a study session on the expanded development proposal. Comments centered on elevations/details associated with the El Camino Real & Civic Lane Building frontage, architectural enhancements, and landscaping. The extent of the Commission comments was forwarded to the applicant/developer for assessment. Staff expects the bulk of the issues to be addressed via a Detailed Development Plan (DDP) submittal should the project be approved at this CDP Amendment stage.

### **ENVIRONMENTAL DETERMINATION – CEQA STATUS**

The project is subject to environmental review under the provisions of the CEQA. A Subsequent Initial Study was prepared for the amended project (see Attachment VII). Although the Initial Study identified potentially significant impacts in the areas of public services, cultural resources, hydrology, noise, air quality, geology/soils, land use and traffic, there will not be a significant effect in this instance because mitigation measures required will reduce the effects to less-than-significant levels. Based on the Initial Study, a Mitigated Negative Declaration was prepared and sent to the State Clearinghouse for review between April 30 and May 30, 2008. The Subsequent Initial Study and MND is also available for public review.

Public comments could be received during public hearing(s) used to review the potential environmental effects of the project and the appropriate mitigation measures that would reduce such impacts to less than significant levels. The mitigation measures outlined in the MND are design or construction phase related and will be incorporated into the conditions of project approval (DDP).

### **NEIGHBORHOOD OUTREACH STRATEGY**

The applicant previously performed neighborhood outreach for the project in November 2006. The City has also met with every property owner within the Firehouse Square block to inform them of the vision for the block as well the status of the proposed development – these meetings took place over the course of five months between January & May 2008. There have been no written inquiries about the project received by city staff or the applicant as of the writing of this report. The applicant has achieved the neighborhood outreach strategy tasks.

### **PROJECT DESCRIPTION/ANALYSIS**

As discussed earlier, the proposed mixed-use development for the vacant site and adjacent Civic lane alleyway includes a sub-grade parking level, ground floor commercial space, and second through fourth floors providing nine residential units.

#### Basement Floor – 7,500 Sq. Ft.

The project would include an access ramp extending along the existing Civic Lane right-of-way from O’Neill Avenue to the sub-grade level containing 14 parking spaces. The basement floor would also include a mechanical room, trash room, a storage area, and two stairwells for residential and

street level access. An elevator would provide access to all floors of the building. For purposes of calculating total building floor area, the stairways, elevator and ramps on this floor are counted once, but not counted on the upper floors if the space is duplicated.

#### Ground Floor – 5,922 Sq. Ft.

This floor would accommodate retail commercial space. The entrance would be from O’Neill Avenue or the corner of O’Neill Avenue and El Camino Real. The ground floor would also include three decks, two along El Camino Real and one at the southwest corner of the proposed building, a tenant trash room and access to one stairwell.

#### Second & Third Floors (6,759 sq. ft. each) & Fourth Floor (2,068 Sq. Ft.)

The main entrance for the residential units would be located on O’Neill Avenue, and includes a foyer and lobby leading to the elevator. Additional access to the upper floors would be available to residents via stairwells to El Camino Real and a walkway on the west side of the proposed building. Each of the second and third floor levels would provide four condominium units while the fourth floor would contain one condominium unit. The nine dwelling units include one-bedroom, two-bedroom, and two-bedroom with study floor plans. Each unit has living/dining areas, kitchen, storage, and exterior decks. All floors are accessed by a centrally located elevator and stairwells on the east and west sides of the building. The residential unit breakdown is as follows:

- One Bedroom/One Bathroom – 1,018 Sq. Ft. (Two Total)
- Two Bedroom/Two Bathroom – 1,641 Sq. Ft. or 1,768 Sq. ft. (Four Total)
- Two Bedroom & Study/Two Bathroom - 1,872 Sq. Ft. or 2,068 Sq. ft. (Three Total)

#### Exterior Building Materials/Colors & Design

The proposed new three & four-story building would have a cement plaster exterior finish with a color palette consisting of warm earth tones. The architectural style is consistent with the Historic Architectural Theme Zone of the ATTP/DTSP and complementary of the existing old fire station located to the west of the property. Architectural features include: a low profile clay tile roof, arched window and door treatments, fabric awnings, decorative wall treatments, covered balconies, open balconies with wood trellis details, and wrought iron railings for stairways and window treatments.

#### Entrance Plaza

The pedestrian entrance plaza along O’Neill Avenue includes the use of brick and concrete paving materials to complement the existing brick pavers along El Camino Real, and incorporates sculptural elements, wooden benches, and large plant containers with accent plants on each side of the main entrance doorway which is covered with a flared glass awning.

#### Trees/Landscaping

The proposed Landscape/Hardscape plan provides 2,463 square feet, approximately 23% of the site area. The proposed landscape plan provides for the retention of the existing 3 street trees along El Camino Real and the addition of one new Canary Island Date Palm (14’ trunk height intended to

match the nearby palm in front of the old fire station) and one new Evergreen Ash (24" box) along O'Neill Avenue.

Other landscape materials include assorted shrubs & groundcover (1, 2, 5, & 15 gallon size – see attached Landscape Plan). The landscaping and use of raised planting beds and clay planters, tiled and brick sidewalks and entryway with wooden bench for seating enhance the villa appearance of the development.

### Signage and Lighting

The applicant has not included a master sign or lighting plan at this time. Staff has included future Planning Commission review of a signage plan and lighting plan as a condition of approval.

### Traffic Circulation

A traffic impact study was prepared by Fehr & Peers Transportation Consultants and is incorporated in the MND. The study found the following:

- A high commercial intensity use of the site, such as a restaurant, combined with the 9 residential units could generate 752 daily trips (worst case scenario).
- Field observations indicated there is adequate on-street parking in the area to handle the expected demand from retail use (the Caltrain parking lot is directly across the site on El Camino Real and was largely empty).
- The internal circulation of the parking garage could present a safety issue, and the MND specifies the use of mirrors for the ramp, signs and flashing lights for vehicles exiting the garage as mitigations. These mitigations have been included in the conditions of project approval.
- Bicycle parking should be included in the project and the requirement of a secure facility for storage of bicycles in the garage for residents and a bicycle rack along the entry frontage have been included in the conditions of project approval.

The site is served by both Sam Trans bus service on El Camino Real and by Caltrain across the street. The site plan provides adequate and safe pedestrian access to the site and adjacent properties.

### Geotechnical Evaluation

A geotechnical investigation was prepared for the project by PGSoils, Inc. and concluded that the project would be feasible from a geologic and geotechnical standpoint provided that the recommendations of the geotechnical study are implemented during building design and project construction phases of site development.

The main geotechnical constraints for the construction of the proposed building and its basement would be the site's compressible clay soils and the existence of groundwater at or near the base of the basement excavation. A peer review and concurrence with the findings of the PGSoils, Inc.

report by the City Geologist (Cotton & Shires) prior to building permit issuance and associated field inspection during construction have been included as conditions of project approval.

### Miscellaneous

Other major elements of the proposed project include:

- Excavation of approximately 8 to 12 feet to provide the basement floor for off-street parking. Due to site topography, less excavation would be required along the subject property's El Camino Real frontage.
- Extension of new utilities including storm drainage, sanitary sewer, water as well as public safety service requirements.
- Provision of rooftop photovoltaic cells for power generation.

**PROJECT DATA (AND AMENDED PD STANDARDS) FOLLOWS ON NEXT PAGE**

| <b>Criteria</b>   | <b>Previously Approved Planned Development Standards</b>   | <b>Amended Planned Development Standards</b>   |
|---|--|--|
| <b>Lot Area</b>   | 8,563 sf   | 10,400 sf  |
| <b>Floor Area</b>   | Com 4,367 sf<br>Res 13,747 sf<br>Pkg/Rmp <u>4,869</u> sf<br><b>Total 22,983 sf</b><br>(Stairs, elevators, ramps counted once). Retail Commercial uses are required on the entire ground floor. Enclosed parking and ramps exempt from floor area calculations. | Com 5,922 sf<br>Res 15,586 sf<br>Pkg/Rmp <u>7,500</u> sf<br><b>Total 29,008 sf</b><br>(Stairs, elevators, ramps counted once). Retail Commercial uses are required on the entire ground floor. Enclosed parking and ramps exempt from floor area calculations. |
| <b>FAR</b>  | Com 0.510<br>Res <u>1.605</u><br><b>TOTAL 2.115</b><br>Retail Commercial uses are required on the entire ground floor.   | Com 0.6<br>Res <u>1.6</u><br><b>TOTAL 2.2</b><br>Retail Commercial uses are required on the entire ground floor.   |
| <b>Residential Density</b>  | 30 Dwelling Units/Acre   | 37 Dwelling Units/Acre   |
| <b>Parking</b>  | Street 4<br>Basement <u>12</u><br><b>TOTAL 16</b>  | Street 4<br>Basement <u>14</u><br><b>TOTAL 18</b>  |
| <b>Setbacks:</b>  |  |  |
| <b>Front - North O'Neill Ave</b>  | 10' Minimum  | No Change  |
| <b>Rear - South</b>   | 0'   | No Change  |
| <b>Side - West El Camino Real</b>   | 0'   | No Change  |
| <b>Side - East Civic Lane</b>   | 0'   | No Change  |
| <b>Sidewalk</b>   | No Change  | No Change  |
| <b>Height</b>   | 3 stories plus roof features (Maximum 45-50 foot height) Minimum height of first floor is 13-14 feet.  | 3 stories + Penthouse Unit & roof features (Maximum 50 foot height). Minimum height of first floor is 13-14 feet.  |
| <b>Open Space Includes: Landscape Hardscape Ground Floor &amp; Unit Decks</b> | Minimum 2,579 sf   | Minimum 3,670 sf   |

**Amending a Planned Development District**

The project entails amending the previously established Planned Development for the subject site; approval is subject to the review provisions of Section 12 (Planned Unit Development or “PD” District) of the Belmont Zoning Ordinance. Unlike properties in other zoning districts, properties seeking a PD designation (or amendment) are governed by a two-step review process: First, general issues of land use, site plans and circulation plans are reviewed by way of an application for a Conceptual Development Plan (CDP) – in this case via the CDP Amendment. After approval, more detailed issues – such as building architecture, landscaping, parking layout, and lighting – are evaluated by way of an application for a Detailed Development Plan (DDP).

### **Conceptual and Detailed Development Plans**

The Conceptual Development Plan is the core of the PD zone designation. PD designations are assigned only in response to a specific project application, and each PD-zoned site includes a Conceptual Development Plan. The CDP includes a schematic layout of, “proposed land uses, location of building, structures and building groups...proposed circulation systems...proposed parks, playgrounds, school sites and other open spaces...proposed landscaping...any existing trees to be removed...proposed off-street parking”.<sup>2</sup>

A CDP also includes tabulations of densities, floor area ratios and maximum building heights; delineation of any phasing; and discussion of relation to future land use in surrounding areas. Because CDP and PD Amendments result in zoning district changes, they must be approved by the City Council after a review and recommendation from the Planning Commission.

The second stage of PD review is the Detailed Development Plan, which does not occur until after a CDP is approved. The DDP review focuses on “...elevations and perspective drawings of all proposed structures...location and type of plant materials...finished grades...off-street parking”.<sup>3</sup> DDP’s are reviewed and approved by the Planning Commission. The City Council only reviews DDP applications if an appeal is filed after Planning Commission action.

In summary, project approval under a PD zone designation requires two applications, and these are well described by their titles. The first level of review is conceptual in nature: Overall land uses, building sizes and locations and general circulation layouts are the focus of attention on a CDP application. The second level DDP review centers on the details: Architecture, landscaping, lighting, signage, etc.

### **Rezone & Conceptual Development Plan (CDP) Amendment Analysis & General Plan Consistency**

The single finding required for amending the Conceptual Development Plan is the determination that “...the change in the district boundaries or of the district regulations is required to achieve the objectives of the Zoning Plan and the General Plan for the City.” (BZO Section 16.7). The objectives of the City’s zoning regulations are stated in Section 1.1 of the Zoning Code:

*Sec. 1.- PURPOSE – The following regulations for the zoning of land within the City are hereby adopted to promote and protect the public health, safety, peace, comfort, convenience and*

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2 Belmont Zoning Ordinance, Section 12.3A, excerpts

3 Ibid., Section 12.5.A.6, excerpts

*general welfare, and to provide a precise guide for the physical development of the City.*

In determining the appropriateness of the requested Conceptual Development Plan Amendment & Rezoning (and whether it is *required*), the central issue is consistency with the General Plan. To determine that consistency, applicable goals and policies of the Belmont General Plan must be considered in light of this proposal. The Commission must determine that such goals and objectives (of the City's Downtown Specific Plan and General Plan - see below) are achieved by the proposed Planned Development Amendment & Rezone.

## **Downtown Specific Plan - Land Use Element**

### *5.3.2 Land Use Objectives*

#### *5.3.2.2 Mixed Commercial/Residential Objective:*

*Provide opportunities for mixed use development to simultaneously expand the community's tax base, stimulate redevelopment efforts, and address the growing housing needs within the downtown at select locations both north and south of the Village Center.*

The proposed project would provide mixed commercial and residential uses through the construction of a three & four-story building, encompassing commercial space on the ground floor, and three floors for nine residential condominium units. Additionally, a sub-grade level would be excavated on the project site to provide 14 parking spaces for future residents/commercial tenants of the building. Based upon development plans submitted to the City, the proposed building would be consistent with the Downtown Specific Plan Mixed Commercial/Residential Objectives.

The proposed project would develop an existing vacant lot (and right-of-way to be vacated) with new commercial and residential development, and would support the City's objective to expand its tax base through new commercial activities, stimulate redevelopment efforts by promoting new construction on vacant lands in the downtown, and address the growing housing needs within the downtown specifically, and the Bay Area in general through the provision of nine condominium units within walking distance of major commercial uses and mass transit facilities.

## **5.5 Mixed Commercial/Residential Policies**

*5.5.1 Location Policy. Mixed commercial/residential districts shall be located to the north and south of the Village Center on the west side of the El Camino Real as shown on the Land Use Map, Figure 5.1.*

*5.5.2 Permitted Use Policy. The commercial/residential district shall contain a mix of public, retail office, recreational and high density residential uses.*

*5.5.7 Building Height Policy. The maximum permissible height shall be 3 stories for buildings on the west side of El Camino Real. Maximum heights within Commercial/Residential districts on the east side of El Camino Real shall be 4 stories. Buildings along El Camino Real and Ralston Avenue shall have a maximum 2 story streetwall to maintain and enhance the views of Belmont Hills, consistent with the Building Height Policy 4.5.2 of the Urban Design Element.*

*5.5.9 Landscaping Policy. Landscaping shall be utilized to enhance the aesthetic environment of the Downtown. Landscaping requirements shall be dependent upon the types of uses proposed in a mixed use district.*

The proposed mixed commercial/residential project would be located on southwest corner of the El Camino Real/O'Neill Avenue intersection, consistent with the provisions of Policy 5.5.1.

Furthermore, the project proposes commercial and residential land uses that comply with the intention, direction, and spirit of Policies 5.5.2 & 5.5.7.

The proposed mixed-use development meets DTSP Mixed Commercial/Residential Objective 5.5 in that it would create a new opportunity to simultaneously expand the community's tax base, stimulate redevelopment efforts, and address the growing housing needs within the City at a location south of the Village Center.

The proposed mixed use building, with commercial (retail and/or restaurant) on the ground floor and residential dwelling units on the upper floors, would be located in downtown Belmont in the "Firehouse Square" Redevelopment Area which envisions the type of building proposed. The proposed use and building design (Spanish eclectic) would be compatible to other land uses in the general neighborhood. The location is served by a state highway and local streets, has easy access to mass transit (bus and CalTrain), and is connected to the Village Center and neighboring downtown area by pedestrian friendly sidewalks. On-site parking is adequate for the residential tenants of the proposed building and ample off-street parking is within walking distance for visitors and customers.

## **General Plan - Residential Areas**

### **Goal 2006.1**

*To encourage location of new multiple family housing in relatively flat areas which have good access, service availability and compatible adjacent uses.*

The proposed development is sited on land that is essentially flat. The site is served by all utility providers and affords adequate ingress/egress and traffic circulation for commercial tenants/customers, residents of the units, and emergency services. The site is in close proximity to both commercial and residential uses which are compatible with the proposed mixed-use project.

### **Policy 2007.2**

*A variety of types and densities of residential uses should be provided to meet the needs of the different lifestyles and incomes of the people who live in the community.*

The proposed development would be compatible with the character of the surrounding neighborhood. In particular, the proposed mixed-use development will be consistent in relation to traffic generation, parking, and noise associated with existing uses in the area. The site location is close to both public transportation and commercial services. The project will provide a lively mix of commercial retail uses and residential units; the provision of housing is necessary to provide alternative residential uses for the area and increase the housing stock for the City. The proposed development will provide greater opportunities to meet the different lifestyles and incomes of people living within the development and community. Based on the above discussion, staff believes a specific finding can be made that the proposed Rezone of the subject site to Planned Development achieves the goals and objectives of the Zoning Ordinance and General Plan for the City.

## **Conceptual Development Plan Amendment Findings**

As discussed above, the proposal entails amendment of the approved Planned Development & associated Conceptual Development Plan (CDP) for the site; the development plan includes rezoning the adjacent Civic Lane Alleyway to PD as part of the project. As stated in Section 12.1 of the Belmont Zoning Ordinance, these actions are “*designed to accommodate developments, neighborhood and community shopping centers, professional and administrative various types of development such as single-family residential developments, multiple housing areas, commercial services centers, and other uses or a combination of uses which can be made appropriately as part of a Planned Unit Development*”.

The PD zoning district allows flexibility of design in accordance with the goals, policies, and objectives of the General Plan. This CDP Amendment & Rezoning also allows for flexibility in meeting the strict interpretation of the Zoning Ordinance, provided the project is well designed, includes a favorable balance of open space to developed area, is sensitive to existing terrain, and is compatible with surrounding uses.

In order to approve the proposed Rezone, and PD Amendment via the accompanying conceptual development plan, the following findings must be made:

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

The proposed development can remain an independent project without disturbing neighboring uses, since the project will be conditioned through performance standards and adherence to mitigation measures required in the Mitigated Negative Declaration. The objective of the C/R Downtown Specific Plan designation is to encourage mixed use of commercial and residential in the downtown area. Further, the subject property is located in a targeted redevelopment area that promotes intensification of mixed use.

The proposed development will provide needed residential housing and be compatible with existing uses in the neighborhood. Finding number one can be made in the affirmative.

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

The location is served by a state highway and local streets, has easy access to mass transit (bus and CalTrain), and is connected to the Village Center and neighboring downtown area by pedestrian friendly sidewalks. On-site parking is adequate for the residential tenants of the proposed building and ample off-street parking is within walking distance for visitors and customers. The proposed use will not place an undue burden on existing transportation, utilities or services in the vicinity. The proposed use is served by two public streets, El Camino Real and O’Neill Avenue that are of capacity to carry the traffic generated by the proposed use. This finding can be made in the affirmative.

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

The subject property is designated Commercial-Residential (C/R) by the DTSP which encourages mixed commercial/residential use. Also, the site is located within a targeted redevelopment area of the downtown and would be the first property in that area to implement an intensified land use which is in keeping with the intent of redevelopment objectives to stimulate economic growth and vitality and to provide more housing in the downtown area. Finding number three can be made in the affirmative.

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

The proposed development will not significantly increase the City's costs in providing services to the project site, and the City will be able to absorb the economic impact created by the PD District (and associated amendment). All service levels can be maintained to protect the public health, safety and welfare. Finding number four can be made in the affirmative.

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

The proposed commercial/residential use building is located within a commercial area and on-street parking is available on El Camino adjacent to the site. In addition, the Caltrain parking lot is directly located across El Camino Real and public parking areas north of the site in the Village and Civic Center areas are located within easy walking distance from the site. A traffic impact analysis conducted by Fehr & Peers in September 2006 reported that the CalTrain parking lot was largely empty during field observations during the day. The site is also served by mass transit; bus service along El Camino Real, and by CalTrain that could alleviate the parking demand.

The objective of the C/R General Plan designation is to encourage mixed use of commercial and residential in the downtown area. Further, the subject property is located in a targeted redevelopment area that promotes intensification of mixed use. In order to meet these objectives, development of an intensified mixed use on the subject site reduces the amount of land area available for parking purposes. The applicant has addressed this practical difficulty by proposing a design solution that requires significant ground excavation (a physical hardship) in order to most effectively utilize the lot area with a below-grade parking garage.

The proposed development is the first application for redevelopment in the envisioned "Firehouse Square" Redevelopment Area, and the associated MND found the parking impacts would be less than significant, largely due to the current availability and adequacy of existing nearby public parking to meet the parking demand required for the highest potential commercial use of the proposed new building. The proposed parking layout provides the maximum possible number of spaces that can be accommodated on-site that is within practical means. Finding number five can be made in the affirmative.

**TENTATIVE SUBDIVISION MAP ANALYSIS**

In order to approve the proposed Tentative Subdivision Map, the Planning Commission must make the following findings as per Section 9.8 (A-G) of the Subdivision Ordinance:

A. *The proposed map is consistent with the applicable general and specific plans.*

The applicant proposes a new building with a commercial floor area of 5,922 square feet and a residential floor area of 15,586 square feet. Approval of the amended Planned Development, Conceptual Development Plan, and Rezone for the mixed commercial/residential use of the site creates the following development standard for the project:

- FAR: Up to 0.6 for Commercial and up to 1.5 for Residential for the mixed-use project with commercial uses restricted to the entire ground floor. The associated maximum permitted floor area would be connected to the maximum FAR for the site.

The density (37 dwelling units per acre) for the project exceeds the maximum permitted in the Downtown Specific Plan (Maximum of 30 dwelling units per acre). Satisfaction of this finding in the affirmative will be determined upon future Planning Commission recommendation and City Council adoption of a DTSP amendment associated with the project that will be presented at a future meeting. In addition, should the proposed Conceptual Development Plan (CDP) Amendment for the project as described herein, and Rezone of the adjacent Civic Lane Alleyway to Planned Development be approved, General Plan consistency would be fully achieved for the project, and it is reasonable that this finding could be made in the affirmative.

B. *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The design of the proposed Tentative Subdivision Map is consistent with the applicable goals and policies of the Downtown Specific Plan and General Plan. With regard to consistency with the CDP, satisfaction of this finding depends upon approval/denial of the requested Planned Development amendment and associated CDP. As discussed above, if the CDP Amendment & DTSP Amendment is approved, General Plan consistency would be achieved for the project, and this finding could be made in the affirmative.

C. *The site is physically suitable for the type of development.*

The site is level, contains no significant environmental constraints, and is located in close proximity to the Village Center making it suitable for intensive mixed use development. The general area is pedestrian friendly and located close to the CalTrain station. A geotechnical investigation prepared for the project by PGSoils, Inc. in April 2006 concluded that the project would be feasible from a geologic and geotechnical standpoint provided that the recommendations of the geotechnical study are implemented during building design and project construction phases of site development. The main geotechnical constraints for the construction of the proposed building and its basement would be the site's compressible clay soils and the existence of groundwater at or near the base of the basement excavation. A peer review (City Geologist) and concurrence with the findings of the PGSoils, Inc. report is a project condition of approval. Adherence to this condition would reduce the potentially significant geotechnical constraints to less than significant. This finding can be made in the affirmative.

*D. The site is physically suitable for the proposed density of development.*

This finding will be more appropriately made in the affirmative in concert with approval of the proposed Planned Development & CDP Amendment for the site, as well as the DTSP Amendment regarding maximum permitted density.

*E. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat.*

The subdivision will be required to comply with all mitigations outlined in the Mitigated Negative Declaration, the applicant's geotechnical report, and the City Arborist report. No substantial adverse impacts were identified as part of the environmental study for the project. Staff believes this finding can be made in the affirmative.

*F. The design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

All public utilities can serve the proposed project, and the design will not cause serious public health problems. The project will be required to comply with all mitigations in the Mitigated Negative Declaration, conditions of project approval, and Uniform Building and Fire Codes. Staff believes this finding can be made in the affirmative.

*G. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the City Council may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to one previously acquired by the public.*

The proposed project will not conflict with existing easements. The City will maintain an access easement through the Civic Lane alleyway that is to be utilized for the project down-ramp to the subterranean/parking level. This easement will allow for future access for construction of additional underground parking opportunities envisioned as part of the Firehouse Square Economic Development Target site. The Belmont/San Carlos Fire Authority and Public Works Department have reviewed and approved the circulation plan for the proposed project. Staff believes this finding can be made in the affirmative.

#### Section 5.1 – Planned Unit Development Subdivisions – Finding

*1. The Tentative Map conforms to the approved Detail Development Plan and shall constitute approval of any and all deviations from standards contained in this Ordinance.*

This finding is unable to be made in the affirmative until a Detailed Development Plan submittal has been provided for the project. However, should the Planned Development and associated CDP Amendment be approved, the requested DDP is expected to essentially carry forward all approved development standards of the CDP. As such, it is reasonable to expect that this finding would be able to be made in the affirmative.

## **CONCLUSION**

Based on the foregoing analysis, staff recommends the Planning Commission take the following actions:

1. Adopt a Resolution recommending City Council approval of the Mitigated Negative Declaration.
2. Adopt a Resolution recommending City Council approval of the Conceptual Development Plan (CDP) Amendment and Rezoning of the Adjacent Civic Lane Alleyway to Planned Development (PD).
3. Adopt a Resolution recommending City Council approval of the Tentative Subdivision Map.

The Commission would subsequently review a Conditional Use Permit to establish a Detailed Development Plan (DDP), Design Review, Tree Removal Permit, and Grading Plan for the project, predicated upon Council approval of Items #1, #2, and # 3 listed above. At a future date, the Commission will also be required to adopt a Resolution finding General Plan Consistency associated with the vacation of the adjacent Civic Lane alleyway for the project and Planned Development.

## **ACTION ALTERNATIVES**

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

## **ATTACHMENTS**

- I. 500 Foot Radius Map of project site (follows on Page 2 of report)
- II. Resolution recommending City Council adoption of the Mitigated Negative Declaration
- III. Resolution recommending City Council approval of the Conceptual Development Plan (CDP) Amendment and Rezoning of the Adjacent Civic Lane Alleyway to Planned Development (PD), and Tentative Subdivision Map
- IV. Performance Standards – Conceptual Development Plan
- V. Neighborhood Outreach Materials (Previously Completed)
- VI. Negative Declaration & Subsequent Initial Study - April 2008 (Commission Only)
- VII. Project plans and submittal materials (Commission Only)

Respectfully submitted,

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Carlos de Melo  
Community Development Director

CC:Applicant/Owner

RESOLUTION NO. 2008-23

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT  
RECOMMENDING CITY COUNCIL ADOPTION OF A NEGATIVE DECLARATION OF  
ENVIRONMENTAL SIGNIFICANCE FOR A PLANNED DEVELOPMENT AMENDMENT  
AND CONSTRUCTION OF A MIXED-USE (COMMERCIAL /RESIDENTIAL) BUILDING  
AT 1300 EL CAMINO REAL & ADJACENT CIVIC LANE ALLEYWAY  
(APPL. NO. 2006-0012)

WHEREAS, a Negative Declaration of Environmental Significance has been prepared for the proposed Conceptual Development Plan Amendment, Rezone to Planned Development District, and Tentative Subdivision Map to allow construction of a mixed-use (commercial/residential) building at 1300 El Camino Real and the adjacent Civic Lane Alleyway; and,

WHEREAS, a public hearing was duly noticed, held on May 6, 2008, and closed; and,

WHEREAS, the Planning Commission has considered the impacts of the proposed project as set forth in the Initial Study/Negative Declaration of environmental significance attached as part of the May 6, 2008 Staff Report, and finds that there are no significant effects on the environment as stated in the report.

NOW, THEREFORE BE IT RESOLVED that the Planning Commission hereby recommends the City Council adopt a Negative Declaration of Environmental Significance as the appropriate CEQA documentation for the project pursuant to the provisions of the Public Resources Code known as the California Environmental Quality Act, and City-adopted implementation guidelines.

