

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
490 EL CAMINO REAL MIXED-USE PROJECT
April 20, 2015



PREPARED FOR:
CITY OF BELMONT
COMMUNITY DEVELOPMENT DEPARTMENT
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PROJECT DESCRIPTION AND BACKGROUND

**Table 1:
Project Summary**

Project Title:	490 El Camino Real Mixed Use Project
Lead agency name and address:	City of Belmont, Community Development Department, One Twin Pines Lane, Belmont, CA 94002
Contact person and phone number:	Carlos De Melo (650) 595-7440
Project Location:	490 El Camino Real (APN 044-162-150 & -160)
Project sponsor's name and address:	Sares Regis Group of Northern California, 901 Mariners Island Boulevard, #700, San Mateo, CA 94404
General plan description:	CH-Highway Commercial
Zoning:	C-2 Neighborhood Commercial
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	<p>The project proposes the demolition of two existing commercial buildings and the construction of a horizontal mixed-use project. The project proposal includes 73 residential units with 4,990 square feet of retail space. The project would also require a rezoning from C-2 Neighborhood Commercial to PD-Planned Development.</p> <p><u>Commercial Component</u> The project would include a 4,990 square foot standalone one-story retail building at the corner of El Camino Real and Davey Glen Road.</p> <p><u>Residential Component</u> The project would include 73 residential units in two, four-story wood framed buildings forming an "L" shape around the new retail building and driveway. The new residences would include 1, 2, and 3-bedroom units as well as four Live/Work units. All of the residential units' parking would be provided in</p>

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	<p>a gated underground concrete podium garage.</p>
<p>Surrounding land uses and setting; briefly describe the project’s surroundings:</p>	<p><u>The Region</u> The project site is located in the City of Belmont, San Mateo County, California. The project site is located at 490 El Camino Real, which is also known as State Route 82 (SR 82). The project site is bounded by SR 82/El Camino Real to the east, Davey Glen Road and a retail center to the north, a restaurant to the south, and a residential neighborhood to the west.</p> <p><u>The Vicinity</u> <i>East:</i> El Camino Real (SR 82) forms the eastern boundary of the site. Commercial uses line El Camino Real, which is designated as a mixed use corridor.</p> <p><i>North:</i> Davey Glen Road and a retail center across Davey Glen Road form the northern boundary.</p> <p><i>West:</i> The Ross Woods residential development forms the southwestern boundary of the site. Because of the topography, Ross Woods is elevated 30 to 40 feet above the subject site grade.</p> <p><i>South:</i> The IHOP restaurant and other commercial uses form the southern boundary of the site.</p> <p><u>The Site</u> The approximate 1.85-acre site (80,010 square feet) project site is presently occupied by the one-story convenience store, a two-story office building, and a parking lot. Access to the site is currently provided off El Camino Real to the east as well as Davey Glen Road to the north.</p>

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<p>Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):</p>	<p>An encroachment permit would be required from the California Department of Transportation (Caltrans) for driveway access as the project is located on El Camino Real (SR-82). Demolition notification to the Bay Area Air Quality Management District (BAAQMD) would be necessary for asbestos control.</p>
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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 6 for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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.

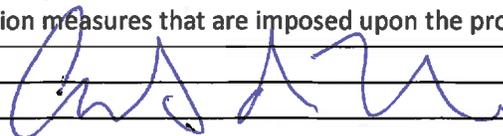
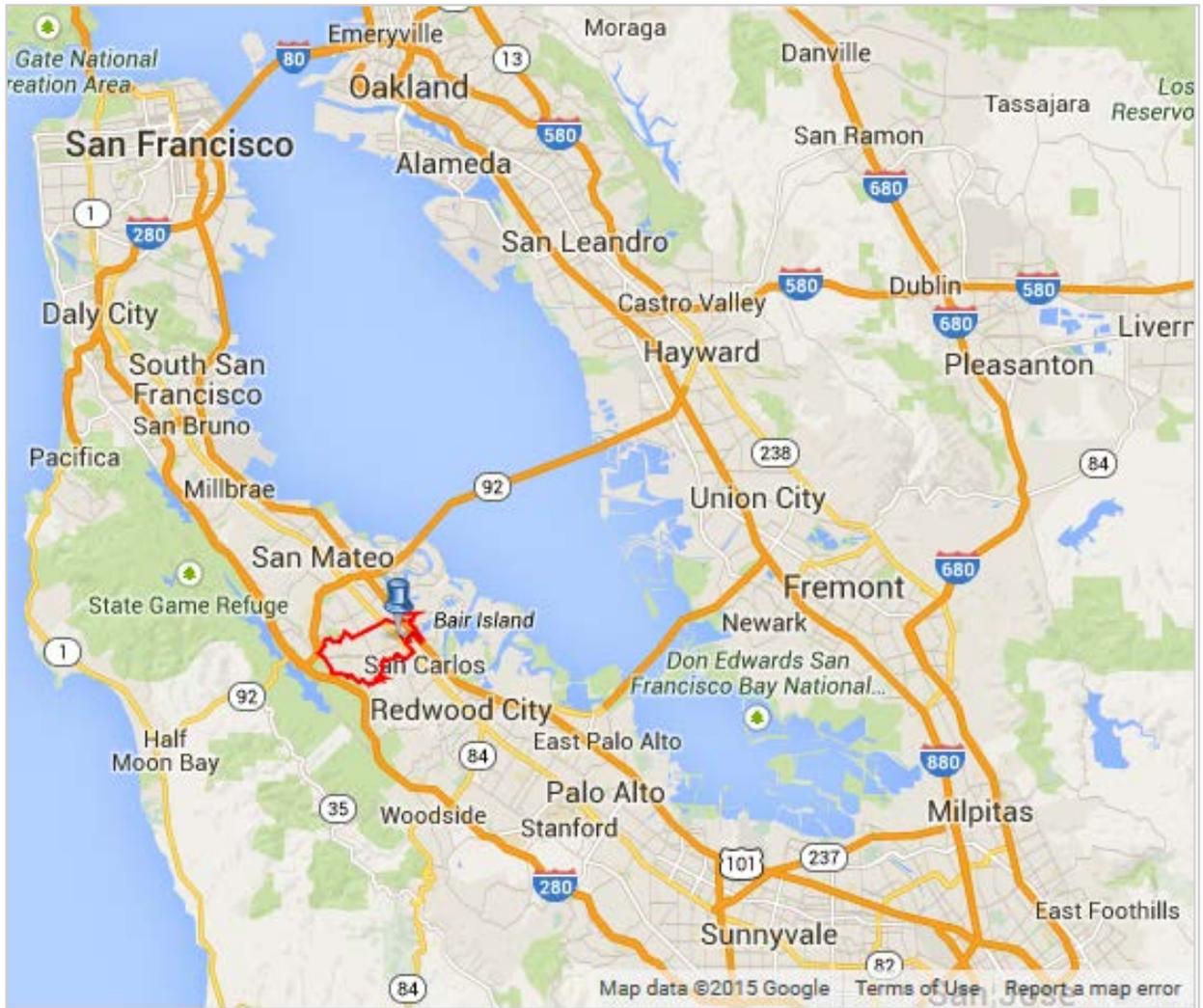
Signature: 	Date: 4/15/15
Printed Name: CARLOS DE MELO	For: CITY OF BELMONT
COMMUNITY DEVELOPMENT DIRECTOR	

Figure 1:
Regional Map



Source: Google Maps

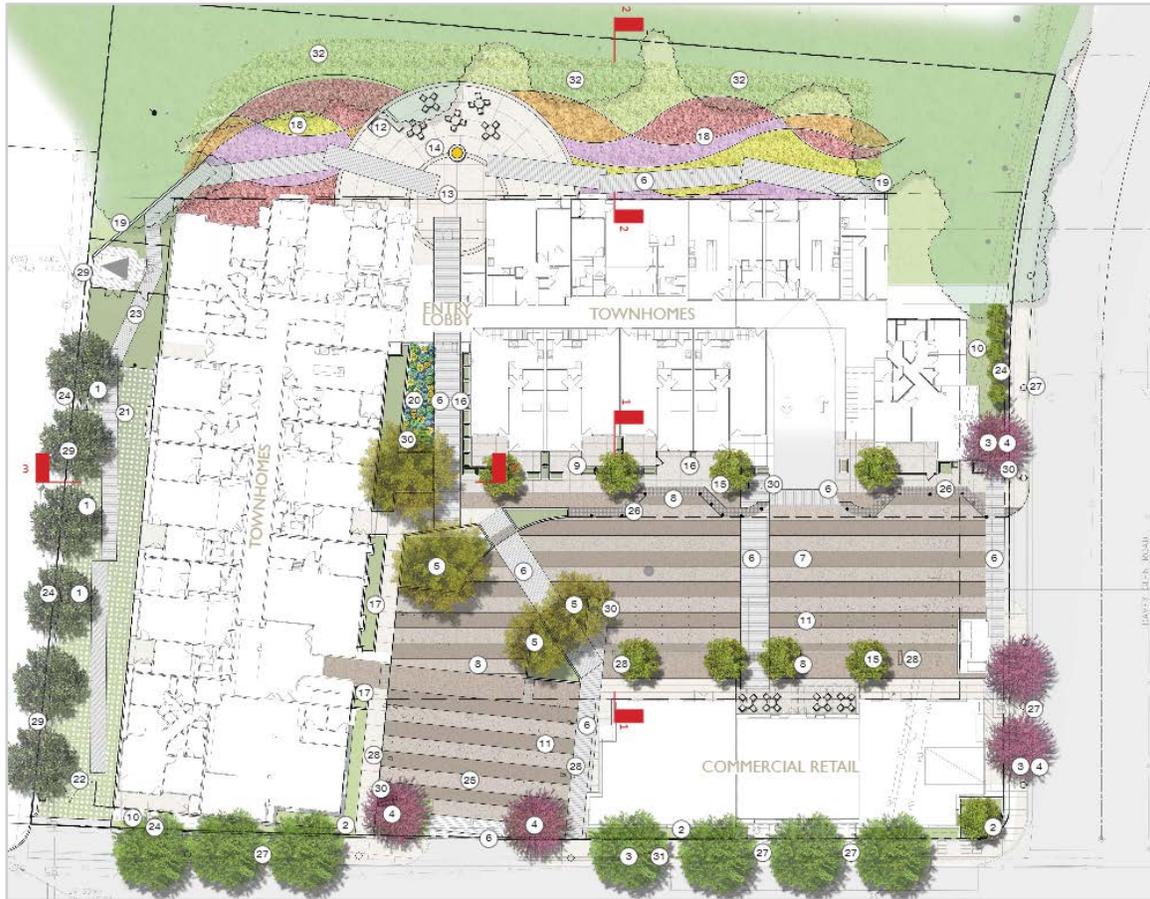
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**Figure 2:
Local Vicinity**



Source: Imagery: Digital Globe, US Geological Survey, USDA Farm Service Agency;
Map: Google

Figure 3:
Proposed Site Plan



Source: Applicant's submittal December 16, 2014

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PROJECT DESCRIPTION

Location and Existing Setting

The 490 El Camino Real Mixed-Use Development Project (project) is located within the City of Belmont (City) in San Mateo County. The project site is located just north of the City's downtown (Figure 2: Local Vicinity) on El Camino Real (California State Route (SR) 82), near the Belmont Caltrain station parking area. The approximately 1.85 acre site is bordered by El Camino Real on the east; Davey Glen Road and a retail center to the north; the Ross Woods residential neighborhood to the west; and the IHOP restaurant and other commercial uses to the south. It is currently designated *Highway Commercial* under the City's 1982 General Plan, and zoned as *C2 – Neighborhood Commercial*.

Access to the project site is currently provided from both El Camino Real and Davey Glen Road. The site is comprised of two parcels (APN 044-162-150 & -160), currently developed with a one-story convenience store and a two-story office building surrounded by surface parking. The site is fully improved, well served by existing utilities and public services and is at grade level with El Camino Real. Residential uses and the Central Elementary School are located on Middle Road, southwest of the project site. To the rear part of the project site begins sloping up to the Ross Woods neighborhood and is covered with vegetation.

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The proposed project would demolish the existing on-site structures and surface parking areas and construct two 4-story wood framed buildings forming an "L" shape around the new single-story 4,990 square foot commercial building at the corner of El Camino Real and Davey Glen Road (Figure 3, Proposed Site Plan). In addition, the project will have 24 surface parking spaces and 137 parking spaces in a below-grade parking basement garage. The proposed 73 residential dwelling units are broken down as follows:

- Twenty (20), one bedroom units;
- Eight (8), one bedroom plus den units;
- Twenty-eight (28), two bedroom units;
- Three (3), two bedroom with live-work units;
- Thirteen (13), three bedroom units; and
- One (1), three bedroom with live-work unit.

The units would range between 749 and 1,808 square feet.

The project would also include a residential management office, indoor fitness area, outdoor deck at the 4th level, landscaped areas at the rear of the buildings and an area along the south property line for a dog run. The overall building height would be 47'-9". Figures I-1 through I-4 provide a site plan, elevations, massing models, and views to the project site. Project components are listed in Table 1, 490 El Camino Real Project Components.

The project would also require a rezone to Planned Development.

**Table 2:
490 El Camino Real Project Components**

Feature Name	Characteristics
Subsurface Garage	
Residential Parking	40,403 square feet (parking and drive aisles) 137 total parking spaces 38 standard stalls 6 compacts stalls 86 tandem stalls 4 accessible stalls 3 electric vehicle stalls
Equipment/mechanical rooms	4,792 square feet
Ground/First Floor	
Management Office	1,000 square feet
Fitness Center	1,200 square feet
Commercial areas (separate building)	4,990 square feet
Commercial Parking	24 parking spaces 20 stalls for commercial 4 stalls for management office
Residential dwelling units	24,883 square feet (17 units) 3 – 1-bedroom units 2 – 1-bedroom + den units 7 – 2-bedroom units 3 – 2-bedroom/live-work units 1 – 3-bedroom units 1 – 3-bedroom/live-work units
Second Floor	
Residential dwelling units	26,098 square feet (16 units) 3 – 1-bedroom units 2 – 1-bedroom + den units 7 – 2-bedroom units 4 – 3-bedroom units
Third Floor	
Residential dwelling units	26,390 square feet (20 units) 7 – 1-bedroom units 2 – 1-bedroom + den units 7 – 2-bedroom units 4 – 3-bedroom units
Fourth Floor	
Residential dwelling units	25,972 square feet (20 units) 7 – 1-bedroom units 2 – 1-bedroom + den units 7 – 2-bedroom units 4 – 3-bedroom units

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Access and Parking

The project site would eliminate one driveway cut along El Camino Real and maintain driveway cuts along Davey Glen Road and El Camino Real. The new driveway would provide access to the 24 surface parking stalls and a ramp to the underground parking garage (137 spaces). Parking for commercial uses would be limited to the surface parking lot, while employee parking may utilize the garage spaces. Residential parking would include three electric vehicle charging stations in the subsurface garage.

Site Preparation

The project consists of removal of the existing buildings and structures, grading, excavation and other earthwork to achieve desired elevations. The project would require the removal of approximately 23,000 cubic yards of soil. Grading would consist of excavation up to thirteen feet deep within the building footprint to create a new full-depth basement level parking garage. Some other excavations may also be necessary into the rear slope, to construct retaining walls. Soil will be disposed off-site at a location determined by the contractor during construction. Fill on the site would include utility trench backfill, retaining wall backfill, slab sub-grade materials and finished drainage and landscaping grading. No import of fill to the site would be required for the project.

Project Construction Access

The project site would be primarily accessed from El Camino Real, with minor access from Davey Glen Road. Since El Camino Real is a state highway (SR-82), any construction traffic, lane closures, or street staging would require approved traffic control plans and an encroachment permit from Caltrans. Since Davey Glen Road is governed by the City of Belmont, any construction traffic, lane closures, or street staging would require approved traffic control plans and an encroachment permit from the City. Standard traffic control measures that would be utilized during project construction include:

- Limit construction work zone to allow one of the southbound lanes on El Camino Real to remain open at all times. Install appropriate signage warning residents and commuters of lane closures and construction duration. Use flaggers to direct traffic, as needed.
- A truck routing plan for each work site to minimize impacts from construction truck traffic during equipment or material delivery and/or disposal.
- Access for emergency vehicles will be maintained at all times. The emergency service providers will be notified of the timing, location, and duration of construction activities in advance of any construction activities.
- Construction crews would have clearly marked parking areas to minimize impacts on street parking.

Staging

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

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Schedule

Construction would occur over an approximate 20 month period. Construction would be limited between 8 a.m. to 5 p.m. during weekdays and 10 a.m. to 5 p.m. on Saturdays. No construction would occur on Sundays or holidays. Construction hauling would be limited to between the hours of 9:00 a.m. and 3:00 p.m. to avoid impacts to traffic from haul trucks.

Construction Equipment

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

Tree Removal and Landscaping

The project includes removal of 17 trees, including 14 protected trees. Six of these trees would be directly impacted by the proposed buildings, another six are located within a proposed detention pond and five would be impacted by the proposed drainage trench along the western boundary. Eleven trees are identified to be preserved onsite, all of which qualify as protected trees.

The project proposes the planting of seven street trees along El Camino Real and six trees are proposed along the south boundary of the project site in accordance with the applicable City of Belmont street tree planting requirements. An additional 17 trees would will be planted within the interior of the project site. Other low maintenance, water conserving native and native-like groundcover, shrubs, vines, and low plantings are proposed for the project site.

Adherence to the City's Tree Ordinance and in particular *Section 25-7, Conditions attached to permits*, of the City's Municipal Code will ensure compliance.

City's Standard Conditions of Approval

Appropriate City Standard Conditions of Approval are incorporated into projects as conditions of approval regardless of a project's environmental determination. As applicable, the Standard Conditions of Approval are adopted as requirements for an individual project when it is approved by the City and are designed to substantially mitigate environmental effects.

In reviewing project applications, the City determines which Standard Conditions of Approval are applied, based upon zoning district, type of permit/approval required for the project, and specific project characteristics.

All relevant Standard Conditions of Approval have been incorporated as part of the proposed project. Because Standard Conditions of Approval are mandatory City requirements, the impact analysis assumes that these will be imposed and implemented for the project. If a Standard Condition of Approval would reduce a potentially significant impact to less than significant, the impact is determined to be less than significant and no mitigation is imposed. Standard Conditions of Approval are not listed as mitigation measures.

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The Standard Conditions of Approval incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Belmont Municipal Code which include ordinances governing tree removals, grading, building, and construction, California Building Code, and Uniform Fire Code, et al.), which have been found to substantially mitigate environmental effects.

Where there are peculiar circumstances associated with the subject project that have a potential to result in significant environmental impacts despite implementation of the Standard Conditions of Approval, this environmental document identifies feasible mitigation measures to reduce impacts to less-than-significant levels.

Project Entitlements

The project would require the following entitlements:

- Rezoning to PD Zone
- Conceptual and Detailed Development Plan Review
- Vesting Tentative Map Review

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CEQA ENVIRONMENTAL CHECKLIST

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A No Impact answer in the last column reflects this determination.

Where there is a need for clarifying discussion, the discussion is included following the applicable section of the checklist. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

I. AESTHETICS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The study area for the analysis of aesthetic resources includes areas with views of the project site. In general, the study area includes a variety of land uses, including residential areas uphill from project site, commercial development adjacent to the project area, and public right-of-ways including Caltrain (regional commuter train) and El Camino Real.

The surrounding areas are dominated by single and two story commercial uses (along El Camino Real), with a multi-family development (Ross Woods) located to the west (southwest) of the project site (accessed via Davey Glen Road). Although not visible from the site, Central Elementary School is located on a hill above the site on Middle Road.

The project site currently includes a two-story office building and a single-story commercial building. The remainder of the site includes surface parking and a vegetated slope that abuts existing residential development along the western property line. The proposed project includes the development of 73 multi-family residential units in a four-story building that is situated along the western and southern property lines, while a 4,990 square foot, single-story commercial building is proposed for the corner of Davey Glen Road and El Camino Real.

The project site sits below the Ross Woods neighborhood as depicted in Figures I-2 and I-3.

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**Figure I-1:
Projective Perspectives**



Northeast Perspective from El Camino Real
Source: Applicant's Submittal December 16, 2014



East Perspective from El Camino Real
Source: Applicant's Submittal December 16, 2014

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Northwest Perspective towards El Camino Real from Davey Glen Road
Source: Applicant's Submittal December 16, 2014



Interior Perspective Looking towards Commercial Building
Source: Applicant's Submittal December 16, 2014



Interior Perspective Looking at Residential Building

Source: Applicant's Submittal December 16, 2014

Checklist Discussion

Checklist Item a:

Less than Significant Impact. No scenic vistas, as defined within the City of Belmont General Plan (City of Belmont 1982) exist within the project area. The project area is within a developed built environment surrounding by urban uses. The visual setting of the project area is dominated by urban structures, and views within the project area are limited.

Public views of the project area are available from El Camino Real, adjoining commercial and residential uses, and the Caltrain right-of-way across El Camino Real. From the residential areas located upslope from the project site, the views of the project site are partially screened by existing vegetation, however, since existing residential units located within Ross Woods will have views of the project when completed.

