

Item #	Page Number	Summary of Comments Received	Original Text	Proposed Changes (Clarifying notes and directives are provided in italic text)
2035 General Plan (June 30, 2017 Revised Public Review Draft)				
GP1	2-49	Add reference to public utilities code to ensure compliance with land use compatibility requirements of the ALUCP.	Policy 6-6.1 Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.	Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council <u>in accordance with the provisions of Public Utilities Code Section 21675.1(d)</u> development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.
GP2	2-49	Edit Policy 2.16-2 to clarify that the City will comply with the land use compatibility requirements of the ALUCP unless the City Council formally overrides an ALUC consistency determination in accordance with Section 21675.1(d) of the Public Utilities Code.	Policy 2.16-2 Coordinate with C/CAG and the FAA to protect public health, safety, and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.	Policy 2.16-2 Coordinate with C/CAG and the FAA to protect public health, safety, and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport. <u>Comply with the land use compatibility requirements of the ALUCP unless the City Council formally overrides an ALUC consistency determination in accordance with Section 21675.1(d) of the Public Utilities Code.</u>
GP3		Add a clean energy goal with specific targets: Add target of 100% renewable power citywide by 2025; Add target of zero net carbon standards for new developments > 10,000 sq ft	N/A	<i>No change; these recommendations may be considered by the City Council.</i>
GP4		Clean transportation goals should go beyond the Air District CAP measures--add an "EV First" purchasing policy and require EV charging infrastructure at all new parking facilities	N/A	<i>No change; these recommendations may be considered by the City Council.</i>
GP5		Add a Chik-fil-a in Belmont	N/A	<i>No change; the City does not recruit or control specific businesses or merchants.</i>
GP6		Plan for a pedestrian connection between Lake Road Trail at Lyall Way through to Merry Moppet Lane to Carlmont Village to draw people to the Shopping Center after enjoying the open space. Pedestrian connection could include an open air mall or sidewalk lined with commercial uses.	N/A	<i>No change recommended; this may be considered when the City updates its Parks, Recreation, and Open Space Master Plan (see Policy 4.1-1).</i>
GP7		Maintain the trail from Ralston Ave to Lake Road Trail to provide a safe way for kids from the Ralston Middle School to walk to the Carlmont Shopping Center, rather than on Ralston Avenue.	N/A	<i>No change recommended; this comment is addressed through existing GP policy 4.4-5 regarding trail maintenance.</i>
GP8	4-3	Replace the term "grandchildren" to "future generations" to make it more inclusive.	Natural Beauty: Our actions today preserve and enhance Belmont's beauty to make it even lovelier for our grandchildren.	<i>This change to the adopted Vision Statement is appropriate and recommended.</i>
GP9		Improve jobs-housing balance by planning for more housing development.	N/A	<i>No change recommended; this suggestion may be considered by the City Council. The Draft EIR analyzed one alternative that proposed a more equal balance of new housing and commercial development.</i>

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GP10	5-14	Update the references to the UWMP	State law requires that the Conservation Element of General Plans be developed in coordination with water, flood management, water conservation, and groundwater agencies (Section 65302.2) and include a discussion and evaluation of water supply and demand (Section 65352.5). The Mid-Peninsula Water District (MPWD) provides water for the City of Belmont, and it prepared an Urban Water Management Plan (UWMP) in 2010, which is the source for the information presented in this section...	State law requires that the Conservation Element of General Plans be developed in coordination with water, flood management, water conservation, and groundwater agencies (Section 65302.2) and include a discussion and evaluation of water supply and demand (Section 65352.5). The Mid-Peninsula Water District (MPWD) provides water for the City of Belmont, and it prepared an Urban Water Management Plan (UWMP) in <del>2010</del> <u>2015</u> , which is the source for the information presented in this section...