\* \* \* \* \*

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on May 6, 2008 by the following vote:

AYES,  
COMMISSIONERS: Horton, Frautschi, Mayer, McKenzie, Parsons  
NOES,  
COMMISSIONERS: None  
ABSENT,  
COMMISSIONERS: Mercer, Reed  
ABSTAIN,  
COMMISSIONERS: None  
RECUSED,  
COMMISSIONERS: None

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Carlos de Melo  
Planning Commission Secretary

RESOLUTION NO. 2008-24

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF BELMONT  
RECOMMENDING CITY COUNCIL ADOPTION OF A CONCEPTUAL DEVELOPMENT  
PLAN AMENDMENT, REZONE TO PLANNED DEVELOPMENT, AND A TENTATIVE  
SUBDIVISION MAP FOR CONSTRUCTION OF A MIXED-USE  
(COMMERCIAL/RESIDENTIAL) BUILDING AT 1300 EL CAMINO REAL & ADJACENT  
CIVIC LANE ALLEYWAY (APPL. NO. 2006-0012)

WHEREAS, Parviz Kamangar, owner/applicant, requests Conceptual Development Plan Amendment, Rezone to Planned Development, and Tentative Subdivision Map approval for construction of a new mixed-use (commercial/residential) building at 1300 El Camino Real and the adjacent Civic Lane Alleyway; and,

WHEREAS, on May 6, 2008, the Planning Commission, following notification in the prescribed manner, conducted a public hearing, at which hearing the Commission considered public testimony and a staff report on the aforementioned requested entitlements; and,

WHEREAS, the Planning Commission of the City of Belmont finds the project is subject to environmental review under provisions of the California Environmental Quality Act (CEQA). An environmental impact assessment was prepared for the project and determined that the project would have a less than significant impact; and,

WHEREAS, the Planning Commission hereby adopts the staff report dated May 6, 2008, and the facts contained therein as its own findings of facts; and,

WHEREAS, the Planning Commission, after consideration of all testimony and reports, thereby determines that the proposed Conceptual Development Plan (CDP) Amendment and Rezoning of the Civic Lane Alleyway to Planned Development (PD) for the proposed mixed-use (commercial/residential) building achieves the objectives of the Zoning Plan and General Plan for the City for the following reasons:

1. The Planning Commission believes the project is consistent with *Downtown Specific Plan Mixed Commercial/Residential Objective 5.3.2.2: Provide opportunities for mixed use development to simultaneously expand the community's tax base, stimulate redevelopment efforts, and address the growing housing needs within the downtown at select locations both north and south of the Village Center.*

The proposed project would provide mixed commercial and residential uses through the construction of a three & four-story building, encompassing commercial space on the ground floor, and three floors for nine residential condominium units. Additionally, a sub-grade level would be excavated on the project site to provide 14 parking spaces for future residents/commercial tenants of the building. Based upon development plans submitted to the City, the proposed building would be consistent with the Downtown Specific Plan Mixed Commercial/Residential Objectives.

The proposed project would develop an existing vacant lot (and right-of-way to be vacated) with

new commercial and residential development, and would support the City's objective to expand its tax base through new commercial activities, stimulate redevelopment efforts by promoting new construction on vacant lands in the downtown, and address the growing housing needs within the downtown specifically, and the Bay Area in general through the provision of nine condominium units within walking distance of major commercial uses and mass transit facilities.

2. The Planning Commission believes the project is consistent with the following policies of *Downtown Specific Plan Mixed Commercial/Residential Section 5.5* as follows:

*5.5.1 Location Policy. Mixed commercial/residential districts shall be located to the north and south of the Village Center on the west side of the El Camino Real as shown on the Land Use Map, Figure 5.1.*

*5.5.2 Permitted Use Policy. The commercial/residential district shall contain a mix of public, retail office, recreational and high density residential uses.*

*5.5.7 Building Height Policy. The maximum permissible height shall be 3 stories for buildings on the west side of El Camino Real. Maximum heights within Commercial/Residential districts on the east side of El Camino Real shall be 4 stories. Buildings along El Camino Real and Ralston Avenue shall have a maximum 2 story streetwall to maintain and enhance the views of Belmont Hills, consistent with the Building Height Policy 4.5.2 of the Urban Design Element.*

*5.5.9 Landscaping Policy. Landscaping shall be utilized to enhance the aesthetic environment of the Downtown. Landscaping requirements shall be dependent upon the types of uses proposed in a mixed use district.*

The proposed mixed commercial/residential project would be located on southwest corner of the El Camino Real/O'Neill Avenue intersection, consistent with the provisions of Policy 5.5.1. Furthermore, the project proposes commercial and residential land uses that comply with the intention, direction, and spirit of Policies 5.5.2, 5.5.7, and 5.5.9.

The proposed mixed-use development meets DTSP Mixed Commercial/Residential Objective 5.5 in that it would create a new opportunity to simultaneously expand the community's tax base, stimulate redevelopment efforts, and address the growing housing needs within the City at a location south of the Village Center.

The proposed mixed use building, with commercial (retail and/or restaurant) on the ground floor and residential dwelling units on the upper floors, would be located in downtown Belmont in the "Firehouse Square" Redevelopment Area which envisions the type of building proposed. The proposed use and building design (Spanish eclectic) would be compatible to other land uses in the general neighborhood. The location is served by a state highway and local streets, has easy access to mass transit (bus and CalTrain), and is connected to the Village Center and neighboring downtown area by pedestrian friendly sidewalks. On-site parking is adequate for the residential tenants of the proposed building and ample off-street parking is within walking distance for visitors and customers.

3. The Planning Commission finds that the project is consistent with *General Plan Goal 2006.1 - To encourage location of new multiple family housing in relatively flat areas which have good access, service availability and compatible adjacent uses* as follows:

The proposed development is sited on land that is essentially flat. The site is served by all utility providers and affords adequate ingress/egress and traffic circulation for commercial tenants/customers, residents of the units, and emergency services. The site is in close proximity to both commercial and residential uses which are compatible with the proposed mixed-use project.

4. The Planning Commission finds that the project is consistent with *General Plan Policy 2007.2 - A variety of types and densities of residential uses should be provided to meet the needs of the different lifestyles and incomes of the people who live in the community* as follows:

The proposed development would be compatible with the character of the surrounding neighborhood. In particular, the proposed mixed-use development will be consistent in relation to traffic generation, parking, and noise associated with existing uses in the area. The site location is close to both public transportation and commercial services. The project will provide a lively mix of commercial retail uses and residential units; the provision of housing is necessary to provide alternative residential uses for the area and increase the housing stock for the City. The proposed development will provide greater opportunities to meet the different lifestyles and incomes of people living within the development and community.

WHEREAS, the Planning Commission, after consideration of all testimony and reports, thereby determines that Belmont Zoning Ordinance Section 12.3.B (1-5) – for the Rezone and Planned Development Amendment via the Conceptual Development Plan to allow the proposed mixed-use (commercial/residential) building are made in the affirmative for the following reasons:

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

The proposed development can remain an independent project without disturbing neighboring uses, since the project will be conditioned through performance standards and adherence to mitigation measures required in the Mitigated Negative Declaration. The objective of the C/R Downtown Specific Plan designation is to encourage mixed use of commercial and residential in the downtown area. Further, the subject property is located in a targeted redevelopment area that promotes intensification of mixed use. The proposed development will provide needed residential housing and be compatible with existing uses in the neighborhood. This finding is affirmed.

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

The location is served by a state highway and local streets, has easy access to mass transit (bus and CalTrain), and is connected to the Village Center and neighboring downtown area by pedestrian friendly sidewalks. On-site parking is adequate for the residential tenants of the proposed building and ample off-street parking is within walking distance for visitors and customers.

The proposed use will not place an undue burden on existing transportation, utilities or services in the vicinity. The proposed use is served by two public streets, El Camino Real and O'Neill Avenue that are of capacity to carry the traffic generated by the proposed use. This finding is affirmed.

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

The subject property is designated Commercial-Residential (C/R) by the DTSP which encourages mixed commercial/residential use. Also, the site is located within a targeted redevelopment area of the downtown and would be the first property in that area to implement an intensified land use which is in keeping with the intent of redevelopment objectives to stimulate economic growth and vitality and to provide more housing in the downtown area. This finding is affirmed.

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

The proposed development will not significantly increase the City's costs in providing services to the project site, and the City will be able to absorb the economic impact created by the PD District (and associated amendment). All service levels can be maintained to protect the public health, safety and welfare. This finding is affirmed.

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

The proposed commercial/residential use building is located within a commercial area and on-street parking is available on El Camino adjacent to the site. In addition, the CalTrain parking lot is directly located across El Camino Real and public parking areas north of the site in the Village and Civic Center areas are located within easy walking distance from the site. A traffic impact analysis conducted by Fehr & Peers in September 2006 reported that the CalTrain parking lot was largely empty during field observations during the day. The site is also served by mass transit; bus service along El Camino Real, and by CalTrain that could alleviate the parking demand.

The objective of the C/R General Plan designation is to encourage mixed use of commercial and residential in the downtown area. Further, the subject property is located in a targeted redevelopment area that promotes intensification of mixed use. In order to meet these objectives, development of an intensified mixed use on the subject site reduces the amount of land area available for parking purposes. The applicant has addressed this practical difficulty by proposing a design solution that requires significant ground excavation (a physical hardship) in order to most effectively utilize the lot area with a below-grade parking garage.

The proposed development is the first application for redevelopment in the envisioned "Firehouse Square" Redevelopment Area, and the associated MND found the parking impacts would be less than significant, largely due to the current availability and adequacy of existing nearby public parking to meet the parking demand required for the highest potential commercial use of the

proposed new building. The proposed parking layout provides the maximum possible number of spaces that can be accommodated on-site that is within practical means. This finding is affirmed.

WHEREAS, the Planning Commission, after consideration of all testimony and reports, hereby recommends the City Council approve the proposed Tentative Subdivision Map for the mixed-use (commercial/residential) building for the subject property based on the following findings required by Section 9.8 of the Belmont Subdivision Ordinance and Section 5.1 of the Belmont Zoning Ordinance:

A. *The proposed map is consistent with the applicable general and specific plans.*

The applicant proposes a new building with a commercial floor area of 5,922 square feet and a residential floor area of 15,586 square feet. Approval of the amended Planned Development, Conceptual Development Plan, and Rezone for the mixed commercial/residential use of the site creates the following development standard for the project:

- FAR: Up to 0.6 for Commercial and up to 1.5 for Residential for the mixed-use project with retail commercial uses restricted to the entire ground floor. The associated maximum permitted floor area would be connected to the maximum FAR for the site.

The density (37 dwelling units per acre) for the project exceeds the maximum permitted in the Downtown Specific Plan (Maximum of 30 dwelling units per acre). Satisfaction of this finding in the affirmative will be determined upon future Planning Commission recommendation and City Council adoption of a DTSP amendment associated with the project that will be presented at a future meeting. In addition, should the proposed Conceptual Development Plan (CDP) Amendment for the project as described herein, and Rezone of the adjacent Civic Lane Alleyway to Planned Development be approved, General Plan consistency would be fully achieved for the project, and it is reasonable that this finding could be made in the affirmative.

B. *The design or improvement of the proposed subdivision is consistent with applicable general and specific plans.*

The design of the proposed Tentative Subdivision Map is consistent with the applicable goals and policies of the Downtown Specific Plan and General Plan. With regard to consistency with the CDP, satisfaction of this finding depends upon approval/denial of the requested Planned Development amendment and associated CDP. As discussed above, if the CDP Amendment & DTSP Amendment is approved, General Plan consistency would be achieved for the project, and this finding could be made in the affirmative.

C. *The site is physically suitable for the type of development.*

The site is level, contains no significant environmental constraints, and is located in close proximity to the Village Center making it suitable for intensive mixed use development. The general area is pedestrian friendly and located close to the CalTrain station.

A geotechnical investigation prepared for the project by PGSoils, Inc. in April 2006 concluded that the project would be feasible from a geologic and geotechnical standpoint provided that the

recommendations of the geotechnical study are implemented during building design and project construction phases of site development. The main geotechnical constraints for the construction of the proposed building and its basement would be the site's compressible clay soils and the existence of groundwater at or near the base of the basement excavation. A peer review (City Geologist) and concurrence with the findings of the PGSoils, Inc. report is a project condition of approval. Adherence to this condition would reduce the potentially significant geotechnical constraints to less than significant. The Planning Commission believes this finding can be made in the affirmative.

*D. The site is physically suitable for the proposed density of development.*

This finding will be more appropriately made in the affirmative in concert with approval of the proposed Planned Development & CDP Amendment for the site, as well as the DTSP Amendment regarding maximum permitted density.

*E. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish and wildlife or their habitat.*

The subdivision will be required to comply with all mitigations outlined in the Mitigated Negative Declaration, the applicant's geotechnical report, and the City Arborist report. No substantial adverse impacts were identified as part of the environmental study for the project. The Planning Commission believes this finding can be made in the affirmative.

*F. The design of the subdivision or the type of improvements is not likely to cause serious public health problems.*

All public utilities can serve the proposed project, and the design will not cause serious public health problems. The project will be required to comply with all mitigations in the Mitigated Negative Declaration, conditions of project approval, and Uniform Building and Fire Codes. The Planning Commission believes this finding can be made in the affirmative.

*G. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the City Council may approve a map if it finds that alternate easements, for access or for use, will be provided, and that these will be substantially equivalent to one previously acquired by the public.*

The proposed project will not conflict with existing easements. The City will maintain an access easement through the Civic Lane alleyway that is to be utilized for the project down-ramp to the subterranean/parking level. This easement will allow for future access for construction of additional underground parking opportunities envisioned as part of the Firehouse Square Economic Development Target site. The Belmont/San Carlos Fire Authority and Public Works Department have reviewed and approved the circulation plan for the proposed project. The Planning Commission believes this finding can be made in the affirmative.

1. *The Tentative Map conforms to the approved Detail Development Plan and shall constitute approval of any and all deviations from standards contained in this Ordinance.*

This finding is unable to be made in the affirmative until a Detailed Development Plan submittal has been provided for the project. However, should the Planned Development and associated CDP Amendment be approved, the requested DDP is expected to essentially carry forward all approved development standards of the CDP. As such, the Planning Commission believes that this finding would be able to be made in the affirmative.

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

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission recommends the City Council approve the Conceptual Development Plan Amendment, Rezone to Planned Development, and Tentative Subdivision Map for construction of a new mixed-use (commercial/residential) building at 1300 El Camino Real and adjacent Civic Lane Alleyway, subject to the Performance Standards attached as Exhibit "A".

\* \* \* \* \*

Passed and adopted at a regular meeting of the Planning Commission of the City of Belmont held on May 6, 2008 by the following vote:

AYES,  
COMMISSIONERS: Horton, Frautschi, Mayer, McKenzie, Parsons

NOES,  
COMMISSIONERS: None

ABSENT,  
COMMISSIONERS: Mercer, Reed

ABSTAIN,  
COMMISSIONERS: None

RECUSED,  
COMMISSIONERS: None

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Carlos de Melo  
Planning Commission Secretary

## CITY OF BELMONT - PLANNING COMMISSION

### ACTION MINUTES - TUESDAY, MAY 6, 2008, 7:00 PM

#### **5C. PUBLIC HEARING – 1300 El Camino Real & Adjacent Civic Lane Right-of-Way**

To consider a Conceptual Development Plan (CDP) Amendment & Rezone, Tentative Subdivision Map, and Mitigated Negative Declaration to allow construction of a new 29,008 square-foot three- & four-story mixed-use structure within a vacant 8,563 square-foot lot & adjacent Civic Lane Right-of-Way area. The proposed building includes a sub-grade basement level containing 14 parking spaces and storage area, a ground floor containing commercial space, and second, third, and fourth floors containing a total of nine residential units. (Appl. No. 2006-0012)

**Zoning:** PD (Planned Development)

**APN:** 045-244-010 & portion of adjacent Civic Lane Right of Way

**CEQA Status:** Mitigated Negative Declaration

**Applicant:** Parviz Kamangar

**Owner(s):** Parviz Kamangar & City of Belmont Redevelopment Agency

**Project Planner:** Carlos de Melo, (650) 595-7440

CDD de Melo summarized the Staff Report, recommending adoption of the resolutions and performance standards attached.

Commissioner McKenzie asked for clarification of the reason for this amendment to enlarge the project. CDD de Melo's response detailed the City's vision for redevelopment of the balance of the block, noting that the previous iteration seemed short-sighted and the underground parking opportunities would have been severely compromised. He confirmed that the amendment was really driven by the City but that the applicant has been a willing participant.

Parviz Kamangar, applicant, stated that the reason for the change was the addition of Civic Lane to the project. He described the events leading up to this meeting and spoke about the financial and emotional difficulties as well as the excellent cooperation he has experienced with City staff. He believes that if the City's vision for the block works it will be a very nice development, and that not being successful is not an option. He expressed confidence that the project is a "smart" project and felt that it is very important that in the future not only Belmont but everyone should think about building "smart" projects – projects that are efficient so that residents who live there can go five places in one day without pulling their cars out of the garage five times. He is also confident that no matter what happens to the real estate market in the next year, the project will be successful if it is done right and priced reasonably. He hopes the projects next to his property will come soon, adding that they have designed this in a way that connecting it to the next phase will be easy and cost effective. He asked Commissioners to do everything they can to encourage development of the next phase and hoped that by the time his project is finished a new one will be under construction.

Responding to Commissioner Frautschi's question as to when construction will start, Mr. Kamangar stated that he believes it is reasonable to predict that they can break ground in 5 months. He explained that a problem with the title search has delayed the project but believes most of the problems have been worked out.

Chair Parsons opened the Public Hearing. No one came forward to speak.

**MOTION: By Commissioner Mayer, seconded by Vice Chair Horton, to close the Public Hearing. Motion passed 5/0/2 by a show off hands.**

Commissioner Frautschi stated that he has absolutely no problems with this project, and thanked Mr. Kamangar for being such a gracious person. He added that he believes this project has a real potential for not falling short and being a wonderful landmark project that will bring people to Belmont. He reminded the applicant to review the Commissioners' suggestions from the last study session on the project.

Commissioner McKenzie echoed Commissioner Frautschi's comments, thanked Mr. Kamangar for believing in Belmont and for being a catalyst in bringing a lot of positive change in development to this community, and wished him the best of luck.

Chair Parsons expressed his appreciation to Mr. Kamangar for being willing to make his project work so that the rest of the block can work in the future.

**MOTION: By Commissioner McKenzie, seconded by Commissioner Frautschi, to recommend City Council adoption of a Negative Declaration of Environmental Significance for a Planned Development Amendment and Construction of a Mixed-Use (Commercial/Residential) Building at 1300 El Camino Real and Adjacent Civic Lane Alleyway (Appl. No. 2006-0012), and all attached conditions.**

**Ayes: McKenzie, Frautschi, Mayer, Horton, Parsons**  
**Noes: None**  
**Absent: Mercer, Reed**

**Motion passed 5/0/2**

**MOTION: By Commissioner McKenzie, seconded by Vice Chair Horton, to recommend City Council adoption of a Conceptual Development Plan Amendment, Rezone to Planned Development, and a Tentative Subdivision Map for Construction of a Mixed-Use (Commercial/Residential) building at 1300 El Camino Real and adjacent Civic Lane Alleyway (Appl. No. 2006-0012), and all related conditions attached.**

**Ayes: McKenzie, Horton, Mayer, Frautschi, Parsons**  
**Noes: None**  
**Absent: Mercer, Reed**

**Motion passed 5/0/2**

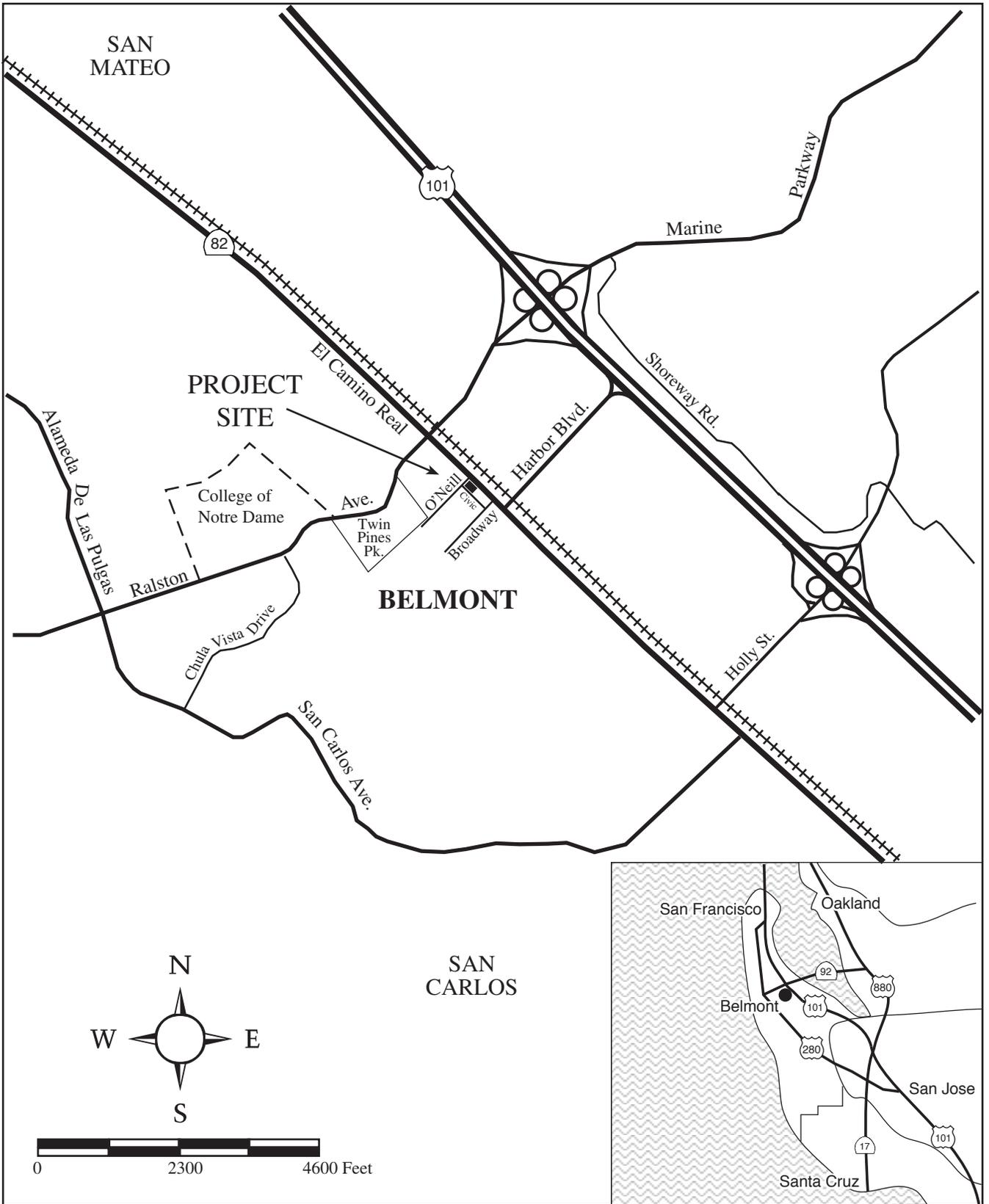
**City of Belmont**  
**Community Development Department**  
**Environmental Checklist Form**

1. Project Title: Belmont View Mixed Use Development
2. Lead Agency Name and Address: City of Belmont  
Community Development Department  
1070 Sixth Avenue, Suite 302  
Belmont, CA 94002-3893
3. Contact Person and Phone Number: Carlos de Melo, (650) 595-7440
4. Project Location: 1300 El Camino Real (Figure 1)
5. Project Applicant's Name and Address: Parviz Kamangar  
Belmont View, Inc.  
1177 California Street, #1124  
San Francisco, CA 94108

Property Owner's Name and Address: Belmont View, Inc.  
1177 California Street, #1124  
San Francisco, CA 94108

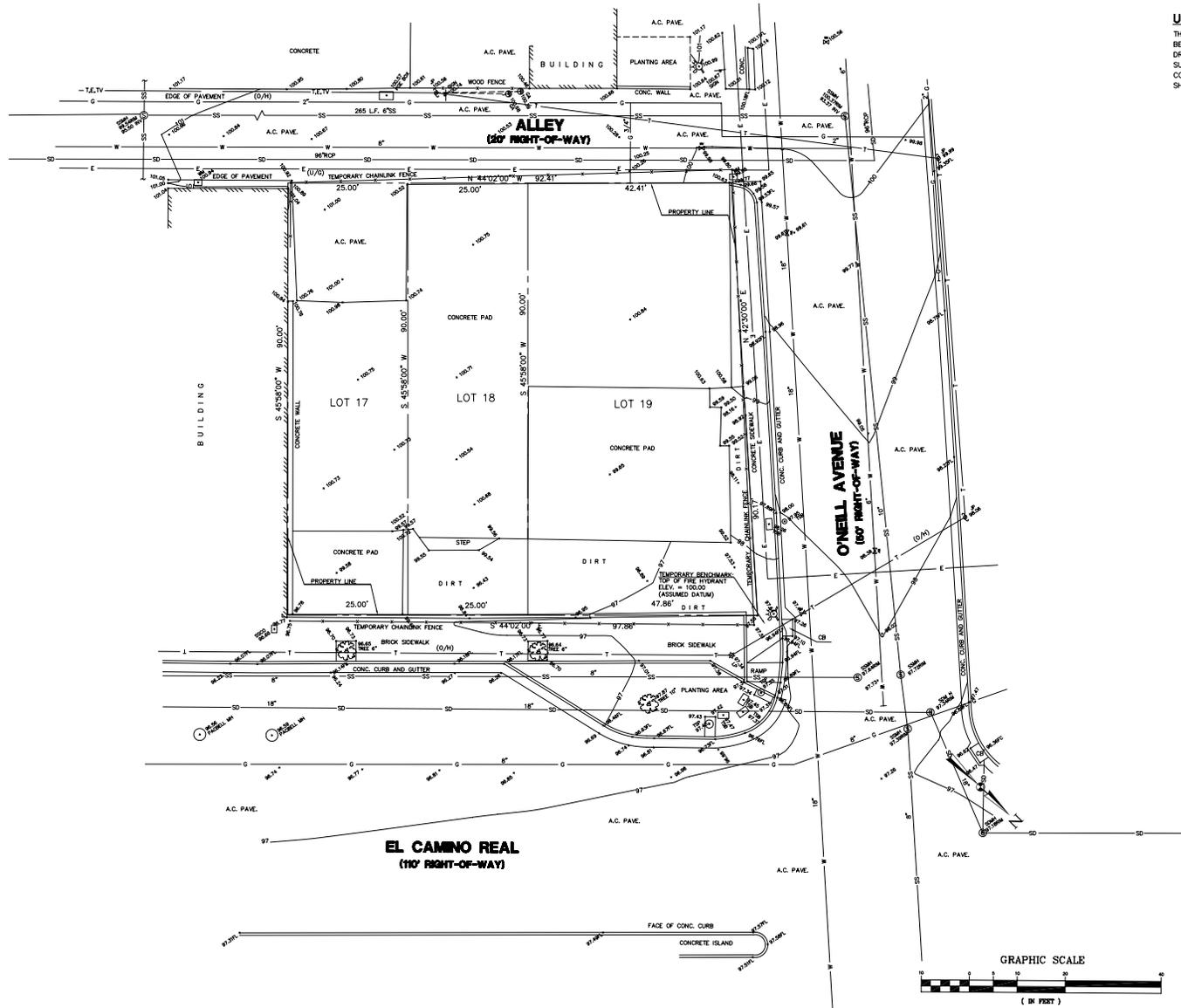
6. General Plan Designation: C/R, Commercial/Residential
7. Zoning: PD, Planned Development
8. Description of Project: The proposed project site is located on the southwest corner at the intersection of O'Neill Avenue with El Camino Real, approximately 900 feet south of its intersection with Ralston Avenue. The project site is in the downtown area of the community near the center of Belmont. El Camino Real bounds the subject property on its eastern side, O'Neill Avenue forms the northern boundary, and a commercial building housing a restaurant adjoins the southern site perimeter. Under the previous project design, Civic Lane bounded the vacant project site on the west; the current project plans include the use of the section of Civic Lane adjoining the project site on the west. A former City of Belmont Fire Station adjoins Civic Lane to the west; these facilities are presently occupied by the Center for Independence of the Disabled. Figure 1 presents the regional and project locations.

The subject property is a nearly level, square-shaped parcel and consists of one parcel totaling approximately 8,563 square feet (s.f.); the San Mateo County Assessor's Parcel Number (APN) for the property is 045-244-010. The project site is currently vacant, but does contain remnants of a concrete slab foundation from a previous commercial building on the property. A lighting business occupied the site's two-story commercial structure from about 1956 through the late 1990's. The building was demolished in late 2001. The addition of the Civic Lane right-of-way to the proposed project would increase the overall project site area by 1,836 s.f., from 8,563 to 10,399 s.f. Figure 2 shows the project site boundaries and topography.