As part of the project submittal, the applicant completed a view analysis from the adjacent Ross Woods residential development. Data collection for these view studies consisted of the applicant setting up a time to meet with the homeowner to take photographs at each floor level of their residence. Finish floor heights were measured relative to the finish slab at the proposed project's garage to determine approximate vertical heights of each floor level. A 3-D massing model was then created to approximate actual vertical heights and horizontal distances from the proposed project. The view simulations were created using Google SketchUp to generate views and then collaged together using Adobe Photoshop. The studies are intended to show approximate simulations. Since the proposed development is not located in an existing scenic vista, impacts would be less than significant.

As viewed from the existing Ross Woods development, the proposed development on the project site would be visible from those units with direct views towards the project site. On the ground floor, the existing landscaping currently obstructs views and serves as a visual buffer from the

Figure I-3:
View from Site to Adjacent Residential Neighborhood



Source: Applicant Submittal December 16, 2014

Figure I-4:
Views from Adjacent Residential Units towards Project Site

74 Edgewood

Top: Existing



3rd Level Master



2nd Level Balcony



1st Level Bedroom

Below: Proposed



68 Edgewood

Top: Existing



3rd Level Master



2nd Level Balcony



1st Level Bedroom

Below: Proposed



Source: Applicant Submittal December 16, 2014.

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Checklist Item b:

No Impact. The project is not located on an officially designated California State or County Scenic Highway¹, nor is the project area eligible for such designation. Additionally, there are no areas in the view shed of the project area recognized as San Mateo County scenic routes. Therefore, the proposed project would have no impact on these scenic resources.

Checklist Item c:

Less than Significant Impact. The project's site plans (Dated 12-16-2014) (*Sheets A4-1 [Sections], A5-1 [Existing condition panorama], A5-2 [site analysis], A5-3 through A5-5 [View Analysis from selected neighboring properties]*) illustrate the aesthetic characteristics of the site and surrounding properties.

The project site is at a lower elevation grade than the adjacent residential properties. The subject site's grade level is approximately 32 feet below the first level of the adjacent residential units; approximately 42 feet below the second floor of the adjacent residential units; and approximately 47 feet below the third level of the adjacent residential units. The proposed top plate of the project is approximately 41 feet above grade, and the roof of the project is approximately 47 feet above grade.

While the existing C-2 zoning permits a maximum of 28 feet in height for any structure, the project includes a Planned Development (PD) zoning designation that would permit the height proposed. The project is proposed in a built up urban area along a major regional transportation corridor (El Camino Real and Caltrain rail line). To achieve the density and intensity of the mixed-use project, given the small site, consideration of a PD is necessary.

The View From Adjacent Residential Units (Figure I-4 above) demonstrates that the residential units would view the proposed building from the first, second and third floors. The second floor view of the building would be at the horizon, so the view of sky would not be affected. The view from the third floor of the selected adjacent residences would be of the rooftop of the proposed project and would not affect views of the horizon or sky.

Because the project includes a PD, the expectation is that the project would include high-quality architecture, and architectural elements. The Findings under *Section 12 Planned Unit Development* would need to be met in order for the project to be implemented. The project plans demonstrate a high-quality use of materials and techniques embodied in a contemporary mixed-use project. The variation in the roof lines help break the mass of the building and create visual interest. The elevations of the project also provide visual interest with the shifting of planes and use of varying color.

Based on this discussion, it is expected that the project would not substantially degrade the existing visual character or quality of the site and surroundings.

¹ California Department of Transportation (Caltrans). September 2011, California Scenic Highway Mapping System. Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm. Accessed: December 16, 2014.

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Checklist Item d:

Less than Significant Impact with Mitigation Incorporated. The project site's existing uses contribute light sources that affect views of and from the project site. No construction work would be conducted during the night-time, so no impacts associated with light and glare would result from construction. However, at operation the proposed project would have the potential to introduce new lighting sources through the development of new multi-family residential units, commercial space, and community spaces.

To ensure that potential impacts associated with an increase in lighting onsite are reduced to a level below significance, the applicant would be required as part of **Mitigation Measure AES-1** to submit a lighting design plan as specified below.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure AES-1:

Prior to Building Permit issuance, the owner or designee shall submit a Lighting Design Plan that would specify the location and types of fixtures and lighting that maintains appropriate levels of light at building entries, walkways, and courtyards at night. The plan would include the following:

1. Lighting shall be limited to the areas that would be in operation during nighttime hours.
2. Low intensity, indirect light sources shall be encouraged.
3. On-demand lighting systems shall be encouraged.
4. Mercury, sodium vapor, and similar intense and bright lights shall not be permitted except where their need is specifically approved and their source of light is restricted.
5. All light sources shall be fully shielded so it does not spill off-site.
6. All buildings and structures shall consist of non-reflecting material or be painted with non-reflective paint.
7. Generally, light fixtures shall not be located at the periphery of the property and should shut off automatically when the use is not operating. However, if lighting needs to be used at the periphery, then the light source shall not spill over off-site.
8. All lighting shall be installed in accordance with the building codes and the approved lighting plan during construction.
9. Up-lighting and/or flood lights shall be shielded so lighting does not spill off-site.
10. A photometric plan that describes the intensity of light measured in foot-candles.

The Lighting Design Plan would be reviewed and approved by the City of Belmont Planning Department.

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<p>II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for agricultural and forest resources encompasses the area of ground disturbance for construction and the surrounding area.

The proposed project would be located in an urban area of San Mateo County within the City of Belmont. The project site is classified as Urban and Built-Up Land by the California Department of Conservation². The area consists of commercial land uses, single- and multi-family residential development, an elementary school, the Caltrain facilities, and other non-agricultural or non-forest land uses. There are no lands designated as Farmland, zoned for agriculture, under Williamson Act Contracts, or zoned as Timberland.

² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. 2006. *Important Farmland In California*.

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Checklist Discussion

Checklist Items a, b, c, d, and e:

No Impact. The proposed project would not affect any farmland or areas zoned for agricultural uses or timberland production and forest. There are no Prime Farmlands, Unique Farmlands, Farmlands of Statewide importance or Forest or Timberland Production lands on or near the proposed project site, as indicated in the *Department of Conservation California Important Farmland Finder* map³.

In addition, the nature of the proposed project would not cause a change in the existing environment that would result in the conversion of farmland or forest land to non-agricultural or forest use because no farmland or forest land exists in the area.

The Williamson Act is a program that allows land used for farming or ranching to be taxed at a rate based on the actual use of the land for agricultural purposes as opposed to its unrestricted market value. The site of the proposed project is not under a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

The project would have no impact on agricultural and forestry resources in the project area nor would it contribute to a cumulative impact on agricultural and forestry resources in the project area.

Mitigation Measures:

No mitigation required.

³ California Department of Conservation. California Important Farmland Finder. Website: <http://maps.conservation.ca.gov/ciff/ciff.html> Accessed: December 23, 2014.

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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Overview

The proposed project is located in the City of Belmont, which is within the San Francisco Bay Area Air Basin (SFBAAB). The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin, which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties.

The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards.

Federal and state ambient air quality standards have been established by the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) for six air pollutants, commonly referred to as “criteria” air pollutants: ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter that is less than 10 microns in diameter (PM₁₀) and particulate matter that is less than 2.5 microns in diameter (PM_{2.5}), and lead (Pb).

Attainment Status and Air Quality Plan

The USEPA and CARB classify an area as attainment, unclassified, or nonattainment, depending on whether or not the monitored ambient air quality data show compliance, insufficient data available, or non-compliance with the corresponding ambient air quality standards, respectively.

The SFBAAB is designated as either in attainment or unclassified for most criteria pollutants with the exception of O₃, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. Air basins that are in non-attainment for criteria

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pollutants are required to develop plans to achieve attainment of the ambient air quality standards.

The BAAQMD's most recent air quality plan prepared is the *2010 Clean Air Plan*, which was adopted in 2010. This plan addresses air quality impacts with respect to obtaining ambient air quality standards for non-attainment pollutants (i.e., ozone and particulate matter or PM₁₀ and PM_{2.5}), reducing exposure of sensitive receptors to toxic air contaminants (TACs), and reducing greenhouse gas (GHG) emissions such that the region can meet Assembly Bill (AB) 32 goals of reducing emissions to 1990 levels by 2020.

The primary goals of the *2010 Clean Air Plan* are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions.⁴ According to the BAAQMD's *CEQA Air Quality Guidelines*, any project that would support these goals would be considered to be consistent with the *2010 Clean Air Plan*. The *BAAQMD CEQA Air Quality Guidelines*⁵ also states that if a project would not result in significant and unavoidable air quality impacts, the project would be considered consistent with the *2010 Clean Air Plan*.

The BAAQMD adopted its revised *CEQA Air Quality Guidelines* on June 2, 2010 (updated in May 2011), which include quantitative thresholds for construction and operational related air quality impacts, as presented in Table III-1, *Bay Area Air Quality Management District Thresholds of Significance*.

Checklist Discussion:

Thresholds of significance adopted by BAAQMD were called into question by an order issued March 5, 2012 in California Building Industry Association vs. BAAQMD, Alameda County Court Case No. RG10548693. The order requires the BAAQMD thresholds to be subject to further environmental review. The claims made in the case focused on the CEQA impacts of adopting the thresholds (i.e., how the thresholds would affect land use development patterns) and petitioners argued that the thresholds for greenhouse gases favor residential development projects at the expense of mixed-use projects.

The claims indicate that the BAAQMD thresholds are overly-conservative (i.e., overly protective of the environment). Accordingly, use of the BAAQMD thresholds will not understate the projects air quality emissions, and represent the best scientifically based information available. It should be noted that the Court of Appeals ruled that the BAAQMD's adoption of new or revised thresholds of significance is not a 'project' under CEQA and, therefore, is not required to comply with CEQA requirements. The BAAQMD, however, provided a recommendation that lead agencies determine appropriate air quality thresholds of significance based on substantial evidence in the record. Based on substantial evidence in the record, the BAAQMD's 2011 Thresholds were utilized for the purposes of analyzing potential air quality impacts of the project.

Thresholds for Criteria Pollutants are presented below in Table III-1 for construction and operation.

⁴ Bay Area Air Quality Management District (BAAQMD), *Draft Bay Area 2010 Clean Air Plan*, March 11, 2010.

⁵ BAAQMD. *BAAQMD CEQA Air Quality Guidelines*, May 2010, updated May 2011 and May 2012.

**Table III-1:
Bay Area Air Quality Management District Thresholds of Significance**

Pollutant	Construction	Operation
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)
ROG	54	54
NOx	54	54
PM10 (exhaust)	82	82
PM _{2.5} (exhaust)	54	54
PM ₁₀ /PM _{2.5} (fugitive dust)	Best Management Practices	None

Source: Bay Area Air Quality Management District, CEQA Air Quality Guidelines, June 2, 2012

Checklist Item a:

Less than Significant Impact. The project includes the demolition of existing structures, the construction of a multi-family residential building and a commercial building over an underground parking garage. As identified below, under Checklist Item (b) below, construction impacts would be temporary and less than significant with the incorporation of BAAQMD’s *Basic Construction Mitigation* (refer to **Mitigation Measure AQ-1**). Checklist Item III-(b) also identifies that total operational emissions from the project would not exceed the BAAQMD thresholds for criteria pollutants, as the proposed project is within the BAAQMD’s screening criteria. Thus, the proposed project would not conflict with or obstruct implementation of the *2010 Clean Air Plan*, and a less than significant impact would occur in this regard.

Checklist Item b:

Less than Significant Impact With Mitigation Incorporated.

Construction Related Impacts

Construction activities are generally short-term in duration, but may still cause adverse air quality impacts. Emissions result from a variety of construction activities, including excavation, grading, demolition, paving, building construction, coating, vehicle travel on unpaved surfaces, and vehicle and equipment exhaust. These emissions can lead to adverse health effects and cause nuisance concerns, such as reduced visibility and the generation of dust.

Fugitive Dust (PM₁₀ and PM_{2.5})

Construction activities are a source of fugitive dust (also known as PM₁₀ and PM_{2.5}) emissions that may have a substantial, temporary impact on local air quality. Fugitive dust is often a nuisance to those living and working within the vicinity of the project site. Fugitive dust emissions are associated with demolition, land clearing, ground evacuation, cut and fill operations, and truck travel on unpaved roadways. Fugitive dust emissions also vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions.

PM₁₀ and PM_{2.5} are both emitted during construction activities and as a result of wind erosion over exposed soil surfaces. Clearing and grading activities comprise the major sources of construction dust emissions, but traffic and general disturbance of the soil also generates significant dust emissions. PM₁₀ and PM_{2.5} emissions can vary greatly depending on the level of

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activity, the specific operations taking place, the equipment being operated, local soils, weather conditions, and other factors making quantification difficult.

The highest potential for construction dust impacts would occur during the dry late spring, summer, and early fall months when soils are dry. Despite this variability in emissions, experience has shown that there are a number of feasible control measures that can be reasonably implemented to significantly reduce PM₁₀ and PM_{2.5} emissions from construction activities. The BAAQMD recommends the implementation of all Basic Construction Mitigation Measures, whether or not construction-related emissions exceed applicable significance thresholds.

Implementation of the BAAQMD's Basic construction mitigation measures, as required under **Mitigation Measure AQ-1** would be required for future development occurring under the proposed project to ensure that construction emissions associated with the proposed project are less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions would be generated by the operation of vehicles and equipment on future construction sites, such as tractors, dozers, scrapers, backhoes, cranes, and trucks. The majority of construction equipment and vehicles would be diesel powered, which tends to be more efficient than gasoline-powered equipment. Diesel-powered equipment produces lower CO and hydrocarbon emissions than gasoline equipment, but produces greater amounts of NO_x, SO_x, and particulates per hour of activity.

The transportation of equipment and materials to and from construction sites, as well as construction workers traveling to and from the sites would also generate vehicle emissions during construction. The BAAQMD has standard regulations, such as maintaining all construction equipment in proper tune and shutting down equipment when not in use for extended periods of time to help reduce construction exhaust, which is included in **Mitigation Measure AQ-1**.

Reactive Organic Gas (ROG) and Volatile Organic Compound (VOC) Emissions

Future development in the project site would require exterior improvements including surface coating. The application of asphalt and surface coatings creates reactive organic gas (ROG) emissions, which are ozone precursors (it also creates gaseous and particulate emissions). The BAAQMD has a standard regulation that places certain requirements on painting and coating activities in order to reduce ROG emissions to the maximum extent feasible. Future development projects would be required to adhere to BAAQMD Regulation 8 (Organic Compounds), Rule 3 (Architectural Coatings), which would minimize construction related ROG emissions to the maximum extent feasible.

Total Construction Emissions

The BAAQMD's *CEQA Air Quality Guidelines* include screening criteria which provides lead agencies with a conservative indicator of whether a proposed project would result in the generation of construction-related criteria air pollutants and/or precursors that exceed the BAAQMD's thresholds of significance. The proposed project includes the demolition of two existing buildings and the construction of 73 multi-family (apartment, mid-rise) units and 4,990 square feet of commercial in a separate building.

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According to the BAAQMD *CEQA Air Quality Guidelines*, the construction screening project size for apartment, mid-rise residential land uses is 240 dwelling units and a strip mall is 277,000 square feet. Thus, the proposed project would be within the construction screening criteria and a quantitative analysis is not required.

For projects that are mixed-use, infill, and/or proximate to transit service and local services, emissions would be less than the greenfield type project that these screening criteria are based on. Additionally, all of the BAAQMD Basic Construction Mitigation (included in ***Mitigation Measure AQ-1***) would be implemented during development of the project site. Therefore, as the proposed project is within the BAAQMD's screening criteria, construction air quality impacts would be less than significant.

**Table III-2:
Construction/Operational-Related Criteria Air Pollutant and
Precursor Screening Level Sizes**

Land Use Type	Construction-Related Screening Size	Operational Criteria Pollutant Screening Size	Proposed Project
Apartment, mid-rise	240 DU	494 DU	73 DU
Strip Mall	277,000 square feet	99,000 square feet	4,990 square feet

Note:

DU = Dwelling Unit

Operational Related Impacts

Implementation of the proposed project would facilitate the future development of 73 multi-family (apartment, mid-rise) units and 4,990 square feet of commercial space, which would result in area and mobile source emissions at operation. Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NOX, and PM₁₀ are all pollutants of regional concern. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

Area source emissions would be generated due to an increased demand for electrical energy and natural gas consumption with the development of the proposed project. The primary use of natural gas by the proposed project would be for combustion to produce cooling, space heating, water heating, and other miscellaneous heating or air conditioning sources.

The BAAQMD's *CEQA Air Quality Guidelines* include screening criteria which provides lead agencies with a conservative indicator of whether a proposed project would result in the generation of operational-related criteria air pollutants and/or precursors that exceed the BAAQMD's thresholds of significance. If all of the screening criteria are met by a proposed project, then the lead agency or applicant would not need to perform a detailed air quality assessment of the project's air pollutant emissions.

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According to the *CEQA Air Quality Guidelines*, the construction screening project size for apartment, mid-rise residential land uses is 240 dwelling units and strip mall commercial is 277,000 square feet. Thus, the proposed project would fall within the screening criteria and operational air quality impacts would be considered less than significant.

Checklist Item c:

Less Than Significant Impact With Mitigation Incorporated.

Cumulative Construction Impacts

As discussed above, the project's construction-related emissions would not exceed any of the BAAQMD thresholds of significance, as the proposed project would be within the BAAQMD's screening criteria. Additionally, the proposed project would implement the BAAQMD's *Basic Construction Mitigation* (included in **Mitigation Measure AQ-1**). The BAAQMD *CEQA Air Quality Guidelines* do not include significance thresholds for cumulative construction emissions.

However, due to the temporary nature of construction emissions, if a project's emissions would be less than significant based on the project-level thresholds of significance, it can be expected that construction emissions would not be cumulatively considerable. Therefore, construction emissions associated with the proposed project would not result in a cumulatively considerable contribution to cumulative air quality impacts.

Cumulative Long-Term Impacts

As previously discussed, the potential development that would occur with implementation of the proposed project would be within the BAAQMD's screening criteria for operational emissions. The BAAQMD *CEQA Air Quality Guidelines* note that if a project is within the screening criteria, operation of the proposed project would result in a less than significant cumulative impact to air quality from criteria air pollutant and precursor emissions. Therefore, the proposed project would not be cumulatively considerable. Impacts in this regard would be less than significant.

Checklist Item d:

Less Than Significant Impact with Mitigation Incorporated.

Construction Impacts

Construction of the project would involve the use of off-road diesel construction equipment, which would generate on-site emissions of diesel particulate matter (DPM). DPM is a toxic air contaminant (TAC) and may pose a potential hazard to human health. Sensitive receptors, including residential uses and one school (Central Elementary School), are located within 1,000 feet of the project site. The nearest sensitive receptors are residential land uses located east of the project site boundaries. The implementation of the BAAQMD's standard mitigation (**Mitigation Measure AQ-1**) would reduce potential significant impacts to less than significant level.

Operational Impacts

Operation of the project would not locate a new source of toxic air contaminants (TACs) or PM_{2.5}, but would locate new sensitive receptors due to the residential component of the project. As such, the BAAQMD recommends that local TAC and PM_{2.5} sources within 1,000 feet of the receptors should be identified and evaluated for potential impacts. The *BAAQMD Stationary Source Screening Tool*⁶ was used to identify stationary sources that may affect future residential

⁶ BAAQMD. 2012b. Stationary Source Screening Analysis Tool – San Mateo County. May 2012. Website:

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development at the site. Risks from highways in the vicinity of the project were identified using the BAAQMD Highway Screening Analysis Tool⁷. Risks from local surface streets with more than 10,000 annual average daily traffic (AADT) were identified using the traffic volume linkage tool from California Environmental Health Tracking Program (CEHTP) and the BAAQMD screening surface street table⁸. Table III-3 lists the sources and associated community risk levels for all sources identified within 1,000 feet of the site and as well as highways.

**Table III-3:
Screening Data for Existing Permitted Stationary Sources and
Highways (within 1,000 feet of the project)⁹**

Source	Plant No.	Cancer risk (in a million)	Chronic Hazard Index (HI)	PM2.5 concentration (µg/m³)
Summit Auto Body Painting—320 Old County Road	4862	0.57	0.000	0.001
El Camino Real	--	9.626	0.013	0.148
El Camino Real with refined modeling*	--	2.2	<0.01	0.16
CalTrain without electrification**	--	6.4	0.01	0.03
BAAQMD Significance Threshold (Individual)	--	10	1.0	0.3
Total (all sources)	--	16.596**	0.013**	0.179**
BAAQMD Significance Threshold (Cumulative)	--	100	10.0	0.8

<http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx>. Accessed December 12, 2014.

⁷ BAAQMD. 2011b. *Highway Screening Analysis Tool – San Mateo County*. April 2011. Website: <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx>. Accessed December 12, 2014.

⁸ BAAQMD, 2011c. *BAAQMD Roadway Screening Analysis Tables*. May 2011. Website: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/County%20Surface%20Street%20Screening%20Tables%20Dec%202011.ashx?la=en>. Accessed December 12, 2014.

⁹ Illingworth & Rodkin. 2014. *490 El Camino Real—Davey Glen Project in Belmont, CA: Preliminary Screening for Toxic Air Contaminants and GHG*. August 25, 2014.

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Source	Plant No.	Cancer risk (in a million)	Chronic Hazard Index (HI)	PM _{2.5} concentration (µg/m ³)
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Notes: Plants 7835, 11280, 13058, and 1245 not listed since the published community risk levels were 0.0 or lower for each category.