GP11	5-15	Update Figure 5-6: Potable Water Facilities in the Planning Area	Figure 5-6	<i>Figure 5-6 will be updated to correct the error</i>
GP12	5-17	Update data from the UWMP	In 2009, the California Water Code incorporated the Water Conservation Act (SBx7-7), which proposed a 20 percent reduction in statewide urban water use by 2020. Table 5-4 shows a summary of water use targets and current use, as presented in the 2010 Urban Water Management Plan. MPWD will have to reduce 5 percent of its total water use from the applicable baseline to meet the water reduction goal by 2020. MPWD, as a member of the California Urban Water Conservation Council (CUWCC), may also choose another water reduction target – an 18 percent reduction in potable water demand from an applicable baseline by 2018, to demonstrate compliance with the programmatic Best Management Practices (BMPs). In 2010, the District’s consumption was 108.6 gallons per capita daily (GPCD), indicating that it needs to continue implementing the BMPs to reach the applicable BMP goal for 2018 of 106.3 GPCD.	In 2009, the California Water Code incorporated the Water Conservation Act (SBx7-7), which proposed a 20 percent reduction in statewide urban water use by 2020. Table 5-4 shows a summary of water use targets and current use, as presented in the <del>2010</del> <u>2015</u> Urban Water Management Plan. MPWD will have to reduce 5 percent of its total water use from the applicable baseline to meet the water reduction goal by 2020. MPWD, as a member of the California Urban Water Conservation Council (CUWCC), may also choose another water reduction target – an 18 percent reduction in potable water demand from an applicable baseline by 2018, to demonstrate compliance with the programmatic Best Management Practices (BMPs). In <del>2010</del> <u>2015</u> , the District’s consumption was <del>108.6</del> <u>85</u> gallons per capita daily (GPCD), indicating that it <del>needs to continue implementing the BMPs to reach the applicable BMP goal for 2018 of 106.3 GPCD</del> <u>is within reach if it continues to implement the BMPs.</u>
GP13	5-17	Update data in Table 5-4: Summary of Water Use Targets and Current Use	<i>See FEIR</i>	<i>See FEIR</i>
GP14	6-3	Update discussion of seismic risks based on State's recent mapping	Figure 6-1 shows potential seismic and geological hazard locations in the City of Belmont. In Belmont, surface rupture and liquefaction from seismic events may result in low to moderate risk to the northeast corner of the city and along Belmont Creek. Ground shaking, however, could bring widespread and serious damage to Belmont. The entire city, as with most regions in San Mateo County, has a MMI (Modified Mercalli Intensity) Shaking Severity Level of 8 (Very Strong).	Figure 6-1 shows potential seismic and geological hazard locations in the City of Belmont. In Belmont, surface rupture and liquefaction from seismic events may result in low to moderate risk to the northeast corner of the city and along Belmont Creek. <u>As of August 2017, the California Geologic Survey released preliminary mapping of Seismic Hazard Zones in the San Mateo Quadrangle, which includes the Planning Area. The preliminary Seismic Hazard Zones suggest that a substantial amount of land in the Planning Area is at risk of liquefaction and earthquake-induced landslides. In addition,</u> Ground shaking, however, could bring widespread and serious damage to Belmont. The entire city, as with most regions in San Mateo County, has a MMI (Modified Mercalli Intensity) Shaking Severity Level of 8 (Very Strong).
GP15	6-24	Figure 6-1: Seismic and Geologic Hazards is not consistent with an individual study done by an engineer on a particular parcel	Policy 6.1-3 Prohibit development in areas at risk of landslides or high or very high liquefaction as shown in Figure 6-1, or on slopes steeper than 30 percent, unless detailed site investigations ensure that risks can be reduced to acceptable levels and the structure will be protected for its expected life.	Policy 6.1-3 Prohibit development in areas at risk of landslides or high or very high liquefaction as shown in Figure 6-1, or on slopes steeper than 30 percent, unless detailed site investigations <u>by licensed engineers</u> ensure that risks <u>do not exist, or</u> can be reduced to acceptable levels and the structure will be protected for its expected life.