# Topographic Survey Map

# Figure 2



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

- LEGEND**
- (U/G) UNDERGROUND
  - SDMH STORM DRAIN MANHOLE
  - SSMH SANITARY SEWER MANHOLE
  - MH MANHOLE
  - CB CATCH BASIN
  - TC TOP OF CURB
  - WV WATER VALVE
  - JP JOINT UTILITY POLE
  - SS SANITARY SEWER LINE
  - SD STORM DRAIN LINE
  - G GAS LINE
  - E ELECTRIC LINE
  - HYDRANT
  - CONC. CONCRETE
  - WM WATER METER
  - TREE
  - A.C. PAVE. ASPHALT CONCRETE PAVEMENT
  - LIGHT POLE
  - SSCO SANITARY SEWER CLEANOUT
  - TSP TRAFFIC SIGNAL POLE
  - TSB TRAFFIC SIGNAL BOX
  - 99 EXISTING CONTOUR

PARCEL AREA = 8,563 ± S.F.  
 = 0.197 ± ACRES



The proposed project would entail development of a four-story structure on the vacant lot and alleyway. Development plans include a sub-grade parking level, a ground floor containing a commercial tenant, and second through fourth floors providing nine residential units. The project would provide 14 on-site parking spaces in the basement level of the structure.

The following are the major elements of the proposed project:

- Construction of a new mixed use residential and commercial building, with one level of subterranean parking beneath the four-story wood frame structure;
- Extension of new utilities including storm drainage, sanitary sewer, water as well as public safety service requirements;
- Provision of vehicle access ramp from O’Neill Avenue for project parking;
- Construction of one commercial tenant space on the ground floor of the building;
- Development of nine residential units on the second, third, and fourth floors of the proposed structure;
- Provision of rooftop photovoltaic cells for power generation;
- Installation of landscape trees, shrubs, and ground cover along the two frontage sides of the project site (El Camino Real and O’Neill Avenue).

The project site would be excavated approximately 8 to 12 feet to provide a basement floor for off-street parking. Due to site topography, less excavation would be required along the subject property’s El Camino Real frontage. The project would include an access ramp extending along the existing Civic Lane right-of-way from O’Neill Avenue to the sub-grade level containing 14 parking spaces. The basement floor would also include a mechanical room, trash room, a storage area, and two stairwells for residential and street level access. An elevator would provide access to all floors of the building.

Ground floor commercial use proposed by the project would accommodate a retail tenant with approximately 5,522 s.f. of commercial space. The entrance to the commercial space would be from O’Neill Avenue or the corner of O’Neill Avenue and El Camino Real. The ground floor would also include three decks, two along El Camino Real and one at the southwest corner of the proposed building, a tenant trash room and access to one stairwell.

The main entrance for the residential units would be located on O’Neill Avenue, and includes a foyer and lobby leading to the elevator. Additional access to the upper floors would be available to residents via stairwells to El Camino Real and a walkway on the west side of the proposed building. Each of the second and third floor levels would provide four condominium units while the fourth floor would contain one condominium unit. The nine dwelling units would range from one-bedroom units to two-bedroom and two-bedroom with study units. The residential units’ floor areas would be as follows:

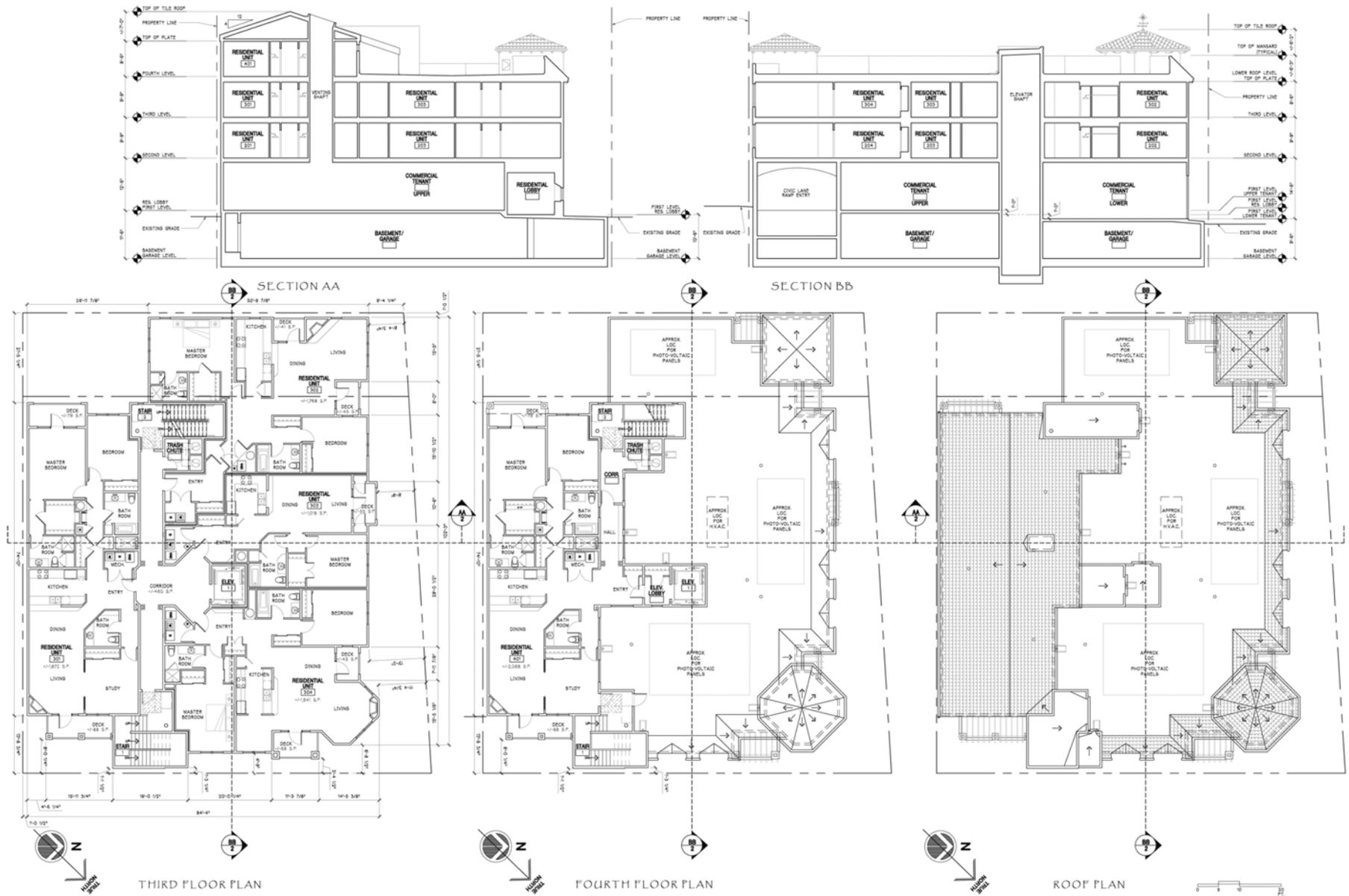
2<sup>nd</sup> and 3<sup>rd</sup> floors: 1,872 s.f. in units "201" and "301" with a 79 s.f. Deck for both units  
1,768 s.f. in units "202" and "302" with a 45 s.f. Deck for both units





# Conceptual Plans and Section

# Figure 5

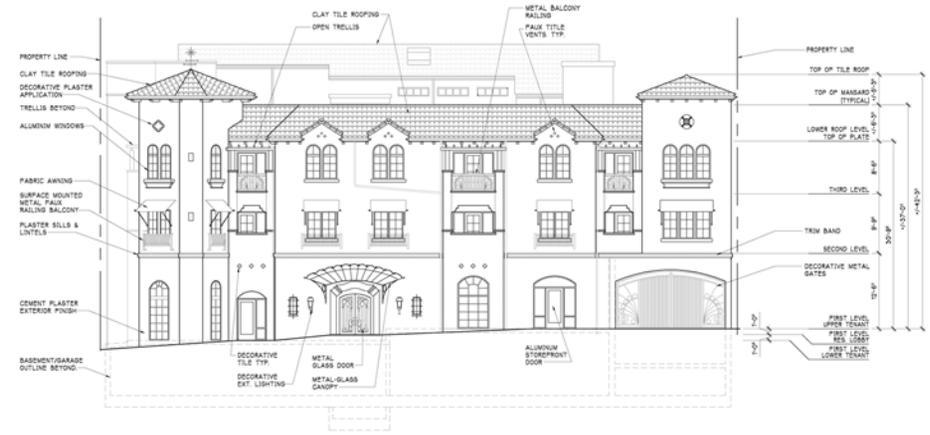


# Conceptual Elevations and Sections

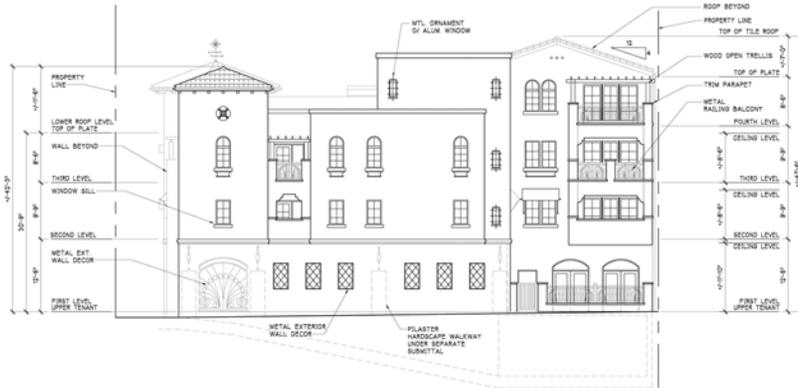
Figure 6



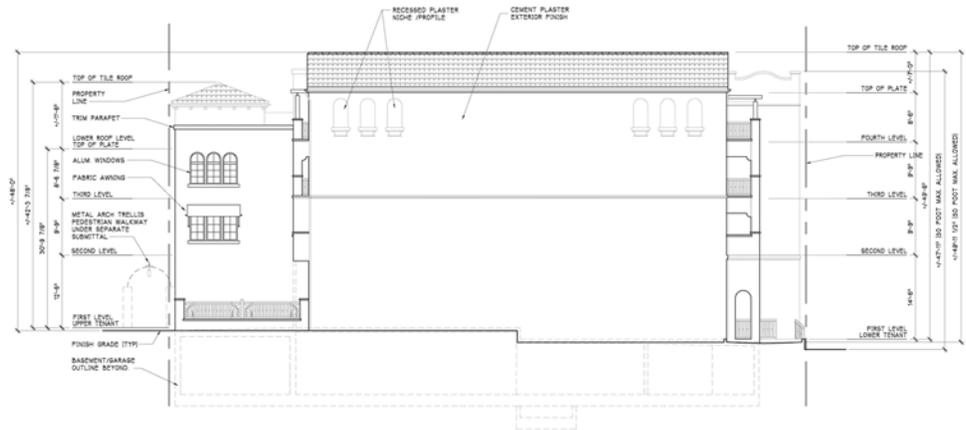
EL CAMINO REAL BLVD. ELEVATION



O'NEILL AVENUE ELEVATION



CIVIC LANE ELEVATION



SOUTH ELEVATION



*Initial Study – Belmont View Mixed-Use Project*

1,018 s.f. in units "203" and "303" with a 55 s.f. Deck for both units  
1,641 s.f. in units "204" and "304" with a 45 s.f. Deck for both units

4<sup>th</sup> floor: 2,068 s.f. unit "401" with a 79 s.f. Deck

Floor plans are presented in Figures 3, 4, and 5. Representative building elevations are included in Figures 4, 5 and 6.

The project plans propose extensive landscaping to complement and enhance existing landscape improvements along El Camino Real. Landscaping and hardscape improvements would also be installed along El Camino Real and O'Neill Avenue. The main entrance and walkways on O'Neill Avenue would consist of brick pavers, planters, irrigation improvements, bench seating, and sculptural elements. The proposed planting plan is presented in Figure 7.

9. Existing and Surrounding Land Uses: The vacant 0.2-acre project site is situated on the southwest corner of El Camino Real's intersection with O'Neill Avenue, in downtown Belmont. The city block containing the subject property is bounded by O'Neill Avenue on the north, El Camino Real on the east, Broadway on the south, and Fifth Avenue on the west; Civic Lane is a minor access road (alley) that bisects the block and connects O'Neill Avenue and Broadway. Land uses on the eastern half of the block include seven retail stores along El Camino Real immediately south of the project site, with the Iron Gate Restaurant and associated off-street parking located on the southeast corner of the block. The western half of the block includes the Center for Independence of the Disabled on the northwest corner, paved parking areas and vacant land to the south along Fifth Avenue; a storage structure is situated on the southwestern corner of the block.

Commercial, transportation, and institutional facilities immediately adjoin the project site. These include:

- North: AT&T Wireless Retail Store (1250 El Camino Real);
- East: Caltrain parking lot and right-of-way;
- South: Chez Saigon (1316 El Camino Real); and
- West: Center for Independence of the Disabled<sup>1</sup>(875 O'Neill Avenue).

Nearby land uses include single-family residential properties to the northwest and west along Fifth Avenue and retail commercial development (e.g. Safeway Market) to the north. Single-family residential use continues along Fifth Avenue south of Broadway. Highway commercial uses front along El Camino Real south of Broadway.

In addition to the Center for Independence of the Disabled on O'Neill Avenue, the Good Samaritan Episcopal Church is located on the southwest corner of the intersection of O'Neill and Fifth avenues. The City of Belmont Civic Center and Twin Pines Park are also nearby, approximately 600 feet west for the project site.

To the east of the project site, Caltrain operates and maintains a parking facility that adjoins the west side of the railway and serves the Belmont station located at El Camino Real and Ralston Avenue. In the project vicinity, the railway parallels El Camino Real and is above the road grade. The train right-

# Preliminary Landscape Plan

Figure 7

## Preliminary Plant Palette

| Trees                            |                   |              |
|----------------------------------|-------------------|--------------|
| Scientific Name                  | Common Name       | Size         |
| Lagerflorhaia faurii 'Tuscarora' | Grape Myrtle      | 24'-Box      |
| Fraxinus uhdei                   | Evergreen Ash     | 24'-Box      |
| Rhapis excelsa                   | Lady Palm         | 15'-Gal      |
| Rhus lancea                      | African Sumac     | 15'-Gal      |
| Schinus molle                    | California Pepper | 24'-Box      |
| Trachycarpus fortunei            | Windmill Palm     | 6'-8" Height |

| Shrubs                                 |                              |        |
|--|------------------------------|--------|
| Scientific Name                        | Common Name                  | Size   |
| Agapanthus africanus                   | Blue Lily of Nile            | 1-Gal  |
| Asparagus densiflorus 'Myer'           | Myer's Asparagus             | 1-Gal  |
| Aspidistra elatior                     | Cast-iron Plant              | 1-Gal  |
| Brunfelsia pauciflora 'Floribunda'     | Yesterday-Today-and-Tomorrow | 5-Gal  |
| Buxus microphylla japonica             | Japanese Boxwood             | 1-Gal  |
| Cissia minasi                          | Kaffir Lily                  | 1-Gal  |
| Crosetalia ovata                       | Jade Plant                   | 5-Gal  |
| Cuspeha hysopifolia                    | False Heather                | 1-Gal  |
| Equisetum hyemale                      | Horsetail                    | 1-Gal  |
| Grevillea 'Noelki'                     | Grevillea                    | 5-Gal  |
| Hemerocallis 'Sheila d' Oro'           | Daylily                      | 1-Gal  |
| Juncus spicata                         | Rush                         | 1-Gal  |
| Nandina domestica 'Nana'               | Dwarf Heavenly Bamboo        | 1-Gal  |
| Nephrolepis cordifolia                 | Sword Fern                   | 1-Gal  |
| Ligustrum japonicum 'Tawane'           | Japanese Privet              | 5-Gal  |
| Linopse muscari                        | Big-Blue Lily-Turf           | 1-Gal  |
| Loxoptalum chinensis                   | Chinese Fringe Flower        | 5-Gal  |
| Paspalum peltatum 'Red'                | Red Ceramium                 | 1-Gal  |
| Phloxendron salignum                   | Phloxendron                  | 5-Gal  |
| Phormium tenax 'Dusky Chief'           | New Zealand Flax - Purple    | 5-Gal  |
| Phormium tenax 'Maori Queen'           | New Zealand Flax             | 5-Gal  |
| Phormium tenax 'Yellow Wave'           | New Zealand Flax             | 1-Gal  |
| Pithecolobium tobira 'Variegata'       | Variegated Tobira            | 5-Gal  |
| Pithecolobium tobira 'Whitens Dwarf'   | Whitens Dwarf Tobira         | 5-Gal  |
| Rhodocarpus macrophylla 'Tiki'         | Shrubby Yew Pine             | 15-Gal |
| Rhodocarpus indica 'White Enchantress' | India Hawthorn               | 5-Gal  |
| Rosa floribunda 'Iceburg'              | Iceburg Rose                 | 5-Gal  |
| Rosa floribunda 'Red Carpet'           | Red Carpet Rose              | 2-Gal  |
| Tulbaghia violacea 'Silver Lace'       | Variegated Society Garlic    | 1-Gal  |

| Vines                       |              |       |
|-----------------------------|--------------|-------|
| Scientific Name             | Common Name  | Size  |
| Ficus pumila                | Creeping Fig | 1-Gal |
| Trachelospermum jasminoides | Star Jasmine | 1-Gal |

| Grasses                   |                    |                  |
|---------------------------|--------------------|------------------|
| Scientific Name           | Common Name        | Size             |
| Calamagrostis X 'Stricta' | Feather Reed Grass | 1 Gal @ 30" O.C. |
| Deschampsia oenopsea      | Tufted Hair Grass  | 1 Gal @ 18" O.C. |
| Miscanthus 'Yaku-Jima'    | Eulalia Grass      | 5 Gal @ 48" O.C. |

| Groundcover                 |                  |       |
|-----------------------------|------------------|-------|
| Scientific Name             | Common Name      | Size  |
| Coleonaster 'Lowfast'       | Coleonaster      | 1 Gal |
| Lantana montevidensis       | Trailing Lantana | 1 Gal |
| Trachelospermum jasminoides | Star Jasmine     | 1 Gal |

The above Preliminary Plant Palette represents a sampling of the types of shrubs, grasses, groundcovers, and vines that we anticipate to be appropriate for the location as well as the design style and overall theme. This is the list from which plant selection will be drawn from. Not all plants listed within this plant palette will be used in the final design and some plants not listed may be introduced. However, the planting design intent will remain consistent with this plan and plant palette.

## Irrigation Concept

The entire site will be irrigated using a fully automatic irrigation system. The irrigation will be predominantly low angle pop-up overhead spray with the possibility of drip irrigation being used for some shrub areas. The system will include in-line valves, quick couplers, gate valves and backflow prevention to all local and USC codes. The system will be controlled by an automatic controller with a rain switch.

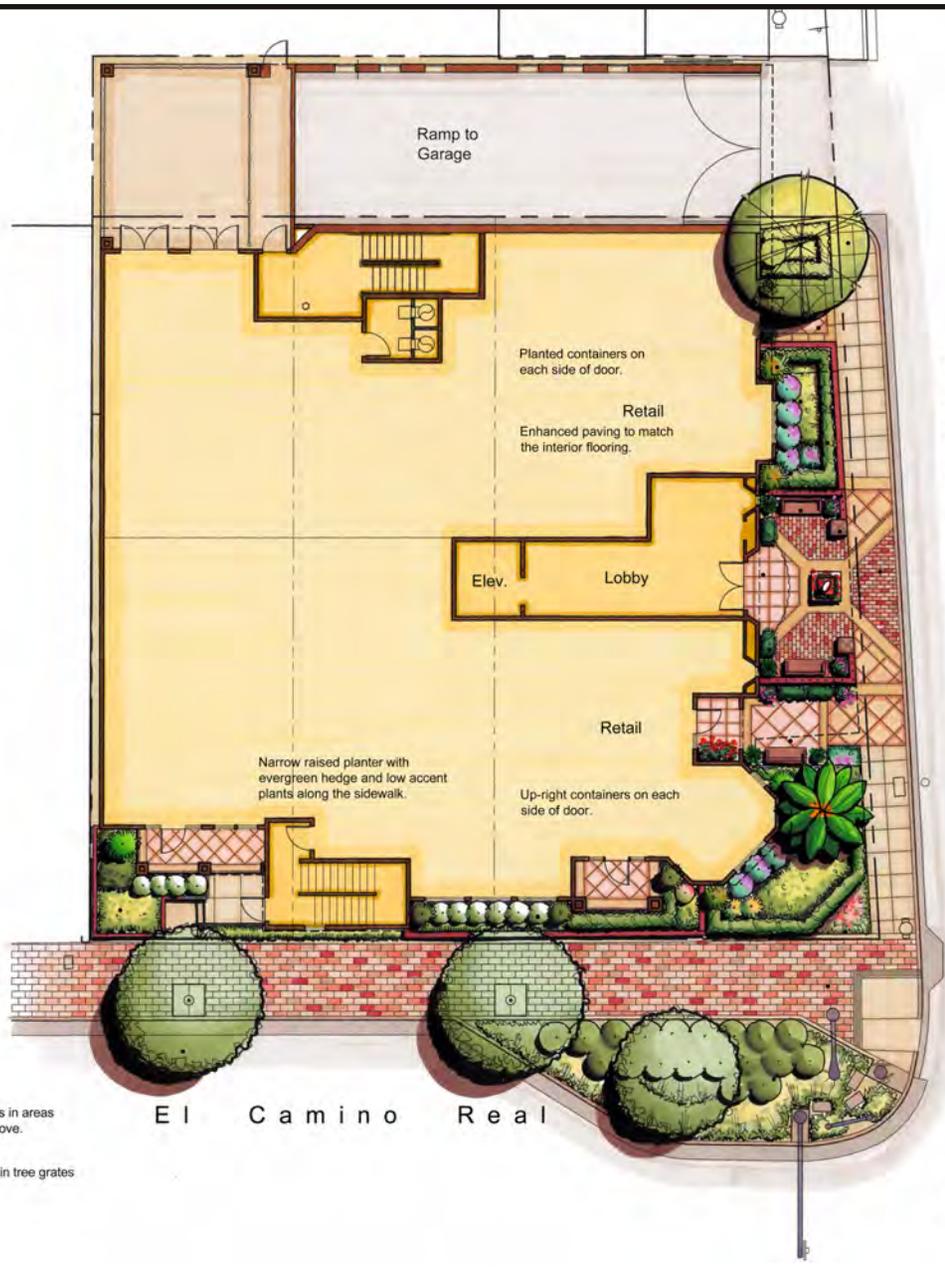
## Landscape Concept

The overriding concept with the design of the landscape at the proposed site is to provide an enjoyable and aesthetically pleasing space for the residents as well as the community. Plant material has been selected that performs well in the special conditions of the peninsula.

The landscape has been designed to meld with the El Camino Real commercial corridor as well as the old fire station to the west.

Shade tolerant plants in areas covered by floors above.

Existing street trees in tree grates to remain.



O'Neill Avenue

Up-right arching broadleaf evergreen trees. Evergreen Ash.

Enhanced concrete paving entry to retail with banding.

Accent plants with a bold texture and form to reinforce the Spanish eclectic theme.

Layering of shrubs and groundcover to provide a tapestry of leaf color, form, and texture.

Low evergreen hedge along the perimeter of the landscape areas.

Low wall with low wrought iron fence on top.

Bench.

Accent pilaster at the end of the low wall.

Brick pavers to match the paving on El Camino Real with colored concrete banding.

Low raised planter with sculptural element and seat wall.

Large containers with accent plants and flowers on each side of entry door. Lady Palm

Planted containers in front of the low wall lining the walk to the retail entry.

Enhanced concrete paving entry to retail with banding in-line with columns.

Large palm to compliment the palm in front of the old fire station. Canary Island Palm

Layering of shrubs and groundcover to provide a tapestry of leaf color, form, and texture.

Low evergreen hedge along the perimeter of the landscape areas.

Flowering groundcover at the corner.

Existing brick pavers and handicap ramps along El Camino Real to remain.

Existing landscape to remain.



of-way separates commercial development in the project area from commercial and residential uses to the west.

10. Other agencies whose approval (e.g., permits, financing approval, or participation agreements) is required include: California Department of Transportation (Caltrans).

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

**Determination: (to be Completed by the Lead Agency)**

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.  |
| X | 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:

| Issues (and Supporting Information Sources)  | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| <b>I. Aesthetics - Would the project:</b>  |                                |   |                              |           |
| 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         |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    |                                |   | X                            |           |

The project site is a roughly rectangular, 8,563 s.f. property on the southwestern corner of El Camino Real and O’Neill Avenue in downtown Belmont. The subject property is the site of a former commercial building that was demolished in late 2001. Currently, the site contains the remnant foundation of the commercial building and is surrounded with chain-link fencing to ensure public safety through restriction of unauthorized access. Additionally, the project proposes to use a portion of Civic Lane (approximately 1,836 s.f.) for the new commercial and residential development. Views of the project site are primarily available from El Camino Real, O’Neill Avenue, Civic Lane, Fifth Avenue, and Caltrain.

Properties adjoining or in the vicinity of the project site include commercial and residential uses that define the visual character of downtown Belmont. Surrounding commercial and residential development consists of well-maintained buildings in a variety of architectural styles. In relationship to adjacent and nearby development, the vacant project site would be considered aesthetically inconsistent with the visual image that a community would wish to maintain for its downtown.

The City of Belmont provides direction and guidance for the development and visual appearance of its downtown through several land use planning instruments. Principal among these are the City’s General Plan and the Downtown Belmont Specific Plan. The Downtown Belmont Specific Plan (amended July 25, 1995) is intended to guide and direct the revitalization of Downtown Belmont over a period of approximately 10 to 15 years. It provides goals, objectives, and policies to guide public and private actions. The Plan includes design guidelines by which private development proposals shall be reviewed by the City. Consistency with the City General Plan is maintained through the incorporation of goals and policies from the General Plan into the Specific Plan.

The Downtown Specific Plan encompasses guidelines for a wide array of issues that all contribute to the attainment of the community’s vision for the downtown area. The components of the Specific Plan include: a Downtown Plan Overview, Village Center Element, Urban Design Element, Land Use Element, Circulation Element, and Implementation Element. While all of these elements contribute to the attainment of the community’s vision for the downtown, the Urban Design Element addresses the visual component of the downtown revitalization program as presented in the Specific Plan. As the Element states,

“The purpose of the Urban Design Element is to provide the City with the policy design guidelines and implementation directive to shape the future image of the downtown. The desire to achieve an urban form and appearance which results in a visually distinctive downtown which sets Belmont apart from the El Camino Strip has been a common desire and thread running through all community discussions on the Plan. However, the important focus of the Urban Design Element is less on portraying an ideal image and more on defining a practical vision of a better looking downtown that can be implemented through available regulations, redevelopment, and capital improvements.”

The Specific Plan also indicates that the visual relationship of the downtown to its backdrop of tree-covered hills is also an asset and a key building block by which to establish a new downtown image.

The Urban Design Element provides a comprehensive framework of development provisions aimed at forming a long-term image consistent with traditional Belmont values but capable of accommodating future urban needs. To achieve the long-term vision, the Specific Plan advises that, “consistent and patient administration of guidelines dealing with building form and architectural character, as well as policies for site planning and parking design, will be required to complete the image remaking process.”