Health risk from El Camino Real is based on a receptor at a height of 20 feet, located 10 feet west of the highway.

*From 490 El Camino Real—Davey Glen Project in Belmont, CA: Preliminary Screening for Toxic Air Contaminants and GHG. January 28, 2015.

**Most conservative total.

Health risks to project sensitive receptors from the identified local sources are shown in Table III-3. As shown in the table, the health risks from these sources do not exceed the thresholds of significance. In addition, the cumulative health risks from these sources do not exceed the cumulative thresholds of significance. Therefore, impacts to the project sensitive receptors would be less than significant.

As mentioned previously, the project site is also located near the Caltrain rail line, and rail activity would generate TAC and PM_{2.5} emissions from locomotive exhaust. These rail emissions are not included in the BAAQMD screening tools described above, but health risks from railroads in the Bay Area were analyzed in the *Plan Bay Area EIR*, which evaluated the environmental impacts of the land use scenarios and transportation projects considered for *Plan Bay Area*.

According to the analysis in the *Plan Bay Area EIR*, the maximum distance where the estimated cancer risk dropped below the threshold occurs at approximately 200 feet¹⁰. The project site boundary is located approximately 200 feet from the Caltrain rail line. In addition, meteorological data from the BAAQMD indicates that the dominant wind direction in the area is towards the east, and that the project site is upwind of the Caltrain rail lines. Therefore, health risks from rail activity on the Caltrain rail lines would be anticipated to be less than significant, and cumulative health impacts would also remain less than significant.

Furthermore, the refined analysis conducted by Illingworth & Rodkin, Inc. (January 28, 2015)¹¹ for the project also indicates that Caltrain operations without electrification would not lead to a significant impact. The report provides additional detail on the effects of Caltrain electrifying their services.

Checklist Item e:

Less Than Significant Impact. According to the BAAQMD, typical land uses that may result in significant odor impacts include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing, fiberglass manufacturing, painting/coating operations, rendering plants, and coffee roasters. The proposed project does not include the types of activities or industries that the BAAQMD has considered to create odors.

¹⁰ Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). 2013. *Environmental Impact Report Plan Bay Area, Appendix E: Air Quality Analysis Methodology*. April 2013.

¹¹ Illingworth & Rodkin. 2015. 490 El Camino Real—Davey Glen Project in Belmont, CA: *Preliminary Screening for Toxic Air Contaminants and GHG*. January 28, 2015.

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During construction, diesel exhaust from construction equipment would generate some odors. However, construction related odors would be temporary and would not persist upon project completion. Therefore, the project would not create a significant source of new odors, and odor impacts would be less than significant.

The project would include the construction of residences and situate new receptors. These receptors have the potential to be exposed to existing odor sources and impacts. The project site would not be located near substantial odor sources that would result in significant odor impacts and there would be no impact. No mitigation is required.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure AQ-1:

The following Best Management Practices (BMPs) (as set forth in Table 8-1, BAAQMD *Basic Construction Mitigation Measures*, outlined in the BAAQMD *CEQA Air Quality Guidelines*, shall be included in the construction-contract specifications for the proposed project. The control measures shall be implemented during the duration of all proposed construction activities:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 m.p.h.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the Town regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
- Selection of equipment during demolition, grading and trenching construction phases to minimize emissions. Construction documents will include specifications that construction equipment selection would include the following:
 - All mobile diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously will meet U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent;

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- All portable diesel-powered off-road equipment larger than 50 horsepower (e.g., generators) operating on the site for more than two days continuously will meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.

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IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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 or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis of biological resources encompasses the area of construction disturbance and directly adjacent surrounding areas, where if sensitive species were to occur could be affected by the project.

The study area is located along El Camino Real, a state highway characterized by commercial businesses, parking lots, Caltrain right-of-way and other forms of urban development. The western and eastern portion of the study area is completely developed. The southwestern portion of the study area slopes upward toward existing residential development.

Special Status Species

Several species of plants and animals within the State of California have low populations and/or limited distributions. Such species may be considered rare and are vulnerable to extinction as the State's human population grows and the habitats these species occupy are converted to agricultural and urban uses. State and federal laws have provided the California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting the diversity of plant and animal species that are native to the state.

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A number of native plants and animals have been formally designated as “threatened” or “endangered” under state and federal endangered species legislation. Others have been designated as candidates for such listing. Still others have been designated as “species of special concern” by the CDFW. The California Native Plant Society (CNPS) has developed its own set of native plants considered rare, threatened, or endangered (CNPS 2014). Collectively, these plants and animals are referred to as “special status species.”

Tree Ordinance

Chapter 25, Trees within the Belmont Municipal Code provides the regulatory framework for protecting trees in Belmont. According to this chapter, a protected tree means any woody, perennial plant characterized by having a single main stem or trunk of ten (10) inches or more at the diameter of the tree at breast height (DBH) at four and one-half (4'-6") feet above natural grade, or multiple secondary stems totaling ten (10) inches or more DBH at four and one-half (4'-6") feet above natural grade, regardless of species. A DBH of ten (10) inches is approximately equivalent to a circumference of 31 (thirty-one) inches. A single or multi-stemmed shrub or bush is not a protected tree.

Any tree proposed for removal must obtain a permit from the City. The Community Development Department shall administer the tree removal permit(s) when the removal is associated with an application for a building permit, variance, design review, or any other development entitlement.

The city, tree board, or planning commission may impose any or all of the following as conditional requirements for granting a permit:

1. If replacement plantings are required, they may consist of up to a three (3) to one (1) basis with approved fifteen-gallon or twenty-four-inch box trees on the subject property or an alternative site approved by the permitting authority thus offsetting the impacts associated with the permitted action.

The size and number of required replacement trees will be based upon the size, number, and species of the tree(s) removed. In addition, replacement requirements will consider the number and density of trees on the subject property including evidence of trees that have been planted in anticipation of the requested removal(s). The intent of replacement plantings is to facilitate a bio-mass and tree canopy equivalent to that lost with the tree removal.

- a. Notwithstanding the replacement requirements as outlined above, no more than one (1) replacement tree at either a fifteen-gallon or twenty-four-inch box size shall be required for any Acacia, Eucalyptus globulus/compacta, or Monterey Pine tree removed.
2. Payment of any required fees, as established by the city master fee schedule.
 3. All trees required to be planted with a development project or as required replacement or mitigation shall be maintained in a manner that will insure their proper growth.
 4. When five (5) or more protected trees or city trees are removed, a security deposit will be provided to the city in an amount equal to the value of the trees being planted. The purpose of the security deposit is to insure the availability of funds to be drawn on by the city to replace the trees if they do not survive. The security deposit shall not be released until the owner calls

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for, and the city completes, an inspection of the trees to insure their continued survival after two (2) years. The city may charge a fee, pursuant to its adopted fee schedule for administering the security deposit.

Checklist Discussion

Checklist Item a:

Less Than Significant Impact with Mitigation Incorporated. The project is located in an urban setting with small areas of vegetation—ornamental plantings—surrounded by pavement, buildings and streets providing an unsuitable habitat for special plant and animal species. While there are instances of special status species within a half to two miles away, the subject site has no suitable habitat for these species to occur which was described in a project proposed within a quarter mile of the subject site¹². According to California Natural Diversity Database (CNDDDB) records, there have been occurrences of pallid bat (*Antrozous pallidus*), Alameda song sparrow (*Melospiza melodia pusillula*), San Francisco garter snake (*Thamnophis sirtalis tetrataenia*) and American peregrine falcon (*Falco peregrinus anatum*) in the area within 0.5 mile of the study area (ibid).

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 United States Code 703–711) and Fish and Game Code Sections 3500-3516. Migratory birds are known to exist and pass through the San Francisco Bay Area. Six mature trees, including three protected trees, are expected to be removed for the proposed project and migratory birds nesting in the trees could be impacted by removal of the trees during nesting season.

Construction disturbance during the breeding season (February 1 through August 31, for most species) could result in the incidental loss of eggs or nestlings of these species, either directly through the destruction or disturbance of active nests or indirectly by causing the abandonment of nests. In terms of complying with the MBTA and the California Fish and Game Code, impacts to active migratory bird nests is significant and therefore mitigation measures should be implemented to reduce the level of impact. Therefore with the implementation of **Mitigation Measure BIO-1**, the potential impact of the project to nesting migratory birds is reduced to a level of less than significant.

Checklist Items b and c:

No Impact. No riparian habitat or other sensitive natural communities are located within the project area or surrounding areas. No federally protected wetlands exist within the project area or adjacent properties. Therefore there would be no impact to riparian habitats, sensitive natural communities or wetlands.

Checklist Item d:

No Impact. The project is located in an area surrounded by urban development. No aquatic or terrestrial migratory corridors or nursery sites exist on the property or adjacent properties for wildlife movement. The project will not impede wildlife that currently exists in the developed areas surrounding the project site from moving to other surrounding areas. The proposed project would have no impact on the movements of migratory or resident wildlife or fish species.

¹² City of Belmont, prepared by URS. 2014 *Final Initial Study/Mitigated Negative Declaration: 576-600 El Camino Real Mixed Use Development Project*. August 2014.

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Checklist Item e:

Less Than Significant Impact with Mitigation Incorporated. The City of Belmont has a tree ordinance that protects trees that meet the criteria within Ordinance number 1060, Chapter 25 of the Belmont Municipal Code. Protected trees in the ordinance are described as trees with a diameter at breast height (DBH) of 10 inches or more, which includes single stemmed trees or multiple stemmed trees where the secondary stems total 10 inches or more DBH. Three protected trees are proposed to be removed from the site (Bushy Yate, Monterey Pine and Silver Dollar Gum). A tree removal permit would be required from the City of Belmont for the removal of these trees. By obtaining a tree removal permit, the project would be in compliance with the City's tree ordinance. To obtain the tree removal permit and comply with the ordinance, mitigation in the form of replacement plantings would be required pursuant to **Mitigation Measure BIO-2**. With implementation of tree replacement plantings as required by the tree removal permit, the impacts of the project to the local ordinances would be less than significant.

Checklist Item f:

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans covering the project area. Therefore the proposed project would have no impact on or conflict with habitat conservation plans in the area.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure BIO-1: Nesting Raptors or Other Migratory Birds. Should project construction be scheduled to commence between February 1st and August 31st, a pre-construction survey shall be conducted by a qualified biologist for nesting birds within the suitable nest areas of the site including trees and high tension towers within the development footprint, as well as all trees within 250 feet of these areas. This survey shall occur no more than two weeks prior to the on-set of site disturbances between February and May and within 30 days of the on-set of construction from June through August. This survey shall be submitted to the Community Development Department and approved by the Community Development Director or designee.

If pre-construction surveys undertaken during the nesting season locate active nests within or near construction zones, these nests, and an appropriate buffer around them (as determined by a qualified biologist), shall remain off-limits to construction until the nesting season is over. Suitable setback buffers from occupied nests shall be established by a qualified biologist and maintained until the conclusion of the nesting season as verified through inspections by City staff in compliance with the pre-construction survey determinations.

Mitigation Measure BIO-2: Tree Replacement. Prior to obtaining the Tree Removal Permit, the City Arborist or designee shall assess existing trees on site proposed for removal and determine a fee and replacement planting ratios that would be required by the applicant. The replacement plantings may be onsite or offsite at a ratio of up to 3:1 depending on the health and species of the tree proposed for removal.

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V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The study area for the analysis of cultural resources encompasses the project area and a surrounding 500-foot radius.

The City of Belmont is located in the middle of the San Francisco Peninsula on the shore of San Francisco Bay in San Mateo County. The project area is situated on generally level terrain between the San Francisco Bay margin and the Santa Cruz Mountains, approximately 45 feet above sea level. Belmont Creek is present approximately 0.7 mile south of the project area, where it flows in an easterly direction, draining the Santa Cruz Mountains.

Historical Background

The South Bay region, and the Bay Area at large, has been populated by humans for over 10,000 years. Social units, often referred to as tribelets, are thought to have been small and highly mobile. The San Francisco Peninsula represents a complex prehistoric settlement pattern. Traditional approaches to understanding settlement in this area have proposed that each tribelet had a main village at the Bay shore and maintained seasonal camps in the hills for exploiting acorns and other resources. However, the majority of the evidence now indicates that local tribelets were organized along a particular watershed (e.g., San Francisquito Creek, San Mateo Creek, and Redwood Creek) and that seasonal mobility was limited to the Bay shore and oak woodlands, not farther up the watershed into the mixed evergreen elevations.¹³

The first Europeans to settle in the Bay area were the Spanish, who established the Puebla de San Jose in 1777 and Mission Santa Clara in 1779¹⁴. The missions were mostly self-sufficient, raising their own crops and cattle with Native American labor (ibid). Mexico achieved independence from Spain in 1822, and the missions were secularized. Lands were awarded to deserving Mexican citizens in land grants and the subject property comprised of a portion of the Mezes Ranch in 1888 (ibid). The subject property was purchased by George Ross in 1888 (ibid).

¹³ Bocek, Barbara. 1991. *Prehistoric Settlement Pattern and Social Organization on the San Francisco Peninsula, California*. In *Between Bands and States*, ed. S. Gregg, Center for Archaeological Investigations, Occasional Paper, No. 9.

¹⁴ Archaeological Auger Testing Program for the Project at El Camino Real and Davey Glen Road. February 26, 2014.

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Archival Background

Previous archival research for the project area revealed that a recorded site (CA-SMA-335/H: a shell midden at the location of a circa 1900 house complex) lies partially within the project area. A review of the City's Historic Building Inventory¹⁵ indicated that within a quarter mile is a historic resource (1 Davey Glen Road) constructed in 1890 in the Queen Anne style formerly occupied by Mr. George C. Ross, a prominent citizen in area. The existing office building was constructed in 1966. A gasoline station operated on site between the 1960s and 1980s. Since then a convenience store was constructed in the place of the gasoline station.

Level of Significance

Generally, under CEQA a historical resource (including built-environment historic and prehistoric archaeological resources) is considered significant if it meets the criteria for listing on the CRHR. These criteria are set forth in CEQA Section 15064.5 and are defined as any resource that:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
or
4. Has yielded, or may be likely to yield, information important on prehistory or history.

The definition of "historical resource" includes archaeological resources listed in or formally determined eligible for listing in the California Register of Historic Resources (CRHR) and by reference, the National Register of Historic Places (NRHP), California Historical Landmarks, Points of Historical Interest, and local registers.

Checklist Discussion

Checklist Item a:

No Impact. Based on the evaluation of buildings within the project area discussed above, there are no historical resources, as defined in the CEQA Guidelines Section 15064.5 (Public Resources Code [PRC] § 5024.1) or cultural resources listed in a local register of historical resources, as defined in the CEQA Guidelines per Section 5020.1 of the PRC, within 500 feet of the project area. As such, the proposed project, which consists of the demolition of two existing commercial buildings and the construction of a new four-story residential and a single-story commercial development, would have no impact on historical resources.

Checklist Item b:

Less Than Significant Impact With Mitigation Incorporated. The Native American Heritage Commission (NAHC) conducted a Sacred Lands File search, which failed to indicate the presence of Native American cultural resources in the immediate project area. However, it is possible to inadvertently uncover previously unknown cultural resources or human remains during ground disturbing activities associated with future development of the project and associated improvements within the project site (e.g., grading & excavation of the garage), which would be considered a potentially significant impact according to CEQA Guidelines Section 15064.5. **Mitigation Measure CR-1** provides policies and procedures for treatment and disposition of

¹⁵ City of Belmont. *Historical Resources Inventory, City of Belmont, California*. June 1991.

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inadvertently discovered human remains or archaeological materials. Implementation of **Mitigation Measure CR-1** would reduce the project's impacts to buried resources to less than significant levels.

Checklist Item c:

Less Than Significant Impact with Mitigation Incorporated. Although no paleontological resources are known to exist within the project site, the presence of unknown paleontological resources could be discovered during excavation. Ground disturbing activities associated with construction of the project have the potential to disturb or destroy unknown paleontological resources. Implementation of **Mitigation Measure CR-2** would reduce potential impacts on paleontological resources to a less than significant level.

Checklist Item d:

Less Than Significant Impact with Mitigation Incorporated. There are no known human remains buried on the proposed project site. However, buried remains could be present and unearthed as a result of future excavation and grading activities associated with the development of the proposed structures onsite and associated improvements. Implementation of **Mitigation Measure CR-3** would reduce potential impacts on human remains to a less than significant level.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure CR-1

Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" shall be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the City of Belmont shall consult with a qualified archaeologist to assess the significance of the find.

If any find is determined to be significant, representatives of the City and the qualified archaeologist would meet to determine the appropriate course of action. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

Mitigation Measure CR-2

If paleontological resources are encountered during subsurface construction activities, all work within 50 feet of the discovery shall be redirected until a qualified paleontologist can evaluate the finds and make recommendations. If the paleontological resources are found to be significant, they shall be avoided by project construction activities and recovered by a qualified paleontologist. Upon completion of the recovery, a paleontological assessment shall be conducted by a qualified paleontologist to determine if further monitoring for paleontological resources is required.

The assessment shall include: 1) the results of any geotechnical investigation prepared for the project site; 2) specific details of the construction plans for the project site; 3) background research; and 4) limited subsurface investigation within the project site.

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If a high potential to encounter paleontological resources is confirmed, a monitoring plan of further project subsurface construction shall be prepared in conjunction with this assessment. After project subsurface construction has ended, a report documenting monitoring, methods, findings, and further recommendations regarding paleontological resources shall be prepared and submitted to the Community Development Director or designee.

Mitigation Measure CR-3

In the unlikely event of the discovery of human remains, CEQA Guidelines 15064.5 (e)(1) shall be implemented as follows:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - A. The Coroner of the county in which the remains are discovered is contacted to determine that no investigation of the cause of death is required, and
 - B. If the coroner determines the remains to be Native American:
 1. The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.
 2. The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American.

The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

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VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis of geology and soils encompasses the ground disturbance areas for construction impacts. Regional geology and seismicity settings are described as a basis of discussion of project area impacts.

Unless specified, the description of existing conditions and potential impacts below are based on a geotechnical report prepared for the proposed project by Rockridge Geotechnical and peer review of the report by Cotton Shires and Associates Inc.

Regional Geology

The regional geology of the San Francisco Bay Area consists primarily of three different geologic provinces: the Salinian block, Franciscan complex, and the Great Valley sequence, which overlies the Coast Range Ophiolite sequence¹⁶. The San Andreas Fault is located approximately 3.4 miles south west of the project site. To the west of the San Andreas fault is the Salinian block, which is composed primarily of granitic plutonic rocks, similar to those found in the Sierra Nevada and

¹⁶ City of Belmont, prepared by URS. 2014. *Final Initial Study/Mitigated Negative Declaration: 576-600 El Camino Real Mixed-Use Development Project, August 2014.*

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believed to be rocks of the Sierra Nevada Batholith that have been displaced along the San Andreas fault (ibid). Between the San Andreas fault on the west and the Hayward fault on the east, is the Mesozoic Franciscan complex (ibid). The Franciscan rocks represent pieces of former oceanic crust that have accreted to North America by subduction and collision (ibid). These rocks are primarily deep marine sandstone and shale (ibid). However, chert, greenstone, serpentinite, basalt, blueschist, and limestone are also found within the assemblage (ibid).

The geology map of San Mateo County indicates the site is underlain by Franciscan Complex sedimentary rocks (KJfs), as shown in the Geological Study for the project¹⁷. Soil tests indicate the site is underlain by stiff to hard fine-grained soil, which is underlain by bedrock. The top of bedrock generally slopes down to the northeast. Along the southwest portion of the project site, the top of weathered bedrock was estimated at depths ranging from about five to seven feet below ground surface in testing areas on site. Along the northeast edge of the project site, top of weathered bedrock was estimated at approximately 18 and 32 feet below ground surface at test areas on site.

Regional Seismicity

The project site is located in the Coast Ranges geomorphic province that is characterized by northwest-southeast trending valleys and ridges (ibid). These are controlled by folds and faults that resulted from the collision of the Farallon and North American plates and subsequent shearing along the San Andreas fault system (ibid). Movements along this plate boundary in the Northern California region occur along right-lateral strike-slip faults of the San Andreas Fault system (ibid).

The major active faults in the area are the San Andreas, San Gregorio, and Hayward faults. These and other faults in the region are shown in the project's geotechnical report.

Ground Rupture

The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potential active faults exist on the site (ibid).

Ground Shaking

The probabilities to generate an earthquake with the magnitude of 6.7 or greater within the next 30 years is 21% for the San Andreas fault and 31% for the Hayward fault (ibid). The ground shaking intensity felt at the project site will depend on: 1) the size of the earthquake (magnitude), 2) the distance from the site to the fault source, 3) the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and 4) site-specific soil conditions. The site is less than 15.5 miles from three major faults.

According to the Association of Bay Area Governments (ABAG), the likely shaking intensity in and around the project area in any 50 year period from all possible faults would be level 9 (violent) shaking intensity in accordance with the Modified Mercalli Scale¹⁸.

¹⁷ Rockridge Geotechnical. 2014. *Preliminary Geotechnical Investigation 400-490 El Camino Real, Belmont California*. March 20, 2014

¹⁸ Association of Bay Area Governments (ABAG). 2013. *San Mateo County Earthquake Hazard*. Website: <http://quake.abag.ca.gov/earthquakes/sanmateo/>. Accessed on April 30, 2014.