GP16	6-24	The State recently released new seismic hazard mapping	N/A	<i>Add a new policy: <u>Policy 6.1-12 Update Figure 6-1 as new data from official, reliable sources is released.</u></i>
GP17	throughout	Standardize references to Highway 101/US-101 in all elements, especially Land Use and Circulation	Numerous	<i>Standardize references throughout document to <u>US 101</u></i>
GP18	1-3	Add policy promoting community health to Vision Statement	Page 1-3	<i>No change recommended to adopted Vision Statements; this suggestion may be considered by the City Council.</i>

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GP19	Figure 2-3 Public and Community Facilities, page 2-12	Add Crystal Springs Uplands School to the map	N/A	<i>Update Figure 2-3 to include CSUS</i>
GP20	Table 2-2 Public School Enrollment 2013-2014, page 2-13	If Redwood Shores Elementary and Sandpiper serve the Planning Area, add a note that they are not in the City or SOI.	N/A (Table 2-2)	<i>Add footnote to Table 2-2: 3. <u>Redwood Shores and Sandpiper Elementary schools are not located within the City of Belmont or its SOI.</u></i>
GP21	Table 2-4 Density and Intensity Standards and Acreage Totals for General Plan Land Use Designations, page 2-21	Concern that the 5.0 FAR in the Harbor Industrial Area will accelerate the displacement of middle-class jobs.	N/A	<i>No change recommended; the 5.0 FAR is consistent with current San Mateo County development standards and does not represent a substantial increase in development capacity from that which is currently permitted.</i>
GP22	2-23	Formatting issues	N/A	<i>Document layout error will be corrected.</i>
GP23	2-27	Potential typo	...which will continue to be true in the future based on Association of Bay Area Government projections.	...which will continue to be true in the future based on Association of Bay Area Government's projections.
GP24	2-32	In discussion of HIA, note that middle-class job opportunities in industrial uses must be balanced with redevelopment opportunities of office and residential uses	The Land Use Diagram provides two designations for the HIA. HIA-1 continues to accommodate the light industrial uses traditionally present in the area, as well as retail, hotel, research and development. Given its proximity to the Belmont Village PDA, HIA-1 also allows for high density residential uses. HIA-2, the larger of the two HIA designations in terms of acreage, allows for the same mix of uses except for the exclusion of residential uses and the additional accommodation of large oorplate retail uses meant to attract big box tenants.	The Land Use Diagram provides two designations for the HIA. HIA-1 continues to accommodate the light industrial uses traditionally present in the area, as well as retail, hotel, research and development. Given its proximity to the Belmont Village PDA, HIA-1 also allows for high density residential uses. HIA-2, the larger of the two HIA designations in terms of acreage, allows for the same mix of uses except for the exclusion of residential uses and the additional accommodation of large oorplate retail uses meant to attract big box tenants. <u>As the area redevelops over time, creation and preservation of middle-class jobs should be balanced with new office and residential development opportunities.</u>
GP25	2-42	Add language to Policy 2.6-5 on appropriate transitions in height and mass coordinated with Policy 2.8-1 and 2.13-3	Policy 2.6-5 Ensure that commercial uses are built and operated in such a way as to complement but not con ict with adjacent residential uses. This can be accomplished by such means including, but not limited to: Controlling lights, signage, and hours of operation to avoid adversely impacting surrounding uses. Requiring adequate landscaped bu ers between commercial and residential uses. Providing bicycle and pedestrian links between commercial centers and surrounding residential uses, and providing bicycle-parking racks. Ensuring building mass does not adversely impact surrounding residences.	Policy 2.6-5 Ensure that commercial uses are built and operated in such a way as to complement but not con ict with adjacent residential uses. This can be accomplished by such means including, but not limited to: Controlling lights, signage, and hours of operation to avoid adversely impacting surrounding uses. Requiring adequate landscaped bu ers between commercial and residential uses. Providing bicycle and pedestrian links between commercial centers and surrounding residential uses, and providing bicycle- parking racks. Ensuring building mass does not adversely impact surrounding residences <u>through use of appropriate transitions in building height and mass (see also Policy 2.13-3).</u>
GP26	2-44	Add policy promoting temporary and permanent jobs at prevailing wages under Goal 2.7.	N/A	<i>While this is not a General Plan topic, the City Council took action at its September 12, 2017 hearing to provide to a development fee credit when projects employ prevailing wage.</i>
GP27	2-48	Add to Goal 2.14 to promote protection of views from public spaces and rights-of-way.	Goal 2.14 Protect and enhance Belmont's hillside areas.	Goal 2.14 Protect and enhance Belmont's hillside areas <u>and views from public spaces and rights-of-way.</u>
GP28	2-51	Add Caltrain to list of agencies in Policy 2.20-4.	Policy 2.20-4 Continue to collaborate with the Grand Boulevard Initiative, SamTrans, Caltrans, and other regional agencies and cities on improving El Camino Real and developing land use and transportation strategies.	Policy 2.20-4 Continue to collaborate with the Grand Boulevard Initiative, SamTrans, Caltrans, <u>Caltrain,</u> and other regional agencies and cities on improving El Camino Real and developing land use and transportation strategies.