It should be noted that the Specific Plan undergoes regular review in order to ensure that the planning document’s goals and policies continuously reflect the objectives of the community while responding to changing conditions affecting commercial and residential markets. The Downtown Specific Plan includes the following goals, objectives, and policies that will assist the community in the realization of a downtown area that attains the vision that was identified during the formulation of the Specific Plan.

| Specific Plan Policies   | Project Analysis  |
|--|---|
| <b>URBAN DESIGN ELEMENT</b>  |   |
| <b>4.3 URBAN DESIGN GOAL AND CONCEPT PLAN</b>  |   |
| <p><i>4.3.1.2 Building Form Objective:</i></p> <p><i>The pattern of building massing, height and bulk should achieve an orderly, generally low profile, urban village scale and appearance. The contrast of taller landmark building elements at the Village Center should visually anchor the townscape overall.</i></p> <p><i>4.3.1.3 Architectural Goals and Objectives:</i></p> <p><i>A distinct architectural theme for the downtown and commercial areas along the El Camino/Ralston axis should be based on one coordinated design theme to distinguish Belmont from surrounding communities and create a sense of a unified downtown area. The architectural style should be based upon use of historic forms and build on the existing inventory of buildings that are either historic buildings or new buildings with historic elements.</i></p> <p><i>4.3.1.4 Site Design Objective:</i></p> <p><i>Creative site and building design should be promoted to achieve architectural and land use intensification goals of the Plan, while ensuring efficiency in automobile access and parking, provision for on-site landscaping, and a high-quality site appearance.</i></p> | <p>The proposed project would entail the development of a three- to four-story building that would provide mixed-use function, encompassing a separate commercial space on the ground floor, two floors for eight residential condominium units, and a fourth floor for one condominium unit. Additionally, a sub-grade level would be excavated on the project site to provide 14 parking spaces for future residents. Based upon conceptual development plans submitted to the City, the proposed building would be partially consistent with Downtown Specific Plan Objective 4.3.1.2. To the extent that the Specific Plan’s Building Height and Bulk Map (Figure 4.2) designates the western portion of the project site appropriate for a three-story structure, the proposed project would be consistent with Objective 4.3.1.2; however, Figure 4.2 specifies a building height limit of two-stories for the eastern half of the property and the project proposes a three- and four-story building covering the entire project site. Consequently, the development proposed for the eastern half of the project site would be inconsistent with the height limitations identified by the Specific Plan.</p> <p>The proposed mixed-use development would be consistent with Specific Plan Objectives 4.3.1.3 and 4.3.1.4. The project design would be in the Spanish Eclectic architectural style to be compatible with one</p> |

| <b>Specific Plan Policies</b>   | <b>Project Analysis</b>   |
|---|---|
|   | <p>of the general historic building forms found in downtown Belmont, and specifically to be compatible with the Spanish Mission style of the old Belmont Fire Station adjoining the project site to the west.</p> <p>Consistent with Objective 4.3.1.4, the proposed project applies creative site and building design while adhering to the overall goal of compliance with the historic architectural guidelines within the Specific Plan. The project includes the development of on-site parking in a basement floor, access from O’Neill Avenue to minimize traffic impacts on El Camino Real, on-site landscaping on along the two available sides of the site, and high-quality site appearance using the Spanish Eclectic architectural style.</p>  |
| <hr/>   |   |
| <b>4.4 STREETScape, URBAN OPEN SPACE AND LANDSCAPE POLICIES</b>   |   |
| <b>STREETScape PLAN POLICIES</b>  |   |
| <p><i>4.4.1 Streetscape Plan Map. The accompanying map (Specific Plan Figure 4.1) identifies overall streetscape policies dealing with the hierarchy of streets both as to vehicular function and pedestrian amenity and visual form as well as the manner in which entrances and gateways to the downtown are to be treated.</i></p> | <p>While Section 4.4 of the Specific Plan focuses on streetscape, open space, and landscape improvements of largely public spaces, the Specific Plan recognizes that private development can and should contribute to the overall attainment of urban design goals for downtown Belmont. To this end, the project design includes landscaping plans that support the Specific Plan’s streetscape objectives relating to perimeter streetscape improvements along O’Neill Avenue. The landscape plan (Figure 7) includes provisions for tree plantings, shrubs, hedges, and groundcover along both O’Neill Avenue and El Camino Real; landscaping along El Camino Real presently conforms to the Specific Plan’s objectives for the Downtown Boulevard Streetscape. Project plans also provide for consistent application of hardscape features such as benches, sculptures, planters, and brick pavers.</p> <p>In order to achieve consistency with the Specific Plans’s guidelines, the landscape plan proposes an evergreen ash at the corner of O’Neill Avenue and Civic Lane and a Canary Palm tree on O’Neill Avenue near El Camino Real to complement the existing palm tree in front of the old Belmont fire station immediately west of the project site.</p> |
| <p><i>4.4.2 Downtown Boulevard Policy. El Camino Real from Middle Avenue to Broadway and Ralston Avenue from Hiller Avenue to Sixth Avenue shall be developed as the visually prominent, evergreen boulevards of the downtown as roadway improvements are phased over time.</i></p>   |   |
| <p><i>4.4.4 Downtown Streetscape Policy. The remaining roadway network consisting of arterials, major and minor collectors should receive a uniform design treatment of street trees, landscape materials and lighting to create a cohesive overall image for the downtown district.</i></p>  |   |
| <hr/>   |   |
| <b>4.5 BUILDING FORM POLICIES</b>   |   |
| <b>BUILDING HEIGHT AND BULK POLICIES</b>  |   |
| <p><i>4.5.1 Height and Bulk Policy Map. The pattern of permitted building height within the downtown is set forth on the Building Height and Bulk Map, Specific</i></p>   | <p>The Height and Bulk Policy Map prescribes appropriate building heights for new structures throughout the downtown area. For the project site, Policy 4.5.1 specifies a two-story height limit along</p>  |

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## Specific Plan Policies

*Plan Figure 4.2. Permitted heights range from 2 to 4 stories and provide for a 2-story streetwall along Ralston and El Camino Real.*

*4.5.2 Streetwall Policy. A 2-story streetwall shall be maintained along Ralston Avenue and El Camino Real within the downtown from which additional higher stories shall be stepped back in height.*

*4.5.3 Building Bulk Policy. The building bulk should be massed along the frontage of the block face so that a continuous building line and profile are created. Building voids should occur at the core of blocks or buildings should be primarily oriented to private streets with parking set behind on secondary collectors. Buildings should be primarily oriented to the primary street call line as given in the Building Line and Frontage Policy Map.*

*4.5.4 Building Line, Frontage and Setback Policy Map. The building line, frontage and setback policies provide for a continuity of building lines and facades which maintains the traditional urban character of the downtown. Buildings are required to conform to the designated building line, and should be oriented to the primary streetwall line.*

*4.5.5 Uniform Landscape Frontage Policy. As part of the building frontage and setback policy, uniform landscape treatment is required for each type of setback as follows:*

- 1. In the "streetwall" setback, the use of planter pots and window boxes should be employed to enliven the sidewalk streetscape with flowering plant materials.*

*4.5.6 Retail Window Continuity Policy. Maintain a continuous retail shopping experience along streetscapes designated as "streetwall"; shown on the Building Line, Frontage and Setback Policy Map (Specific Plan Figure 4.3) to promote the ground floor retail use and function within key areas of the Downtown. Continuous window displays and retail use would be required along designated areas on Ralston Avenue, El Camino Real, Sixth Avenue and within the Village Center.*

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## Project Analysis

the site's frontage on El Camino Real and a three-story height limit for the western half of the project site. In support of this guideline, Policy 4.5.2 identifies a streetwall standard maintaining a two-story limit along El Camino Real, with any additional higher stories to be stepped back. A schematic representation of this design concept is presented on page 4.16 of the Specific Plan. This diagram indicates that the purpose of height limitations for the stepped back design is to preserve views of the Belmont hills from El Camino Real.

The project is not consistent with Policies 4.5.1 and 4.5.2 in that the building design proposes a three- and four-story building height for its frontage on El Camino Real, extending over the entire site. The proposed design would create a three- and four-story streetwall that obstructs views of the hills from El Camino Real. It should be noted that both a two-story and three-story streetwall design would block views of the hills from the sidewalk on the west side of El Camino Real. Further analysis of the views from the east side of El Camino Real, at the intersection of O'Neill Avenue, indicates that development of the site as permitted under Policies 4.5.1 and 4.5.2, with a two- and three-story building stepped back on the western half of the site would block views of the Belmont hills. With regard to protection of views at the project site, the effects of the project as proposed would be similar to the visual impacts from development of the site designed as required under these two policies.

With regard to Policies 4.5.3 and 4.5.4, the proposed mixed-use building complies with building bulk policy through the massing of the structure along El Camino Real to maintain a continuous building line and profile with existing buildings immediately south of the site. The proposed building would be oriented to the primary streetwall line as shown in Specific Plan Figure 4.3.

To comply with Policy 4.5.5, the project design includes a uniform landscape treatment that relies on narrow, raised planter boxes for hedges along El Camino Real frontage as well as a layering of shrubs and groundcover in the streetwall setback to enliven the sidewalk streetscape.

The ground floor of the proposed structure would provide retail commercial space along El Camino Real and O'Neill Avenue, consistent with the mandated requirements of Policy 4.5.6. The provision

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| <b>Specific Plan Policies</b>   | <b>Project Analysis</b>   |
|---|---|
| <p><b>4.6 ARCHITECTURAL THEME OBJECTIVE (Revised 1997)</b></p> <p><i>A distinct architectural image for the Downtown should be based on a cohesive theme of building styles derived from the architectural heritage of Downtown Belmont. Creative architectural design should be encouraged to utilize historic forms in traditional and attractive ways.</i></p> <p><b>4.6.1 Historic Architectural Theme Zone Policies (Revised 1997)</b></p> <p><i>The Historic Architectural Theme Zone is established to govern the architectural style of commercial, office, residential and institutional buildings. The limits of this zone are shown in Specific Plan Figure 4.4. This architectural theme is intended to identify Downtown Belmont by creating and maintaining a cohesive architectural image which reflects the heritage of Belmont and the types of buildings that are currently being built within the downtown. Innovative interpretations of historical styles and incorporation of "sustainable design" principles are encouraged within the context of the Historic Architectural Theme Zone.</i></p> <p><b>4.6.2 Historical Architecture Theme Zone (Revised 1997)</b></p> <p><i>The architectural style of the Historic Architectural Theme Zone is based upon traditional building elements, proportions and construction techniques... The overall goal of the design guidelines is to create buildings whose proportions, rhythms and details are based on traditional American architectural styles. These buildings need not be direct imitations of these styles, but their architectural elements and devices must respect the proportions, craftsmanship and materials of historical buildings.</i></p> | <p>of a retail shopping façade along the designated streetwall frontage of El Camino Real would support the objective of creating a continuous window display and retail use for this Downtown thoroughfare.</p> <p>The Architectural Theme Objective for the Downtown Specific Plan was revised in 1997 to reflect a cohesive architectural design theme for the commercial areas downtown and along El Camino Real, Old County Road, and Ralston corridors. A reviewing Task Force found that the prior use of multiple theme zones did not support creating a unified sense of place for the main commercial part of Belmont nor did it help define an area that could be considered downtown Belmont. The Task Force recommended utilization of one unified theme from city border to city border along the El Camino, and the use of a common architectural palette would help define Belmont's commercial area as unique from other cities and help define the limits of the downtown area.</p> <p>Policies 4.6.1 and 4.6.2 were formulated to reflect the overall objectives of the community in creating a cohesive downtown image. The property is located in the Historic Architecture Theme Zone and is therefore subject to the architectural guidelines presented in the Specific Plan. The proposed project incorporates a historical architecture theme into its design through the application of the Spanish Eclectic architectural style to its design features. The project seeks to integrate the building's form and style into the traditional American architectural styles found throughout downtown Belmont. In particular, the proposed project attempts to complement the architectural styles of existing adjoining buildings such as the old Belmont fire station immediately to the west. The proposed project would not be an imitation of the Spanish style of architecture, but adopts critical elements of this style to ensure consistency with similar buildings in downtown Belmont.</p> |
| <p><b>4.7 SITE PLANNING AND DESIGN (Revised 1997)</b></p> <p><b>POLICIES:</b></p> <p><b>4.7.1 Building Grouping and Orientation Policy.</b><br/><i>Individual and groups of buildings shall be oriented to the street conforming to the streetwall policy of the building line and frontage policy plan and shall create an interesting appearance...</i></p>   | <p>The Downtown Specific Plan provides extensive guidelines for architectural styles and features that would be appropriate for attaining the community's vision for the appearance of the downtown area. In compliance with Policy 4.7.1, the design for the project has oriented the proposed building to El</p>  |

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| Specific Plan Policies   | Project Analysis   |
|--|--|
| <p>4.7.3 <i>On-site Landscape and Site Appearance Policy.</i> A varied and rich palette of plant materials emphasizing flowering ground covers, shrubs and incorporated into the landscaped areas of new development.</p> <p>4.7.4 <i>On-site Parking Design Policy.</i> Parking areas should be confined to the rear or center of development blocks to allow full street wall development of a building. Access to parking areas should be confined to entrance alleys on side streets or from rear streets and only permitted along street wall frontages where alternate access cannot be provided. Curb cuts along arterials and important traffic collectors shall be minimized.</p> | <p>Camino Real and O’Neill Avenue in conformance to the streetwall policy of the building line and frontage policy plan. The project’s use of the Spanish Eclectic architectural style creates an interesting appearance that is compatible with the adjoining (old fire station) and nearby structures.</p> <p>Consistent with Policy 4.7.3, the project plans include a landscape plan that favors flowering groundcover, shrubs, hedges, and trees that comply with the Specific Plan guidelines. Additionally, the project supports the objectives of Policy 4.7.4 through the development of a basement parking garage with access from O’Neill Avenue. No site access would be provided from El Camino Real.</p> |

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**4.8 SITE PLANNING AND DESIGN OBJECTIVE (Revised 1997)**

*Creative site and building design should be promoted to achieve architectural and land use intensification goals of the Plan, while ensuring efficiency and safety in automobile access and parking; clear, safe and attractive pedestrian circulation; provisions for onsite landscaping and a high-quality site appearance.*

The proposed project applies creative site and building design to provide a structure that addresses the need for commercial and residential uses in the downtown area and that supports the land use intensification goals of the Specific Plan. Furthermore, the project design incorporates on-site parking and automobile access that maintains efficient and safe operation for existing major boulevards and arterials; the project plans also facilitate safe and attractive pedestrian circulation through building entrance orientation and create an attractive, high-quality appearance through landscaping and the use of a historic architecture style consistent with existing building forms in downtown Belmont.

The proposed development would result in the intensification of the site’s urban character. The development of a three- and four-story mixed-use building would replace the vacant lot that currently defines the site. The building would cover the entire project site and would affect views from properties immediately surrounding the property. The proposed project would also alter the views of the hillsides from public spaces around the site. Field inspection revealed that views of the hillside residential area to the west of the project site would be blocked by the project’s three- and four-story structure. The obstruction of views for the public traveling along El Camino Real would be brief unless travelers were stopped at the traffic signal at El Camino Real/O’Neill Avenue intersection. Since these views remain available to the public for a longer period while passing the commercial development south of the project site, the cumulative potential effect from the reduction of viewing time of the distant hillsides would be less than significant.

Views from properties surrounding the project site are directed either to the east or west. The restaurant adjoining the site has views eastward toward the Caltrain parking lot and elevated tracks. The Center for the Independence of the Disabled (old Belmont fire station) is oriented toward O’Neill Avenue, with vehicle access, garage space, and no windows along its frontage on Civic Lane, facing the rear of the project site. Views of the project site from the residential and church properties along Fifth Avenue are

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blocked by the fire station building and associated landscaping. The upper floor of the proposed building would be visible from approximately five residences on Fifth Avenue, but these views would be attenuated or filtered by existing landscaping on vacant lots along the east side of Fifth Avenue. Consequently, the project would have a less than significant impact on views from surrounding properties.

Assuming the project adheres to the City performance standards for glare, the potential effects of nighttime lighting from the proposed facility would be minimized to a less-than-significant level.

| Issues (and Supporting Information Sources)  | 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         |

The proposed project involves the construction of mixed-use commercial and residential development on a site in downtown Belmont that previously contained a two-story commercial building and an alley. Since the project site is located in an urban area and not in agricultural use, the project would not adversely affect any existing agricultural operations.

|  |  |   |   |   |
|--|--|---|---|---|
| <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 |

Under worst-case traffic generation estimates, the proposed mixed-use project would generate approximately 67 AM peak hour trips and 65 PM peak hour trips. Daily vehicle trips for both commercial

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and residential uses would total 752. The Bay Area Air Quality Management District (BAAQMD) specifies a significance threshold of 2,000 vehicle trips per day in general or 510 apartment units.<sup>2</sup> Since the proposed project’s residential development levels would be below the BAAQMD’s significance threshold for residential uses and the project would generate fewer than 2,000 vehicle trips per day, no significant local or regional air quality impacts would be anticipated.

Project construction would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. The BAAQMD does not require quantification of construction emissions, but considers any project’s construction-related impacts to be less-than-significant with appropriate implementation of BAAQMD basic dust-control measures. Due to the extent of grading required for proposed demolition and construction, implementation of both the following basic control measures (which are required on sites of three acres or less) and enhanced control measures (involving disturbance of more than four acres) will reduce temporary air quality impacts to a less-than-significant level:

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 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.*

| Issues (and Supporting Information Sources)   | 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         |

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| Issues (and Supporting Information Sources)  | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| 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         |

The project site is located in an urban setting characterized by downtown commercial development and adjoining residential uses. A two-story commercial building on the property was demolished in 2001, leaving a concrete slab foundation covering the majority (approximately 82%) of the site. The remainder of this property is bare soil along El Camino Real and supports non-native grasses and weeds. The portion of the project site consisting of Civic Lane right-of-way is also paved. Due to the extensive concrete surface and lack of vegetation on the property, the project site has minimal habitat value.

The landscaping plan for the project site includes a mixture of ornamental plant species. The plan is presented in Figure 7. In brief, the plan requires the planting of trees, shrubs, vines, grasses, and groundcover on the periphery of project site. Tree planting is proposed for the frontage along O’Neill Avenue and would complement existing street trees on El Camino Real. The plan does not provide the numbers of various plants that compose the planting scheme for the project site. The landscape plan also provides definition for the “hardscape” components of the landscape improvements, including entry planters, brick paver composition, and bench seating structures.

|  |  |  |   |   |
|--|--|--|---|---|
| <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 |   |

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| Issues (and Supporting Information Sources)   | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| 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                            |           |

An archaeological literature review was conducted for the applicant by Holman & Associates.<sup>3</sup> The literature review was conducted at the Northwest Information Center located at Sonoma State University (file no. 00-767). There are no archaeological sites recorded on the project site, but a large prehistoric site, Sma-150 has been recorded to the west of the project area in the vicinity of the Civic Center. This site was the subject of unpublished archaeological excavation and data retrieval by Holman & Associates during the construction of the Belmont Civic Center. At one time, this area contained a large village “shell mound” spread over many acres on either side of Belmont Creek from a point west of the sanitarium to the approximate vicinity of the new Safeway. 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.

An updated archaeological literature review was conducted by Holman & Associates on September 22, 2006 (file no. 06-244) at the Northwest Information Center to obtain information about recorded archaeological sites in and around the 1300 El Camino property, and to obtain information about formal archaeological studies completed for the property or surrounding properties.

There are no recorded archaeological sites other than Sma-150 recorded for the general vicinity. The borders of this site have not been extended beyond the area researched by Holman & Associates and others in the 1980s and 1990s: the main portion of the site is still mapped under the new Civic Center and the adjacent Senior Center, extending up creek several hundred feet through a small park adjacent to the creek. There have been no further formal archaeological studies done for the area bordered by Ralston, 6<sup>th</sup> Avenue and El Camino Real, and no formal survey was ever done of the 1300 El Camino property.

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 west of the site. Holman & Associates attempted to complete a field inspection of the project site, but was abandoned when it became clear that almost the entire parcel was covered by concrete or pavement, with the exception of a small area bordering El Camino where the original slope of the lot was covered by concrete or pavement at the front of the original building. Exposure along O’Neill showed that the parcel had been leveled by the introduction of several feet of imported fill, which tapered increased in depth as it approached the El Camino edge of the property.

On October 10, 2006, the project applicant retained a concrete saw cutting company to remove the concrete from three locations inside the parcel. Measuring approximately three by six feet in size, the soils beneath the slab were removed under the supervision of Holman & Associates. Backhoe testing revealed no evidence of historic and/or prehistoric archaeological materials on the project site. The detailed results of trenching and site inspection are presented in Attachment 2.

The evaluation of the site for cultural resources indicates that the future development of the project site, which includes excavation for underground parking, would have no effect on historic and/or prehistoric archaeological deposits. The Holman & Associates report does not recommend monitoring of future construction-related earthmoving by an archaeologist.

| Issues (and Supporting Information Sources)  | 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   |                              |           |

A geotechnical investigation was prepared for the applicant by PGSoils, Inc. in April 2006.<sup>4</sup> This investigation consisted of performing a limited geologic hazards evaluation, evaluating subsurface conditions at the site by drilling two borings, and performing engineering analyses. Conclusions and recommendations were then made for seismic hazards, soil and groundwater conditions, site preparation and grading as well as foundation, basement, drainage and pavement designs.

The site consists of a nearly level, rectangular shaped 8,563 square-foot lot on the southwest corner of the intersection of El Camino Real and O’Neill Avenue, and a portion of Civic Lane adjoining this lot. The majority of the project site (approximately 82%) is covered by concrete and asphalt foundations remaining from the previous commercial building on the site, and the Civic Lane pavement. Test borings to depths of approximately 29 feet were conducted on the project site to assess soil and drainage characteristics on the property. Soil samples taken from the site indicate that the site contains primarily sandy clays that are alluvial in nature. The upper clay soils were judged to be moderately expansive. In the southern part of the site, near Civic Lane, the boring revealed that the upper soil layer (to a depth of about 6 feet) consisted of clayey and silty sand layers that are believed to be fill material imported to the site. Native soils underlie these layers of fill. The two borings initially encountered groundwater at depths of 14 and 18.5 feet, with groundwater levels rising to depths of 10 and 12 feet during inspection.

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A review of available geologic maps indicates that the site is not located within an Alquist-Priolo Special Studies Zone. There are no known faults, active or inactive, in the immediate project vicinity. However, the site would be subject to a significant hazard from strong to violent ground shaking since the site is located within the seismically active San Francisco Bay region and within 3.75 miles of the historically active San Andreas Fault. Other major earthquake faults in the project region that could contribute to ground shaking include the San Gregorio and Hayward faults, located 11.5 miles to the southwest and 15 miles to the northeast, respectively. PGSoils concluded that the risk of surface faulting from a known active fault is unlikely at the site. They also concluded that the potential for secondary seismic hazards such as lateral spreading, liquefaction, and ground settlement would also be low.

In the 2006 geotechnical study, PGSoils concluded that the project would be feasible from a geologic and geotechnical standpoint provided that the recommendations of the geotechnical study are implemented during building design and project construction phases of site development. However, the main geotechnical constraints for the construction of the proposed building and its basement would be the site's compressible clay soils and the existence of groundwater at or near the base of the basement excavation.

The current plans for the proposed project indicate that the basement excavation would be located 9.5 to 11.5 feet below the existing grade. In consideration of the subsurface conditions, the proximity of the adjacent building on the site's southern perimeter, and the streets on the other two sides of the site, PGSoils recommends that the basement excavation should be shored prior to excavation. Shoring could entail installation of drilled pier and lagging walls around the whole basement excavation or, alternatively, a tied-back or soil nail wall system. During the excavation work, dewatering of the excavation area may be required. Excavation work would need to comply with City of Belmont ordinances and OSHA safety regulations. The PGSoils geotechnical report presents a detailed discussion of the methods suggested for use in excavation shoring.

The PGSoils study also provides specific recommendations for site preparation, grading, site clearing, subgrade preparation, fill material and compaction, basement foundation design, utilities trenching, drilled piers, basement retaining walls, soil/rock nailing, pavement design, surface drainage, and earthquake considerations.

Since adequate subsurface data is critical to general geotechnical design parameters, the following measures will be required:

*11. **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.*

*The results of the plan reviews shall be summarized by the Project Geotechnical Consultant in a letter and submitted to the City for review and approval by the City Engineer prior to acceptance of documents for building permit plan-check.*

*12. **Geotechnical Field Inspection.** The Project Geotechnical Consultant shall inspect, test (as needed), and approve all geotechnical aspects of the project construction. The inspection 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. The consultant shall verify that fill materials placed on sloping ground are properly keyed and benched into supportive materials, as necessary.*

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*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 for review and approval prior to final (granting of occupancy) project approval.*

*13. The City will require implementation of all design recommendations outlined by PGSoils, Inc. in their April 21, 2006 study and any additional recommendations that will reduce identified potentially significant geotechnical constraints to less-than-significant levels.*

| Issues (and Supporting Information Sources)  | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| <b>VII. Hazards and Hazardous Materials - Would the project:</b>   |                                |   |                              |           |
| 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         |

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The proposed mixed-use development would not create a significant hazard through the transport, use, or disposal of hazardous materials, nor create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. The project would not emit hazardous emissions or involve the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

In March 2004, Clayton Group Services (CGS) completed a Phase I Environmental Site Assessment (ESA)<sup>5</sup> for the property at 1300 El Camino Real, Belmont, California. A copy of this ESA is on file at the City of Belmont Community Development Department.

The ESA reviewed past and current land uses of the site and its vicinity, evaluated the potential for site soils and/or groundwater contamination, evaluated the potential for the existence of environmentally-sensitive areas on the site, and determined the potential for environmental contamination. The ESA also indicated that prior to the site's current vacant condition, the site was developed with a two-story commercial building, which was occupied by Ross Lighting Studio from its construction date until the late 1990's. In late 2001, the building was demolished and the property has remained vacant since that time.

Based on CGS's site reconnaissance in 2004, no issues of environmental concern were observed in relation to previous uses on the vacant parcel site. However, the western adjoining property used by the Center for Independence of the Disabled (former Belmont Fire Station) has been identified as having had leaking underground storage tanks (UST) that contributed petroleum products, primarily gasoline and fuel-related constituents, to groundwater in the project vicinity. There are currently two groundwater monitoring wells located in the Civic Lane right-of-way and one well on the adjoining the fire station property. Historic records from 1999 indicate that affected groundwater has migrated toward the Civic Lane right-of-way and, based on the close proximity of a monitoring well that has shown low levels of chemical impact, it is possible that groundwater contamination has migrated underneath the subject property.

Subsequent to the CGS evaluation, analysis of samples from the groundwater wells in May 2007 detected total petroleum hydrocarbons as gasoline (TPHg), diesel (TPHd), and total xylenes (BTEX) levels that were higher than previous 1999 levels sampled from one of the wells in Civic Lane. A workplan prepared for the City by Golder Associates Inc.<sup>6</sup> presents historical groundwater analytical results for groundwater well samples collected in 1999 and 2007. The plan indicates that current TPHg, TPHd, and BTEX levels in samples from both wells in Civic Lane warrant further investigation to characterize and define the extent of hydrocarbons in local groundwater. The workplan also recommends soil vapor sampling to determine whether subsurface contamination presents a potential indoor inhalation risk.

The section of Civic Lane between the site's vacant lot and the fire station property would be included as part of the overall project site. One of the monitoring wells would need to be relocated to accommodate excavation for the proposed parking garage ramp. Construction of the underground parking garage would also require excavation (i.e., below existing and proposed grades) to allow for foundation installation and structural support of the overhead building and parking garage floor. With the variable groundwater depths measured, there is the possibility that the resulting excavation depth could place the structural section of the parking garage into the groundwater table. With variations in detected contaminants in the groundwater at the site, it is possible that some contaminants could be encountered in the soil or groundwater during excavation of the below-grade level. If groundwater is encountered during excavation/construction of the parking garage and accumulated groundwater containing contaminants is discharged into the existing storm water drainage system, such discharges would be in direct violation of the National Pollutant Discharge Elimination System (NPDES) permit obtained through Santa Mateo

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County and the California Regional Water Quality Control Board (RWQCB). Preparation of a worker protection plan and measures for appropriate handling of soil and groundwater should be required in the event contaminated soils or groundwater are encountered during project construction.

The proposed mixed-use development project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Due to the location of the project site in downtown Belmont, 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.