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Liquefaction and Associated Hazards

Strong shaking during an earthquake can result in ground failure such as that associated with soil liquefaction and lateral spreading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures and sand boils are evidence of excess pore pressure generation and liquefaction¹⁹.

The results of the project geologic study indicate the soils beneath the site generally have substantial cohesion, and therefore, they are not susceptible to liquefaction. In addition, the underlying bedrock is also not susceptible to liquefaction.

Landslides

Landslides occur when material on an inclined face slides downward. Topography in the project area is generally flat, not susceptible to landslides. The western portion of the project site is moderately to steeply sloping but is underlain by good quality bedrock at shallow depth. The area between the toe of the slope and the proposed buildings is proposed to be the location for an outdoor amenity area for the site. Retaining walls are proposed to support and stabilize the lower portion of the cut slope to prevent shallow sloughing.

Soils

Soils in the project area, based on geotechnical borings conducted for project design, are generally clayey silty Sand over either Claystone or Sandstone bedrock. The soils are in a medium dense to dense state, while the bedrock is generally of hard consistency (claystone) or weakly to well cemented (sandstones).

Checklist Discussion

Checklist Item a:

The proposed project is, as is all of the Bay Area, in a seismically active region and has a reasonably high potential of experiencing significant strong earthquake shaking in the future.

Item a) i.: No Impact. The site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972; therefore, conditions necessary for ground rupture do not exist in the project area. No impact would occur.

Item a) ii.: Less than Significant Impact. The project area is located to the east of the San Andreas Fault. Violent shaking could occur in the event of an earthquake on the San Andreas or Hayward fault. Seismically induced ground shaking is not expected to have a substantial adverse effect on the proposed project as it would be designed to meet applicable local building codes. Therefore, this impact is considered less than significant.

Item a) iii.: Less than Significant Impact. Geotechnical testing in the area for the proposed project indicates that conditions for liquefaction and lateral spreading do not exist on-site due to the presence of shallow bedrock and compacted soils. Therefore, this impact would be less than significant.

¹⁹ Rockridge Geotechnical. 2014. *Preliminary Geotechnical Investigation 400-490 El Camino Real, Belmont California*. March 20, 2014

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Item a) iv.: Less than Significant Impact. Topography in the project area is flat in the developed portions and moderately to steeply sloping on the western portion. The area between the toe of the slope and the proposed buildings is proposed to be the location for an outdoor amenity area for the site. There would be some excavation into the western slope but since these slopes have shallow, bedrock that is not conducive to landslides, the potential impacts associated with slope stability would be less than significant.

Checklist Item b:

Less than Significant Impact. The proposed project would replace existing structures and surface parking lots, and would require 23,000 Cubic Yards of excavation to accommodate basement parking. This grading could result in short-term erosion or loss of topsoil on the rear slopes. However, project construction would not change the local topography and would not result in an increased erosion potential. The project site would be graded in compliance with the City's grading ordinance (Chapter 9-Grading, of the Belmont Municipal Code), recommendations as outlined in the Geotechnical Report prepared for the project, and Standard Conditions of Approval including Best Management Practices (BMP) for soil and erosion controls and would limit grading to the drier seasons (April 15 through November 14). Thus, potential impacts would be less than significant.

Checklist Item c:

Less than Significant Impact with Mitigation Incorporated. The geology of the project area is generally not considered unstable and the project would not alter the stability of soils in the area. The project site is underlain at shallow depth by Franciscan sandstone with localized seams of claystone interbedded in the sandstone. However, the bedrock beneath the proposed buildings are at different depths and therefore differential settlement estimates need to be refined.

Project engineering design would comply with the recommendations as outlined in the Geotechnical Report prepared for the project and would take into account these local geologic conditions and appropriate design features recommended in the peer-reviewed geotechnical report for the project and would limit the potential for damage through instability. Implementation of ***Mitigation Measures GEO-1 and GEO-2*** would reduce potential impacts associated with differential settlement to levels below significance.

Checklist Item d:

Less than Significant Impact. Surface soils in the project area have low expansion potential, based on geotechnical borings conducted during the project design phase. Recommendations as outlined in the Geotechnical Report prepared for the project and standard design and construction techniques would be employed to minimize or avoid any potential impacts. This impact is considered less than significant.

Some examples of recommendations from the Geotechnical Report include:

- Properly managing surface and subsurface drainage to prevent water from collecting beneath pavements and slabs or behind below-grade walls, where it can lead to cyclic swelling and shrinking of the subgrade soil and can cause subgrade instability under vehicular loads.

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- To prevent the soil subgrade beneath the at-grade building slabs from drying during construction and to reduce the long-term effects of expansive subgrade soil, a minimum of 12 inches of select, non-expansive fill should be placed on the prepared subgrade.

Checklist Item e:

No Impact. No septic tanks or alternative sewer systems are proposed as part of the project, therefore there would be no impact on septic tanks or alternative waste water disposal systems.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure GEO-1:

Prior to submittal of plans for a building permit, the owner or designee shall complete a sufficient number of borings and appropriate laboratory testing to refine differential settlement estimates across each proposed building or each significant building wing. If differential settlement is found to be potentially unacceptable, then consideration shall be given to extending footings into uniform bearing materials and avoiding the mix of bedrock and alluvium support within an individual building. Other mitigation design alternatives provided by the project geotechnical engineer may also be accepted pursuant to review and concurrence by the City engineer in order to adequately address this issue.

Mitigation Measure GEO-2: Geotechnical Plan Review.

During construction, the City shall inspect, test (as needed), and approve all geotechnical aspects of project construction, including site preparation and grading, site surface and subsurface drainage improvements, and excavations for foundations and retaining walls prior to the placement of steel and concrete. A final inspection of site drainage improvements and excavations shall also be completed by the City to verify conformance with geotechnical recommendations.

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VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Global Climate Change

Greenhouse gases trap heat in the atmosphere, which in turn heats up the surface of the Earth. GHGs are generated both from natural geological and biological processes and through human activities including the combustion of fossil fuels and industrial and agricultural processes. California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO₂) per year²⁰.

Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth’s ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, methane (CH₄), and nitrous oxide (N₂O). During the period of the last 2,000 years there was a marked rise in concentrations of these gases since 1750 (start of industrialization). Prior to 1750, it was found that CO₂ concentrations ranged from 270 parts per million (ppm) to 280 ppm²¹. For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 ppm to 380 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range (ibid).

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂eq)²² concentration is required to keep global mean warming below two (2) degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

²⁰ California Energy Commission (CEC), *California Greenhouse Gas Inventory for 2000-2011*, August, 2013.

²¹ United States Environmental Protection Agency (USEPA): Climate Change Science Overview. <http://www.epa.gov/climatechange/science/overview.html#human-causes> Accessed December 4, 2014.

²² Carbon Dioxide Equivalent (CO₂eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

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Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO₂eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents.²³ This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach).

The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the CEQA Guidelines Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance based standard (Proposed CEQA Guidelines Section 15064.4[a][1] and [2]).

Under CEQA, the Bay Area Air Quality Management District (BAAQMD) is a commenting responsible agency on air quality and GHG emissions within its jurisdiction or impacting its jurisdiction. The BAAQMD's approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move us towards climate stabilization. If a project would generate GHG emissions above the threshold level, it would be considered to contribute substantially to a cumulative impact, and would be considered significant.

Stationary-source projects include land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate. If annual emissions of operational-related GHGs exceed these levels, the proposed project would result in a cumulatively considerable contribution of GHG emissions and a cumulatively significant impact to global climate change. Table VII-1, Bay Area Air Quality Management District GHG Thresholds, presents the June 2010 adopted project-level thresholds for GHG emissions.

²³ Governor's Office of Planning and Research (OPR). 2008. *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*.

**Table VII-1:
Bay Area Air Quality Management District GHG Thresholds**

Project Type	Construction-Related	Operational-Related
Projects other than Stationary Sources ¹	None	Compliance with Qualified Climate Action Plan OR 1,100 MTCO ₂ eq/yr OR 4.6 MTCO ₂ eq/SP ² /yr
Stationary Sources ¹	None	10,000 MTCO ₂ eq/yr
MTCO ₂ eq/yr = metric tons of carbon dioxide equivalent per year		

Notes:

1: According to the BAAQMD CEQA Guidelines, a stationary source project is one that includes land uses that would accommodate processes and equipment that emit GHG emissions and would require a BAAQMD permit to operate. Projects other than stationary sources are land use development projects that do not require a BAAQMD permit to operate.

2: SP = service population (residents + employees)

Source: Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2011

As noted in Section III, Air Quality discussion previously, thresholds of significance adopted by BAAQMD were called into question by an order issued March 5, 2012 in California Building Industry Association vs. BAAQMD, Alameda County Court Case No. RG10548693. The order requires the BAAQMD thresholds to be subject to further environmental review. The claims made in the subject case centered on the CEQA impacts of adopting the thresholds (i.e., how the thresholds would affect land use development patterns) and petitioners argued that the thresholds for greenhouse gases favor residential development projects at the expense of mixed-use projects. The claims indicate that the BAAQMD thresholds are overly-conservative (i.e., overly protective of the environment). Accordingly, use of the BAAQMD thresholds will not understate the projects contribution towards global warming and represents the best scientifically based information available.

It should be noted that the Court of Appeals ruled that the BAAQMD’s adoption of new or revised thresholds of significance is not a ‘project’ under CEQA and, therefore, is not required to comply with CEQA requirements. The BAAQMD, however, provided a recommendation that lead agencies determine appropriate air quality thresholds of significance based on substantial evidence in the record. Based on substantial evidence in the record, the BAAQMD’s 2011 Thresholds were utilized for the purposes of analyzing potential air quality impacts of the project.

Checklist Items a:

Less than Significant Impact. The BAAQMD does not have thresholds of significance for GHG emissions from construction, but has developed operational GHG thresholds, including an annual operational GHG emissions threshold of 1,100 metric tons (MT) of CO₂ equivalent (CO₂e) per year. In addition, the BAAQMD also developed screening tables that indicate which projects, based on land use and size, would have GHG impacts that would be less than significant. As shown in Table VII-2, the project would not exceed the screening levels for operational GHG emissions. In addition, the project proposes a mixed-use transit-oriented development, would comply with

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the City of Belmont's *Green Building Requirements (Chapter 7, Article XV-Green Building Requirements of the Belmont Municipal Code)*, and would include electric vehicle charging stations. Furthermore, this screening analysis is conservative, as it does not account for the existing buildings at the project site that would be removed.

**Table VII-2:
Operational GHG Screening Level Sizes**

Project Component	Size	Operational GHG Screening Size
Apartment, mid-rise	73 DU	87 DU
Strip mall	4,990 sf	19,000

Notes:

DU = dwelling unit

Since the project includes two components, a more refined GHG analysis was completed using CalEEMod. As demonstrated in the Illingworth & Rodkin report (January 28, 2015), the project at operation is anticipated to produce 850 MT of CO₂ equivalent (CO₂e) per year, which is less than the threshold and therefore, would be a less than significant impact.

Checklist Item b:

Less than Significant Impact. The City of Belmont has not adopted a qualified greenhouse gas emissions reduction strategy. However, the County of San Mateo has adopted an Energy Efficiency Climate Action Plan (EECAP), which is intended to meet the BAAQMD requirements for a qualified greenhouse gas emissions reduction strategy. The EECAP contains a checklist of GHG reduction measures to demonstrate compliance with the plan. The EECAP is intended for projects in applicable GHG reduction plan in the absence of the climate action plan from the City of Belmont.

As described previously, the project embodies a mixed-use transit-oriented development, would comply with the City of Belmont's *Green Building Requirements*, and would include electric vehicle charging stations. As such, the project would be consistent with applicable local plans, policies, and regulations for GHGs. The project would not conflict with the provisions of AB 32, the applicable air quality plan, or any other State or regional plan, policy or regulation of an agency adopted for the purpose of reducing greenhouse gas emissions. Impacts would be less than significant.

Mitigation Measures:

No mitigation required.

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VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis of hazards and hazardous materials encompasses the area of disturbance for construction impacts, as well as schools within a quarter mile radius and potential hazardous materials contamination sites within a half mile radius of the project area. Central Elementary School and multi-family residences are located within quarter mile of the project site.

Hazardous material contamination near the project area appears to be limited to specific existing and previous land uses. A Phase I Environmental Site Assessment (Phase I ESA) Report was prepared for the project site by West Environmental Services & Technology in August 2014. A Phase II ESA was completed previously in March 2013. The Phase I ESA and Phase II ESA found that there may be underground storage tanks in association with a former gasoline station onsite. However, testing found no chemicals to exceed environmental screening levels that are harmful

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to human beings. Asbestos-containing building materials, lead based paints, fluorescent lights and polychlorinated biphenyls (PCB) ballasts were either observed on-site or suspected due to the age of the existing structures.

Database searches were also performed using *GeoTracker* and *EnviroStor* to identify potential contamination in the project area. A list of known sites of potential environmental concern is discussed under Checklist Item d below.

Regulatory Setting

The San Mateo County Environmental Health Department, State Resources Water Control Board, State Department of Toxic Substances Control, Bay Area Air Quality Management District and US Environmental Protection Agency provide regulations regarding hazards and hazardous materials.

Checklist Discussion

Checklist Item a:

Less than Significant Impact.

Project Construction. Project construction would involve the routine transportation, storage, use, and disposal of small quantities of hazardous materials such as construction equipment fuels and lubricants, hydraulic fluid, and solvents. The storage and handling of these materials would be managed in accordance with applicable state and federal laws for safe handling of hazardous substances, which include developing project-specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, and keeping spill clean-up kits available on-site.

Routine transport, storage, use or disposal of hazardous materials, during construction would not create substantial hazards to the public or the environment. Therefore, impacts would be less than significant.

Project Operation. During the life of the mixed use project, it is expected that the residents would use small quantities of household cleaners and the commercial users would use small quantities of commercial cleaners. The proper transport, use and disposal of these items would not create substantial hazards to the public or the environment. During operations, no use or storage of hazardous materials would be expected from the proposed project beyond cleaning and landscaping chemicals. Therefore, impacts would be less than significant.

Checklist Item b:

Less than Significant Impact with Mitigation Incorporated. Based on the age of the existing buildings on site, there is the potential for the existence of asbestos and lead-based paints in the existing structures. Demolition of these buildings may result in airborne release of hazardous building materials, such as asbestos fibers or lead dust, which would be a significant impact. Compliance with federal and state laws that require inspection and removal of hazardous building materials, including asbestos-containing materials, and lead-containing substances would be required. If asbestos and lead are found in building materials removed, abatement practices such as containment and removal would be required prior to demolition as identified in ***Mitigation Measure HAZ-1***. In addition, the project applicant would be required to obtain clearance for asbestos removal from the BAAQMD prior to issuance of a demolition permit. Therefore due to existing regulations and through implementation of identified ***Mitigation Measure HAZ-1***, the

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potential for public health hazards associated with the release of airborne asbestos fibers or lead at the project site would be reduced to less than significant levels.

Based on the ESA Report for the project, underground storage tanks associated with a former gasoline station existed on site. All known chemicals present associated with the USTs have been determined to be below the screening threshold that is harmful to humans. However, as part of **Mitigation Measure HAZ-2**, the project shall obtain closure of the USTs prior to construction of the project.

Fluorescent lights and materials containing PCBs would be handled and disposed in accordance with applicable state and federal regulations. Hazardous materials used during construction, such as fuel for construction equipment and vehicles, would be managed in accordance with applicable laws and regulations as described in Checklist Item (a). Project operations would not expose persons or the environment to a hazardous substance. Through implementation of **Mitigation Measure HAZ-1**, any potential asbestos or lead related impacts would be reduced to a level that is less than significant.

Checklist Item c:

Less than Significant Impact with Mitigation Incorporated. Central Elementary School is located within a quarter mile of the project area. However, project construction and operation would not result in hazardous emissions or handling of hazardous waste as described above under Checklist Items (a) and (b) with incorporation of **Mitigation Measure HAZ-1**. Project construction would comply with all state and federal laws governing hazardous materials during demolition and construction. Thus, impacts on adjacent school would be less than significant.

Checklist Item d:

Less than Significant Impact. The project area is not located on a site included in a list of hazardous or acutely hazardous materials sites compiled pursuant to Government Code Section 65962.5 (known as the Cortese List). The chance of encountering contaminated soils on the project area is very low.

A search of the *GeoTracker* and *EnviroStor* environmental databases was conducted by the initial study preparer in December 2014. The records review showed several contaminated sites located within a half mile radius from the project area. A number of these sites involved Leaking Underground Storage Tank (LUST) incidents as identified in the Phase I ESA Report. Seven of these sites are within quarter miles of the project site and are located either along the two main transportation corridors in Belmont, El Camino Real and Ralston Avenue, or across the Caltrain tracks in its light industrial areas. Some sites did not have any recorded hazardous materials releases but were listed under the Resource Conservation and Recovery Act (RCRA) because of activities at the location that include the routine and regulated handling of small quantities of hazardous materials such as chemicals or solvents used by dry cleaners or auto repair shops.

The location and status of each site is described below in Table VIII-1, Listed Hazardous Sites within 0.5 miles of the Project.

**Table VIII-1:
Listed Hazardous Sites within 0.5 miles of the Project**

Approximate Distance (in miles) and direction from Project Site	Site Name	Address	Clean-up Status
Federal RCRA Generators List²⁴			
0.118 NW	Center Cleaners & Drapery	390 El Camino Real	N/A
0.168 E	Metal Fusion Inc.	570 A-Marine View	N/A
0.187 NNW	S & B Automotive	230 Old County Rd	N/A
0.218 E	Circraft Inc.	519 Marine View Drive	N/A
State Water Resources Control Board Leaking Underground Storage Tank Information System²⁵			
0.395 SE	Quan Property	847 Old County Road	Open - Inactive
0.480 SE	Vancea Auto Services	900 El Camino Real	Completed - Case Closed
0.159 SE	U-Haul #708-78	554 El Camino Real	Completed - Case Closed
0.297 NW	Howard Tire Service	120 El Camino Real	Completed - Case Closed
0.256 ENE	Circraft Inc.	519 C Marine View Avenue	Open - Inactive
0.366 NW	National Auto Services	4095 Pacific	Open - Site Assessment
0.461 NW	Carstens Realty Inc.	49 42 nd Avenue	Completed - Case Closed
0.466 NW	Shell	4140 El Camino Real	Completed - Case Closed
0.478 WNW	Blue Bird Cleaners	60 W 42 Avenue	Open - Site Assessment
0.490 SE	Post Office Parlor	935 Old County Rd	Completed - Case Closed

²⁴ West Environmental Services and Technology. 2014. *Phase I Environmental Assessment. 400-490 El Camino Real Belmont, California. August 2014.*

²⁵ California Water Resources Control Board (CWRCB). 2014. *GeoTracker Database*. Website: <http://geotracker.waterboards.ca.gov/>. Accessed: December 2014

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Approximate Distance (in miles) and direction from Project Site	Site Name	Address	Clean-up Status
0.118 NW	Pks Cleaners	390 El Camino Real	Completed - Case Closed

Unknown and Undocumented Contamination. During construction, there is the possibility of encountering unknown and undocumented hazardous materials in the soils or groundwater, which would be considered a potentially significant impact. The potential effects of excavating contaminated soils, if encountered, would be minimized in part by legally required safety and hazardous waste handling, storage, and transportation precautions as prescribed by the regulatory agencies.

If stained or odorous soils are encountered during excavations for the project, they would be stockpiled separately; samples would be collected and analyzed; and the soils would be characterized to determine proper re-use or disposal requirements. If unknown contaminated soils were encountered, the application of regulatory cleanup standards and implementation of **Mitigation Measure HAZ-3** would serve to protect human health and the environment during site excavation/remediation, thus minimizing excavation/remediation impacts. Therefore the potential impact associated with unknown and undocumented contamination would be reduced to less than significant levels.

Checklist Items e and f:

Less than Significant Impact. The project site is not located within the vicinity of a private airstrip. The project site is located within Area A of the *Airport Influence Area (AIA)* as identified in the *Comprehensive Airport Land Use Compatibility Plan*²⁶ of the San Francisco International Airport. Area A encompasses all of San Mateo County and is identified as an area which is likely to be overflown by an aircraft at least once a week. Although located within the AIA, the project site is located approximately seven miles south of the San Francisco International Airport.

San Carlos Airport is also located approximately 1.5 miles southeast of the proposed project location. An Airport Influence Area Boundary map for San Carlos Airport²⁷ indicates that the project site is located within Area B of this airport, within a 9,000-foot radius, and would be required to comply with *Federal Aviation Regulation (FAR) Part 77* administered by the Federal Aviation Authority for construction and notification requirements. The San Carlos Airport Land Use Plan does not indicate any hazards that would endanger the people working or residing in the project area.

Given the distance from the two airports, project construction and operation would not result in a safety hazard for people residing or working in the project area. Therefore, impacts would be less than significant.

²⁶ City/County Association of Governments of San Mateo County (C/CAG). 2012. *Draft Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco Airport*.

²⁷ C/CAG. 2004. *Revised Airport Influence Area Boundary for San Carlos Airport – Area B*.

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Checklist Item g:

Less than Significant Impact with Mitigation Incorporated.

Operations

The project would not result in any interference with emergency response or evacuation plans as it would comply with all fire and building code requirements and standards.