GP29	Chapter 2	Add community health goals and policies.	N/A	<i>Policies relating to community health are currently found in the Land Use; Parks, Recreation, and Open Space; Circulation; and Safety Elements. In the future, the City may choose to amend the General Plan to add a stand-alone community health element.</i>

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GP30	Chapter 3	SamTrans runs both fixed-route and paratransit service.	Page 3-7	<i>Add section to transit background information on page 3-7: Paratransit is an on-demand service for persons with disabilities who cannot independently use regular fixed-route transit services. The San Mateo Transit District provides paratransit in Belmont through its Redi-Wheels service. The Redi-Wheels service provides daily service between the hours of 5:30 a.m. and midnight and reservations can be made in advance.</i>
GP31	Chapter 3	Add discussion of local Senior Center transport services.	N/A	<i>No information about this service is available.</i>
GP32	3-15	Highlight the Ralston Avenue Corridor Plan roadway improvements like we do the Bike/Ped improvements in the next section.	Page 3-15	<i>Add "Ralston Avenue" section under Roadway Improvements: The City of Belmont has identified Ralston Avenue as a key community corridor that serves homes, retail, schools, employment centers and the Belmont Caltrain Station. The corridor serves as the city's primary east-west aligned route, connecting US 101 and SR 92. As such, Ralston Avenue is one of the high traffic volume corridors in the City of Belmont. The Ralston Avenue corridor was recently studied to determine the adequacy of the corridor for multi-modal users by evaluating the ability to accommodate pedestrians, bicyclists, transit riders, and motorists under existing and projected future improvements. Context sensitive transportation alternatives were then developed to improve future conditions for all uses along the corridor. Improvements have been identified along the corridor based on the context of the roadway and adjacent uses. The improvements include high visibility crosswalks, hybrid pedestrian signals, high visibility green bicycle lanes, wayfinding signs, widened sidewalks, sidewalk gap closure, intersection curb extensions (bulbouts), median refuges, a roundabout and additional traffic signals.</i>
GP33	3-18	Discuss electrified Caltrain system and improved service to Belmont	Page 3-8	<i>Add at end of "Caltrain" section on page 3-8: The Caltrain Modernization Program plans to electrify and upgrade performance, operating efficiency, capacity, safety, and reliability of Caltrain's commuter rail service. A primary part of this plan is the Peninsula Corridor Electrification project which will electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to the Tamien Caltrain Station in San Jose, as well as, install advanced signal systems and replace Caltrain's diesel trains with high-performance electric trains. The Caltrain Modernization Program is scheduled to be operational by 2021.</i>
GP34	3-20	Discuss how parking requirements should incorporate technology and other innovations to accommodate increasing reductions in parking demand over time.	N/A	<i>There are no changes recommended. The policy statement includes these technologies and recommends their inclusion in future projects.</i>
GP35	3-20	Discuss need to accommodate technology and other transportation innovations, including transportation network companies and autonomous vehicles.	N/A	<i>Add new section at end of page: <b>Innovations in Transportation</b> Disruptive technologies and innovations are rapidly evolving advancements and improvements that are typically simpler, cheaper, more reliable, and more convenient than established technologies. These innovations can be significant technological breakthroughs, with relatively fast penetration in the market and widespread adoption, thereby resulting in significant transportation implications. Consequentially, these technologies end up edging out existing technology. In regards to the transportation sector, disruptive technologies and innovations present challenges for government agencies and other stakeholders due to advancements occurring at an explosive pace, and the difficulty in predicting these innovations. With widespread and rapid adoption by the public, agencies struggle to keep up due to their traditional approach to transportation technology and infrastructure, which typically requires thorough vetting before implementation. As a result, a majority of transportation disruptive technologies work within the confines of the existing physical transportation network, with disruptive technology companies aiming to provide direct-to-consumer services rather than establishing working relationships with agencies. Disruptive technologies and innovations will change and can be used as a resource to expand the way agencies and communities