Due to the extent of grading required for proposed demolition and construction, implementation of the following measures will reduce potential hazardous materials impacts to a less-than-significant level:

*14. The project applicant and/or City shall prepare a management plan to identify all suspected hazardous materials and specify applicable regulations that would determine appropriate handling and disposal of these materials. For suspected hazardous materials (contaminated soil and groundwater) that may be encountered during construction, the management plan shall include contingency plans for site safety, worker protection, sampling and investigation, and disposal or remediation; these shall be based on soil and groundwater sampling and testing that have been completed to date. The management plan shall be filed with the City of Belmont and all other jurisdictional agencies prior to issuance of the demolition and grading permits.*

*15. If groundwater is encountered during project construction and dewatering is required, the project applicant shall undertake sampling and testing of the encountered groundwater in accordance with the contingency sampling and investigation plan as specified in Measure #15. If groundwater is found to contain contaminants that exceed regulatory action levels, it may not be discharged into the existing storm drainage system. Removal and handling of the contaminated groundwater should be done in a manner acceptable to the RWQCB, the City of Belmont, and other jurisdictional agencies.*

*16. During excavation activities, the contractor should be prepared for potential encounters with hazardous materials in areas not already characterized. The contractors should be alerted for visible evidence of hazardous materials, such as soil discoloration, suspicious odors, presence of underground tanks, piping, or other buried building materials, and should provide for the collection of grab samples in the area of suspected contamination.*

| Issues (and Supporting Information Sources)   | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <b>VIII. Hydrology and Water Quality - Would the project:</b>   |                                |   |                              |           |
| 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         |

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| Issues (and Supporting Information Sources)  | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| 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 stormwater 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         |

Prior to past development of the property, Belmont Creek meandered through the project area. Based on the Flood Insurance Rate Map (FIRM)<sup>7</sup> for the City, the creek channel apparently extended west immediately south of the project site. The stream channel generally parallels Ralston Avenue and drains to Belmont Slough and ultimately the San Francisco Bay. The Belmont Creek channel is extensively urbanized upstream and in the vicinity of the subject property.

According to the FIRM (Panel Number 0650160005B, March 9, 1982) for the City of Belmont, the project site is inside the area designated as Flood Hazard Zone A by the Federal Emergency Management Agency (FEMA); Flood Hazard Zone A extends along the Belmont Creek channel alignment through the project site. In the project area, the Zone A designation is based on an approximate study of Belmont stormwater levels during a 100-year storm event. The FIRM for Belmont does not provide floodwater elevations. Analyses supporting the FIRM provided by FEMA do not include information on the methodologies used to delineate the Zone A boundary.

In 1983, the City Council of the City of Belmont, by resolution, authorized the extension of the upstream 84-inch diameter culvert pipe across Carlmont Center's property, which was constructed and accepted. No action was taken to revise the floodway on the FIRM map. In December 1998, the City of Belmont Public Works Department began the process to have the FIRM map revised by FEMA. The map was revised to

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reflect a Zone B classification, stating that the 100-year storm waters are now contained in the culvert pipe. This will allow the affected properties, including the subject property, to be relieved of the flood insurance requirement for the Zone A designation.

Project plans also indicate that a 96-inch storm drain extends from O'Neill Avenue along Civic Lane. An examination of storm drain facility plans by the City revealed that this storm drain was abandoned and relocation would not constrain use of the alley for project access (Borrmann, 2008).

The project site is extensively covered with impervious surfaces that constituted the foundation of a commercial structure previously developed on the property, as well as the Civic Lane roadway pavement. There are no storm drainage facilities on the project site, and storm runoff currently drains to gutters on El Camino Real, O'Neill Avenue, and Civic Lane. In general, accumulated runoff flows from the site and street surfaces drain to a catch basin adjoining the project site at the corner of O'Neill Avenue and El Camino Real, which conveys storm flows to an 18-inch municipal storm drain in El Camino Real. A relatively minor portion of storm runoff flows to the bare soil areas on the project site and percolates on-site.

The project plans for the proposed building include a conceptual utility plan that identifies drainage collection facilities and disposition of storm runoff. The plans specify the connection of roof gutters to a new storm drain to be installed near the corner of O'Neill Avenue and El Camino Real. Storm flows would drain via the new 12-inch pipe to an existing 18-inch storm drain serving El Camino Real. Sheet flows from impervious site surfaces at grade would also drain to a new area drain on the property and discharge into the O'Neill Avenue catch basin.

The geotechnical study (PGSoils, 2006) for the project provides direction for the disposition of surface drainage on the site. The study identifies drainage control around the exterior of the new building as an important factor for future satisfactory performance. The geotechnical report recommends that a drainage control design for the project should include provisions for positive surface gradients so that surface runoff is not permitted to pond, particularly adjacent to the building foundation, roadways, or pavements. Surface runoff should be directed away from the basement level and foundations, and collected in non-perforated pipes. The study further recommends that the collected water should be directed to a storm drain or paved roadway. Discharge from the roof and downspout systems should be included in the collection system and not allowed to infiltrate into the ground near the structure. Inlets of any pipes should be designed against clogging and for minimum maintenance. This is considered particularly noteworthy due to plans for a sub-grade parking garage and the potential presence of groundwater at or near the basement foundation level.

The project plans specify the replacement of existing impervious surfaces with similar surfaces, and a redistribution of the small amount (18%) of site area that remains available for on-site percolation of storm flows. The proposed project includes new landscape areas on two sides of the property that would accommodate on-site infiltration of rainfall. These landscape areas in conjunction with the use of permeable materials for walkways and outside common areas would allow a minor reduction in impervious surfaces over existing levels.

It should be noted that the surface drainage recommendations provided by the geotechnical study omit considerations for the control of water quality conditions in surface flows discharging to public waters. The City of Belmont is a member of the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP), an organization of the City/County Association of Governments of San Mateo County holding a National Pollutant Discharge Elimination System (NPDES) Stormwater Discharge permit. STOPPP's goal is to prevent polluted stormwater from entering creeks, wetlands, and the San

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Francisco Bay. As with most communities, Belmont does not treat stormwater. Consequently, the City requires the implementation of Best Management Practices for new development and construction as part of its stormwater management program.

The City will require the implementation of the following measure to ensure compliance with its NPDES Stormwater Discharge permit:

*17. For new development and construction projects, the City requires the implementation of Best Management Practices for Construction (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 Best Management Practices guidelines are available at the Belmont City Hall. The City shall also require 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).*

*The developer has incorporated the following Best Management Practices (BMPs) for stormwater quality protection into site design to the extent that conditions allow. (Refer to the Bay Area Stormwater Management Agencies Association (BASMAA) Start at the Source Design Guidance Manual for Stormwater Quality Protection (available from BASMAA @ 510-622-2465):*

- a. For walking and light traffic areas, permeable pavements shall be used 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. The landscape design shall incorporate biofilters, infiltration and retention/detention basins into the site plan as feasible.*
- c. For outdoor work areas including garbage, recycling, maintenance, storage, and loading, applicable stormwater controls include siting or set back from drainage pats 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.*

*City review of the project design will determine whether other appropriate BMP's shall be required and incorporated into the project plans.*

| Issues (and Supporting Information Sources)  | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| <b>IX. Land Use and Planning</b> - Would the project:  |                                |   |                              |           |
| 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 |                                |   | X                            |           |

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| Issues (and Supporting Information Sources)   | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| for the purpose of avoiding or mitigating an environmental effect?                                |                                |   |                              |           |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? |                                |   |                              | X         |

A comprehensive review of land use issues was prepared and considered by the City of Belmont for the previously proposed project development on this subject property. In determining the appropriateness of the requested rezoning, the central issue was the proposed project’s consistency with the General Plan. To determine that consistency, applicable goals and policies of the Belmont General Plan were considered relative to the project proposal. During the March 20th meeting, the Commission’s deliberations determined that goals and objectives of the City’s Downtown Specific Plan and General Plan would be achieved by the proposed rezoning of the subject property to Planned Development. As a part of the review process for that project on March 20, 2007, the City of Belmont Planning Commission made appropriate findings and recommendations to rezone the project site to Planned Development, establish a Conceptual Development Plan for the site, approve a Tentative Subdivision Map, and approve a Mitigated Negative Declaration for the proposed project.

The recommendations of the Planning Commission were presented to the Belmont Redevelopment Agency on April 10, 2007 for consideration by the Agency. After review and deliberations regarding the proposed rezoning application, establishment of a Conceptual Development Plan, and General Plan consistency, the Agency made appropriate findings in order to adopt an Ordinance approving the rezoning of the subject property, approve the Conceptual Development Plan for the site, and approve the Tentative Subdivision Map for the project. A second reading of this Ordinance was completed at the May 8, 2007 Agency meeting. The Agency also adopted a resolution approving the Mitigated Negative Declaration for the project.

Subsequent to the Redevelopment Agency’s project review, the recommendations of the Planning Commission and the Agency’s approvals were considered during a public hearing of the Belmont City Council on May 29, 2007. The City Council determined that the proposed rezoning of the subject property to Planned Development (PD) and the associated Conceptual Development Plan for the proposed mixed-use building achieve the objectives of the Zoning Plan and the General Plan for the City through four findings of fact. These findings addressed consistency of the project design with the Downtown Specific Plan and the General Plan, and are included in an Ordinance adopted by the City on June 12, 2007. The Ordinance also specifies performance standards, conditions of the Public Works Department, Belmont/San Carlos Fire Department, and Police Department.

The current project design would be developed under the existing Planned Development (PD) zoning designation for the subject property. Revision of the previous project design entails a minor increase in project site area from 8,563 to 10,399 s.f. through the addition of a section of Civic Lane (alley) that adjoins the project site. The City has indicated that it supports the abandonment of this roadway since it does not meet current city road standards and would facilitate an enhanced project design. Other revisions in the project design involve additional parking spaces in a sub-grade parking garage, a minor increase in commercial space on the ground floor of the project, an increase in the number of condominiums (from six to nine units), and a change in the entrance location for the underground garage. Re-orientation of the garage ramp would allow entrance from O’Neill Avenue rather than Civic Lane.

The PD District is designed to accommodate various types of development (e.g. multiple housing developments, shopping centers, professional and administrative areas) or combination of uses that can be made appropriately a part of a Planned Unit Development. The district 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 provides extensive and detailed guidance for the designation of a PD zone and development within such zone. The proposed changes in the project design would be consistent with the PD zoning designation for the subject property.

As noted in the Zoning Ordinance section 12.3.2, a conceptual development plan is a part of the Belmont Zoning Ordinance. Consequently, a proposal for the amendment of a conceptual development plan extends beyond the request for development approval and includes a proposal to amend a City ordinance. This proposed amendment needs to be reviewed by the City’s decision-makers to ensure consistency with all other provisions of the ordinance (internal consistency), and complies with the appropriate process for Zoning Ordinance amendment (Section 16). Of particular importance, Section 16.1 stipulates that the 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.” The City will need to make the appropriate determination that the currently proposed project revisions specifically support the goals and objectives of the Downtown Specific Plan and Belmont General Plan.

| Issues (and Supporting Information Sources)   | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <b>X. Mineral Resources</b> - Would the project:  |                                |   |                              |           |
| 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         |

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

|   |  |   |   |  |
|---|--|---|---|--|
| <b>XI. Noise</b> - Would the project result in:   |  |   |   |  |
| 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 |   |  |

| Issues (and Supporting Information Sources)   | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| 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         |

The Belmont Noise Element<sup>8</sup> identifies residential units, schools, hospitals, extended care facilities, and open spaces as sensitive noise receptors. These land uses that are considered more sensitive to high noise levels or changes in ambient noise than commercial or industrial uses. There are no residential uses located contiguous to the project site. The closest residential uses are located west of 5<sup>th</sup> Street (north and south of O’Neill Avenue), approximately 150 feet to the southwest and 250 feet to the south of the site.

Construction Noise. Proposed construction on the project site would result in temporary noise increases due to the operation of heavy equipment. Construction noise sources range from about 76 to 85 dBA (Leq)<sup>9</sup> at 50 feet for most types of construction equipment with slightly higher levels of about 88 to 91 dBA (Leq) at 50 feet for certain types of earthmoving equipment. If noise controls are installed on construction equipment, the noise levels could be reduced by 1 to 16 dBA, depending on the type of equipment. The potential for construction-related noise increases to adversely affect nearby sensitive receptors would depend on the location and proximity of construction activities to these receptors.

The Belmont Noise Ordinance (Ordinance 938) 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 this ordinance. However, this ordinance declares that construction activity and certain maintenance equipment operation outside of 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.

Assuming muffling systems would be provided in accordance with the Belmont Noise Ordinance, operation of heavy equipment could generate noise levels as high as approximately 75 to 80 dBA at 50 feet. The closest receptors are retail commercial uses located immediately south of the site and approximately 50 feet north of the site (across O’Neill Avenue). The northern façade of the building contiguous to the project’s southern boundary is a solid masonry wall (no windows), which should reduce construction noise levels by at least 40 dBA, possibly 50 to 60 dBA. At 10 feet, the adjacent building to the south could be subject to maximum noise levels of up to 89 to 94 dBA (Leq), while the retail commercial building to the north would be subject to maximum noise levels of 75 to 80 dBA (Leq). Such exterior noise levels would be generated when equipment is being operated with open throttles (not idling) and could result in interior noise levels of up to 54 dBA within the building to the south (due to the masonry wall) and up to 50 dBA (Leq) at adjacent building to the north. Temporary disturbance (e.g., speech interference) can occur if the noise level in the interior of a building exceeds 60 dBA.<sup>10</sup> Therefore, when construction occurs on the site near these buildings, speech interference effects are not expected to

occur. Enforcement of time restrictions and required use of muffling/baffling systems on construction equipment as required in the City’s Noise Ordinance would be adequate to ensure construction noise does not result in significant, temporary noise impacts on adjacent or nearby uses.

**Table 1: Existing Noise Levels at Project Site**

| Recording Hour | Hourly Noise Level (Leq) in dBA |      |
|----------------|---------------------------------|------|
|                | AM                              | PM   |
| 12:00-1:00     | 60.7                            | 67.3 |
| 1:00-2:00      | 55.2                            | 66.1 |
| 2:00-3:00      | 53.2                            | 67.0 |
| 3:00-4:00      | 55.4                            | 66.0 |
| 4:00-5:00      | 57.2                            | 67.2 |
| 5:00-6:00      | 61.9                            | 67.1 |
| 6:00-7:00      | 65.3                            | 67.2 |
| 7:00-8:00      | 68.4                            | 66.5 |
| 8:00-9:00      | 68.8                            | 63.3 |
| 9:00-10:00     | 67.3                            | 64.1 |
| 10:00-11:00    | 66.1                            | 65.0 |
| 11:00-12:00    | 66.4                            | 61.7 |
| <b>CNEL</b>    | <b>69.5</b>                     |      |

Notes: Measurement was taken from midnight on Tuesday, August 8, 2006 to midnight on Wednesday, August 9, 2006. Noise measurement was taken using Metrosonics db-308 noise meters. Measurement location at the easternmost end of the existing foundation, approximately 80 feet from the centerline of El Camino Real.

Source: Geier & Geier Consulting, Inc. (2006)

project-generated cars park on this street. Project-generated residential traffic would result in traffic increases on El Camino Real and O’Neill Avenue (between El Camino and Civic). It is anticipated that traffic-related noise increases associated with the project would be less than significant due to the small relative change in traffic volumes on these roads as well as the lack of sensitive receptors along all affected roads (except 5<sup>th</sup> Avenue). A doubling of traffic volumes would be required to result in a three-dBA noise increase in the traffic-dominated noise environment. In general, a three-dBA noise increase is barely perceptible to most people. Project-generated traffic increases would not double traffic volumes on any of the affected streets. Therefore, project-related traffic would not significantly increase noise levels along affected roadways.

Noise Compatibility of Proposed Use. In order to characterize the noise environment at the project site, one 24-hour noise measurement was taken and results are presented in Table 1. Noise measurements indicate that the eastern portion of the site is currently subject to noise levels of 70 dBA (CNEL)<sup>11</sup> at 80 feet from the centerline of El Camino Real. The proposed building would be set back approximately 70 feet from the centerline of Ralston Avenue. At this distance, noise levels at the eastern façade of the building would be 70 dBA (CNEL).

It should be noted that construction noise is sporadic in nature and depends on the activities occurring at any given stage of construction. For example, estimated maximum construction-related noise levels generated by heavy equipment operation would primarily occur during the early stages of construction and when grading equipment is operating immediately adjacent to a specific receptor, not during the entire project construction period.

Project construction would include export of approximately 3,000 cubic yards of excavated material, and is estimated to generate approximately eight trucks per hour or 52 truck trips (inbound and outbound) per day on El Camino Real over 20 weekdays. Such a temporary increase in traffic would not significantly increase ambient noise levels along local roadways, although increased truck noise could be noticeable along the Civic Lane alley and O’Neill Avenue.

Operational Noise. Traffic generated by the retail commercial portion of the proposed project would result in traffic increases primarily on El Camino Real, but could generate some traffic on 5<sup>th</sup> Avenue if

Primary sources of noise in the site vicinity include traffic on El Camino Real and Caltrain operations to the east of El Camino Real and the project site. Caltrain tracks are located approximately 200 feet east of the site. Train tracks are elevated above ground level in the site vicinity and there is a Caltrain station located approximately 800 feet to the north. Project residences would have a direct (uninterrupted) line-of-sight and there are no intervening buildings to reduce train noise. Trains pass by the project site approximately four times per hour (both directions) with up to ten trains per hour during peak periods on weekdays. On weekdays, trains pass by the project site starting at approximately 5:30 AM in the morning and ending at approximately 12:40 AM at night. On weekends, trains pass by the site approximately twice per hour (both directions), starting at 7:48 AM on Saturday mornings (8:43 AM on Sundays) and ending at 12:44 AM on Saturday nights (9:48 PM on Sundays). While noise generated by passing trains contribute to the overall ambient noise levels (as reflected in noise measurements), noise from each passing train would likely be noticeable to project residents.

There are five residential units that are proposed to front on El Camino and the railroad tracks. Each unit is proposed to have a deck, where residents would be exposed to outdoor noise levels of 70 dBA (CNEL). Since the second and third floor decks are located directly below the third and fourth floor decks, traffic and railroad noise could reflect off the bottom of the upper floor decks onto the lower decks; such reflection could increase noise levels on the second and third floor decks.

Proposed residential use on the second through fourth floors of the proposed building would be subject City noise guidelines as well as the California Noise Insulation Standard. Title 24, Part 2, Chapter 2.35 of the California Code of Regulations, collectively known as the California Noise Insulation Standard, 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. For limiting noise transmitted between adjacent dwelling units, the standard specifies the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the standard sets forth an interior standard of 45 dBA (CNEL or Ldn) 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 Ldn). The eastern façade of the proposed building (70 feet from the Ralston Avenue centerline) would be subject to noise levels of 70 dBA (CNEL or Ldn), which would exceed the California Noise Insulation Standard.

The City's Noise Element (1996) contains noise compatibility guidelines, which would apply to multi-family residential uses. These guidelines identify noise levels up to 65 dBA (Ldn) as "Normally Acceptable," while noise levels between 60 and 70 dBA are "Conditionally Acceptable." Noise levels between 70 and 75 dBA (Ldn) are considered "Normally Unacceptable," while noise levels above 75 dBA are "Clearly Unacceptable." Program 1.2 in the Noise Element recommends conducting additional study and implementing noise mitigation measures where new construction is proposed in areas identified as "Conditionally Acceptable" or "Normally Unacceptable." Noise levels in the eastern portion of the site would be considered both "Conditionally Acceptable" and "Normally Acceptable" for residential uses. Therefore, new construction should not be undertaken until 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 (Ldn or CNEL) or less.

To comply with the California Noise Insulation Standard and City noise guidelines, the following measure shall be required:

18. A detailed analysis of acoustical requirements will be made to ensure that interior noise levels of 45 dBA (CNEL) or less are achieved in all residential units in accordance with California Noise Insulation Standards (Title 24, Part 2, Chapter 2.35 of the California Code of Regulations) and City Noise Guidelines. At a minimum, mechanical ventilation will be needed in units facing El Camino Real to ensure that windows can be closed to achieve acceptable interior noise levels, particularly during the more noise-sensitive evening, night, and early morning hours when trains will still be operating.

Outdoor areas should be designed to achieve the City’s exterior noise guideline of 65 dBA (CNEL) for multi-family residential uses, and deck designs on the façade facing El Camino should consider potential noise reflection effects. If such levels cannot be achieved, outdoor decks should not be provided on the east façade of this building. Provision of outdoor spaces in a courtyard configuration facing away from El Camino and the railroad tracks could be considered as an alternative design.

| Issues (and Supporting Information Sources)   | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| <b>XII. Population and Housing - Would the project:</b>   |                                |   |                              |           |
| 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         |

The Belmont General Plan indicates that the City was essentially built out during the 1970’s, with nominal population increases in the 1980’s. The Housing Element<sup>12</sup> shows that there was an overall decrease in Belmont population from 1980 through 1990, and no net change in the population level from 1990 to 1995. The Association of Bay Area Governments (ABAG) projects a population increase of 500 persons in the City of Belmont from 2005 through 2015, and an increase of 240 households for the same period.

The proposed project would not result in a significant increase in local or regional population. The proposed mixed-use project would include nine residential units that would generate a total population increase of approximately 15 persons. These increases represent approximately 2 and 4 percent of the population and household increases, respectively, anticipated by ABAG projections for 2005 through 2010. Since the project would be consistent with current zoning, project-related increases in local population levels would be within population levels assumed under buildout of the General Plan and estimates established by ABAG. The project would not be considered growth inducing, since the project site is located adjacent to existing development and the project is considered an infill development. No new roads or utilities would be extended to any contiguous undeveloped areas and no residents would be displaced by the project. The addition of 15 new residents is consistent with the City and ABAG growth expectations for the community. Consequently, this increase would be a less-than-significant impact of the project.

| Issues (and Supporting Information Sources)   | 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         |

Public services are currently provided to the site as well as to adjacent commercial and residential uses. The project would not significantly increase demand for public services such as fire and police protection, since this development proposal replaces previously existing uses, and services are already provided to the surrounding area. The Belmont Police Department and South County Fire Authority have identified seven conditions of approval that would need to be incorporated into project plans. The list of conditions required by these agencies is on file at the City of Belmont Community Development Department.

The Belmont – Redwood Shores School District provides public education service for the project area. In addition, several private schools ranging from elementary to university level, are located in the city of Belmont and could serve potential new students generated by the residential uses on the site. District guidelines indicate that the proposed project could generate students who would attend Mae Nesbit Elementary School and Ralston Middle School. High school students would attend Carlmont High School in the Sequoia Union High School District. All of these schools have the capacity to accommodate potential students generated by the proposed nine residential units.

An issue related to parks services entails the increased demand for park usage. The project site is located near Twin Pines Park. Project residents could walk to the park facilities, taking advantage of this recreational opportunity due to its proximity. The Department has indicated that a recreational mitigation fee would be required to offset the costs of increased park usage by new residents.

Potential service impacts are also mitigated through the imposition of fees by the City to offset public service costs associated with new development projects. The City of Belmont’s Master Fee Schedule identifies 12 classes of fees to recoup the cost of providing certain services in the community. The City’s schedule includes fees for the following types of services: general government services, certain police activities, development review, various building and construction activities, engineering, facility use, dedication of land and/or Park In-Lieu fees, sewer, and storm water pollution elimination (NPDES). The fees are based on the costs of providing the specific service by the City.

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| Issues (and Supporting Information Sources)  | 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                            |           |

The proposed mixed-use project would add approximately 15 new persons to the area and, therefore, would directly increase the demand for recreational facility use. Twin Pines Park facilities would be readily accessible to new residents and within walking distance. The facilities available at 21-acre Twin Pines Park are extensive and include: a senior and community center, City offices, cottage, “Lodge” recreation center, group and individual picnic areas, play equipment, trails, sculpture garden, manor building, barbeque units, volleyball area, horseshoe pits, and restrooms. Additionally, programmed activities encompass senior adult activities, artist studios, health services, cottage lunches, summer day camp, seniors clubs, private weddings/receptions, concerts, and an art and wine festival.

City park facilities would be subject to potentially increased use from the addition of 15 new residents in proximity to Twin Pines Park. To reduce the project’s potential impacts on the community’s recreational opportunities and ensure the maintenance of current levels of park land availability, the development proposal includes the following measure:

*19. The project applicant will provide the City with a one-time recreation mitigation fee to be negotiated with the City to provide for the maintenance and enhancement of park land in the community. The City has indicated that the recreational fees generated by the project would be used to fund capital improvements in the City’s recreational facilities.*

|   |  |  |   |   |
|---|--|--|---|---|
| <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 |

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| Issues (and Supporting Information Sources)  | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| 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         |

A traffic impact study was prepared for the proposed project by Fehr & Peers Transportation Consultants in September 2006.<sup>13</sup> This study is included as Attachment C. The results of the Fehr and Peers study have been updated to account for the revised project design and these are presented in the following discussion.

Regional and local access to the site is provided by El Camino Real and O’Neill Avenue. The proposed project site is located on the southwest corner at the intersection of O’Neill Avenue with El Camino Real, approximately 900 feet south of its intersection with Ralston Avenue. El Camino Real bounds the subject property on its eastern side, O’Neill Avenue forms the northern boundary, and Civic Lane extends along the western side of the site.

Traffic Generation. The project’s trip generation was estimated based on ITE *Trip Generation* rates for townhome or condominium residential units and commercial uses similar to previous uses occurring on the site or on adjoining commercial properties. Trip generation rates account for trips generated by residents and visitors of the residential units, the vehicle trips associated with customers for commercial use of the site (high turnover sit-down restaurant), and the trips associated with employees of the support services. The proposed project is estimated to generate 67 trips during the AM peak hour and 65 trips during the PM peak hour. The combined residential and commercial traffic generated by the project would total 752 daily trips.

It should be noted that previous specialty retail use occupying the project site contributed to traffic volumes on El Camino Real and O’Neill Avenue. Estimated vehicle trip generation for the past commercial use on the site is 279 daily vehicle trips, with 43 AM and 17 PM peak hour trips.

Parking. The proposed project would provide 14 parking spaces, including one ADA-accessible stall. This amount of parking is less than the City’s required provision of two parking stalls per dwelling unit in multi-family structures such as proposed by the project; 18 parking spaces would be necessary to meet this requirement. Also, no parking is provided for commercial uses. According to the City’s zoning code, approximately 22 spaces would be required for the 5,522 square feet of commercial retail space provided (at a rate of one space per 250 square feet).

The City’s zoning code also states that projects within a 300-foot walk of an existing train facility parking lot may be granted a 25% reduction in on-site parking requirements if it can be demonstrated that the train facility parking lot has adequate spare capacity. Based on field observations, the train facility parking lot across El Camino Real from the project site is largely empty. If a 25 percent reduction to on-site parking requirements were granted, the project would be required to provide approximately 30 spaces. With 14 spaces provided by the basement garage, this would still represent a shortfall of 16 spaces requiring a

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zoning exception. Field observations indicated that there is adequate on-street parking in the area to handle the expected demand from the retail commercial uses.

Project Access. The previously proposed project design would have provided a 24-foot wide garage door along the Civic Lane alley, with access to the basement garage from the alley. The currently proposed design entails the City's abandonment of the Civic Lane right-of-way adjoining the vacant parcel, and the development of this section of the alley for ramp access to the sub-grade garage. Access to the garage ramp would be from O'Neill Avenue. Space above the existing alley would be developed with 2<sup>nd</sup> and 3<sup>rd</sup> floor residential uses as well as a photo-voltaic array for energy generation.

Review of the Civic Lane access location focused on vehicular sight distance to see oncoming traffic along the alley. In its current condition, Civic Lane does not meet city standards for a public roadway. Although traffic along the alley likely travels at very low speeds due to its narrow width, the evaluation was based on the minimum sight distance required for a 25 miles per hour (mph) roadway. Under these conditions, the minimum required sight distance is 155 feet. Without encroaching on the alley, a vehicle exiting the proposed project garage would not be able to see 155 feet to the left, due to the adjacent building, or to the right, due to a protruding stairwell associated with the proposed project.

The previous project design would have required an exiting vehicle to pull out into the alley a small amount in order to see and be seen by oncoming traffic. Under the currently proposed project plans, exiting vehicles would be able to stop at the top of the garage ramp prior to entering the O'Neill Avenue right-of-way. Sight distance from this location would be greater than the required 155 feet in both directions, along O'Neill Avenue toward Fifth Avenue and El Camino Real, for vehicles traveling 25 miles per hour. As a result, the proposed project would have improved traffic safety characteristics over the earlier submitted project design.

Fehr & Peers examined vehicle-turning radii for cars entering and exiting the project driveway. Based on this review, despite the constrained dimensions of the proposed project ramp and driveway, vehicles would be able to enter and exit the garage level via the proposed ramp system.

Earlier project designs entailed both entering and exiting cars crossing the center-line of the ramp in order to execute the required turning maneuvers. Drivers exiting the garage level, traveling up the ramp would not be able to clearly see oncoming traffic (i.e., cars entering the garage traveling downhill on the ramp). Since exiting cars would have to cross the center-line at a location where they may be challenged to see oncoming traffic, a safety issue could exist. In order to address this safety issue, the revised project plans include gates both at the bottom and top of proposed garage ramp. With this configuration, traffic flow on the ramp would be controlled and would thereby avoid potential access conflicts. The revised project design improves access conditions to the project site over the previous garage access design.