Construction

Project construction could result in temporary lane closures on El Camino Real. Implementation of **Mitigation Measure TR-2** would ensure that emergency response is not impeded.

Checklist Item h:

No Impact. No wildlands are located within the project area; therefore the project would have no impact associated with wildland fires.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure HAZ-1: Hazardous Building Material Removal

Asbestos Testing and Removal: Prior to demolition activities of any structures located on the project site, the project applicant shall retain a certified hazardous waste contractor to test for asbestos. If asbestos is found in building materials, the contractor shall properly remove and dispose of these asbestos containing materials in accordance with federal and state law. All removal activities shall be completed prior to commencement of demolition activities. Following completion of removal activities, the applicant shall submit documentation to the City of Belmont verifying that all hazardous materials were properly removed and disposed, provide proof of Permit from the BAAQMD.

Lead Testing and Removal: A state certified lead-based paint professional shall be retained to perform a lead-based paint survey of the existing structures and the recommendations of the professional shall be followed for abatement of any identified lead-based paint prior to demolition of the structures.

Mitigation Measure HAZ-2: Underground Storage Tanks

Prior to construction, the applicant shall demonstrate to the Community Development Director that the Site has obtained closure documentation from the County of San Mateo and any other related agency regarding Underground Storage Tanks (UST) on site.

Mitigation Measure HAZ-3: Unknown and Undocumented Contamination

If hazardous materials are encountered during construction or accidentally released as a result of construction activities the following procedures shall be implemented:

- Work shall stop in the vicinity of any discovered contamination or release
- The scope and immediacy of the problem shall be identified
- Coordination with the responsible agencies shall take place (Department of Toxic Substances Control, the San Francisco Bay Regional Water Quality Control Board, and/or the U.S. Environmental Protection Agency)

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- The necessary investigation and remediation activities shall be conducted to resolve the situation before continuing construction work

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IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis of hydrology and water quality resources encompasses the area of ground disturbance for construction impacts and nearby receiving waters. The project area climate is characterized by warm, dry summers and cool, wet winters. The average annual rainfall is approximately 20 inches of precipitation per year. About 95 percent of the precipitation occurs during the months of October through April. August has the highest average monthly maximum

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temperature at 82.5 degrees Fahrenheit and January has the lowest average monthly minimum temperature at 58.1 degrees Fahrenheit.²⁸

Surface Water

The project is located in the southeast corner of the Laurel Creek watershed. Drainage that flows through the project site would be captured in the local stormwater drainage system and discharged to the Marina Lagoon/Seal Slough. Seal Slough is directly connected to the lower San Francisco Bay. Both Marina Lagoon and the lower San Francisco Bay are designated by the U.S. Environmental Protection Agency (EPA) under Clean Water Act (CWA) Section 303(d) as impaired water bodies, indicating that they do not meet water quality standards.

The Laurel Creek watershed drains approximately 4.6 miles and includes parts of the City of Belmont, City of San Mateo, and portions of unincorporated San Mateo County. The creek flows eastward through residential neighborhoods and commercial districts. Between Edison Street and El Camino Real, the creek is channelized and lined with concrete. Downstream of El Camino Real, the creek is within a culvert for a section and then flows into another section of concrete channel. The channel then reverts to earthen banks as it flows toward Highway 101 and to its outlet into Seal Slough, which is a tributary to the San Francisco Bay²⁹³⁰.

Ground Water

The project site is located within the San Mateo Plain Groundwater Basin. The basin covers approximately 40 square miles, with a depth ranging from 20 to more than 1,250 feet. The basin includes the flatlands between the Santa Cruz Mountains and San Francisco Bay, underlying the cities of Hillsborough, San Mateo, Foster City, Belmont, San Carlos, Redwood City, Atherton, Menlo Park, and East Palo Alto³¹.

The basin is bounded to the north by a bedrock high separating it from the Westside Basin, and to the south by San Francisquito Creek, a jurisdictional boundary between San Mateo and Santa Clara counties. The western boundary is roughly defined by the Santa Cruz Mountains, following the base of the foothills that parallel Alameda de Las Pulgas. The basin boundary to the east is defined as the shore of San Francisco Bay; however, it may correlate to the Niles Cone Groundwater Basin (ibid).

Dam Failure

The County of San Mateo's Planning and Building Department has a compiled dam inundation hazard map that depicts the Notre Dame Lake Dam (also known as Water Dog Lake Dam) as the closest to the project site. According to the map, the project site would not be affected by inundation in the event of a dam breach³².

²⁸ Western Regional Climate Center (WRCC). *Period of Record Monthly Climate Summary for Redwood City, California (1948 – 2005)*.

²⁹ San Mateo Countywide Water Pollution Prevention Program (STOPPP). 2002. *Characterization of Imperviousness and Creek Channel Modifications for Seventeen Watersheds in San Mateo County*. Prepared by EOA, Inc. for the San Mateo Countywide Stormwater Pollution Prevention Program. January 1, 2002.

³⁰ Prepared by EOA, Inc. for the San Mateo Countywide Water Pollution Prevention Program. 2007. *Unified Stream Assessment in Six Watersheds in San Mateo County, California*. August 2007.

³¹ Regional Water Quality Control Board San Francisco Bay Region (SFRWQCB) 2003. *A Comprehensive Groundwater Protection Evaluation for the South San Francisco Bay Basins*.

³² San Mateo County Hazards. *Dam Failure Inundation Areas*. <http://planning.smcgov.org/documents/san-mateo-county-hazards-dam-failure-inundation-areas>. Accessed: December 4, 2014.

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Regulations and Agencies

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws regulating water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. The EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into waters of the United States. These regulations are implemented at the regional level by water quality control boards, which for the areas in the City of Belmont is the San Francisco Bay Regional Water Quality Control Board (RWQCB).

NPDES Municipal Stormwater Permit

The San Francisco RWQCB regulates stormwater discharges from municipalities and local agencies in the San Francisco Bay area (including the City of Belmont) under a single Municipal Regional Stormwater NPDES Permit (Order No. R2-2009-0074, as amended by Order No. R2-2011-0083). This permit includes provisions for new development and redevelopment. Provision C.3 requires appropriate source control, site design, and stormwater treatment measures to address both soluble and insoluble stormwater runoff pollutant discharges and to prevent increases in runoff flow from new development and redevelopment projects.

The project site is connected to the City's existing curb and gutter system. Discharges of surface or groundwater require a permit from the City prior to construction. The City requires implementation of best management practices (BMPs) for new development and construction as part of its Standard Conditions of Approval.

Statewide Construction General Permit

The SWRCB has adopted the statewide General Permit for stormwater discharges associated with construction activity that applies to projects resulting in one (1) or more acres of soil disturbance (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Order 2012-0006-DWQ)³³. For projects disturbing more than one (1) acre of soil, a construction stormwater pollution prevention plan (SWPPP) is required that specifies site management activities to be implemented during site development. These management activities include construction stormwater BMPs, erosion and sedimentation controls, dewatering (nuisance-water removal), runoff controls, and construction equipment maintenance.

The project's construction activities would disturb approximately 1.7 acres of the 1.85 acre site. NPDES coverage is required for construction activities that disturb more than one (1) acre and, therefore, this general permit would apply to the project.

The SWRCB's Water Quality Order 2003-003-DWQ, Statewide General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality, addresses potential discharges of low threat wastewater, including construction dewatering. Discharges must meet Basin Plan water quality objectives. In addition, discharges cannot cause groundwater contamination. For coverage under this permit, a notice of intent would need to be filed with the appropriate RWQCB before construction dewatering. If dewatering of the construction excavation is required due to inadvertently capturing stormwater or local groundwater, the contractor would pump the water to a Baker tank as required by standard conditions of approval. Any water

³³ State Water Resources Control Board. (SWRCB) *Construction General Permit Fact Sheet*. January 23, 2013. Available at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

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collected in the Baker tank would be properly disposed of by the contractor. NPDES coverage is not required if a discharge is not occurring off of the project site. Therefore, this general permit would not apply to the project.

Impaired Waterbodies

Under Section 303(d) of the Clean Water Act, States are required to identify impaired surface water bodies and develop total maximum daily loads (TMDLs) for contaminants of concern. The TMDL is the quantity of a pollutant that can be assimilated by a waterbody without violating water quality standards. The intent of listing a water body as impaired is to identify the waterbody as requiring future development of a TMDL to maintain water quality and reduce the potential for future water quality degradation.

**Table IX-1:
Section 303(D) Water Quality Limited Surface Waters**

Waterbody	Pollutants	TMDL Completion Date
Marina Lagoon	Mercury, PCBs	2008
Lower San Francisco Bay	Chlordane, DDT, Dieldrin	2013

Note:

TMDL = total maximum daily loads

Source: SWRCB 2011

Checklist Discussion

Checklist Item a and f:

Less than Significant Impact. As discussed in the regulatory section above, the project is subject to water quality standards and waste discharge requirements. Discharges during construction activities must meet water quality standards from the Basin Plan.

Project Construction. Construction activities would include demolition of existing structures as well as ground disturbing activities including grading, excavation, and construction of the new structures. These activities could potentially mobilize turbidity causing sediment which could enter into the City's stormwater system and/or discharge to surface waterbodies. Excavation of the basement level for below-grade parking could require dewatering. A Baker tank (containment tank) and dewatering pumps would be used to collect groundwater if discovered during excavation or if stormwater were to collect in the excavation. Any water collected in the Baker tank would be properly disposed of by the contractor.

The project proposes a 73,600 square foot disturbance area, which requires coverage under the NPDES General Permit for stormwater discharges associated with construction activity. Although construction activities could temporarily disturb sediments, best management practices (BMPs) would be implemented to minimize the disturbance of sediments as per the City's Standard Conditions of Approval of the project. An Erosion Control Plan and Storm Water Pollution Prevention Plan (SWPPP) will demonstrate how the project will eliminate or reduce non-stormwater discharges into the stormwater system, how discharges into the stormwater system will be monitored, and what BMPs will be implemented by the project to avoid water quality

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impacts during construction (e.g., street sweeping, fiber rolls, temporary cover and/or permanent cover) and post-construction periods. In conformance with existing policies, programs, and with implementation of BMPs, the project will not result in significant impacts to water quality or water discharge requirements.

Construction equipment has the potential to leak hazardous materials such as oil and gasoline as described above in Section VIII Hazards and Hazardous Materials. Improper use of fuels, oils, and other construction-related materials may pose a threat to surface or groundwater quality. The storage and handling of these materials would be managed in accordance with applicable state and federal laws for safe handling of hazardous substances, which include developing project specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, and keeping spill clean-up kits available on-site.

Proper management of fuels, oils, and other construction-related materials in accordance with applicable state and federal laws for safe handling of hazardous substances would reduce the potential for construction impacts to violate water quality standards or waste discharge requirements to a less-than-significant level. Therefore, this impact would be less than significant.

Post-Construction. The City and 21 other San Mateo County co-permittees are subject to the requirements of the San Francisco Bay Region Municipal Regional Stormwater NPDES permit (R2-2009-0074) issued by the SFRWQCB. The project would meet the redevelopment requirements (C.3) of the NPDES permit by implementing permeable pavers, on-site bioswales, detention boxes, and planters where storm flow is directed.

Neither construction nor operation of the project is anticipated to contribute pollutants listed for 303d list waterbodies in the project's vicinity. Therefore long-term implementation of the project would not contribute to water quality degradation.

Implementation of construction BMPs during construction, proper storage and handling of hazardous materials, and compliance with C.3 standards in the project's design would reduce or eliminate adverse effects to water quality. Impacts would be less than significant.

Checklist Item b:

No Impact. The project is located in a developed urban neighborhood. The existing project area is covered with impervious surfaces including parking lots and existing structures that does not allow for groundwater recharge. The project would negligibly increase the total impervious areas by 3,900 square feet³⁴.

If shallow groundwater is encountered during project construction, the quantity of water that would be removed and treated would be small compared to the existing groundwater basin. The operation of the project would not require use of groundwater as the City of Belmont's water supply is sourced from the Hetch Hetchy Water and Power System through the San Francisco Public Utilities Commission. Therefore, any additional water use needed for project construction or operation would not affect groundwater levels.

³⁴ C.3 and C.6 Development Review Checklist for the project. November 2014.

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The project would not use groundwater resources, interfere substantially with groundwater recharge, or substantially deplete groundwater supplies. Thus, there would be no impact.

Checklist Items c and d:

Less than Significant Impact. The project would not alter local drainage patterns in such a manner that would increase the volume of stormwater runoff or change the timing of peak flows. The project area has existing impermeable surfaces of 57,100 square feet (ibid). The project would negligibly change the quantity of paved or impermeable surfaces in the project area by 3,900 square feet for a total of 61,000 square feet (ibid). Stormwater from the project area would continue to drain to the City's municipal separate storm sewer system (MS4) both during construction and operation of the project. Stormwater during construction may also collect in the excavation. A Baker tank (containment tank) and dewatering pumps would be used to remove stormwater from the excavation where it may collect. Any water collected in the Baker tank would be properly disposed of by the contractor pursuant to the SWPPP.

Construction BMPs implemented as part of the City's Standard Conditions of Approval of the project would reduce the potential of erosion during construction activities. The project would be designed to implement C.3 standards by minimizing the change in stormwater runoff volume and the timing of peak flows. Rooftop drainage from the completed structures will be collected by downspouts that will direct flows to bioswales, detention boxes, and planters before discharging to the City's curb and gutter system and storm drain system. This system would allow on-site percolation and slowing of storm flows to minimize on-site and potential downstream erosion potential. These design features would encourage onsite infiltration and would limit the rate and amount of runoff emanating from the project site.

The pattern of stormwater runoff would, therefore, be minimally altered from the existing conditions such that changes in local drainage patterns would not substantially increase the potential for erosion or siltation. Construction and operation of the project would not alter the existing drainage pattern in such a manner that would result in flooding on- or off-site. Therefore, these impacts would be less than significant.

Checklist Item e:

Less than Significant Impact. As described above, the existing project area is improved with impermeable surfaces. The project would negligibly change the acreage of these surfaces. Rooftop drainage from the completed structures would be collected by storm drain pipes and downspouts that would direct flows to detention swales, and planters before discharging to the City's curb and gutter system. These design features would encourage onsite infiltration prior to discharge to the City's MS4 and, therefore, would not significantly increase the quantity of runoff entering the City's drainage system.

During project construction, stormwater runoff from the project areas would continue to drain to the City's stormwater collection system or collect in the excavation. A Baker tank and dewatering pumps would be used to remove stormwater if it was found to collect in the excavation. Any water collected in the Baker tank would be properly disposed of by the contractor. The quantity and quality of potential drainage from the site during construction would not impact the MS4 systems operation with the necessary construction BMPs incorporated as part of the City's Standard Conditions of Approval of the project.

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The project would implement construction phase BMPs and the C.3 standards of the regional NPDES permit to limit runoff water to the storm water system. Thus, there would be a less than significant impact on storm water drainage systems.

Checklist Item g:

No Impact. Housing is proposed as part of the project; however the proposed housing would not be placed within a 100-year flood hazard area as mapped on the *Federal Emergency Management Agency Flood Insurance Rate Map*³⁵. Therefore, the project would have no impact on flood hazard zones and housing.

Checklist Items h and i:

No Impact. The project is not located within the 100-year based floodplain based on Flood Insurance Rate Maps prepared by FEMA (ibid). The project does include new above-ground development; however, this development would not expose people or structures to a significant risk of loss, injury or death involving flooding due to the project footprint being outside the 100-year floodplain. The project would have no impact due to redirecting flood flows.

Checklist Item j:

No Impact. The *Tsunami Inundation Map for Emergency Planning for San Mateo County* does not identify the project site in a tsunami inundation zone³⁵. Therefore, there is no impact.

Mitigation Measures:

No mitigation required.

³⁵Federal Emergency Management Agency (FEMA) 2012. *The Digital Flood Insurance Rate Map (DFIRM) for San Mateo County, California*. October. <https://msc.fema.gov>. Accessed December, 2014.

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X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis of land use and planning encompasses the area of construction disturbance and nearby land uses that would be potentially affected by construction or operation of the proposed project.

The Project Site

The project site is located in the City of Belmont, San Mateo County, California. The approximate 1.85-acre (80,010 square feet) project site is located at 490 El Camino Real, (also known as State Route 82 [SR 82]). The project site is bounded by El Camino Real to the east, Davey Glen Road and retail center to the north, a restaurant to the south, and a residential neighborhood to the west.

The project site is presently occupied by the one-story convenience store, a two-story office building, and a surface parking lot. Access to the site is currently provided off El Camino Real to the east as well as Davey Glen to the north.

General Plan Designation

The project site is currently designated as *Highway Commercial* under the City’s 1982 General Plan. *Highway Commercial* uses are businesses dependent on automobile traffic for customers such as service stations, motels, restaurants, auto parts and supply establishments, offices with a drop-in clientele, and a variety of retail businesses. *Highway Commercial* uses are presently located along El Camino Real, along Old County Road and at the US 101/Ralston Avenue interchange. Landscaped open space and parking areas and non-commercial uses are encouraged between the highway commercial uses whenever possible to break up the commercial “strip” appearance.

Zoning Designation

The project site is currently zoned as *C2 – Neighborhood Commercial*. Commercial districts within the City of Belmont are established to preserve and enhance property values by protecting residential uses from non-residential uses and by providing space in suitable locations for retail stores, offices, service establishments, wholesale and other businesses necessary to the general welfare of the City in conformance with the objectives of the Comprehensive General Plan.

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The Proposed Project

The project proposes to amend the zoning district of the site to *PD-Planned Unit Development* or *PD District*, which is described in Section 12 of the City’s Zoning Code. This district is designed to accommodate various types of development, such as single-family residential developments, multi-family developments, neighborhood and community shopping centers, mixed-use developments, professional and administrative areas, commercial service centers, industrial parks, and other uses or a combination of uses which can be made appropriately a part of a *Planned Unit Development*. The district is established to allow flexibility of design that may differ from the strict application of the development standards contained within the Zoning Code, in accordance with the objectives and spirit of the General Plan.

Table X-1 describes the differences between the existing C-2 Neighborhood Commercial zoning district standards and the proposed project with PD zoning. The proposed mixed use project is consistent with the General Plan and using the PD zoning would allow the project to more precisely fit into the context of the surrounding area.

**Table X-1:
Project Comparison between C-2 Neighborhood Commercial and PD Zoning**

Criteria	Neighborhood Commercial (C-2)	Project PD	Change
Use(s)	Commercial	Mixed Use (residential and Commercial)	Yes and consistent with General Plan
Density	No Specific Standard	39.9 units/acre	Yes
Height	28 feet	47 feet	Yes
FAR	1.2:1	1.9:1 –includes garage level 1.36:1 for commercial and residential levels	Yes
Parking:			
a. Residential	2 per unit = 146 spaces	1 space x 28 1-bedroom units, 2 spaces x 45 2/3-bedroom units = 118 spaces	Yes
b. Commercial	1 per 250 sf for retail = 18 spaces. Four spaces for leasing center/office	24 spaces	No
c. Total	168 spaces required	161 spaces required	Yes
Setbacks:			
a. front	None	Six feet	
b. interior	None	26 feet	
c. street	None	Six feet at commercial and eight feet at residential	

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Criteria	Neighborhood Commercial (C-2)	Project PD	Change
d. rear	None	46 feet	

Checklist Discussion

Checklist Item a:

No Impact. The project proposes the demolition of two existing structures onsite and the construction of a basement for parking, a residential multi-family building for 73 dwellings and a free-standing commercial building in an area that includes residential and commercial development.

Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas. The redevelopment of the subject site and the rezone is consistent with the surrounding established uses and will provide continuity within the established vicinity. Therefore, the project would have no impact to the physical division of an established community.

Checklist Item b:

Less than Significant Impact. The existing General Plan designation for the project site is *Highway Commercial* and it is zoned as a *C-2 Neighborhood Commercial* district. To comply with the local land use plans, policies, and regulations, the proposed project includes an application for a rezoning of the subject property to *Planned Unit Development*.

A review of the City's 1982 *General Plan* and the Zoning Ordinance's Planned Unit Development section was conducted. The Highway Commercial designation allows a variety of commercial uses and encourages non-commercial uses, such as multi-family residential and landscaped open space areas whenever possible to break up the commercial "strip" appearance. Therefore, the proposed project would be in compliance with all applicable Belmont land use plan, policies, and regulations. Thus, there would be a less than significant impact due to a conflict with established plans.

Checklist Item c:

No Impact. The proposed project is located in an established urban area. No habitat or natural community conservation area has been designated for the project area, thus, the proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan. Therefore, there would be no impact on habitat conservation plans or natural community plans.

Mitigation Measures:

No mitigation required.

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XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis of mineral resources encompasses the area of ground disturbance. The project is located on an area of Franciscan Sandstone³⁶ and is not designated as a mineral resource in the City of Belmont General Plan³⁷. No unique geologic features or significant mineral resources have been identified in the project area. The area is not identified as a substantial source of aggregate minerals. The project site is not located within a Mineral Resource Zone area containing known mineral resources nor is the project site within an area where they are likely to occur.

Checklist Discussion

Checklist Items a and b:

No Impact. No locally important or regionally valuable mineral resources are known to exist in the project area. In addition, no area within the vicinity of the proposed project has been delineated as a mineral recovery site on a local general plan, specific plan, or other land use plan. Therefore, the proposed project would not result in a loss of availability of a known mineral resource nor would it contribute to a cumulative impact on mineral resources. Thus, there would be no impact on mineral resources in the project area.