plan, assess, and improve transportation networks. Following are examples of technologies that have already been implemented, or will come into force, in the near future. • Mobile internet provides seamless access to on-demand transportation services and information. Examples of existing technology includes ridesharing (Lyft, Uber), carsharing (Getaround, Zipcar), Waze (crowd-sourced real-time traffic data), and transit data applications. • Embedded sensors and data communication technologies allow transportation infrastructure to be monitored and operated in real-time and can aggregate data for use in evaluating operational performance measures such as traffic speed and volume on roadways. • Automated vehicle technology that allows for an increasing number of driving tasks to be performed on an automated basis, with decreasing need for human intervention. Automated vehicles will fundamentally change the basis of roadway design and operation analysis, as these guidelines were developed from empirical data derived by the interaction of human drivers with the built environment. • Advanced materials could affect the transportation sector by providing a cost-effective, efficient replacement for traditional materials used in infrastructure development</i>
GP36	3-21	Define "car sharing" and clarify "identify programs in commercial centers"	Action 3.1-3e Identify viable car sharing programs in commercial centers, dense residential areas, and major transit hubs.	Action 3.1-3e Identify viable car sharing programs (e.g. ZipCar) in commercial centers, dense residential areas, and major transit hubs.

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GP37	3-21	Define livable transportation system, or remove the term	Policy 3.1-6 Provide a livable transportation system consistent with the residential, small-city character and physical setting of Belmont.	Policy 3.1-6 Provide a <u>livable</u> -transportation system <u>that is equitable, safe, affordable, and convenient</u> , consistent with the residential, small-city character and physical setting of Belmont.
GP38	3-22	Because ridesharing and autonomous vehicles don't reduce dependence on the auto, change to "Reduce dependence on the private automobile..."	Goal 3.2 Reduce dependence on the automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15 percent by year 2035.	Goal 3.2 Reduce dependence on the <u>private</u> automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15 percent by year 2035.
GP39	3-22	Clarify what the 15% reduction is from. Unless we can establish a baseline per capita VMT and have a means to monitor this over time, drop the performance objective.	Goal 3.2 Reduce dependence on the automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15 percent by year 2035.	Goal 3.2 Reduce dependence on the private automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15 percent by year 2035, <u>consistent with ABAG's Plan Bay Area VMT reduction targets</u> .
GP40	3-22	Remove autonomous vehicles from this policy, as it doesn't promote energy efficiency, but likely increases traffic volumes, congestion and likely fossil fuel use.	Policy 3.2-1 Promote energy efficiency and accommodate new and improved technology, such as autonomous vehicles, in meeting transportation needs.	Policy 3.2-1 Promote energy efficiency and accommodate new and improved technology, such as <u>autonomous alternative fuel</u> vehicles, in meeting transportation needs.
GP41	3-22	Remove this action and put under another Goal, as it does not contribute to the goal of reducing VMT per capita. Remove reference to lanes (not sure what that means) and include technology (i.e., increased broadband infrastructure).	Action 3.2-1c Conduct a study as autonomous vehicle use becomes more commonplace to explore what infrastructure improvements or other accommodations may be needed to facilitate autonomous vehicle use, such as lanes, parking areas, etc.	<i>Delete Action 3.2-1c. Add new goal and policy to page 3-10:</i> <b><u>Innovations in Transportation</u></b> <u>Goal 3.11 Promote Belmont as a city that is welcoming of transformative transportation innovations.</u> <u>Policy 3.11-1 Conduct a study as autonomous vehicle use becomes more commonplace to explore what infrastructure improvements or other accommodations may be needed to facilitate autonomous vehicle use, such as lanes, parking areas, etc.</u>
GP42	3-22	Remove reference to "single-occupancy vehicle trips" because ride-sharing services are not truly HOV trips.	Policy 3.2-2 Look for ways to partner with ride-sharing services as a means to reduce single-occupancy vehicle trips, reduce the need for car ownership, and cover service gaps in the public transportation system.	Policy 3.2-2 Look for ways to partner with ride-sharing services as a means to <u>reduce single-occupancy vehicle trips</u> , reduce the need for car ownership and cover service gaps in the public transportation system.