Bicycle, Pedestrian, and Transit Circulation. There are no striped bicycle facilities adjacent to the proposed project site. However, despite heavy traffic volumes and a relatively automobile-oriented design, El Camino Real provides a wide shoulder that could allow for bicycle use. The project would not affect the configuration of El Camino Real and would not have an impact to bicycle circulation in the area.

Both El Camino Real and O'Neill Avenue currently provide sidewalks on both sides to facilitate pedestrian circulation and access to nearby transit systems. The proposed project would maintain the existing pedestrian facilities. Although El Camino Real is relatively automobile oriented (e.g., wide cross section, many lanes, heavy traffic volumes, etc.), the street frontage is relatively pleasant due to its wide sidewalk, street-fronting retail, street furniture, and attractive landscaping. By locating its structure adjacent to the existing facilities, the proposed project would strengthen the pedestrian-orientation of El

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Camino Real. No dedicated pedestrian facilities are proposed for Civic Lane (the alley providing vehicular access to the project) as the primary pedestrian access to the proposed project is on O’Neill Avenue.

Bus transit service is provided by SamTrans on El Camino Real, just north of O’Neill Avenue, adjacent to the proposed project site. Pedestrian access to the southbound bus stop involves simply crossing O’Neill Avenue, which is approximately 50 feet wide. The bus stop is immediately north of the O’Neill Avenue / El Camino Real intersection. Pedestrian access to the northbound bus stop involves crossing both O’Neill Avenue and El Camino Real, which is approximately 110 feet and carries a substantial amount of traffic. Both street crossings (O’Neill Avenue and El Camino Real) are controlled by traffic signals with pedestrian indications. At this stop, transit riders can access the following routes:

- Route KX provides express service between the Palo Alto Caltrain Station and Downtown San Francisco, with stops at various CalTrain Stations along its route. Hours of operation are between 5:00 AM and 11:00 PM on weekdays and between 6:30 AM and 10:00 PM on weekends. During peak periods on weekdays, the service extends south to Page Mill Road and Porter Avenue.
- Route PX provides express service between Redwood City and Downtown San Francisco, with stops at various key points between Redwood City and San Mateo and no stops between San Mateo and Downtown San Francisco. This route only operates northbound during the weekday AM peak period and southbound during the PM peak period.
- Route 390 provides service between the Palo Alto Caltrain Station and the Daly City BART Station, generally traveling along El Camino Real through its entirety. Weekday service is provided between 5:30 AM and 1:00 AM. Weekend service is provided from 5:45 AM to 2:30 AM.
- Route 391 generally provides service between the Redwood City Caltrain Station and the Colma BART Station. Weekday service is between 4:00 AM and 2:15 AM. Weekend service is provided between 5:00 AM and 2:00 AM. During weekday peak periods this service extends along Mission Street in San Francisco to the Downtown Transbay Transit Terminal.
- Route 397 travels between the Palo Alto Caltrain Station and Downtown San Francisco. Weekday service is provided hourly during off-peak hours, between 12:45 PM and 5:45 PM. Weekend service is provided hourly between 1:00 PM and 6:00 PM.

In addition to the five bus routes described above, the project is within an easy walk (less than ¼ mile) of the Belmont Caltrain Station. Caltrain provides rail service between San Francisco and San Jose, with peak period extensions to Gilroy. During peak periods, Caltrain service to the Belmont Station is hourly. During off-peak periods, when fewer express trains are operating, service to the Belmont Station is more frequent, generally every 30 minutes. Thus, the project is well-served by regional and local transit. The project would not interfere with or degrade existing transit service in the area.

Construction Traffic Project construction would include export of approximately 3,000 cubic yards of excavated material. Trucks are proposed to access the project site via the Civic Lane alley on the western perimeter of the site. Transport of this amount of fill could occur over two- to four-week grading period (10 to 20 working days), and is estimated to generate 250 truckloads (assuming use of 60-foot long haul trucks with a proposed capacity of 12 cubic yards), or 500 truck trips (inbound and outbound). Assuming 10 working days and work hours of approximately 6.5 hours per day, approximately four trucks per hour would be generated (one truck loaded every 15 minutes). Proposed generation of approximately eight

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inbound and outbound trucks per hour or 26 truck trips (inbound and outbound) per day on El Camino Real over 20 weekdays could contribute to short-term traffic delays. Flag persons will be required to stop traffic as trucks turn into and out of the Civic Lane onto O'Neill Avenue.

The following measures will be implemented to minimize identified safety concerns in the on-site circulation plan:

20. *The adequacy of the basement garage and ramp design should be field-verified, if other commercial sites with a similar design and dimensions occur in Belmont. Alternatively, the use of features to enhance visibility, such as a mirror on the southern wall of the garage ramp, should be included in the design of the basement parking structure. Additionally, to ensure adequate traffic safety for vehicles using O'Neill Avenue, the project design should include individually or in combination the following design measures to warn both O'Neill Avenue and project traffic of potential vehicle/pedestrian conflicts:*

- *mirrors,*
- *signs on O'Neill Avenue, and*
- *flashing lights for vehicles exiting the garage.*

*Audible warning devices should be avoided as these may contribute to noise conditions that would irritate neighbors and future residents of the project.*

21. *It is not clear from the site plans whether bicycle parking would be provided. A secure facility should be provided in the garage area for residents, and that a bicycle rack be provided along the project's frontage, either on El Camino Real or on O'Neill Avenue near the project entrance, for visitors and patrons of the commercial uses.*

22. *With 14 spaces provided by the basement garage, this would represent a shortfall of 16 spaces requiring a zoning exception. Field observations indicated that there is adequate on-street parking in the area to handle the expected demand from the retail uses. If the City requires the provision of off-street commercial parking spaces, the applicant would need to enter into appropriate agreement(s) with Caltrain and/or adjoining property owners to provide 16 off-street parking spaces.*

Construction traffic will be subject to the following restrictions in order to reduce potential construction-related traffic safety hazards to a less-than-significant level:

23. *Prior to issuance of the building permit, the project applicant and City will complete a pavement condition survey documenting the extent of existing pavement defects using photographic equipment. In addition, a pavement deflection analysis will be performed to determine pavement strength. This analysis may indicate which streets can better withstand the traffic with minimal damage. After project construction, the project applicant and City will conduct another pavement condition survey and pavement deflection analysis to determine whether any road damage occurred as a result of project construction and whether there were any changes in pavement strength. Using State of California analysis procedures for deflection analysis, the rehabilitation requirements of the pavement before and after heavy usage can be determined. The project applicant will be responsible for completing any required road repairs prior to acceptance of the subdivision improvements.*

24. *The project sponsor will be required to work with the City Public Works Department to develop a traffic control plan for incorporation into the construction bid documents (specifications), and this plan will include, but not be limited to, the following measures:*

- a. *Construction truck traffic should only be allowed between 9 a.m. and 4 p.m., Monday through Friday, to avoid peak traffic periods on El Camino Real.*

- b. *Flag persons shall be placed on-site and at the project’s western driveway to control truck turning movements to and from O’Neill Avenue as well as truck queuing on-site.*

| Issues (and Supporting Information Sources)  | 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                            |           |

Utilities are currently provided to the existing commercial facilities adjoining the project site as well as to adjacent residential development. The proposed project would replace previously existing commercial uses with new mixed-use development. Consistent with adjoining land uses, no major off-site utility improvements would be expected to be required. As part of the project review process, the City’s Department of Public Works has compiled a list of 84 project-specific conditions of approval which would be required during project planning and/or construction. A copy of these conditions is on file at the City of Belmont Community Development Department. In brief, the Department of Public Works conditions of approval address: 1) Public Works Permits; 2) Other Agency Permits; 3) Public Improvements; 4) Grading and Drainage; 5) Utilities; 6) Stormwater Construction Controls; and 7) Subdivisions. Additionally, the conditions of approval list includes standard conditions applied to all projects within the city.

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

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recycling of the treated wastewater may decrease the volume of discharge to the Bay. The proposed project would be charged according to the City’s fee structure to cover the costs of sewage collection and treatment.

The project engineers, MacLeod and Associates, have indicated that sewer and storm drain lines in El Camino Real, O’Neill Avenue, and Civic Lane serve the project area. Sewer service for the proposed development would be provided by a new 6-inch lateral pipe connection to an existing 10-inch sewer main in O’Neill Avenue. There is existing capacity in wastewater facilities available to serve the proposed project.

The Mid-Peninsula Water District provides water supply to the project area. Water service for the proposed project would be provided through a connection to an existing 18-inch water main in O’Neill Avenue. The existing system has adequate capacity to meet the domestic and fire protection demands for the proposed development.

To facilitate the use of the Civic Lane right-of-way for garage access to the project site, the development of the mixed-used project would require the relocation of public utility and service lines in the alley right-of-way. Specifically, an 8-inch water line and a 6-inch sanitary sewer line would need to be relocated from the alley as well as Pacific Gas and Electric Company (PG&E) electric and gas lines. Project plans also indicate that a 96-inch storm drain extends from O’Neill Avenue along Civic Lane; examination of storm drain facility plans by the City revealed that this storm drain was abandoned and relocation would not constrain use of the alley for project access (Borrmann, 2008). The project applicant would need to coordinate the relocation of public utility and service lines with the City Department of Public Works and PG&E to ensure appropriate timing and schedule for the relocation of these service lines.

Browning-Ferris Industries (BFI) provides domestic solid waste collection services for the City of Belmont and would 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.

| Issues (and Supporting Information Sources)  | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-----------|
| <b>XVII. Mandatory Findings of Significance -</b>  |                                |   |                              |           |
| 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                            |           |

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| Issues (and Supporting Information Sources)   | Potentially Significant Impact | Potentially Significant Impact Unless Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|---|------------------------------|-----------|
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? |                                |   | X                            |           |

**LIST OF SUPPORTING INFORMATION SOURCES**  
(Indicated as endnotes under specific issues of Initial Study)

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<sup>1</sup> <http://www.cidbelmont.org/>

<sup>2</sup> Bay Area Air Quality Management District, 1999. *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*. Revised December.

<sup>3</sup> Holman & Associates, 2006. *Results Of Mechanical Subsurface Testing for Cultural Resources at the 1300 El Camino Real Project Area, Belmont, San Mateo County, California*. October 17.

<sup>4</sup> PGSoils, 2006. *Geotechnical Investigation for the Proposed Building on the Belmont View Property, 1300 El Camino Real, Belmont, California*. April 2006.

<sup>5</sup> Clayton Group Services, 2004. *Phase I Environmental Site Assessment for 1300 El Camino Real, Belmont, California*. March 22, 2004.

<sup>6</sup> Golder Associates Inc., 2007. *Workplan for Groundwater and Vapor Intrusion Investigation, Old Belmont Fire Station, 875 O’Neill Ave., Belmont, CA*. December 27, 2007.

<sup>7</sup> Federal Emergency Management Agency, 1982. *Flood Insurance Rate Map for the City of Belmont, California, San Mateo County (Community Panel Number 0650160005B)*. March 9, 1982.

<sup>8</sup> City of Belmont, 1996. *Noise Element, City of Belmont General Plan*. July 23, 1996.

<sup>9</sup> dBA, or A-weighted decibel, refers to a scale of noise measurement, which approximates the range of sensitivity of the human ear to sounds of different frequencies. Leq is the steady-state energy level, which represents the acoustical energy occurring during a particular measurement period.

<sup>10</sup> In indoor noise environments, the highest noise level that permits relaxed conversation with 100% intelligibility throughout the room is 45 dBA. Speech interference is considered to become intolerable when normal conversation is precluded at 3 feet, which occurs when background noise levels exceed 60 dBA (U.S. Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* [Condensed Version], 1974).

<sup>11</sup> CNEL: Community Noise Equivalent Level is a 24-hour noise descriptor, which adds a 5-dB penalty during the evening hours (7 pm to 10 pm) and a 10-dB penalty during the night hours (10 pm to 7 am). These penalties are added to account for increased sensitivity to unwanted noise intrusion during the evening and nighttime hours by community receptors. Another 24-hour noise descriptor, called the day-night noise level (Ldn), is similar to CNEL. While both add a 10-dB penalty to all nighttime noise events between 10 pm and 7 am, Ldn does not add the evening 5-dB penalty. In practice, Ldn and CNEL usually differ by less than one dBA at any given location for transportation noise sources.

<sup>12</sup> City of Belmont, 1990. *City of Belmont 1990 Housing Element*. July, 1991.

**ATTACHMENT 1**

**DESCRIPTION OF PROJECT PURPOSE AND  
OBJECTIVES**

**OCTOBER 16, 2005**

**BY**

**RYS ARCHITECTS**



October 16, 2005

## *1300 El Camino Real, City of Belmont*

### **Description of the Project and Surrounding Properties:**

1300 El Camino Real is a high-quality mixed use project at the corner of El Camino Real and O'Neill Avenue, adjacent to the downtown Village Center at Ralston Avenue and the old Belmont Fire Station. The Caltrain train station parking lot is directly across El Camino Real. To the south on El Camino Real is a block of low intensity strip commercial uses, including a small restaurant immediately adjacent to the south.

The proposed mixed-use building has approximately 4000 square feet of ground-floor commercial space, six residential units on the upper floors, and an underground parking garage with twelve parking spaces.

The exterior of the building is highly articulated to emphasize the building composition of multiple housing units above ground-floor retail which gives the project a village-like character. The overall design is intended to evoke the image of early 20<sup>th</sup> century villa developments with an intimate character.

The architectural style of the project is Spanish Eclectic to be compatible with the architectural style of the adjacent old Belmont Fire Station, and also because this style lends itself to a villa concept. The landscaping reinforces this concept by using landscaped setbacks, planters and tiled walkways.

The ground floor lobby directly faces the entry into the Village Center across O'Neill Avenue, providing a visual link between the two. The ground floor commercial uses have storefront windows facing O'Neill Avenue and El Camino Real. The two upper floors have three units per floor, accessed from a ground-floor lobby on O'Neill Avenue. Each unit has two bedrooms, and range in size from approximately 1688 SF to 1928 SF.

Access to the underground parking garage is by ramp on Civic Lane. This keeps the vehicular traffic and garage access away from the pedestrian access and storefront areas on O'Neill Avenue and El Camino Real.

### **Why this Project Makes Sense Now:**

Vibrant town centers need higher densities to survive and thrive. The healthy mix of retail, restaurant, services, professional offices and housing in town centers brings complimentary activities together, and the addition of housing reduces transportation demands. Mixed use projects in the town center with ground floor commercial and housing on the upper floors have proven to be a successful model in cities on the Peninsula, and in other "new town" developments in California and around the country.

The Belmont Village Center at El Camino Real and Ralston Avenue has the added benefit of a transit center with the Caltrain station and Caltrain parking lot, which helps support higher density uses. The

Metropolitan Transportation Committee advocates for higher density housing surrounding transit stations, on the basis that more housing adds vitality to the neighborhoods around transit stations.

The City of Belmont's Downtown Specific Plan's Village Center Element encourages "a lively and attractively designed mix of retail, office, governmental, cultural, entertainment, and housing uses" (3.2.1.a) and to "explore opportunities for mixed use development" (3.2.1.e). The mixed commercial/residential objective in Section 5 is "Create new opportunities to simultaneously expand the community's tax base, stimulate redevelopment efforts, and address the growing housing needs within the downtown at select locations both north and south of the Village Center". Higher densities are encouraged for commercial/residential mixed uses.

In addition to approximately 4000 SF of ground-floor commercial use, the proposed development has six two-bedroom condominiums on the upper floors. Providing a mix of housing types gives the citizens of Belmont more housing choices without having to move out of Belmont as their housing needs change. Condominium housing in the town center is attractive to seniors and empty-nesters that no longer want nor need a single-family detached house, but would like a smaller dwelling with less maintenance and better access to services and transportation. Housing in the town center is also attractive to singles or young couples with the same desires of being close to services, restaurants, and transportation.

1300 El Camino Real can also serve as the catalyst for more mixed use and housing development in the Belmont town center neighborhood, which is a pattern that is emerging in the neighboring town of San Carlos. The successful Pacific Hacienda mixed use project (also designed by RYS Architects) in San Carlos' town center has sparked other mixed use and housing projects in the neighborhood.

The addition of the proposed 1300 El Camino Real mixed-use project in the town center is an opportunity to make the Belmont Village Center more vibrant and something that is uniquely Belmont.

**ATTACHMENT 2**

**RESULTS OF LITERATURE SEARCH AND  
MECHANICAL SUBSURFACE TESTING FOR  
CULTURAL RESOURCES**

**OCTOBER 17, 2006**

**BY**

**HOLMAN & ASSOCIATES**

Fritz Geier  
Geier & Geier Consulting  
P.O. Box 5054  
Berkeley, CA 94705

October 17, 2006

RE: RESULTS OF MECHANICAL SUBSURFACE TESTING FOR CULTURAL  
RESOURCES AT THE 1300 EL CAMINO REAL PROJECT AREA, BELMONT, SAN  
MATEO COUNTY, CALIFORNIA

On October 10, 2006, Holman & Associates completed a program of mechanical subsurface presence/absence testing at the above referenced project area to search for potentially buried prehistoric cultural resources. No historic or prehistoric cultural resources were discovered. This report contains a summary of information gained to date.

#### PROJECT DESCRIPTION

The proposed project area consists of a 90x90 foot rectangular lot located at the corner of El Camino Real and O'Neill Avenue in Belmont. Located on the San Mateo U.S.G.S. map, the exact borders of the property are El Camino Real on the northeast, O'Neill Avenue on the northwest, Civic Lane (separating the lot from the former fire station) on the southwest, and an existing building on the southeast.

Currently the lot is open: a cement slab covers almost the entire lot, the remains of a former furniture store which was located there in the later half of the 20<sup>th</sup> century. The lot gently slopes down to the northeast parallel to El Camino, following what was the original contour of the property before it was leveled by the introduction of fill material before the cement slab was poured.

Current plans call for the construction of a building on the property with underground parking which will take up most of the lot.

#### ARCHAEOLOGICAL BACKGROUND

When first contacted by your office, this author stated that the property should be considered sensitive for the presence of prehistoric cultural resources based upon discoveries in the vicinity: Sma-150, a large prehistoric village, was originally recorded southwest of 6<sup>th</sup> Avenue between Ralston Avenue and the creek which drains the hills. This site had been recorded inside the grounds of the former Twin Pines Sanatorium between Ralston and the Creek, extending both up creek for an undetermined distance and down creek to near the

intersection of Ralston and 6<sup>th</sup> Avenue.

The main portion of the village, now covered by the new Civic Center building and the Senior Center, was comprised of a cultural soil (midden) containing large amounts of shellfish remains. Over two meters in depth, numerous human burials were retrieved from the site in the late 1980s and early 1990s. Carbon dates from the shell midden demonstrated a period of occupation dating back over four thousand years.

At the periphery of Sma-150 northeast of the new civic center, the midden changed from a classic shell midden to one containing scant amounts of shell. It was speculated at the time that this non-shell midden represented an even older Native American population who didn't consume shellfish as a main element of their diet. Another interpretation was that this portion of the village was dedicated to specific uses which did not include the processing or disposal of the shellfish and other resources gained from the bay margins. At one point in the early 1990s Holman & Associates was asked to search for traces of the midden on the northeastern side of 6<sup>th</sup> Avenue, where the Safeway store was undergoing alterations, including the construction of recessed loading ramps to the store. No evidence of archaeological materials was found anywhere inside the Safeway property, suggesting that the actual aerial extent of Sma-150 was restricted to the other side of 6<sup>th</sup> Avenue, extending from Ralston to the creek banks, but not beyond.

A recommendation was made by this author to further research the archaeological history of the 1300 El Camino site by completing the following tasks:

#### ARCHAEOLOGICAL LITERATURE REVIEW

An updated archaeological literature review was conducted by this author on September 22, 2006 (file no. 06-244) at the Northwest Information Center to obtain information about recorded archaeological sites in and around the 1300 El Camino property, and to obtain information about formal archaeological studies completed for the property or surrounding properties.

There are no recorded archaeological sites other than Sma-150 recorded for the general vicinity. The borders of this site have not been extended beyond the area researched by Holman & Associates and others in the 1980s and 1990s: the main portion of the site is still mapped under the new Civic Center and the adjacent Senior Center, extending up creek several hundred feet through a small park adjacent to the creek. There have been no further formal archaeological studies done for the area bordered by Ralston, 6<sup>th</sup> Avenue and El Camino Real, and no formal survey was ever done of the 1300 El Camino property.

#### ARCHAEOLOGICAL FIELD STUDY

An attempt was made by this author to complete a visual inspection of the project area during the first week of September, 2006. This was abandoned when it became clear that the entire parcel was covered by concrete or pavement: a concrete building pad which supported the former furniture store covers almost the entire parcel, with the exception of a small area bordering El Camino where the original slope of the lot was covered by concrete or pavement at the front of the original building. Exposure along O'Neill showed that the parcel had been

leveled by the introduction of several feet of imported fill, which tapered increased in depth as it approached the El Camino edge of the property.

On October 10, 2006 the project applicant retained a concrete saw cutting company to remove the concrete from three locations (see map) inside the parcel. Measuring approximately three by 6 feet in size, the soils beneath the slab were removed by a small bobcat backhoe under the supervision of this author and Randy Wiberg of Holman & Associates. The results of monitoring of soil removal and the inspection of the sidewalls of the three trenches are presented below:

#### TRENCH 1

0-10 inches:

The concrete slab varied at this point from 6 to 10 inches in depth, poured on top of imported fill materials.

10-16 inches:

this later is made up of imported fill material, containing large amounts of gravel. At 16 inches below the existing slab a very thin layer of burnt soils is encountered (less than an inch in depth) containing flecks of shellfish and carbon materials, probably the remains of materials which were either dragged on site and/or burned on site in historic times.

16-40 inches:

Native soils, historically undisturbed, appear at 16 inches below the existing slab and extend to a depth of 40 inches, where a thin layer (3-4 inches) of alluvial gravels were discovered. Soils consist of a sandy silt clay, olive to tan in color containing no rock materials.

42-48 inches:

Beneath the thin layer of alluvial gravels the sandy clay material recommenced to the bottom of the trench at 48 inches below the existing slab, at which point the trench excavation was terminated.

#### TRENCH 2

0-6 inches:                    cement slab

6-36 inches:

this layer is comprised of the gravel fill material first noted in Trench 1. The fill layer started at 15 inches below the existing slab at its southwestern corner, extending to a depth of 36 inches as it approached El Camino; a wooden post was noted at the northeastern corner of this trench. It is clear that the original ground surface began its gentle slop down to El Camino Real at this point inside the parcel.

36-64 inches:

this layer is comprised of the same olive to tan silty clay containing no additional rock seen in Trench 1. This layer contains no historic or prehistoric materials, and appears to be historically unaltered. The unit was terminated at 64 inches below the slab surface.

### TRENCH 3

0-6 inches: cement slab

6-18 inches:

the aforementioned fill material comprises a layer below the slab extending to a depth of 18 inches below the slab. Flecks of carbon and shellfish remains were noted inside the fill layer.

18-39 inches:

silty clay, historically unaltered.

39-48 inches:

another layer of alluvial gravel was noted under the clay layer.

48-53 inches:

silty clay extended from 48 inches below the surface to 53 inches, at which time excavation was terminated.

### FINDINGS/RECOMMENDATIONS

In summary, backhoe testing of the 1300 El Camino development parcel revealed no evidence of historic and/or prehistoric archaeological deposits. From observations of the trench side walls it appears that until the construction of the furniture store in the mid 20<sup>th</sup> century, this lot was part of an undeveloped parcel, possibly part of a garden or landscaping associated with the 19 century farm houses which once were located along the creek near 6<sup>th</sup> Avenue. the original ground level, which slopes from the southwest corner of the lot down towards El Camino, was close to the existing grade of the houses and streets which surround the parcel on all sides but El Camino. By the time construction occurred at this location, a small layer of topsoil remains, as evidenced by the thin layer of carbon and shellfish flecks; any more extensive layer of developed topsoil may have been hauled away before construction occurred at this location. Observation of the original soil stratigraphy shows that the property did not experience massive soil disturbance—the clays beneath the imported fill layer show no signs of excavation. Leveling of the parcel was achieved in the mid 20<sup>th</sup> century by the introduction of fill to build the lot up to the elevations of the adjacent streets, with the exception of El Camino, which is noticeably lower in elevation.

It is the finding of this report that future development of this parcel, which includes excavation for underground parking, will have no effect on historic and/or prehistoric

archaeological deposits. This report does not recommend that future construction related earthmoving be monitored by an archaeologist.

Sincerely,

Miley Paul Holman  
Holman & Associates

**ATTACHMENT 3**

**GEOTECHNICAL INVESTIGATION  
FOR THE  
PROPOSED BUILDING  
ON THE  
BELMONT VIEW PROPERTY  
1300 EL CAMINO REAL  
BELMONT, CALIFORNIA**

**APRIL 21, 2006**

**BY**

**PGSOILS, INC.**

A GEOTECHNICAL INVESTIGATION  
for the  
PROPOSED BUILDING  
on the  
BELMONT VIEW PROPERTY  
1300 EL CAMINO REAL  
BELMONT, CALIFORNIA

by

PGSoils, Inc.  
901 Rose Court  
Burlingame, California

April 2006

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**PGSoils, Inc.**

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901 Rose Court  
Burlingame, CA 94010  
(650) 347-3934  
(650) 344-6772 (Fax)

Paul A. Grishaber, P.E., Principal  
*Consulting Soils Engineering Services*

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Job: 0480  
April 21, 2006

Par Kamangar @ Belmont View, Inc.  
1177 California Street, #1124  
San Francisco, CA 94108

Subject: **GEOTECHNICAL INVESTIGATION**  
Proposed Building  
1300 El Camino Real  
Belmont, California

Dear Mr. Kamangar:

In accordance with your authorization, we have performed a geotechnical investigation for the proposed building at 1300 El Camino Real in Belmont, California. This report summarizes our findings and conclusions, and provides recommendations related to the geotechnical aspects of the project.

**PROPOSED CONSTRUCTION**

It is proposed to construct a residential/commercial building on the subject property. This will include two stories of living floor levels overlying ground level commercial space. It is expected that the building will be constructed of wood framing. The first floor level will be comprised of a post-tensioned slab floor. The building will overlie a full basement garage that will be located 9.5 to 11.5 feet below the existing ground surface. The proposed building will cover a ground surface area of 6523 square feet. The basement level garage floor, driveway, sidewalks, porches, and patio areas are expected to be constructed of concrete slabs. Site grading is expected to consist of the excavation of the basement area.

**SCOPE OF OUR INVESTIGATION**

Our services included an initial site visit on December 6, 2004. This was followed by the drilling of two test borings on the property on December 8, 2004. The soils were sampled during the drilling and written logs of the materials encountered were generated. Our services were then put on hold. Since that time, the tentative design of the building has been completed, and we were authorized to complete our geotechnical investigation report. Our services also included the performance of laboratory testing on the soil samples that we obtained during the drilling of the test borings in 2004. We assessed the site and soils conditions in relation to the proposed construction to prepare geotechnical recommendations for the proposed structure. Finally, we prepared this written report.

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### **SITE DESCRIPTION**

The subject property is a nearly level, nearly square-shaped lot at the southwest corner of El Camino Real and O'Neill Avenue in Belmont, California (See Figure 1 - Vicinity Map). Access to the basement garage will be from Civic Lane, an alley, which is located along the back (west side) of the property. The lot covers a ground surface area of 8,560 square feet of land. The property was occupied by a two story commercial building from the 1950's until its demolition in 2001. Portions of the original concrete floor slab and some asphalt are all that remains on the site from the old building. It appears that the development of the original building involved the placement of several feet of fill soil along the front of the property.

### **SUBSURFACE EXPLORATION**

On December 8, 2004, two test borings were drilled on the subject property at the approximate locations shown on the Site Plan (See Figure 2). The test borings were drilled with a truck-mounted rig using continuous flight augers. The test borings were drilled to depths of 29.5 and 29.0 feet below the existing ground surface. During the drilling of the test borings, selected subsurface soil samples were obtained by driving a 3.0 inch diameter (Modified California) sampler into the undisturbed soil mass using a 140-pound hammer. The locations of the samples and descriptions of the soil materials encountered are shown on the Logs of Test Borings (Figures 3 and 4).