Mitigation Measures:

No mitigation required.

³⁶ Rockridge Geotechnical. 2014. *Preliminary Geotechnical Investigation. 2014. 400-490 El Camino Real, Belmont.* March 20, 2014.

³⁷ Belmont General Plan, August 24, 1982. City of Belmont.

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XII. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The following discussion is based on an *Environmental Noise Assessment* prepared by Illingworth & Rodkin in August 2014 with updated responses dated January 2015. A copy of the report is included as an appendix to this Initial Study.

Noise

Noise is the term generally given to the “unwanted” aspects of intrusive sound. Many factors influence how a sound is perceived and whether it is considered annoying to a listener. These factors include the physical characteristics of a sound (e.g., amplitude, frequency, duration, etc.), but also non-acoustic factors (e.g., the acuity of a listener’s hearing ability, the activity of the listener during exposure, etc.) that can influence the judgment of listeners regarding the degree of “unwanted” sound.

Excessive noise can negatively affect the physiological or psychological well-being of individuals or communities. Sound levels are usually measured in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called “A” weighting, and the decibel (db) level so measured is called the A-weighted sound level (dBA).

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Vibration

Vibrating objects in contact with the ground radiate energy through the ground; if a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

Regulatory Setting

California Building Code, Green Building Standards, Title 24, Part 11

The Green Building Standards establish mandatory exterior sound transmission control standards for new buildings by prescriptive or performance standards. These standards are described in detail in the noise assessment, but in every way are intended to reduce noise impacts.

City of Belmont General Plan Noise Element

The Noise Element of the Belmont General Plan establishes goals, policies, and standards for evaluating the compatibility of residential land uses with the on-site noise environment. The Noise Element states that the exterior noise levels normally acceptable up to 65 dBA L_{dn} , conditionally acceptable up to 70 dBA L_{dn} , normally unacceptable between 70 and 80 dBA L_{dn} , and unacceptable where noise levels exceed 80 dBA L_{dn} . Goals and policies of the Noise Element relevant to this analysis include:

- 2a. No land use shall be approved in an area where the noise level renders the use clearly unacceptable.
- 2b. If the noise level renders a proposed use conditionally acceptable or normally unacceptable, an acoustical study shall be undertaken and noise mitigation measures required, as necessary, to reduce the noise to normally acceptable levels for the use.
- 2c. Unless mitigation can be assured, no land use should be approved when the noise level renders the use normally unacceptable.

City of Belmont Municipal Code Section 15, Article VIII Noise Control Ordinance

Under this ordinance, construction noise is allowable with a City permit 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 are allowed outside of the aforementioned hours or on Sundays and Holidays. In accordance with the ordinance, 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.

Federal Transit Administration

The City of Belmont has not identified quantifiable vibration limits that can be used to evaluate the compatibility of land uses with vibration levels experienced at a project site. Although there are no local standards that control the allowable vibration in a new residential development, the U.S. Department of Transportation has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects.

The Federal Transit Administration (FTA) has proposed vibration impact criteria, based on maximum overall levels for a single event. The impact criteria for groundborne vibration are

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shown in Table XII-1, Groundborne Vibration Impact Criteria. Note that there are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

**Table XII-1:
Groundborne Vibration Impact Criteria**

Land Use Category	Groundborne Vibration Impact Limits (VdB re 1 μ inch/sec, RMS)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1 Buildings where vibration would interfere with interior operations	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴
Category 2 Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3 Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB

Notes:

- 1 "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
 - 2 "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
 - 3 "Infrequent Events" is defined as fewer than 30 vibration events per day. This category includes most commuter branch lines.
 - 4 This limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research should always require detailed evaluation to define the acceptable vibration limits. Ensuring low vibration levels in a building requires special design of HVAC systems and stiffened floors.
- RMS = Root Mean Squared

Source: U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006, FTA-VA-90-1003-06.

The Site

The proposed project is located on a 1.85-acre site at the southeast corner of El Camino Real (major regional roadway) and Davey Glen Road, with residential development to the west and

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commercial buildings to the south of the site. Traffic noise from El Camino Real and rail noise from the more distant Caltrain line are the primary sources of noise in the project site vicinity.

The project proposes to construct four stories of residential units over a subterranean parking garage in an “L” shape, hugging the west and south property lines and a single-story commercial building at the corner of the property adjacent to the intersection. The two buildings are separated by at-grade parking. Onsite open space is proposed at the back of the residential building abutting the property line shared with the Ross Woods neighborhood.

El Camino Real

The closest residential and commercial units to El Camino Real would be between 60 and 65 feet from the center of the median of El Camino Real and between 175 and 180 feet from the centerline of the Caltrain rail line based on the proposed project site plan. Based on the noise study for the project, it is estimated that unshielded noise levels from El Camino Real traffic at this setback is about 69 dBA L_{dn} , with noise levels due to Caltrain passbys at about 63 dBA L_{dn} , for a total estimated sound level of 70 DBA L_{dn} due to combined roadway and rail noise at the most affected residential units.

Noise levels at the facades of the residential units farther removed from El Camino Real and the Caltrain line are expected to be lower due to greater distance from these noise sources and the acoustical attenuation from intervening building structures. Using this type of analysis, noise levels at the facades of the residential units on the building parallel to and farther removed from El Camino Real and the Caltrain line would be 65 dBA L_{dn} or less.

Noise levels at the facades of residences perpendicular to El Camino Real at the setback of the parallel building are expected to be exposed to noise levels between 60 and 65 dBA L_{dn} and those facing away from El Camino Real are expected to be exposed to noise levels of 60 dBA L_{dn} or less.

Noise levels for the open space area at the western portion of the site is protected by El Camino noise and the adjacent residential uses to the west. It is expected that noise levels would be of 60 dBA L_{dn} or less.

Rail Activities

Caltrain and Train Corridor

The project site is within 175 and 180 feet of the centerline of the Caltrain facility. Caltrain operates commuter service between San Francisco and Gilroy. Approximately 92 scheduled trains (northbound and southbound) traverse through this section of the line daily, however, not all trains stop at the Belmont Station³⁸. Caltrain currently operates diesel-powered trains and proposes to modernize their fleet and infrastructure by electrifying their operations. This Caltrain project is proposed to be operational by 2019³⁹.

Electrification of the system will help prepare the corridor to eventually accommodate California’s statewide high-speed rail service, which is planned for 2029 (Ibid). Caltrain and high-speed rail

³⁸ Caltrain Weekday Schedule. October 5, 2014.

<http://www.caltrain.com/schedules/weekdaytimetable.html> Accessed: December 26, 2014.

³⁹ Caltrain Modernization. <http://www.caltrain.com/projectsplans/CaltrainModernization.html> Accessed: December 26, 2014.

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will primarily share the existing Caltrain tracks, operating on a blended system that will keep the train systems within the existing corridor (Ibid).

High-Speed Rail

A Program-level Environmental Impact Report/Environment Impact Study was developed for the High-Speed train project⁴⁰. Although High-Speed Trains (HSTs) have some similar noise and vibration characteristics to conventional trains, they also have several unique features resulting from their reduced size and weight, the electrical power, and the higher speed of travel.

The proposed HST would be a steel-wheel, steel-rail electrically powered train operating in an existing right-of-way used by Caltrain. As with Caltrain, there would be no roadway at-grade crossings in the vicinity of the project site, the elevated sounds of the train horn and warning bells would be eliminated. The use of electrical power cars would eliminate the engine rumble associated with diesel-powered locomotives.

The above factors allow HST to generate lower noise levels than conventional trains at comparable speeds below 100 mph (161 kph) (ibid). At higher speeds above 150 mph (241 kph), however, HST noise levels would increase over conventional trains due to aerodynamic effects. An important factor is that due to high speeds, HST noise would occur for a relatively short duration compared with conventional trains (a few seconds at the highest speeds versus 10–20 seconds for conventional passenger trains and over one minute for freight trains) (ibid). It is expected that lower speed operations would occur in urban areas such as Belmont.

For low speeds, below about 40 mph (64 kph), noise emissions are dominated by the propulsion units, cooling fans, and under-car and top-of-car auxiliary equipment, such as compressors and air conditioning units (ibid). The HST would be electrically powered and considerable quieter at low speeds than conventional trains, which are usually diesel powered (ibid).

In the speed range from 60 mph to about 150 mph (98–241 kph), mechanical noise resulting from wheel-rail interactions and structural vibrations dominate the noise emission from trains (ibid). In the existing rail corridors in California, conventional trains seldom exceed 79 mph (127 kph), so this speed range, which represents a medium range for HST, is the top end of noise characteristics for trains with which most people are familiar (ibid).

Noise barriers have been discussed as potential mitigation if necessary along the HST alignment in urban areas (ibid). A more refined Project-level EIR will be prepared when the HST project is closer to development that will identify potential impacts and set forth mitigation to reduce impact including any potential impacts associated with elevated noise levels.

Checklist Items a and d:

Less than Significant Impact with Mitigation Incorporated.

Construction Activities. Construction of the project would include noise generating activities such as demolition of existing structures, grading, excavation, and building construction. Construction of the project would require the use of tractors, loaders, backhoes, excavators, off-highway

⁴⁰ California High-Speed Rail Authority. Bay Area to Central Valley HST Partially Revised Final Program EIR 2010. http://www.hsr.ca.gov/Programs/Environmental_Planning/bay_area.html. Section 3.4 Noise and Vibration.

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trucks, forklifts, mixers and rollers. Based on the types of equipment, noise levels at 50 feet from construction equipment could range between 74 dBA to 89 dBA⁴¹. Sensitive receptors (a subset of the population that are more susceptible to the adverse effects of noise), such as children and the elderly may be present in residential areas such as those located directly to the west of the project site. Construction activity is permitted by the City of Belmont during daytime hours as stated in the City's Municipal Code. To reduce construction noise to the extent possible, **Mitigation Measure NO-1** would be implemented.

It is anticipated that although ambient noise levels would temporarily increase during the anticipated 20-month period of construction, it would not be considered a significant increase relative to existing measured ambient levels in the project vicinity. **Mitigation Measure NOI-1** would be implemented to further reduce construction noise levels and the project would comply with the City's allowable construction hours. The short-term impact associated with intermittent construction noise would be reduced to less than significant levels with **Mitigation Measure NOI-1** implemented.

Project Operation.

Residential Use.

El Camino Real.

Based on the Project's Noise Assessment, the residential units on the site adjacent to El Camino Real, are expected to be exposed to a L_{dn} of 70 dBA (combined roadway and Caltrain noise), other residences on the site would be exposed to an L_{dn} of between 65 to 70 dBA L_{dn} , and residential units farthest from El Camino Real, which are expected to receive noise shielding from intervening buildings and/or distance attenuation, would be exposed to L_{dn} levels of 65 dBA or less. The proposed open space for the project would also be exposed to an L_{dn} of 60 dBA or less due to shielding from intervening buildings⁴².

Based on these findings, the proposed residential units closest to El Camino Real would be considered "Conditionally Acceptable" for residential use by the City of Belmont General Plan, while other residential units on site would be considered "Normally Acceptable" by the General Plan. The proposed outdoor open space area would also be expected to be considered "Normally Acceptable".

"Conditionally Acceptable" portions of the project are expected to require implementation of **Mitigation Measure NOI-2** in order to meet the indoor noise level requirements of the City's General Plan.

Rail Activities.

The closest residential and commercial units proposed by the project, to the centerline of the Caltrain line is 175 to 180 feet. Based on the project's acoustical report it is expected that noise levels attributed to Caltrain passbys at the project setback will be about 63 dBA. Combined with the El Camino Real attributed noise levels as mentioned previously, the noise level at these affected residential units would be 70 dBA L_{dn} .

⁴¹ Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, May 2006.*

⁴² Illingworth & Rodkin, Inc. 2014. *Environmental Noise Feasibility Assessment, Davey Glen Project, Belmont, CA.* August 2014.

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With the addition of HST, expected to commence in 2016, noise levels would be 74 dBA L_{dn} at 50 feet from the tracks, resulting in noise levels of about 66 dBA L_{dn} at the nearest residences proposed by the project.⁴³

Commercial Use.

Based on the expected noise exposure at the project's El Camino Real frontage of 70 dBA L_{dn}, mandatory exterior sound transmission controls, as established by the CAL Green Building Code, would be integrated into the project. Standard retail and commercial construction normally provides 30 dBA of noise attenuation in interior spaces. Considering this average noise reduction and the typical measurement techniques, it is expected that the interior noise levels within commercial spaces facing El Camino Real would be about 43 dBA. This would meet the 50 dBA L_{eq} Green Building Code and therefore would not need mitigation.

Checklist Item b:

Less than Significant Impact.

Construction Activities. Construction activities can cause ground-borne vibration that varies in intensity depending on several factors. Table XII-2, Vibration Source Levels for Construction Equipment, shows vibration levels of construction equipment that would potentially be used for the project. Table XII-3, Reaction of People and Damage to Buildings from Continuous/Frequent Intermittent Vibration Levels, shows how people perceive certain vibration levels. The two primary concerns with construction-induced vibration are the potential to damage a structure and the potential to interfere with daily activities of nearby occupants.

Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches per second (in/sec) peak particle velocity (PPV). Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration generated. Table XII-3 shows guidelines that are used by Caltrans. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. It is estimated that construction activities would occur within approximately 50 feet from existing sensitive receptors.

As shown in Tables XII-2 and XII-3, it is not anticipated that vibration levels would generate vibration levels that would be strongly perceptible as the maximum likely vibration level generated during construction would be 0.027 PPV associated with truck activity. Ground-borne vibrations would be limited to the immediate construction areas, would end once construction was complete and would not introduce a substantial adverse effect.

Construction techniques that generate the highest vibration levels, such as impact or vibratory pile driving, may be required at this project. Pile driving can produce Peak Particle Velocity (PPV) levels of 0.6 in/sec (typical) to 1.1 in/sec (upper range) at 25 feet (ibid). For structural damage, Caltrans uses vibration limits of 0.5 in/sec PPV for structurally sound buildings, 0.3 in/sec PPV for older residential dwellings, and considers a level of 0.1 in/sec PPV to represent virtually no risk of damage to normal buildings (summarized in Table XII-3). Pile driving would generally occur at distances of 100 feet or more from the nearest existing residential uses (ibid). Considering typical ground attenuation rates, the PPV levels from pile driving would be 0.15 in/sec (typical) to 0.29

⁴³ Illingworth & Rodkin, Inc. 2015. *Response to City Comments on Environmental Noise Feasibility Assessment Davey Glen Project, Belmont, CA* January 7, 2015.

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in/sec (upper range) at the nearest existing residential uses (ibid). This level of vibration would not be expected to result in any structural damage to normal buildings and therefore, vibration generated by the project would result in less than significant impacts.

**Table XII-2:
Vibration Source Levels for Construction Equipment**

Equipment	PPV at 25 ft. (in/sec)	PPV at 50 ft. (in/sec)
Loaded trucks	0.076	0.027
Off-highway Trucks	0.003	0.001
Small bulldozer	0.003	0.001

Source: Federal Transit Administration 2006

**Table XII-3:
Reaction of People and Damage to Buildings from Continuous/ Frequent Intermittent
Vibration Levels⁴⁴**

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Virtually no risk of damage to normal buildings
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential dwellings (cosmetic, such as damage to plastered walls or ceilings)
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to newer residential structures

⁴⁴ California Department of Transportation (Caltrans). 2004. *Transportation- and Construction-Induced Vibration Guidance Manual, Prepared by Jones and Stokes.*

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Project Operation.

Checklist Item c:

Less than Significant Impact with Mitigation Incorporated. The proposed project would consist of a new four-story residential building and a single-story commercial building over a garage basement. The land uses would be consistent with the surrounding area and would be typical of an urban environment. Noises generated at the project site could consist of landscaping equipment, parking, people gathering in the rear landscaped court of the residential building and people gathering at the exterior of the commercial building. Additionally, the project would be subject to rules and regulations contained in the *City of Belmont Municipal Code*. Based on preliminary design, noise generating mechanical equipment would be housed in the basement or within the commercial building.

Heating, ventilations, and air conditioning units (HVAC), and other mechanical equipment may also be located on the rooftop of the project buildings. At this time, current specifications on HVAC units are not available. However, these mechanical units could result in noise that would affect surrounding sensitive receptors, which is considered a potentially significant impact. In order to reduce potential impacts to surrounding sensitive receptors, **Mitigation Measure NO-3** would be required to provide noise attenuation screens and shielding, which would reduce noise levels from mechanical equipment emanating from the site to acceptable levels.

The proposed project would demolish approximately 16,400 square feet of commercial space and construct 73 residential units and 4,990 square feet of commercial development. As further described in the Transportation Section of this document, based upon Trip Generation techniques employed by the *Trip Generation Manual 9th Edition* (Institute of Transportation Engineers), the project would not generate a significant amount of additional traffic along El Camino Real. Accordingly, noise levels generated by the project's contribution to traffic along El Camino Real would not be substantial.

The CEQA guidelines do not define the levels at which permanent increases in ambient noise are considered "substantial". Generally, assuming vehicle type proportions and speeds are the same, it takes a doubling of traffic volumes to cause a barely perceptible three (3) dBA increase. A five (5) dBA increase is readily noticeable and a difference of 10 dBA would be perceived as doubling of loudness. According to the Transportation Assessment by Fehr & Peers,⁴⁵ the total net daily trips attributed to the project would increase by 748 more than the 593 trips that are currently generated by existing uses. This represents more than double the existing trips, which would represent more than a three (3) dBA increase in roadway noise, however less than a five (5) dBA increase in roadway noise. Thus, the proposed project would be expected to have a less than significant impact on ambient noise levels.

Checklist Items e and f:

No Impact. The proposed project is located within two miles of San Carlos Airport and within Area A of the San Francisco International Airport as described in Section VIII Hazards and Hazardous Materials. No private airstrip is located within two miles from the project. The distance from both of these airports is great enough that noise associated with air traffic from the airports would not expose people residing at the project site to excessive noise levels. Thus, there would be no impact to the project from airport operations.

⁴⁵ Fehr & Peers. February 26, 2015. *400-490 El Camino Real Transportation Assessment*.

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Mitigation Measures:

Implementation of the following mitigation measures, compliance with the *Belmont Municipal Code*, and implementation of BMPs would reduce potential noise impacts to a less than significant level.

Mitigation Measure NOI-1: Construction Noise BMP.

Prior to issuance of a building permit, the owner or designee shall include on the construction plans the following BMPs to be followed for the entire construction duration.

- All noise-producing project equipment and vehicles using internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment shall be equipped with shrouds and noise control features that are readily available for that type of equipment.
- Contractor shall be responsible for maintaining equipment in best possible working condition.
- Construction equipment, including mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive receivers.
- The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only.
- Adjacent property owners, property managers (who would in turn notify tenants), and business owners of adjacent parcels shall be notified of the construction schedule in writing and in advance of the work. The notification shall include the name and phone number of a project representative or site supervisor.
- An on-site construction supervisor shall have the responsibility and authority to receive and resolve noise complaints. A clear appeal process to the Owner shall be established prior to construction commencement that shall allow for resolution of noise problems that cannot be immediately solved by the site supervisor.

Mitigation Measure NOI-2

Prior to issuance of a building permit, the owner or designee shall demonstrate on plans that sound rated windows and exterior doors are proposed on residential units with facades facing or perpendicular to El Camino Real and mechanical ventilation throughout to provide a habitable interior environment (45 dBA) with windows closed for the purpose of noise control. Window and door sound insulation ratings for these units are expected to be in the 28 to 32 STC (sound transmission class) range.

Mitigation Measure NOI-3

Prior to the issuance of occupancy permits, the project owner or designee shall be required to provide documentation demonstrating the use of noise attenuating material at any HVAC units located on the rooftop. Furthermore, rooftop HVAC units would also be located as far to the east and away from neighboring residential development as possible.

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XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis population and housing resources encompasses the City of Belmont and surrounding regions. Background information about population and housing for the proposed project was obtained from the United States Census for 2010.

**Table XIII-1:
Population and Housing US Census 2010**

	San Mateo County	City of Belmont
Total Population	718,451	25,835
Average Household Size	3.28	2.95

**Table XIII-2:
City of Belmont Average Household Size by Unit Type 2010⁴⁶**

Housing Type	Average Household Size
Single Family Detached	2.69
Single Family Attached	2.39
Multi-Family	2.01

Checklist Discussion

Checklist Item a:

Less than Significant Impact. Growth projections for 2035 for the City include growth of 2,900 people, at a growth percentage of 11% over 2010 population counts from the *2010 US Census*

⁴⁶ U.S. Census 2010.

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(25,835)⁴⁷. The Final Plan Bay Area, forecasts housing units by jurisdiction and estimates that the housing units would also increase by 1,120 in the City for a total of 12,150 units in 2040⁴⁸.

The project proposes the development of 73 multi-family residential units and 4,990 square feet of commercial space. The 73 dwelling units would result in 147 additional people, assuming a household population size of 2.01 for multi-family units. The 73 additional units would represent 6.5 percent of the *Plan Bay Area* projections. The 147 additional residents as result of the project would represent five percent of the projected population projections for LAFCO. Therefore, the project is within the forecasts by Plan Bay Area and LAFCO. Therefore, the project would not create a significant impact.