GP43	3-23	Include reference to attempting to address failing roadways with significant unmet needs that pose safety concerns.	Policy 3.4-1 Maintain and improve existing transportation facilities to ensure safety and reasonable convenience of use. Additional facilities shall be limited to local access roadways for improved connectivity only in areas of dense development, such as the Belmont Village PDA.	<i>No change recommended; it is believed that the policy as written addresses safety. Further clarification may be needed.</i>
GP44	3-27	Drop bus turn-out priority, as SamTrans will not do those.	Policy 3.7-1 Ensure that adequate transit service facilities are provided in Belmont, including bus turn-outs along arterials when needed, and bus stop amenities including, but not limited to, lighted shelters, benches, and route information signs.	Policy 3.7-1 Ensure that adequate transit service facilities are provided in Belmont, including <u>bus turn-outs along arterials roadway geometry or traffic operations improvements</u> when needed, and bus stop amenities including, but not limited to, lighted shelters, benches, and route information signs.
GP45	3-28	Ensure that any new rail infrastructure from Caltrain service expansion (e.g., passing tracks) that require additional right-of-way minimize community impacts.	Policy 3.7-6 Support improvement and frequency of north-south mass transit service by advocating for increased service at the Belmont Caltrain station as systemwide improvements are made, and working with Samtrans to implement service improvements (such as transit signal priority and rapid bus service) on El Camino Real.	Policy 3.7-6 Support improvement and frequency of north-south mass transit service, <u>while minimizing community impacts</u> , by advocating for increased service at the Belmont Caltrain station as systemwide improvements are made, and working with Samtrans to implement service improvements (such as transit signal priority and rapid bus service) on El Camino Real.
GP46	3-28	Ensure that any new rail infrastructure (e.g., passing tracks) that require additional right-of-way minimize community impacts	Policy 3.7-8 Support the California High Speed Rail Authority in the goal to bring high speed rail to the San Francisco Peninsula.	Policy 3.7-8 Support the California High Speed Rail Authority in the goal to bring high speed rail to the San Francisco Peninsula <u>while minimizing the community impacts of any potential railway infrastructure improvements</u>
GP47	3-29	Add a policy under Goal 3.8 that promotes dynamic parking strategies that address the potential for autonomous vehicles, reduced ownership of private vehicles, and other developments.	Page 3-29	Add new policy under Goal 3.8: <u>Review and incorporate dynamic parking and autonomous vehicle accommodations in any new parking plans (surface or garage).</u>
GP48	3-30	"...when appropriate and consistent with the CIP and other appropriate programs and policies."	Policy 3.10-2 Pursue grant-funding for transportation improvement projects when appropriate.	Policy 3.10-2 Pursue grant-funding for transportation improvement projects when appropriate <u>and consistent with the CIP and other appropriate programs and policies</u>

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GP49	4-3	What is a playground "in high gear?"	Thriving Culture: Our playgrounds and athletic fields are of high quality and in high gear.	<i>None; this language was part of the original set of vision statements developed by the City Council. The City Council may wish to reconsider this phrase and provide further clarification.</i>
GP50	Figure 4-2, page 4-9	Of all the mini-parks, Patricia Wharton Park is functionally not a park and the Figure showing a 5- and 10-minute walk shed of park availability is misleading.	N/A	<i>None recommended. The intention of the diagram is to show accessibility to all parks regardless of size. This does not preclude the need to improve access to larger parks for this neighborhood.</i>
GP51	4-15	Include a policy calling for the creative inclusion of recreation facilities, however small, in new areas of redevelopment focus, like the BVSP.	N/A	Add <u>Action 4.3-1c: Pursue creation of creative recreation facilities, even those that are small in size, into infill areas of redevelopment focus, such as the BVSP.</u>