The number of blows required to drive the sampler into the undisturbed soil mass has been converted to an approximate equivalent number of blows that would be required to drive a Standard Penetration Test sampler one foot into the same materials using a 140-pound hammer. The number of blows is shown on the Test Boring Logs under the "Penetration Resistance" column.

### **LABORATORY TESTING**

After the field work, the samples obtained were delivered to a soils laboratory for selective testing. The tests performed included in-place density, moisture content, strength, consolidation, and grain size distribution. The results of these tests are shown on the Logs of Test Borings, on the Consolidation Curve (Figure 5), and on the Grain Size Distribution Curve (Figure 6).

### **SUBSURFACE CONDITIONS**

The soils encountered in Test Boring 1 consist of an upper layer of loose Sandy CLAY/Clayey SAND with gravel down to a depth of 3.9 feet. It is underlain by loose Fine Silty SAND with gravel down to 5.8 feet. Both of these upper layers are judged to be Fill Soil. These layers are underlain by medium stiff Sandy CLAY with some roots down to 7.2 feet. Below this, very stiff and stiff Sandy

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CLAY with gravel was found down to 14 feet. Next, there is a layer of very stiff/medium dense mixture of Sandy CLAY, Clayey SAND, Silty SAND with gravel and rock fragments down to a depth of 21.2 feet. Finally, very stiff to hard Sandy and Silty CLAY with some gravel was encountered down to the bottom of the test boring at 29.5 feet. Groundwater was first encountered at a depth of 14.0 feet and rose to a depth of 10.0 feet after 3.5 hours.

At Test Boring 2, there is an upper layer of loose Sandy SILT/Silty SAND and Clayey SAND/Sandy CLAY with some gravel down to 4.5 feet. This material is judged to be Fill Soil. It is underlain by stiff Sandy and Silty CLAY with some gravel down to a depth of 7.0 feet. Below this, a very stiff and dense mixture of Sandy CLAY, Clayey SAND, gravel, and rock fragments was encountered down to 21.2 feet. These materials are underlain by very stiff to hard Sandy CLAY with some gravel down to the bottom of the test boring at 29.0 feet. Groundwater was first encountered at a depth of 18.5 feet and rose to a depth of 12.0 feet after 1 hour.

These soils encountered at the site are alluvial in nature (deposited by water). The upper clayey soils were judged to be moderately expansive. (Expansive soils swell when wetted and shrink when they dry.) Based on the consolidation test, portions of the underlying soils will be slightly compressible under the anticipated building loads.

#### SEISMICITY AND SEISMIC HAZARDS

The site lies about 3 3/4 miles northeast of the active San Andreas Fault Zone, 11 1/2 miles northeast of the San Gregorio Fault, and about 15 miles southwest of the active Hayward Fault. These are considered to be "A" Faults.

Strong to violent ground shaking must be expected at the site from significant seismic activity emanating from these fault zones during the life of the proposed structure. The intensity of the shaking at the site will be dependent upon the actual earthquake magnitude, distance from the epicenter, and the subsurface materials underlying the site.

Since no fault traces are mapped through the site, ground surface rupture is not likely. Also, there are no nearby unsupported creek banks or other significant elevation changes. Therefore, it is our opinion that the potential for lateral spreading to be low.

At this site, most of the soils encountered are stiff to very stiff clayey soils which would not be expected to be subject to liquefaction. Some layers of loose to medium dense granular soils (sands and gravel) were encountered in the test borings. However, most of these soils contained a sufficient amount of clay which would preclude liquefaction. The results of the grain size distribution testing indicated that the most granular soil that was encountered contained less than 12% fines (silt and clay). Such soils could be subject to liquefaction. However, these more granular layers did not

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appear to be continuous, and are interbedded with stiff clays. Therefore, it is our opinion that the potential for extensive liquefaction and related ground settlement at this site is low.

It is our opinion that the 1997 UBC seismic design factors are adequate for the design of the proposed structure at this property. The Soil Profile Type from the UBC for this site may be assumed to be "S<sub>D</sub>".

### **CONCLUSIONS**

The site is geotechnically suitable for the construction of the proposed structure provided the recommendations contained in this report are included in the building design and carried out during the construction.

The main geotechnical constraints for the construction of the proposed building and its basement are the existence of slightly compressible clayey soils and the existence of groundwater at, or near, the base of the basement excavation.

Recommendations for site preparation and earthwork, the design of foundations and basement retaining walls, concrete slabs, and drainage are presented in subsequent sections of this report. It is possible that additional recommendations may be required when complete plans have been prepared.

### **RECOMMENDATIONS**

#### **SITE PREPARATION AND EARTHWORK**

The preparation of the building will involve the stripping and removal of the existing concrete slabs, asphalt pavement, plumbing lines, debris, rubble, vegetation, and organic topsoil. Any disturbance to the ground as a result of the clearing operations should be properly backfilled using the native soil, or approved import soil. The soil should be moisture-conditioned as necessary, and then compacted to a Minimum Relative Compaction of not less than 90% of the Maximum Dry Density as determined by ASTM Test Procedure D1557.

The current plans indicate that the basement excavation will be located about 9.5 to 11.5 feet below the existing grade. In consideration of the subsurface conditions and the proximity of the adjacent building on the south side and streets on the other three sides of the property, it is recommended that the basement excavation be shored prior to its excavation. This may involve the installation of drilled pier and lagging walls around the whole basement excavation or alternatively, a tied-back or soil nail wall system may also be used. (The design of these systems are discussed in the "Shoring" section of this report.)

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During the excavation work, dewatering of the excavation may be required. Dewatering may be accomplished through a well point system, or possibly through a shallow sump and pump system at the base of the excavation.

The excavation work should comply with the City of Belmont ordinances and OSHA safety regulations. The contractor must be responsible for site safety of the excavation until the basement walls are completed.

If fill soil is required, it should be placed in lifts no thicker than 6 inches (loose thickness before being compacted). The soil should be moisture-conditioned as necessary, and then compacted to a Minimum Relative Compaction of not less than 90% of the Maximum Dry Density as determined by ASTM Test Procedure D1557. ("Moisture-conditioning" may involve the addition of water if the soil is too dry, or drying the soil if it is too wet when the compaction work is performed.) Utility trench backfills should be compacted to the same standard indicated above.

The native soils may be used as fill material provided that they are free of organics, rubble and rocks larger than 3 inches in size. The contractor should be aware that the upper soil layers at the site are very clayey, and can be more difficult to properly compact (when compared with a more granular soil).

If imported fill soil is required, it should be of good quality (equal to or better than the native soils) that is preferably granular and non-expansive, and must be free of deleterious materials. Prior to its use on the site, all import soil should be submitted to our office for inspection, testing (as necessary), and final approval for use on the site. Trench backfill should consist of the native soils.

#### EXCAVATION SHORING

The proposed excavation will need to be shored until the basement floor slab and retaining walls have been constructed. The design of shoring should be performed by a licensed engineer experienced in such structures.

Shoring may consist of drilled pier and steel I-beams with wood lagging for the wall sections. These retaining walls should be designed for an active lateral earth pressure of 50 pcf Equivalent Fluid Weight (EFW). This may be considered for a level backfill condition and also for a "drained" condition. A layer of Miradrain panels should be installed along the back side of the wood lagging to provide drainage behind the walls.

Drilled, cast-in-place, concrete piers should be a minimum of 16 inches in diameter, and should be embedded to a sufficient depth to resist the lateral earth pressure. These piers may be designed for vertical bearing capacity using a skin friction value of 450 psf for the Dead Load plus Code Live Load condition. This may be increased

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by one third for wind and seismic loadings. For lateral resistance, the piers may be designed for a passive pressure of 250 pcf EFW, which may be assumed to act over 1.5 pier diameters. The upper 2 feet of ground at the base of the excavation should be neglected in the determination of both the vertical and lateral resistance. Tie-backs may be installed to provide additional lateral resistance.

During the drilling of the pier holes, a representative of PGSoils, Inc. should be present to verify the depths and the soils conditions at each of the pier locations.

The contractor should plan to set reinforcing steel and place concrete immediately after the drilling of each pier hole to minimize the potential for sloughing or caving of soil into the holes. This will reduce the possibility of soil falling into the holes and the need for redrilling holes. This will be very important since groundwater and potential caving can be expected at this site.

Alternatively, shoring for the excavation may consist of a tie-back or soil nail wall. Tie-backs may be designed for a skin friction value of 600 psf. These may be installed at an approximate 15 degree angle below horizontal. The first 6 feet of tie-back should be neglected in the determination of the available resistance. Testing of several tie-backs to a minimum of 125% of the design load is recommended to verify the actual resistance. A tied-back wall should be designed on the basis of an at-rest earth pressure of 75 pcf EFW.

The shoring wall design should include surcharge loads from the adjacent building or construction equipment that will park near the walls.

It is recommended that the architect, structural engineer, or contractor closely review the condition of the adjacent building and street to identify their existing condition prior to construction. If necessary, underpinning of the adjacent building should be considered.

## FOUNDATIONS/BASEMENT RETAINING WALLS

### Basement Foundations

The soils at the depth of the bottom of the anticipated basement excavation will provide adequate support for the basement foundation/retaining wall. The basement foundation should consist of a thickened, reinforced concrete mat slab that is connected to the basement walls. This must be a relatively rigid, reinforced slab that is a minimum of 12 inches thick, designed so that a uniform bearing pressure is applied to the base of the excavation.

The soils at the base of the basement excavation can be expected to be moist to very moist. It is possible that water may seep into the

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excavation, particularly in the elevator pit area. Therefore, to provide a firm surface upon which to construct the mat slab, it is recommended that the slab be underlain by a 12-inch thick layer of gravel base (angular crushed rock or drain rock). Further, it is possible that additional support may be required by underlying the base layer with a layer of filter fabric next to the soil and a reinforcing fabric (such as Mirafi 500X) above the filter fabric. The mat slab may be designed for allowable bearing capacity of 2000 psf for Dead plus Live Loads. This may be increased by one third for wind and seismic loads.

For lateral force considerations, a friction factor of 0.35 acting between the mat slab foundation and the native soils may be used. Alternatively, a passive resistance of 250 pcf EFW may be assumed, starting at the top of the basement mat slab.

Settlements for a mat slab that imposes the recommended allowable bearing pressure are estimated to be approximately 1/2 inch at the corners and 1 inch in the middle. The majority of these settlements are calculated to be complete within 1 to 2 years.

The bottom of the mat slab (and the basement walls) must be completely water-proofed. The project architect should specify acceptable water-proofing materials for this project. Further, it will be advisable to include Xypex in the concrete mixture for additional moisture resistance.

Undesirable moisture conditions can occur as a result of moisture seepage from under the garage floor slab. Therefore, to further help minimize this possibility (in addition to the water-proofing layer), we advise that a drainage system be installed under the basement floor slab within the perimeter walls. This drainage system should consist of shallow trenches that extend to a minimum depth of 6 inches below the bottom of the gravel base layer under the garage floor. We suggest that these drainage trenches be a minimum of 12 inches wide, and should be installed parallel to the perimeter walls of the garage, roughly at a distance of 2 to 3 feet inside of the interior side of the perimeter walls and through the middle of the building.

The trenches should be graded to slope toward one or more low points in the garage subgrade area. In addition, the subgrade ground surface (over the whole area of the basement garage) should be sloped toward these trenches. The trenches should be lined with a filter fabric. Then, a perforated pipe (3 inches minimum diameter) should be installed at the base of the trenches and surrounded by drain rock. At the top, the filter fabric should be wrapped over the drain rock. These pipes should be drained into a sump pit or possibly the elevator sump, which has a bottom located approximately 12 to 18 inches below the under-drain trench lines. The sump should be installed such that the pump is easily accessible for maintenance. The water from the sump should be conveyed by solid pipes and discharged to the street or storm drainage facility.

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### Basement Retaining Walls

If the new basement retaining walls will be restrained at the top, the walls should be designed for an at-rest lateral earth pressure that consists of 50 pcf EFW (triangular distribution) plus  $8 \times H$  psf (uniform, rectangular distribution where H = Height of retained ground in feet). This may be considered for a level backfill condition. If the walls are designed as a cantilever wall (free to move at the top), then an active earth pressure may be used. In that case, the design should consist of 50 pcf EFW for a level backfill behind the walls. The project architect or structural engineer should determine if the walls will be designed for the restrained or cantilever condition.

Where necessary, appropriate surcharge loads should be included in the lateral design of the basement walls. This may include footing or vehicle loads where such loads are applied within a distance from the wall that is equal to the height of the wall.

The foundation/retaining walls must be provided with a back drainage system such as that shown in Figure 7 to prevent the build-up of hydrostatic pressure. The perforated drain pipe at the base of the drain rock should be drained into the basement sump.

The back of the wall must be provided with water-proofing to prevent seepage into the basement. Further, it will be advisable to include Xypex in the concrete mixture for the walls for additional moisture resistance. As indicated previously, the bottom of the mat slab must be provided with a water-proofing layer, and this layer should be made continuous with the wall water-proofing layer. A water-stop must be installed along the cold joints between the wall stem and mat slab.

### CONCRETE SLABS-ON-GRADE

Exterior concrete slabs-on-grade should be a minimum of 4 inches thick, and should be underlain by a minimum of 4 inches of a granular base layer. Unless designed as structural slabs, concrete slabs-on-grade in the driveway and driveway ramp area should be a minimum of 5 inches thick and overlie 6 inches of gravel base. It is suggested that all slabs be provided with modest reinforcement, such as #4 bars on 18-inch centers (both directions), or specified by the project architect or structural engineer.

The granular base layer may consist of angular gravel or clean crushed rock. If a vapor barrier (such as "Stegowrap" or "Moistop Ultra") is used, it should be overlain by a 2-inch thick layer of sand, or as specified by the manufacturer.

### DRAINAGE

Drainage around the exterior of the new building will be very important in its future satisfactory performance. We recommend the

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following drainage measures at this property, which should be incorporated into the building plans.

1. The roof downspouts should discharge away from the building through closed (non-perforated) pipes that convey water to the street or other storm drainage facility.
2. The ground around the new building should be graded so that the surface slopes away from it as much as possible to help minimize the amount of water that may seep around the building foundations and concrete slabs. The ground surface should be sloped away from the structure at a minimum gradient of 5% in landscaped areas, and 2% where slabs abut the structure.

If there are ground areas which cannot be easily drained by surface gradients, then surface drain inlets should be provided. The need for any surface drains and their possible locations should be considered in the building plans. The location of drain inlets may be identified in the field as the work progresses.

3. Drainline piping should preferably consist of Schedule 40 PVC pipe, ABS pipe, SDR 35 Sewer Pipe, or other pipe with a minimum crush strength of 2500 psf. All piping used should have couplings which are glued or have rubber gaskets to ensure that the pipe sections will not separate. Flexible corrugated plastic pipe is not recommended because sediment tends to collect in the low sections of the corrugations, and such pipe is difficult to clean out later. All pipes should be provided with cleanout access pipes at the ground surface at the beginning of pipe sections, and at turns in the pipes, to allow for flushing and cleaning of pipes.
4. The building owner should be aware of these drainage measures, and of the need for their future maintenance. This would include the cleaning of roof eave gutters and downspouts, repairing leaks in roof eave gutters, and checking to determine that drain lines are open and draining water properly. Seasonal flushing of drain lines may be necessary to remove silt that might accumulate.

#### **PLAN REVIEW AND CONSTRUCTION OBSERVATION**

The information contained in this report should be made available to all members of the project Design Team. Following the preparation of the plans and specifications, we should review them for conformance to the recommendations and intent of this report. We recommend that our review comments be incorporated into the plans and specifications prior to submittal for the permit application. Further, this report should be considered to be part of the plans and specifications, and should be made available to all prospective contractors as part of the bid documents.

Job: 0480  
April 21, 2006

Our firm must be retained during the construction to observe and verify that the appropriate geotechnically-related aspects of the project have been performed in a way consistent with our recommendations. If these services are not provided by our office, we cannot be held responsible for problems which arise due to misinterpretation of this report, or the intents of our recommendations.

### LIMITATIONS

The opinions, conclusions and recommendations presented in this report have been prepared in accordance with generally accepted professional practice in the field of geotechnical engineering. We make no other warranty either express or implied. The recommendations are based upon our own field and laboratory studies, and have been provided for this property and the proposed construction as we understand it as of the date of this report.

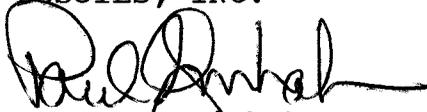
### Changed Conditions

It is not uncommon to encounter soil conditions during construction which vary from those encountered in the test borings. It is not practical to determine such variations during a normally accepted program of drilling and sampling. Such variations, if encountered, may require additional engineering services to attain a properly constructed project. Therefore, if variations or undesirable conditions are encountered during the construction proposed as of the date of this report, notification should be given to us so that supplemental engineering services can be undertaken and a re-evaluation of our recommendations prepared.

### Time Limits

The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or the works of man on this or the adjacent properties. In addition, changes in applicable or appropriate standards can occur, whether they result from legislation, or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or partially, by changes outside of our control. Therefore, the recommendations in this report should not be relied upon after a period of 1 year, without review and any necessary updating, by us.

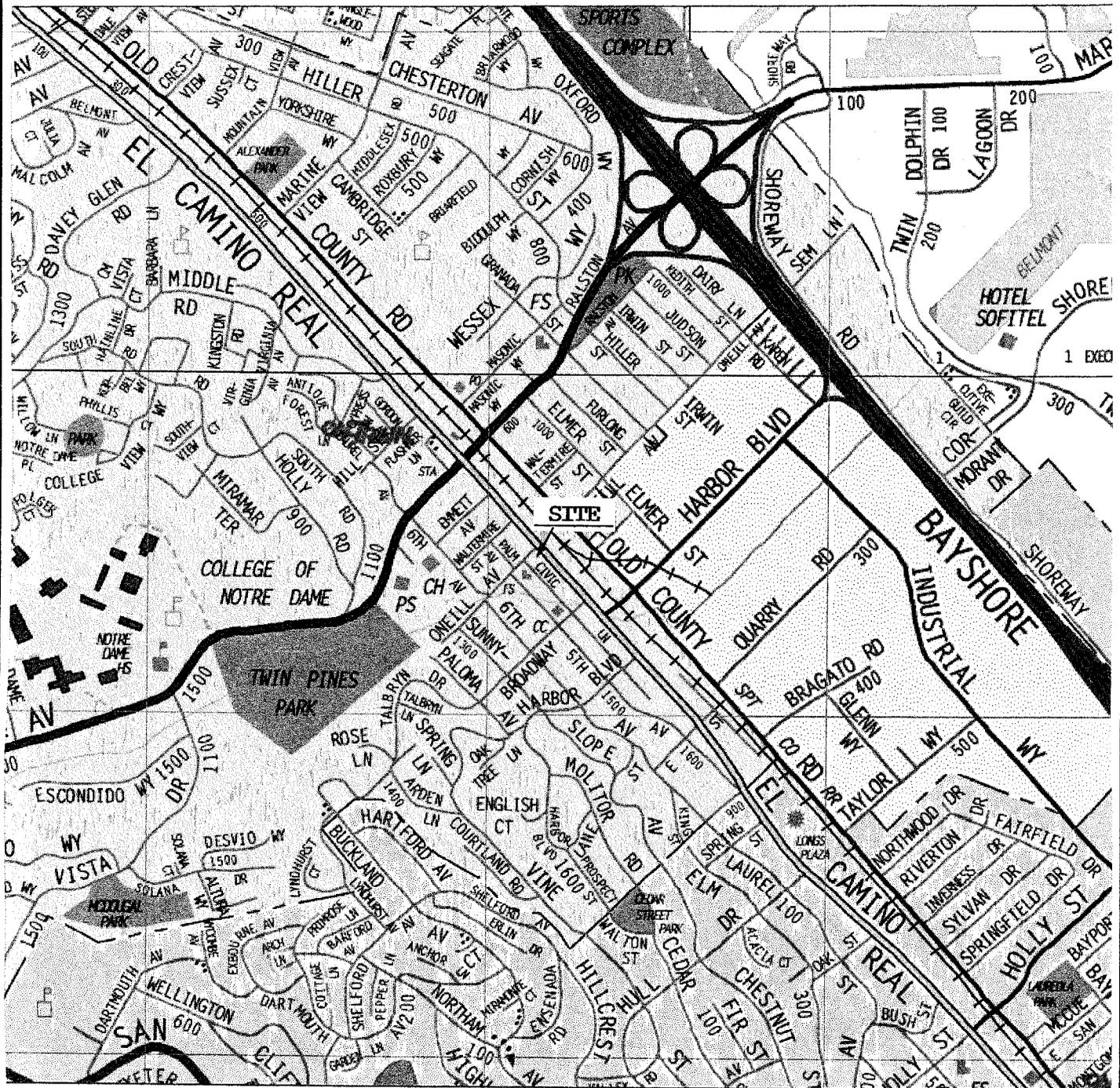
Very truly yours,  
PGSOILS, INC.



Paul A. Grishaber, P.E.  
Principal Geotechnical Engineer No. 002194  
GE 2194 (Expires 12/31/07)



cc: 6 to Belmont View, Inc.  
1 to RYS Architects



Map Source: Thomas Bros.

NORTH



**PGSoils, Inc.**

901 Rose Court

Burlingame, CA 94010

(650) 347-3934

Figure 1 - Vicinity Map

Job: 0480



| DEPTH<br>IN<br>FEET | SAMPLE<br>NO. | LOG &<br>LOCATION<br>OF<br>SAMPLE | Penetration<br>Resistance<br>Blows/ft. | DESCRIPTION   | IN-PLACE                 |                                  |
|---------------------|---------------|-----------------------------------|--|---|--------------------------|----------------------------------|
|                     |               |                                   |  |   | DRY<br>DENSITY<br>p.c.f. | MOISTURE<br>CONTENT<br>% dry wt. |
| 0                   |               |                                   |  | Existing Ground Surface   |                          |                                  |
| 0                   |               |                                   |  | Asphalt surface over Sandy CLAY/Clayey SAND w/gravel (FILL), dark brown, loose, moist                               |                          |                                  |
| 1-1                 |               |                                   | 3                                      |   | 103.8                    | 17.0                             |
| 1-1                 |               |                                   | 3                                      | Fine Silty SAND w/gravel (FILL), brown/yellow brown, loose, damp  | 92.8                     | 17.1                             |
| 1-2                 |               |                                   | 4                                      |   | 98.3                     | 13.3                             |
| 1-2                 |               |                                   | 6                                      | Sandy CLAY, some roots, dark brown, medium stiff, moist   | 104.6                    | 17.3                             |
| 1-2a                |               |                                   | 12                                     | Sandy CLAY w/gravel, brown/reddish brown/yellow brown, very stiff, moist  | 112.7                    | 17.9                             |
| 1-3                 |               |                                   | 16                                     | [Unconfined Compressive Strength = 2192 psf]  | 110.1                    | 17.7                             |
| 10                  |               |                                   |  | ▼1245   |                          |                                  |
| 1-4                 |               |                                   | 11                                     | brown/yellow brown, stiff, moist  | 109.9                    | 19.6                             |
| 1-4                 |               |                                   | 16                                     | ▼0915 [Cohesion = 1200 psf<br>$\phi = 22.2^\circ$ ]   | 111.5                    | 18.6                             |
| 15                  |               |                                   |  | Sandy CLAY/Clayey SAND/Silty SAND w/gravel & rock fragments, reddish & yellow brown, very stiff/medium dense, moist |                          |                                  |
| 1-5                 |               |                                   | 28                                     |   | 120.2                    | 13.9                             |
| 1-6                 |               |                                   | 19                                     | Sandy CLAY/Silty CLAY, some gravel, orange brown/light gray/blue gray, very stiff, moist                            | 114.5                    | 16.8                             |
| 1-6                 |               |                                   |  | [Unconfined Compressive Strength = 4411 psf]  |                          |                                  |
| 1-7                 |               |                                   | 43                                     | hard, damp to moist   | 112.2                    | 17.5                             |
| 30                  |               |                                   |  | Test Boring Terminated at 29.5 feet   |                          |                                  |

Groundwater first encountered at 14 feet and rose to 10 feet after 3.5 hours

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 Burlingame, CA 94010  
 (650) 347-3934

Figure 3 - Log of Test Boring 1  
 Date Drilled: 12/8/04  
 Job: 0480

| DEPTH<br>IN<br>FEET | SAMPLE<br>NO. | LOG &<br>LOCATION<br>OF<br>SAMPLE   | Penetration<br>Resistance<br>Blows/ft. | DESCRIPTION   | IN-PLACE                 |                                  |
|---------------------|---------------|---|--|---|--------------------------|----------------------------------|
|                     |               |   |  |   | DRY<br>DENSITY<br>p.c.f. | MOISTURE<br>CONTENT<br>% dry wt. |
| 0                   |               |   |  | Existing Ground Surface   |                          |                                  |
| 2-1                 |               |    | 5<br>7                                 | Concrete Slab over Sandy SILT/Silty SAND<br>w/some gravel (FILL), brown, loose, damp<br><br>Clayey SAND/Sandy CLAY w/gravel | 90.6                     | 13.2                             |
| 2-2                 |               |    | 10<br>13                               | Sandy CLAY/Silty CLAY, some gravel,<br>dark brown, stiff, moist   | 114.6                    | 14.4                             |
| 2-3                 |               |    | 23                                     | Sandy CLAY w/some gravel, brown/reddish<br>brown/yellow brown, very stiff, moist  | 110.8                    | 16.4                             |
| 2-4                 |               |   | 20                                     | ▼1300<br>brown/reddish brown<br>[Unconfined Compressive Strength =<br>3267 psf]   | 110.0                    | 17.8                             |
| 2-5                 |               |  | 31                                     | ▼1200<br>Sandy CLAY/Clayey SAND w/gravel,<br>rock fragments, brown/yellow brown/<br>reddish brown, dense, moist             | 112.3<br>114.4           | 16.3<br>16.2                     |
| 2-6                 |               |  | 25                                     | Sandy CLAY, orange brown/blue gray/light<br>gray, very stiff, moist   | 105.9                    | 21.6                             |
| 2-7                 |               |  | 29<br>55                               | with some gravel, very stiff to hard,<br>moist  | 105.9                    | 21.6                             |
| 30                  |               |   |  | Test Boring Terminated at 29.0 feet   |                          |                                  |

Groundwater first encountered at 18.5 feet  
and rose to 12.0 feet after 1 hour

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Burlingame, CA 94010  
(650) 347-3934