The proposed 4,990 square feet in specialty retail space would result in forty six employees based on a generation factor of one employee per 100 square feet for restaurants; one employee per 70 square feet for fast food restaurants; and one employee per 317 square feet for banks⁴⁹. Therefore, the proposed project would not result in a significant increase in local or regional population.

The project would also not be considered growth inducing since the increase in population would be within population projections for the City. Additionally, the project is located adjacent to existing development and would not require new services, roads, or utilities. Therefore, impacts to population growth in the area would be less than significant.

Checklist items b and c:

No Impact. The project site contains no residential units and therefore no displacement of existing residential units would occur.

Mitigation Measures:

No mitigation required.

⁴⁷ Local Agency Formation Commission (LAFCO). July 2011. *Municipal Service Review – City of Belmont, Belmont Fire Protection District and Related County-Governed Districts*.

<http://lafco.smcgov.org/documents/belmont-city-belmont-fire-protection-district-and-related-county-governed-districts-7-13> Attachment A. Accessed December 2014.

⁴⁸ Association of Bay Area Governments (ABAG). July 2013. *Plan Bay Area, Forecast of Jobs, Population and Housing*.

⁴⁹ US Green Building Council.

<http://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=4&cad=rja&uact=8&ved=0CDAQFjAD&url=http%3A%2F%2Fwww.usgbc.org%2Fredirect.php%3FDocumentID%3D4111&ei=iCT6VJOTJYaogTQtYHgCw&usg=AFQjCNGxnFbpuISM4roY7eIJC4IHYNlocw> Accessed December 2014.

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XIV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The study area for the analysis of public services resources encompasses the City of Belmont and surrounding areas.

Fire Protection

The City of Belmont is serviced by the Belmont Fire Protection District (District). The District is part of a boundary drop response system for fire and emergency medical services in San Mateo County and the closest fire unit is dispatched regardless of city or district boundaries. In addition, fire management services are shared with the cities of San Mateo and Foster City. The District’s 21 firefighters are trained to respond to all types of incidents including structure fires, medical emergencies, wild land responses, hazardous materials responses and public assists. Each fire apparatus has a paramedic with ambulance services provided by a private contractor throughout San Mateo County⁵⁰. The District also provides resources to assist in community inspection services, public education and informational programs.

The project site is within the District’s Fire Station 14 response district, which is located at 911 Granada Street, approximately 0.8 miles away from the project site. There is a minimum of three to four personnel staffing an engine at all times at this fire station, and at Fire Station 15, which is the next closest fire station. The average response time is five minutes for 90% of all responses, and is in keeping with the District and County standards for response times.

Police Protection

The project area is under the jurisdiction of the City of Belmont Police Department (Department). The City of Belmont Police Station is located at One Twin Pines Lane, approximately 0.8 mile from

⁵⁰ City of Belmont. Fire Department.

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the project site. The Department has 45 full-time employees, 31 of whom are sworn police officers. The existing officer to citizen ratio is 856 residents/officer⁵¹. The estimated response time for police calls in the City is approximately three minutes and meets the performance standards of the Department⁵².

Schools

The project site is located within the Belmont-Redwood Shores School District for elementary and middle schools and within the Sequoia Union High School District. Elementary school-aged children would either attend Central or Nesbit Elementary schools depending on student enrollment and availability. Central Elementary School is located within 0.5 miles of the project site and Nesbit Elementary is located within 0.9 miles of the project site.

Ralston Middle School and Carlmont High School would respectively serve the middle and high school students from the project. Several private schools are also located within the City.

Parks

The City of Belmont includes 14 developed parks on 31 acres and 337 acres of open space for hiking, running and bike riding. The City maintains 27 acres of City and School District-owned athletic fields. The closest park to the project site is the to be constructed Davey Glen Park on Davey Glen Road, located approximately 0.1 miles from project site. This park will be constructed and fully operation in spring 2016. Twin Pines Park on Twin Pines Lane, and O'Donnel Park on Ralston Avenue, are also in the vicinity located approximately 0.8 mile from the project site.

Other Public Facilities

San Mateo County Library operates a branch in Belmont located at 1110 Alameda de las Pulgas, which is approximately two miles from the project site. The Belmont branch is amongst the top three in circulation in the system for visitors and programs attendance⁵³.

Checklist Discussion

Checklist Item a:

Less than Significant Impact.

Fire Protection – As described in the Population and Housing section above, the proposed project would not result in substantial growth. The number of new residents generated by the project would be adequately served by existing fire service personnel and equipment. Thus, the project would not require additional fire protection or emergency medical services or facilities. The project would be designed to meet the Belmont Fire Protection District's standards for fire protection and would not adversely impact the District's ability to provide fire protection and emergency response services. The District will confirm compliance through the review of the building permit plans process.

Police Protection – The City of Belmont Police Department would provide law enforcement services for the proposed project. The 73 new residential units would generate a total population increase of approximately 147 people. Therefore, impacts to police protection services would be less than significant.

⁵¹ City of Belmont. Fiscal Year 2015 Final Budget.

⁵² City of Belmont. Police Department.

⁵³ San Mateo County Library. 2013 Annual Report.

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Schools—Based on student generation numbers, the proposed project has the potential to result in an estimated 21 new elementary and middle school students (0.29 elementary and middle school students per household), and 14 new high school students (0.19 high school students per household)⁵⁴. While the proposed project has the potential to result in a modest increase in student enrollment, both school districts have experienced growth spurts and are at or near capacity that challenge current and future demands. The school districts are proposing plans to address growth. The School Districts are actively pursuing funding through bonds and other options to alleviate these concerns.

State Law (Government Code Section 65996) specifies that the only method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. The proposed projects will be required to pay the school impact fees prior to issuance of building permits, therefore school impacts would be less than significant. Given the fact that the project would result in a modest increase in students and the efforts on behalf of the school districts to accommodate current and future demands, impacts to school services from this project would be less than significant.

Parks – Implementation of the proposed project would result in a slight increase in the demand for existing park facilities, but it is not expected to require the development of new park facilities. In addition, the applicant would be required to pay fees-in-lieu per the City's Subdivision Ordinance that would contribute to the project's share of maintenance and operation of existing and park facilities for the future. In addition, the project would pay the necessary Park Impact Fee as required. Therefore, impacts would be less than significant.

Other Public Facilities—San Mateo County Library prepares an annual report on the status of the Library System, which addresses a plan for future growth. The project would not require the construction of additional library services.

The project would not result in substantial adverse physical impacts associated with the provision of public services. Therefore, impacts to public services would be less than significant.

Mitigation Measures:

No mitigation required.

⁵⁴ 576-600 El Camino Real Mixed-Use Development Project, Draft Initial Study-Public Draft. July 1, 2014. City of Belmont

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XV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The study area for the analysis of recreational resources encompasses recreational resources within a one mile radius of the project area.

Existing Parks and Recreational Facilities

The City of Belmont has 13 developed parks (Davey Glen Park to be completed in 2016 for a total of 14) on 31 acres and 337 acres of open space for hiking, running, biking, and recreation operated by the City of Belmont Parks and Recreation Department. In addition, a number of school-district owned athletic facilities are available to the Belmont community. There are seven city parks within one mile of the project site as described in Table XV-1, Parks and Recreational Facilities.

**Table XV-1:
Parks and Recreational Facilities**

Recreational Facility	Distance from Project Site (in miles)	On-site Facilities and Amenities
Davey Glen Park	0.1	Walking trail and seating. To be operational in spring 2016.
Central Elementary School Recreational Facilities	0.5	Multi-purpose field, paved playground, basketball courts, tot-lot and playground.
Twin Pines Park	0.8	Barbeque (BBQ) facilities, picnic areas, multi-use field, open space trails, historical photo tour location, recreational facilities, stage, and playground.
O'Donnell Park	0.8	Basketball court, BBQ facilities, community garden, lawns, picnic area, and playground.
College View Park	0.75	Children's playground/ play structure.

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Recreational Facility	Distance from Project Site (in miles)	On-site Facilities and Amenities
Patricia Wharton Park	0.5	Walking trail.
Alexander Park	1.0	Basketball and tennis courts, BBQ area, horseshoe pits, lawns, and playground.

Regulatory Setting

Quimby Act

The California Government Code contains specific enabling legislation for the dedication of land or fee in lieu of land dedication for neighborhood and community parks by a city, county or special district. This legislation, codified as Section 66477 of the Government Code and known commonly as the “*Quimby Act*,” also establishes the criteria for determination the land dedication requirement and in-lieu fee based on specific park standards.

The City’s current Quimby land dedication requirement and in-lieu fee are based on 3.87 acres per 1,000 residents; an average household size of 2.69 persons for a single-family detached home, 2.39 persons for a single-family attached home and 2.01 persons per multi-family unit; and land value at \$2,928,000 per acre. The Quimby dedication requirement for multi-family residential is 339 square feet per unit.

For proposed subdivisions containing fewer than 50 parcels, the Quimby Act allows for the payment of fees (“Quimby in-lieu fees”) in lieu of land dedication. The purpose of in-lieu fees is to accumulate enough funding from several developers to acquire land for the development of neighborhood and community parks within the City where the fees are collected. Moreover, while land dedication may be required for larger subdivisions, the City may require in-lieu fees only, or a combination of land dedication and in-lieu fees, to meet the park and recreation goals of the City. The project represents a two lot subdivision. The in-lieu fee for multi-family residential is \$22,787 per unit.

City Park Impact Fee

In addition to the Quimby Act requirements, the City has also adopted a park impact fee to address the development of the park, once land has been acquired. The fee per unit is \$3,795 for multi-family residential and \$0.36 per square feet for retail/other commercial.

Checklist Discussion

Checklist Item a:

Less than Significant Impact. The project would potentially result in an increase to the City of 147 residents and would not result in substantial population growth. In accordance with the City’s Subdivision Ordinance, the applicant would be required to pay fees-in-lieu for the development of parks and recreational facilities and the park impact fee. The increased use of existing neighborhood and regional parks or other recreational facilities as a result of the proposed project would not be such that substantial physical deterioration of these facilities would occur or be accelerated. Therefore, the proposed project would not significantly increase demand on existing

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neighborhood and regional parks or other recreational facilities or related services in the area and impacts would be less than significant.

Checklist Item b:

No Impact. The proposed project includes an amenity area for residents along the western property line, at the back of the residential building. No other on- or off-site parks or recreational facilities are proposed. The proposed project would not involve the construction or expansion of recreational facilities; therefore the proposed project would have no impact on recreational facilities in this regard.

Mitigation Measures:

No mitigation required.

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XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The analysis of transportation and traffic resources encompasses the area of construction disturbance and local streets that would be potentially impacted by construction and operation of the proposed project.

The traffic impact assessment⁵⁵ for the project evaluated circulation system impacts due to the net change in traffic from replacement of existing site uses and revised site access. “With” and “without” project evaluation has been conducted for AM and PM commute peak hours under existing conditions, (year 2014) and future year 2018 horizons.

The following intersections have been evaluated:

1. Davey Glen Road / El Camino Real (signal)
2. Ralston Road / El Camino Real (signal)

⁵⁵ Fehr & Peers. February 10, 2015. *490 El Camino Real Transportation Assessment*. Peer reviewed by Hexagon Transportation Consultants.

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Project impacts to the study intersections were determined by measuring the net effect that the additional traffic generated by the project would have on intersection operations during the weekday morning (7:00 to 9:00 a.m.) and weekday evening (4:00 to 6:00 p.m.) peak periods. These peak periods were chosen because they represent the typical times of the day with the highest adjacent roadway traffic and highest trip generation potential.

The following scenarios were evaluated for the project:

1. Existing: Existing (2014) conditions based on recent traffic counts
2. Existing plus Project: Existing (2014) conditions plus project-related traffic
3. Cumulative Without Project: Future (2018) forecast conditions, which considers local traffic growth
4. Cumulative Plus Project: Future (2018) forecast conditions plus project-related traffic

Impact Criteria

The City of Belmont Guidelines for Traffic Impact Studies includes traffic level of service standards for signalized and un-signalized intersections. The Guidelines for Traffic Studies defines a series of significant impact thresholds for signalized intersections based on Level of Service (LOS) and a combination of increases in control delay and the demand to capacity (V/C) ratio, which are summarized in Table XVI-1: Signalized Intersection Significance Criteria.

**Table XVI-1:
Signalized Intersection Significance Criteria**

If the existing or Base Case (without project) LOS is:	Then the existing control delay is:¹	The project impact is considered significant if the increase in control delay associated with the project is:	And the demand to capacity ratio (V/C) increases by more than :
A	10 seconds or less	10 seconds	0.02
B	10.1 to 20 seconds	10 seconds	0.02
C	20.1 to 35 seconds	7.5 seconds	0.02
D	35.1 to 55 seconds	4 seconds	0.01
E	55.1 to 80 seconds	4 seconds (or 35 vehicle trips) ²	0.01
F	Greater than 80	4 seconds (or 20 vehicle trips) ²	0.01

Source: City of Belmont Guidelines for Traffic Impact Studies (May 2012)

Notes:

1. As defined in the Highway Capacity Manual 2000 (Transportation Research Board, 2000).
2. Signalized Intersections: If the addition of project traffic results in a reduction (rather than an increase) in intersection control delay, evaluation should then consider significant if 35 or more project vehicle trips are added to an intersection operating at LOS E, or 20 or more project vehicle trips are added to an intersection operating at LOS F.

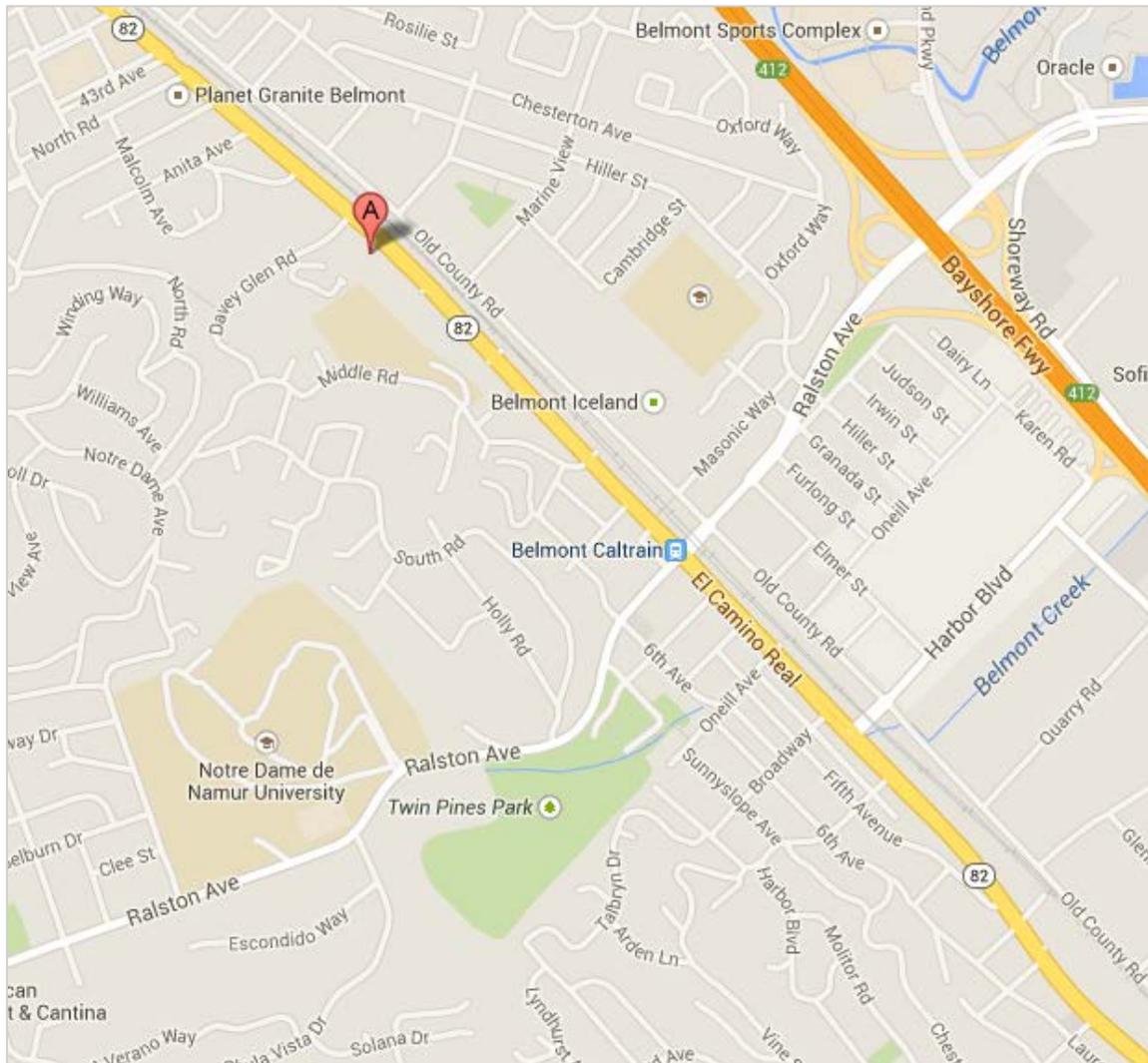
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Existing Conditions

Roadways

The project site currently has direct access to El Camino Real (State Route 82). Ralston Avenue, a nearby arterial roadway provides access from El Camino Real to both the US 101 and SR 92 within the vicinity of the project. Each of these roadways is briefly described below and featured on Figure XVI-1, Project Vicinity Roadway Map.

**Figure XVI-1:
Project Vicinity Roadway Map**



Source: Google Maps

El Camino Real is a major arterial roadway that extends the length of the San Francisco peninsula from the City of San Francisco to the City of San Jose. Within the project vicinity, El Camino Real is level and straight and has two travel lanes in each direction separated by a raised landscaped median. Depending upon the location, sidewalks are located on both sides of El Camino Real. The

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closest signalized intersections within Belmont are at Davey Glen Road, at Middle Road and at Ralston Avenue south of the site.

Ralston Avenue is a major four-lane roadway extending in a general east-west direction through the City of Belmont. It has interchanges with both the US 101 freeway on the east and the SR 92 freeway on the west (which then provides immediate access to Interstate 280).

Davey Glen Road is a two-lane local street that generally extends east-west and connects El Camino Real with Middle Road.

Pedestrian and Bicycle Facilities

Pedestrian Facilities - A sidewalk is provided along the west side of El Camino Real adjacent to the project frontage. It continues south into downtown Belmont and north into the City of San Mateo. A sidewalk is also provided along the opposite (east) side of El Camino Real from the vicinity of the project frontage to a bus stop across the street from the project site. There is no sidewalk provided on the east side of El Camino Real just south of the project site towards the Belmont Caltrain Station. Striped crosswalks are provided across El Camino Real at the signalized Davey Glen Road intersection and at the signalized Middle Road intersection to the south.

Bicycle Facilities - There are no signed or striped Class I, II or III bicycle lanes along El Camino Real in the project vicinity or along Ralston Avenue near El Camino Real. However, Ralston Avenue and El Camino Real are “cyclist suggested” routes on the *2010 San Mateo County Bike Map*, although El Camino Real is noted as a less preferred route due to high traffic volumes.

Funded Improvements

There are no funded circulation system improvements that would change capacity at any of the evaluated locations.

Transit

Transit service in the study area includes service provided by San Mateo Transit District (SamTrans) and the Peninsula Corridor Joint Powers Board (Caltrain).

San Mateo County Transit District (SamTrans) - SamTrans provides local transit (bus) service throughout San Mateo County and regional service to San Francisco. The following SamTrans routes operate within the study area:

Route 260 is an east-west bus line that provides local transit service between the College of San Mateo, Belmont Caltrain station, and San Carlos Caltrain station via Ralston Avenue, Marine Parkway, Shearwater Parkway, Bridge Parkway, and Redwood Shores Parkway. Within the study area, Route 260 operates along Ralston Avenue.

Route 261 is an east-west bus line that provides local transit service on the weekends between the Carlmont Village Shopping Center, Belmont Caltrain station, and San Carlos Caltrain station via Ralston Avenue, Bridge Parkway, Holly Street, and El Camino Real. Route 261 operates along Ralston Avenue and El Camino Real south of the project site.

Route ECR is a north-south bus line running along El Camino Real between the Daly City BART station and the Palo Alto Transit Center. On weekdays, service runs about every 15 minutes during

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and between commute periods and every 30 minutes at other times. On weekends, service runs about every 20 minutes.

Route 397 is a north-south bus line that provides regional transit service between downtown San Francisco and Palo Alto via primarily El Camino Real. The closest stop to the project site is located at the Belmont Caltrain station. There are three northbound and four southbound runs during the middle of the night.

Route KX is a north-south express bus line that provides regional transit service between downtown San Francisco and the Redwood City Transit Center primarily via US 101 and El Camino Real. Within the study area, Route KX operates along El Camino Real. The closest stop to the project site is located at the Belmont Caltrain station. There are three northbound runs during the AM commute and four southbound runs during the PM commute.

Route 62 runs on school days only between the Hillsdale Caltrain station-Belmont Caltrain station and schools in the Belmont Hills. In the project area it runs along El Camino Real between Davey Glen Road and Ralston Avenue. There are three southbound runs during the preschool period as well as two southbound and two northbound runs during the post-school period.

Route 67 runs on school days along Ralston Avenue between Redwood Shores and the Ralston Middle School. There are five westbound runs pre-school in the morning and 11 eastbound runs post-school in the afternoon.