Figure 4 - Log of Test Boring 2  
Date Drilled: 12/8/04

Job: 0480



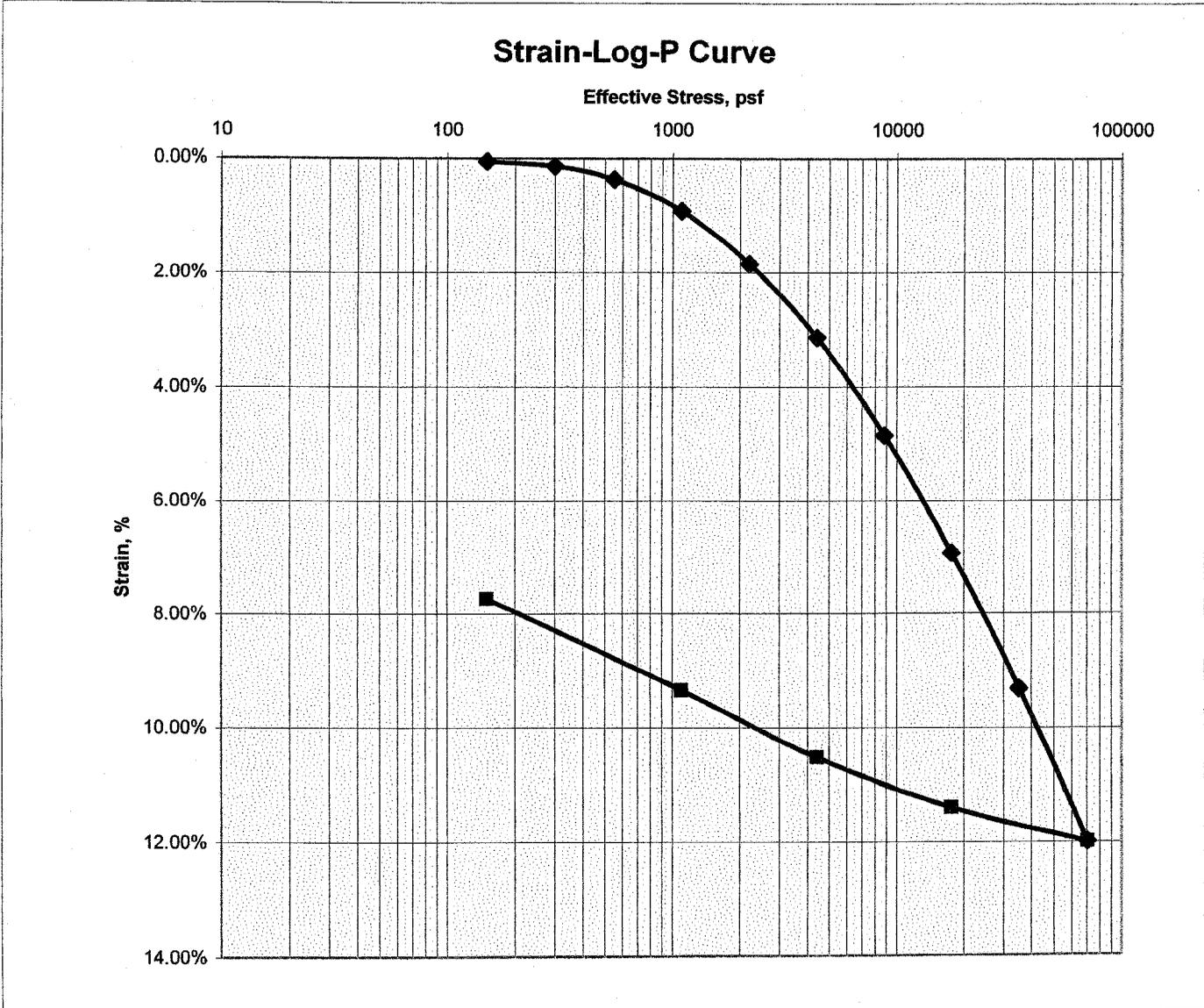
# Consolidation Test

## ASTM D2435

**Job No.:** 068-606  
**Client:** PG Soils  
**Project:** Kamangar Building - 0480  
**Soil Type:** Brown Clayey SAND

**Boring:** 1-4-2  
**Sample:**  
**Depth, ft.:** 13.5

**Run By:** MD  
**Reduced:** MJ  
**Checked:** PJ  
**Date:** 2/17/2006



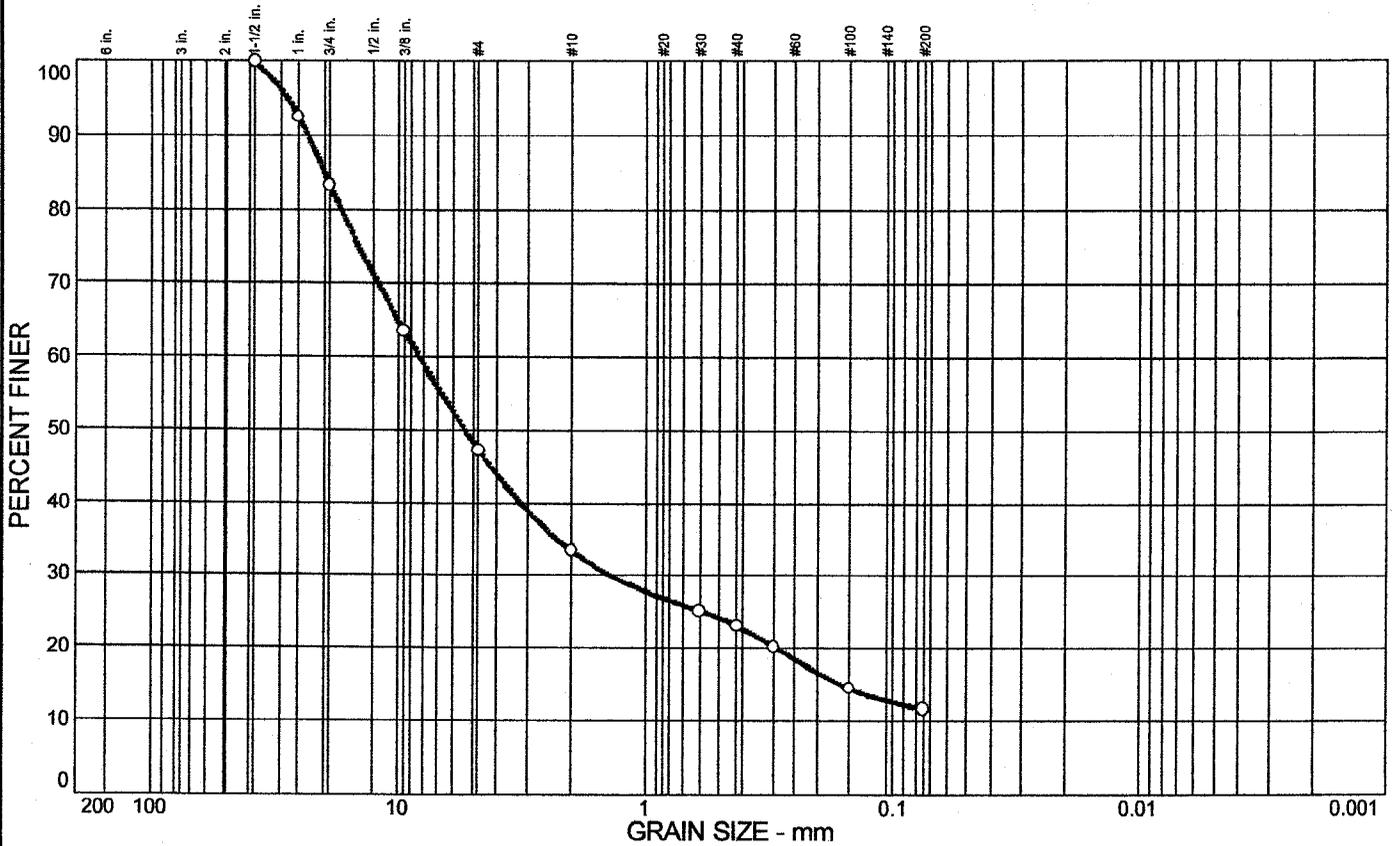
|                          |               |             |
|--------------------------|---------------|-------------|
| <b>Ass. Gs =</b>         | 2.7           |             |
| <b>Moisture %:</b>       | Initial: 19.1 | Final: 16.3 |
| <b>Dry Density, pcf:</b> | 110.9         | 117.0       |
| <b>Void Ratio:</b>       | 0.520         | 0.440       |
| <b>% Saturation:</b>     | 99.3          | 100         |

**Remarks:**

**PGSoils, Inc.**  
 901 Rose Court  
 Burlingame, CA 94010  
 (650) 347-3934

Figure 5 - Consolidation Curve

# PARTICLE SIZE DISTRIBUTION TEST REPORT



| % + 3" | % GRAVEL | % SAND | % SILT | % CLAY | USCS | AASHTO | PL | LL |
|--------|----------|--------|--------|--------|------|--------|----|----|
| ○      | 52.8     | 35.6   | 11.6   |        |      |        |    |    |

| SIEVE<br>inches<br>size | PERCENT FINER |  |  |
|-------------------------|---------------|--|--|
|                         | ○             |  |  |
| 1.5                     | 100.0         |  |  |
| 1                       | 92.4          |  |  |
| 3/4                     | 83.3          |  |  |
| 3/8                     | 63.5          |  |  |
| GRAIN SIZE              |               |  |  |
| D60                     | 8.29          |  |  |
| D30                     | 1.39          |  |  |
| D10                     |               |  |  |
| COEFFICIENTS            |               |  |  |
| Cc                      |               |  |  |
| Cu                      |               |  |  |

| SIEVE<br>number<br>size | PERCENT FINER |  |  |
|-------------------------|---------------|--|--|
|                         | ○             |  |  |
| #4                      | 47.2          |  |  |
| #10                     | 33.4          |  |  |
| #30                     | 25.1          |  |  |
| #40                     | 23.1          |  |  |
| #50                     | 20.2          |  |  |
| #100                    | 14.5          |  |  |
| #200                    | 11.6          |  |  |

**SOIL DESCRIPTION**  
 ○ Reddish Brown poorly graded GRAVEL w/  
 Clay & Sand

**REMARKS:**  
 ○

○ Source: 1-5-2

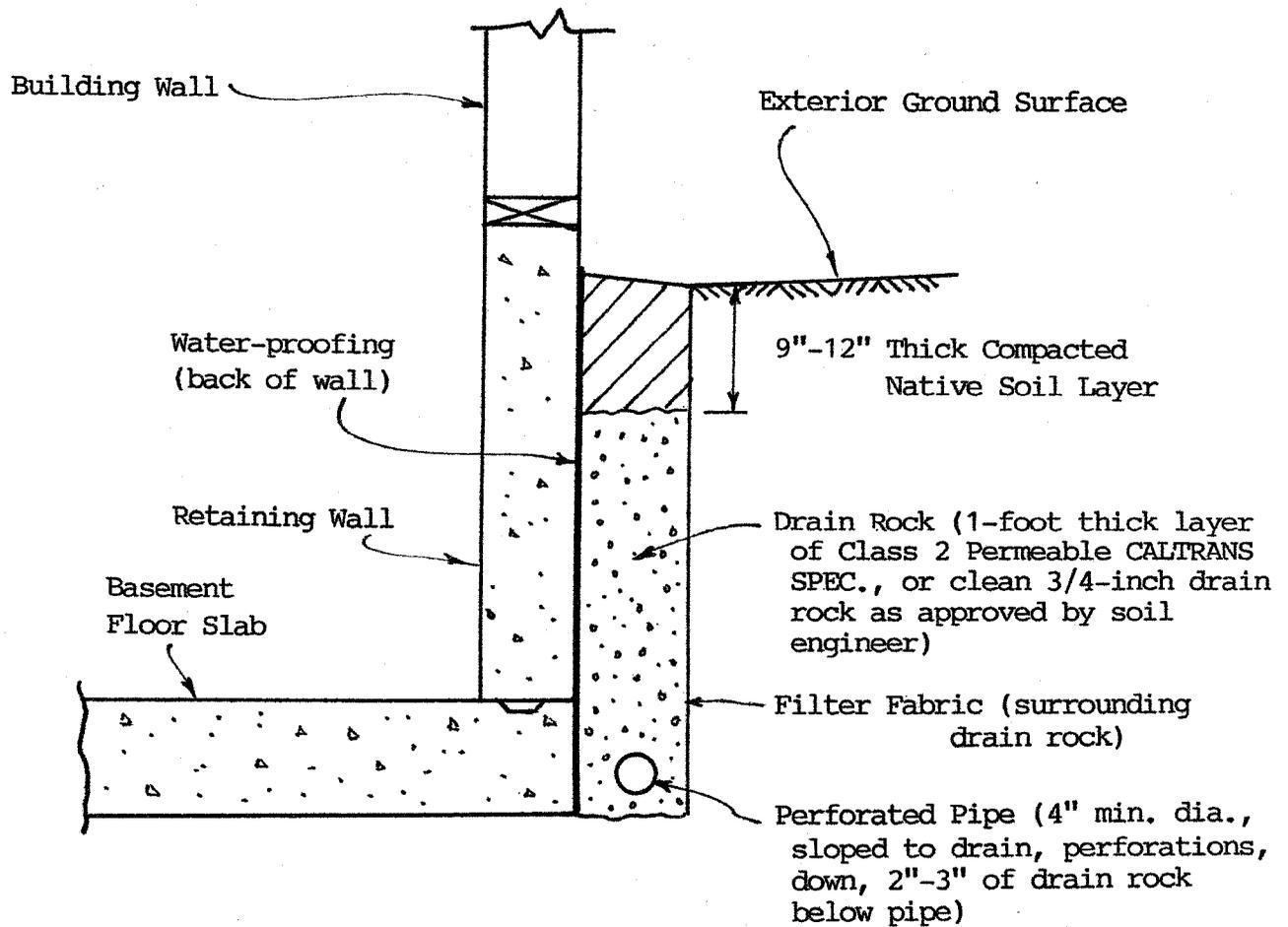
Elev./Depth: 18.5'

**PGSoils, Inc.**

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 Burlingame, CA 94010  
 (650) 347-3934

Figure 6 - Grain Size Distribution Curve

Job: 0480



Not to Scale  
Schematic Only

**PGSoils, Inc.**

901 Rose Court

Burlingame, CA 94010

(650) 347-3934

Figure 7 - Retaining Wall Back-Drain  
Cross-Section

Job: 0480

**ATTACHMENT 4**

**TRANSPORTATION REVIEW FOR  
BELMONT VIEW PROJECT  
1300 EL CAMINO REAL  
BELMONT, CALIFORNIA**

**SEPTEMBER 15, 2006**

**BY**

**FEHR & PEERS  
TRANSPORTATION CONSULTANTS**



## MEMORANDUM

Date: September 15, 2006

To: Mr. Frederick Geier, Geier & Geier Consulting

From: Chris Mitchell, PE

**Subject: Belmont View Project  
1300 El Camino Real  
Belmont, California**

SF06-0274

Fehr & Peers is pleased to present this memorandum describing a transportation review conducted for the proposed Belmont View Project at 1300 El Camino Real in Belmont, California. The proposed project consists of six residential and two ground-floor commercial units. The proposed project would provide 12 below-grade parking stalls, which would be accessible via Civic Lane, a 20-foot wide alley parallel to and just west of El Camino Real.

Our review consisted of:

- Identifying potential impacts of the proposed project's driveway to pedestrian, bicycle, and transit conditions in the area
- Assessing the adequacy of proposed project's driveway, located in an alleyway behind El Camino Real
- A review of the proposed on-site circulation system and parking provisions

### **BICYCLE, PEDESTRIAN, AND TRANSIT CIRCULATION**

This section discusses the proposed project's impact to bicycle, pedestrian and transit circulation.

#### Bicycle Circulation

There are no striped bicycle facilities adjacent to the proposed project site. However, despite heavy traffic volumes and a relatively automobile-oriented design, El Camino Real provides a wide shoulder that could allow for bicycle use. The project would not affect the configuration of El Camino Real or O'Neill Avenue and would not have an impact to bicycle circulation in the area.

Although it is not clear from the site plans whether bicycle parking would be provided, we recommend that a secure facility be provided in the garage area for residents, and that a bicycle rack be provided along the project's frontage, either on El Camino Real or on O'Neill Avenue near the project entrance, for visitors and patrons of the commercial uses.

### Pedestrian Circulation

Both El Camino Real and O'Neill Avenue currently provide sidewalks on both sides to facilitate pedestrian circulation and access to nearby transit systems. The proposed project would maintain the existing pedestrian facilities. Although El Camino Real is relatively automobile oriented (e.g., wide cross section, many lanes, heavy traffic volumes, etc.), the street frontage is relatively pleasant due to its wide sidewalk, street-fronting retail, street furniture, and attractive landscaping. By locating its structure adjacent to the existing facilities, the proposed project would strengthen the pedestrian-orientation of El Camino Real.

No dedicated pedestrian facilities are proposed for Civic Lane (the alley providing vehicular access to the project) as the primary pedestrian access to the proposed project is on O'Neill Lane.

### Transit Circulation

The proposed project would front El Camino Real and O'Neill Avenue. Bus transit service is provided by SamTrans on El Camino Real, just north of O'Neill Avenue, adjacent to the proposed project site. Pedestrian access to the southbound bus stop involves simply crossing O'Neill Avenue, which is approximately 50 feet wide. The bus stop is immediately north of the O'Neill Avenue / El Camino Real intersection. Pedestrian access to the northbound bus stop involves crossing both O'Neill Avenue and El Camino Real, which is approximately 110 feet and carries a substantial amount of traffic. Both street crossings (O'Neill Avenue and El Camino Real) are controlled by traffic signals with pedestrian indications. At this stop, transit riders can access the following routes:

- **Route KX** provides express service between the Palo Alto Caltrain Station and Downtown San Francisco, with stops at various CalTrain Stations along its route. Hours of operation are between 5:00 AM and 11:00 PM on weekdays and between 6:30 AM and 10:00 PM on weekends. During peak periods on weekdays, the service extends south to Page Mill Road and Porter Avenue.
- **Route PX** provides express service between Redwood City and Downtown San Francisco, with stops at various key points between Redwood City and San Mateo and no stops between San Mateo and Downtown San Francisco. This route only operates northbound during the weekday AM peak period and southbound during the PM peak period.
- **Route 390** provides service between the Palo Alto Caltrain Station and the Daly City BART Station, generally traveling along El Camino Real through its entirety. Weekday service is provided between 5:30 AM and 1:00 AM. Weekend service is provided from 5:45 AM to 2:30 AM.
- **Route 391** generally provides service between the Redwood City Caltrain Station and the Colma BART Station. Weekday service is between 4:00 AM and 2:15 AM. Weekend service is provided between 5:00 AM and 2:00 AM. During weekday peak periods this service extends along Mission Street in San Francisco to the Downtown Transbay Transit Terminal.

- **Route 397** travels between the Palo Alto Caltrain Station and Downtown San Francisco. Weekday service is provided hourly during off-peak hours, between 12:45 PM and 5:45 PM. Weekend service is provided hourly between 1:00 PM and 6:00 PM.

In addition to the five bus routes described above, the project is within an easy walk (less than ¼ mile) of the Belmont Caltrain Station. Caltrain provides rail service between San Francisco and San Jose, with peak period extensions to Gilroy. During peak periods, Caltrain service to the Belmont Station is hourly. During off-peak periods, when fewer express trains are operating, service to the Belmont Station is more frequent, generally every 30 minutes.

Thus, the project is well-served by regional and local transit. The project would not interfere with or degrade existing transit service in the area.

### **PROJECT DRIVEWAY ACCESS**

The proposed project would provide a 24-foot wide garage door along the Civic Drive alley. Our review of this access location focused on vehicular sight distance to see oncoming traffic along Civic Drive.

#### Sight Distance

Although traffic along the alley likely travels at very low speeds due to its narrow width, our review was based on the minimum sight distance required for a 25 miles per hour (mph) roadway. Under these conditions, the minimum required sight distance is 155 feet. Without encroaching on the alley, a vehicle exiting the proposed project garage would not be able to see 155 feet to the left, due to the adjacent building, or to the right, due to a protruding stairwell associated with the proposed project. The minimum sight distance triangles (based on a 25 mph street) are shown on Figure 1. Thus, an exiting vehicle will have to pull out into the alley a small amount in order to see and be seen by oncoming traffic.

However, the alley carries a very small volume of traffic, most of which is likely traveling well below 25 mph, meaning that the minimum required stopping sight distance is less than 155 feet. In addition, pedestrian use of this alley is likely very small. Therefore, while not ideal, the potential for conflict is small and this situation is acceptable.

### **ON-SITE CIRCULATION**

Fehr & Peers used the AutoTurns software to examine vehicle turning radii for cars entering and exiting the project driveway. The vehicle turning paths for all four possible entry and exit maneuvers are shown on Figure 2. Based on our review, despite the constrained dimensions of the proposed project ramp and driveway, vehicles will be able to enter and exit the garage level via the proposed ramp system.

Both entering and exiting cars will have to cross the center line of the ramp in order to execute the required turning maneuvers. In most cases, this is acceptable, as cars will be able to see oncoming traffic. However, cars exiting the garage level, traveling up the ramp may not be able to clearly see oncoming traffic (i.e., cars entering the garage traveling downhill on the ramp) when they turn to go up the ramp. Since exiting cars would have to cross the center line at a location where they may be challenged to see oncoming traffic, a safety issue could exist. It is difficult to assess sight distance at this location due to the combination of horizontal and vertical curves and lack of detailed information regarding interior wall heights, etc. We suggest caution in applying this design and offer the following suggestions. First, if other sites with a similar design and

dimensions exist, the adequacy of this design could be field-verified. Alternatively, the use of features to enhance visibility, such as a mirror on the southern wall of the garage ramp, should be considered.

The proposed project would provide 12 parking stalls, including one ADA-accessible stall. This is adequate to meet the City's required provision of two parking stalls per dwelling unit in multi-family structures such as this. However, no parking is provided for the commercial uses. According to the City's zoning code, approximately 16 spaces would be required for the 3,932 square feet of commercial retail space provided (at a rate of one space per 250 square feet).

The City's zoning code also states that projects within a 300 foot walk of an existing train facility parking lot may be granted a 25% reduction in on-site parking requirements if it can be demonstrated that the train facility parking lot has adequate spare capacity. Based on field observations, the train facility parking lot across El Camino Real from the project site is largely empty. If a 25 percent reduction to on-site parking requirements were granted, the project would be required to provide 21 spaces. This would still represent a shortfall of nine spaces requiring a zoning exception. Field observations indicated that there is adequate on-street parking in the area to handle the expected demand from the retail uses.

We hope you have found the results of our analysis helpful. Please feel free to call me at (415) 369-0425 if you have any questions.

**ATTACHMENT 5**

**COMMENT LETTERS RECEIVED FOR  
BELMONT VIEW MIXED USE PROJECT  
1300 EL CAMINO REAL  
BELMONT, CALIFORNIA**

**JUNE 18, 2008**

## CLARIFICATION AND INFORMATION REQUESTED BY COMMENT LETTERS

The City of Belmont received two comment letters for the Belmont View Mixed Use Development Initial Study (IS) and Mitigated Negative Declaration (MND). These letters were submitted by the California Department of Transportation (Caltrans) and the San Mateo County Health Department. These letters are included in Attachment 5. The agencies' letters request clarification of information presented in the IS and MND, and request that certain conditions be included as part of the approvals granted by the City for this project. The following clarifications address the comments presented by both agencies.

### California Department of Transportation

The Caltrans letter raises comments in the following categories: *Project Graphics, Highway Operations, Maintenance Services, Cultural Resources, and Encroachment Permit*. The information presented below provides the Department with clarifications and demonstrates the City's intent to work cooperatively with the Department to ensure the successful completion of this project.

*Project Graphics.* Geier & Geier Consulting, Inc. (GGC) has forwarded electronic files (pdf format) that were used in the preparation of the graphics in the Initial Study (IS) and Mitigated Negative Declaration (MND). These files were transmitted via email to Ms. Sandra Finegan on June 16, 2008.

The detailed information in these files was presented in the IS/MND. The environmental documents' format (8.5 x 11-inch) may have resulted in difficulties for Caltrans staff review. The forwarded electronic files contain all of the details requested in this comment. It should be noted that the project plans indicate no access or utility work will occur within the right-of-way for SR 92 (El Camino Real). Driveway access to the project's sub-grade parking lot will be from O'Neil Avenue along a public right-of-way, Civic Lane, that is an alley to be abandoned by the City. The alley is approximately 90 feet west of El Camino Real. Utilities will connect to existing lines in O'Neil Avenue and the alley. These facilities are clearly depicted in the files forwarded to your office.

*Highway Operations.* The IS/MND discusses the potential effects of construction traffic on the surrounding roadways on pages 40 and 41 of the IS. Proposed mitigation measures for construction traffic impacts are discussed on pages 41 and 42 of the IS. Since construction access to the project site is readily available from O'Neil Avenue and Civic Lane, no construction access from El Camino Real will be required. Mitigation Measure 25 specifies the preparation of a traffic control plan by the applicant for review and approval by the City Public Works Department.

*Maintenance Services.* There is an existing, small landscaped area within SR 92 right-of-way at the southwest corner of the O'Neil Avenue/El Camino Real intersection. This area is shown on the project plans submitted to the Caltrans offices. The landscaping plan and project development plans indicate that this landscaped area would not be affected by the proposed project. Existing landscape in this area would remain in its present condition.

*Cultural Resources.* As indicated above in the *Highway Operations* section, it is not anticipated that the project will require grading or other project-related ground disturbance within the SR 92

right-of-way. Consequently, there would be no potential for inadvertent archaeological or burial discovery.

*Encroachment Permit.* No encroachment permit for SR 92 would be required since all project-related access and work, including construction, would occur from O'Neil Avenue and/or Civic Lane.

#### San Mateo County Health Department

The San Mateo County Health Department has requested that Mitigation Measures 15 and 16 of the IS and MND be included as part of the City's development permit; these mitigation measures are now numbered 14 and 15 due to changes in the sequencing of measures listed in the IS. The measures require the preparation of a management plan for suspected hazardous materials and a contingency sampling and investigation plan in the event that groundwater is encountered during excavation on the project site. The letter also requests that approval of these plans become a condition of the permit.

The Department's letter also clarifies financial responsibilities for departmental review and approval of submitted plans.

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 622-5491  
FAX (510) 286-5559  
TTY 711



*Flex your power!  
Be energy efficient!*

May 27, 2008

SM082244  
SM082-7.69  
SCH2006112145

Mr. Carlos de Melo  
City of Belmont  
Community Development Department  
One Twin Pines Lane, Suite 110  
Belmont, Ca 94002

Dear Mr. de Melo:

**BELMONT VIEW – SUBSEQUENT MITIGATED NEGATIVE DECLARATION  
(MND)**

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Belmont View project. The following comments are based on the Subsequent Mitigated Negative Declaration (MND). As lead agency, the City of Belmont is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Any required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State Right of Way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and the Department to ensure that our concerns are resolved during the CEQA process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits. Our previous comments on the MND dated December 27, 2006 and January 17, 2007 still apply and are incorporated here by reference.

***Project Graphics***

1. Please provide a regional site map that clearly shows the project in relation to State Route (SR) 82.
2. Any proposed improvements within the state ROW need to be clearly identified.
3. Ingress and egress for all project components in relation to SR 82 should be clearly identified.
4. Map must be drawn to scale, with a north arrow, and the state ROW must be shown for the whole of the project limits.

**Highway Operations**

The traffic impact study (TIS) should include a discussion about the project's impact on the El Camino Real (SR 82)/O'Neil Avenue intersection, for example, will there be roadway lane closures and project related work on El Camino Real (SR 82)?

**Maintenance Services**

Any landscaping by the applicant that is within the state ROW will need to be maintained by the local agency at their cost. A maintenance agreement between the Department and the local agency must be entered into to affirm this requirement.

**Cultural Resources**

There are no known archaeological sites within the state ROW. Should project-related ground disturbing activities in state ROW result in an inadvertent archaeological or burial discovery, all construction within 50 feet of the find shall cease, and the Department's District 4 Cultural Resource Study Office shall be immediately contacted at (510) 286-5618 or 622-5458. A staff archaeologist will evaluate the finds within one business day after contact. This facilitates compliance with CEQA, Public Resources Code Section 5024.5 and Chapter 2 of the Department's Standard Environmental Reference (<http://ser.dot.ca.gov>). Archaeological resources may consist of, but are not limited to, dark, friable soils, charcoal, obsidian or chert flakes, grinding bowls, shell fragments, or deposits of bone, glass, metal, ceramics, or wood.

**Encroachment Permit**

Work that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

M. Condie, Chief  
Office of Permits  
California DOT, District 4  
P.O. Box 23660  
Oakland, CA 94623-0660

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or [sandra\\_finegan@dot.ca.gov](mailto:sandra_finegan@dot.ca.gov) with any questions regarding this letter.

Sincerely,



LISA CARBONI  
District Branch Chief  
Local Development – Intergovernmental Review

c: Ms. Terry Roberts, State Clearinghouse



# HEALTH DEPARTMENT

June 10, 2008

SMCo Site #120033  
APN 045-244-160

City of Belmont  
Community Development Department  
1070 Sixth Avenue, Suite 302  
Belmont, CA 94002

**SUBJECT: BELMONT VIEW MIXED USE DEVELOPMENT  
BELMONT, CALIFORNIA**

Dear City of Belmont,

Thank you for the April 2008 *Initial Study* for the above referenced site. Based on a review of the report, San Mateo County Health Department Groundwater Protection Program (GPP) has the follow comment. The mitigation measures #15 and #16 should be included as a part of the City of Belmont's development permit and required to be submitted to and approved by GPP as a condition of the permit. The Soil and Groundwater Management Plan (Plan) should thoroughly describe how the excavated soil and extracted groundwater will be handled, monitored, stored, sampled, characterized, and properly disposed.

The cost associated with reviewing and commenting on the Plan will be billed to the entity applying for the development permit. Payment will be required prior to GPP issuing a final letter in response to the Plan for compliance with the condition of the development permit. If you have any questions, then please do not hesitate to contact me at (650) 372-6295.

Sincerely,

Charles Ice  
Hazardous Materials Specialist  
Groundwater Protection Program

cc: Fritz Geier, Geier and Geier Consulting, Inc., fgeier@geierconsulting.com

## PUBLIC HEALTH AND ENVIRONMENTAL PROTECTION DIVISION

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