Route 398 is a north-south bus line that provides regional transit service between the San Bruno BART station and the Redwood City Transit Center. In the project area it travels along El Camino Real. Service is approximately hourly on weekdays and weekends.

Peninsula Corridor Joint Powers Board (Caltrain) - Caltrain provides regional commuter rail service primarily between San Francisco to the north to San Jose to the south via local, limited stop and baby bullet (i.e. express service) trains. Caltrain provides rail service to Belmont via a station located immediately north of Ralston Avenue between El Camino Real and Old County Road within approximately half mile of the project site. Only local and limited-stop trains serve the Belmont station, with four to five limited trains serving the station in each direction during the morning and afternoon peak periods. Caltrain provides a free shuttle from the Belmont station to the Hillsdale station for access to baby bullet rail service. There are two or three baby bullet trains in each direction during the morning and afternoon peak periods.

Intersection Level of Service

Existing and Existing plus project

Table XVI-2: Existing and Existing Plus Project Intersection Level of Service, describes the project's impacts on the study intersections under current conditions. As the table below demonstrates, the study intersections would continue to operate at the same levels of service with the addition of project traffic and that the increase in delay of up to 2.4 seconds is below the threshold level of significance at four (4) seconds. Thus, the project would not cause a significant impact at either intersection based on Belmont's Guidelines for Traffic Studies significance criteria.

**Table XVI-2:
Existing and Existing Plus Project Intersection Level of Service**

Intersection	Control	Peak Hour	Existing		Existing Project	Plus	Increase in Delay	Increase in V/C
			Delay ¹	LOS ¹	Delay ¹	LOS ¹		
1. Davey Glen Road / El Camino Real	Signal	AM	8.1	A	8.9	A	0.8	0.02
		PM	7.5	A	8.1	A	0.6	0.01
2. Ralston Road / El Camino Real	Signal	AM	56.6	E	59.0	E	2.4	0.01
		PM	62.4	E	62.9	E	0.5	0.01

Source: Fehr & Peers, 2015

Notes:

1. Traffic operations results include delay (seconds per vehicle) and LOS (level of service). LOS is based on delay thresholds published in the Highway Capacity Manual 2000 (Transportation Research Board, 2000).

Bold denotes unacceptable level of service

V/C = demand to capacity ratio

Cumulative With and Without Project

Table XVI-3: Cumulative With and Without Project Intersection Level of Service, describes the project’s impacts on the study intersections in year 2018. The cumulative scenario presented in the table and described in the project’s traffic assessment represents year 2018 forecasts, which include completion of other approved and pending development projects in the area and additional growth consistent with City/County Association of Governments (C/CAG) regional travel demand models that were validated for year 2035 traffic forecasting as part of the US 101/Holly Street Interchange Project Environmental Document. The C/CAG models include the land use changes (consistent with ABAG Projections 2011) and funded regional transportation projects. While there are no major roadway improvements anticipated in the immediate project vicinity there is a substantial amount of potential for land use growth in the area. Growth factors used in the TIA were developed by comparing the 2035 forecasts to the base year forecasts and applied to the existing volumes to determine the additional growth to 2018.

Using 2018 represents a reasonable cumulative scenario because it represents a timeline that would likely see all approved and pending development project to be completed and occupied. A scenario reflecting conditions beyond 2018 may de-emphasize project trips and potential trip impacts, because of projected significant growth in the region.

As the table below demonstrates, with the addition of project traffic, the average delay would increase slightly at both study intersections, but they would continue to operate at the same LOS when compared to the Cumulative without Project scenario during both peak hours. The increase in delay of up to 3 seconds is below the established four (4) second threshold level of significance. Thus, the project’s impact to LOS would be less than significant under future year 2018 conditions.

**Table XVI-3:
Cumulative With and Without Project Intersection Level of Service**

Intersection	Control	Peak Hour	Cumulative		Cumulative Plus Project		Increase in Delay	Increase in V/C
			Delay ¹	LOS ¹	Delay ¹	LOS ¹		
1. Davey Glen Road / El Camino Real	Signal	AM	8.2	A	9.0	A	0.8	0.03
		PM	7.6	A	8.1	A	0.5	0.01
2. Ralston Road / El Camino Real	Signal	AM	87.9	F	90.9	F	3.0	0.01
		PM	80.9	F	82.5	F	1.6	0.02

Source: Fehr & Peers, 2015

Notes:

1. Traffic operations results include delay (seconds per vehicle) and LOS (level of service). LOS is based on delay thresholds published in the Highway Capacity Manual 2000 (Transportation Research Board, 2000).

Bold denotes unacceptable level of service

Checklist Discussion

Checklist Items a and b:

Less than Significant Impact. Based upon the evaluation within the project’s Traffic Assessment and summarized in this section in Tables XVI-2 and XVI-3, the project would not increase vehicle delay at any study intersection greater than the City’s established significance criteria levels. Therefore, impacts due to a conflict with an established Level of Service standard would be a less than significant.

Checklist Item C

No Impact. The project area is served by commercial air service from San Francisco International Airport, San Jose International Airport, and the San Carlos Airport. The project would result in an approximate population increase of 147 persons (See Section XIII, Population and Housing), which would not substantially change the demand for air traffic. No relocation of any airport facilities would be necessary due to the proposed project. Thus, there would be no increase in demand for air travel resulting in a change in air traffic and this impact would be less than significant.

Checklist Items d and e

Less than Significant Impact with Mitigation Incorporated. Vehicle access to the site would be provided from two driveways, with one on Davey Glen Road, allowing all movements into and out of the driveway, and the other on El Camino Real, allowing right-in and right-out movements only. The proposed driveways are located very close to the existing driveways on the site, and will continue to operate in a similar way. The proposed relocation of the driveways would provide direct connection to the parking area drive aisle, and would allow access to the surface parking spaces for commercial uses as well as access to the underground parking garage ramp for residential use.

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Sight lines at Davey Glen Road Driveway

Based on the proposed design of the driveway at Davey Glen Road, for left turns out, the minimum sight distance is not met due to the proximity of the intersection at Davey Glen Road and El Camino Real. However, there would only be a conflict when there were queued vehicles at the eastbound approach. Under this condition views of the intersection may be blocked, creating a hazardous condition when making a left turn out of the driveway. With the implementation of **Mitigation Measure TR-1**, the project's potential to introduce an incompatible design feature would be reduced to less than significant levels.

Construction Haul Traffic

The project would require the removal of approximately 23,000 cubic yards of soil due to the construction of the subsurface parking garage, as well as the removal of the demolished buildings. This will require up to 1,150 trucks for soil removal and 20 to 30 trucks for building demolition removal. Haul trucks will use El Camino Real and Ralston Avenue for access between the project site and the US 101 freeway.

According to the applicant, demolition operations may take up to 10 days to complete. Excavation operations may take up to 40 days to complete. Construction truck traffic associated with off hauling would be limited to the hours between 9:00 a.m. and 3:00 p.m. Monday through Friday in order to minimize impacts to commute period traffic. Given the amount of trucks and duration of the construction, it is expected that this activity may cause short-term disruptions to traffic flow on El Camino Real. This is considered a potentially significant impact. However, with the implementation of **Mitigation Measure TR-2**, the addition of construction related traffic impacts associated with development of the proposed project would be reduced to less than significant levels.

Checklist Item f

Less than Significant Impact. At operation, the project would not result in an increase in traffic that would conflict with City of Belmont significance criteria or C/CAG significance criteria. The project would be in proximity to the City's downtown and the Belmont Caltrain station and would slightly increase usage of public transit and pedestrian and bike facilities in the area. However, given the modest population increase, this use would be beneficial to transit ridership numbers and would not lead to any decrease in the performance or safety of these existing facilities. Therefore, impacts would be less than significant.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure TR-1: Sight Lines at Project Driveway (Davey Glen Road). The applicant shall continue to monitor eastbound queues on Davey Glen Road at El Camino Real to ensure project driveway is not regularly blocked. If queue lengths increase, the applicant shall work with the City to install "Keep Clear" or "Do Not Block" markings on the eastbound lanes of Davey Glen Road in front of the driveway. With "Keep Clear" markings, even if queues on Davey Glen extend beyond the project driveway, vehicles exiting the driveway would have adequate sight distance to safely turn left.

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Mitigation Measure TR-2: Construction Haul Traffic. Prior to issuance of a grading permit, the project applicant shall provide a traffic control plan to the City for evaluation and approval to be implemented during all phases of project construction. The project's traffic control plan may include flaggers and other traffic devices as deemed necessary to reduce traffic and construction conflicts around the construction site and on project area roadways.

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XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The study area for the analysis of utilities and service systems encompasses the City of Belmont. Utilities and service systems include wastewater conveyance and treatment systems, potable water conveyance and treatment facilities, storm water drainage systems, water supply systems, and solid waste landfills.

Water Supply

The Mid-Peninsula Water District (MPWD) supplies water for the City of Belmont and the areas within its sphere of influence, a few neighborhoods in the City of San Carlos, covering approximately a five square miles area. Population served by the MPWD is calculated at approximately 26,030 persons in 2010. MPWD estimates additions of new connections to match projected growth in the City at approximately 38 connections a year for the next 25 years. All of the MPWD's water is purchased from the San Francisco Public Utilities Commission⁵⁶.

Wastewater Collection and Treatment

The City of Belmont is responsible for the collection of sewage in the City through approximately 82 miles of gravity sanitary sewer lines, over three (3) miles of associated force mains, and 11

⁵⁶ Mid-Peninsula Water District. 2010. Urban Water Management Plan, June 2011.

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pump stations⁵⁷. Treatment and disposal is conducted by Silicon Valley Clean Water (SVCW), formerly South Bayside Systems Authority, a four member Joint Powers Authority comprising of cities of Belmont, San Carlos, and Redwood City, as well as the West Bay Sanitary District. SVCW operates a major sub-regional treatment plant south of the San Mateo Bridge, providing sewage service for over 200,000 people on the Peninsula⁵⁸. The 29 million gallons a day (mgd) treatment plant provides tertiary level treatment (ibid). The majority of the treated effluent is discharged to the San Francisco Bay.

Wastewater collected from the project site would be transferred through City owned infrastructure to SVCW's wastewater treatment facilities. SVCW plans to expand its existing wastewater treatment capacity to meet the demands of projected growth in the region. In 2008, SVCW launched a \$339 million 10-Year Capital Improvement Program to improve the wastewater treatment facilities and address aging infrastructure upgrades to meet the demands of the region⁵⁹. Use of reclaimed water for irrigation and industrial purposes within SVCW's service area would further reduce discharges to the Bay.

Storm Drain System

The City of Belmont operates and maintains 28 miles of storm drain pipes and two storm drain pump stations⁶⁰. The City has a total area of 4.6 square miles and four main drainage areas that convey storm water through the City:

- The primary storm drainage conveyance through the City is Belmont Creek which conveys 60% of the City's storm runoff.
- Laurel Creek has a 0.78 square mile drainage area in the northwestern portion of the City and discharges to the City of San Mateo.
- O'Neill Slough is located east of Highway 101 and is hydraulically connected to San Francisco Bay.
- Island Park is east of the Highway 101 which drains to a lagoon that connects to Belmont Creek.

Electricity and Natural Gas

Pacific Gas and Electric (PG&E) is the main electricity and natural gas provider to the City of Belmont.

Solid Waste Disposal and Recycling

Collection and disposal of regular solid waste, and targeted recyclables and organic material for the City of Belmont is provided by Recology of San Mateo County under a Franchise Agreement with the City. Recology also provides door-to-door collection of household hazardous waste by appointment, scheduled collections of bulky items, e-scrap events, and street sweeping services.

⁵⁷ City of Belmont. September 2007. *Sanitary Sewer Rehabilitation Master Plan. Final Report.*

⁵⁸ Silicon Valley Clean Water.

⁵⁹ South Bayside Systems Authority. 2008. *Press Advisory May 9, 2008 – SBSA Announces \$339 Million, 10 Year Capital Improvement Program.* Website: <http://www.svcw.org/capital-improvements/>. Accessed: May 29, 2014.

⁶⁰ City of Belmont. Public Works Department. <http://www.belmont.gov/city-hall/public-works/engineering/infrastructure/storm-drain-system>. Accessed December 8, 2014.

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Checklist Discussion

Checklist Item a:

Less than Significant Impact. As described in Section IX Hydrology and Water Quality, dewatering may be required during excavation for the subsurface parking garage. All wastewater from dewatering would be disposed per regulatory standards and City requirements.

According to a technical memorandum submitted by the project proponent⁶¹, the project site is currently well served by existing wastewater conveyance pipelines. At operation wastewater generated by the project site is expected to increase slightly relative to the existing condition. However, there is currently sufficient capacity in the system to manage the anticipated level of increase. Wastewater flows would be transferred through City owned infrastructure to SVCW's wastewater treatment facilities.

The proposed project would be charged impact fees appropriately to cover the cost of sewage collection and treatment and would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. Therefore, impacts would be less than significant.

Checklist Items b, d, and e:

Less than Significant Impact. Section IX Hydrology and Water Quality, identifies measures intended to avoid and minimize effects to water quality from project construction. De-watering may be necessary as part of the basement excavation process, which would generate waste water. The amount generated would be negligible and would not exceed wastewater treatment requirements, nor require the construction of new facilities.

The project site is located on an urban infill site that is already well served by existing public service systems. The proposed project would result in 73 new units, and 4,990 square feet of commercial, replacing existing commercial structures.

The *Urban Water Management Plan* for the area indicates adequate capacity to meet water supply demands due to population increase up to the year 2020 (Mid-Peninsula Water District [MPWD] 2011). The proposed project would not significantly increase demand on existing water supplies or entitlements. This includes compliance with Title 24 for efficient water fixtures and drought tolerant landscaping.

Wastewater generated from project operations would also not burden existing City and Silicon Valley Clean Water (SVCW) capacities. SVCW has recently undertaken significant capital improvements to meet the demands of the region and would thus have sufficient capacity to meet the needs of this project. As a part of the City's review process, all departments and agencies responsible for providing services are consulted to determine their ability to provide necessary services prior to the issuance of permits. No comment has been raised to require additional infrastructure to service the site. Therefore, the proposed project would have a less than significant impact on water supplies and wastewater treatment and facilities.

⁶¹ BKF. April 7, 2014. *Technical Memorandum: Davey Glen Sewer Capacity Analysis*.

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Checklist Item c:

Less than Significant Impact.

Existing Condition

The project consists of 80,010 square feet, 56,948 of which is impermeable building roof or asphalt parking lot⁶². Permeable area is 23,062 square feet which includes the hillside on the west side of the project and miscellaneous landscape areas near the convenience store (ibid). Assuming a runoff coefficient of 0.90 for impervious surfaces and 0.30 for pervious surfaces the project's average runoff coefficient is 0.73 (ibid).

Proposed Improvements

The proposed project shows 60,880 square feet of impermeable surface area consisting of proposed roof and hardscape pavers and 19,130 square feet of permeable area consisting of a detention pond, pervious pavers for vehicle loading and landscape planters per the Vesting Tentative Map submittal dated 8/11/2014 (no change to current plan) (ibid). A detention pond on the west portion of the project will have a designed storage depth of 1.5 feet and a storage volume of 4,060 cubic feet (ibid). Assuming the same runoff coefficients for the proposed surfaces the weighted coefficient is 0.76 (ibid).

The project site is currently developed with commercial structures and a surface parking lot. Construction and operation of the project would include a slightly larger project footprint, which would result in an increase in the amount of stormwater runoff over existing levels. The project would be designed to implement C.3 standards by minimizing the change in stormwater runoff volume and the timing of peak flows. The project proposes on-site bioswales and detention boxes and, storm flow would be directed towards planters in the project's design. Rooftop drainage from the new buildings will be collected by storm drain pipes that will direct flows to bioswales, detention boxes, and planters before discharging to the City's curb and gutter system. These measures would promote infiltration of stormwater, therefore no new or expansion of existing drainage facilities would be necessary. Project impacts to storm drain systems would be less than significant.

Checklist Item f:

Less than Significant Impact. Demolition of existing on-site structures would generate solid waste, which would be disposed of at an appropriate solid waste facility. The proposed project would be required to recycle 50% of all its construction and demolition waste per City requirements. The closest facility that offers these services is the Shoreway Environmental Center (SEC), located off the US Highway 101 between the Ralston Avenue and Holly Street exists. SEC is a recycling and transfer station facility that accepts construction and demolition debris, and residential and commercial waste.

At operation, collection of solid waste would be provided by Recology, under a Franchise Agreement with the City. A number of programs that support diverting waste from the landfill are offered by Recology. Solid waste collected from the project site would first be sorted at the SEC transfer station, from there any garbage designated as landfill waste would be disposed at Ox Mountain Sanitary Landfill in Half Moon Bay (approximately eight miles away). The landfill handles

⁶² BKF. August 11, 2014. *Technical Memorandum: Davey Glen 490 El Camino Real Storm Water Management Analysis.*

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construction, demolition, and mixed municipal waste. The landfill has a capacity of 37,900,000 cubic yards.

The remaining capacity at the Ox Mountain Sanitary Landfill as of May 31, 2011 was approximately 26.9 million cubic yards. The landfill is permitted to operate until January 2018, and is estimated for closure in 2023 (CalRecycle 2011). This landfill has sufficient capacity to serve the proposed project. The project would not result in the need for new or expanded solid waste facilities and the impact would be less than significant.

Checklist Item g:

Less than Significant Impact. Appropriate garbage and recycling receptacles would be provided within the common areas of the project site, in accordance with all statutes and regulations related to solid waste. Also see discussion (f) previously. Therefore, impacts would be less than significant.

Mitigation Measures:

No mitigation required.

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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Checklist Discussion

Checklist Item a:

Less than Significant Impact. Based on the findings provided in this Initial Study, the proposed project would not substantially degrade the quality of the environment. The project would not substantially reduce fish and wildlife habitat or populations to below sustainable levels and would not eliminate or restrict the range of any plant or animal community (see Section IV). The project would not eliminate historic or prehistoric resources (see Section V). Thus, the overall impacts of the project due to the degradation of the environment would be less than significant.

Checklist Item b:

Less than Significant Impact with Mitigation. A cumulative effect is defined as the impact on the environment that results from the incremental effect of the proposed project when added to other past, present, and reasonably foreseeable actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

This section evaluates potential environmental impacts of the project when considered together with other projects on air quality, GHG emissions, noise, public services and traffic. There are a number of projects in the City of Belmont that have the potential to overlap with the proposed project construction. The City is also in the process of updating its General Plan, which could result in higher intensity development in the project’s vicinity.

Project Construction

The potential for the project to contribute to cumulative construction impacts would occur during the construction phase of development. Construction of the proposed project would occur over a 20 month period between 2016 and 2017.

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Cumulative Construction Impacts on Traffic. Project construction could temporarily disrupt traffic on El Camino Real. Project construction would also result in short-term increases in vehicle trips by construction workers and construction vehicles on area roadways. Once the project is constructed, area traffic would return to baseline levels and configurations. If project construction were to overlap with the construction of other projects in the vicinity, construction phase traffic impacts could be worse than those described in Section XVI above. Therefore, the implementation of **Mitigation Measure CUM-1** below, in conjunction with meeting all Caltrans standards, would ensure that the project would not have a considerable contribution to a significant cumulative impact and the impact would be reduced to a less than significant level.

Cumulative Construction Impacts on Air Quality and Noise. As described in Section IV Air Quality, project construction would not conflict with or obstruct the implementation of applicable air quality or noise ordinances. All other cumulative projects would also be required to meet the same local and regional air quality and noise standards. Therefore the project's cumulative contribution to air quality and noise impacts in the region would be less than significant.

Cumulative Construction Impacts on GHG Emissions. In general, individual GHG emissions do not have a large impact on climate change. However, once added with all other GHG emissions in the past and present, they combine to create a perceptible change to climate. Because of the extended amount of time that GHGs remains in the atmosphere, any amount of GHG emissions can be reasonably expected to contribute to future climate change impacts. The amount of CO₂ emissions from the proposed project, although measurable, would be minor. It is anticipated that the proposed emissions for the project would be 850 metric tons of CO₂eq. On a global scale, the proposed project is expected to contribute a negligible amount of GHGs to global cumulative effects to climate change. Furthermore, the project's urban location and proximity to transit services to presents opportunities to reduce vehicle trips and reduce overall traffic associated with the proposed project.

Other Cumulative Impacts

The cumulative construction impacts for aesthetics, agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems would be less than significant. As discussed within the IS/MND, the project does not have the potential to cause significant impacts in these resource areas.

Project Operation

The potential for cumulative effects of the project in combination with other planned or anticipated improvements is low since no significant impacts were identified that could be considered in a cumulative assessment of effects, for the following issue areas, either from the project alone or cumulatively with other projects: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, GHG Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems.

Therefore, the cumulative impact from the proposed project and the foreseeable local projects would be considered less than significant.

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Checklist Item c:

Less than Significant Impact. Based on the findings of this Initial Study, the project would not have a substantial direct or indirect adverse effect on human beings, therefore impacts would be less than significant.

Mitigation Measures:

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

Mitigation Measure CUM-1: Construction Haul Traffic. The City of Belmont Building Department shall review project plans and approvals to reduce project construction overlap in timing, with consideration provided for proximity and hauling routes. Additionally, the project shall be required to implement traffic control plans, if construction overlap of proximate projects is likely to occur.

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