GP52	Page 5-28	Add discussion of City's role in promoting adaptation and resiliency in public systems. Policies 5.11-3 and 5.11-4 address adaptation, but there's no background text.	N/A	<i>Revise header: Planning for Management of <u>Greenhouse Gases/Climate Change</u> Page 5-31, add to the end of section: <u>Adaptation and Resiliency to Climate Change</u> Although reducing GHGs to mitigate the effects of climate change is necessary to avoid the most catastrophic consequences of climate change, a certain amount of climate change is unavoidable. Therefore, effort must be made to adapt to the effects of climate change and build resiliency to its effects. Public health and safety, as well as infrastructure and property, are at risk, and well-informed planning can help reduce the threat. As explained above, some of the impacts on Belmont include sea level rise, increased wildfire risk, and increased potential for extreme heat events. San Mateo County's Local Hazard Mitigation Plan (LHMP) evaluates the impacts of climate change on the natural hazards facing the County. For example, flooding will be impacted by climate change due to sea level rise and increased intensity of storms. In terms of sea level rise, there is evidence that the global sea level is rising at an increased rate and will continue to over the next century. According to a joint effort of the San Francisco Bay Conservation and Development Commission (BCDC) and National Oceanic and Atmospheric Administration (NOAA) Office of Coastal Management, sea level rise in the Bay Area is expected to increase by approximately 16 inches by 2050 and 55 inches by 2100 over 2000 levels. The LHMP shows the potential impacts from a 72-inch increase in sea level, in which both important public infrastructure such as Highway 101 and a significant amount of private property, including the homes of approximately 1,900 residents of Belmont, would be inundated. The City of Belmont's Annex to the County's LHMP includes actions to reduce the risks of natural hazards that are exacerbated by climate change. These include developing an inventory of vulnerable populations within Belmont and providing incentives for eligible entities, including homeowners, to adapt to risks through structural and nonstructural retrofitting. The City is committed to continuing to adapt to and build resiliency to the effects of climate change.</i>
GP53	5-36	Add a policy that discusses strategy for sea level rise on the Bay and tributaries.	Page 5-36	<i>Add a new policy: <u>Policy 6.2-5: Working with the Office of Emergency Services and in partnership with San Mateo County, develop a strategy for addressing sea level rise and its impacts on affected land within Belmont. Utilize the San Mateo County Local Hazard Mitigation Plan update and implementation efforts to map and assess risk and develop appropriate mitigation.</u></i>
GP54	Chapter 5	Add an action calling for an examination of banning gas leaf blowers.		<i>No change recommended; this is addressed in Action 7.1-1b in the Noise Element.</i>
GP55	5-40	Include actions regarding control of PM10 and PM2.5, the primary localized air pollution pollutants of concern.	Policies under Goal 5.10	<i>Actions related to controlling PM10 and PM2.5 are incorporated by reference through identification of Bay Area Air Quality Management District 2017 Clean Air Plan Transportation Control Measures.</i>
GP56	6-17	There should be more discussion about the impacts of climate change on increased vulnerability to fires and extreme weather.	N/A	<i>See item GP52.</i>
GP57	6-28	Goal 6.6 or Goal 6.7. Add policies and/or actions addressing adaptation and resiliency to fires and the effects of extreme weather on public safety.	Policies under Goals 6.6 and 6.7	<i>No change recommended; it is believed that the policies as written adequately address risk mitigation. City Council may recommend additional policies or actions.</i>
GP58	7-16	Revise Action 7.1-1a	Action 7.1-1a Continue to limit hours for certain construction and demolition work to reduce construction-related noises.	Action 7.1-1a Continue to limit hours for certain construction and demolition work to reduce construction-related noises <del>exposure</del> .
GP59	7-17	Add a policy to continue to participate in the SFO Roundtable or any successors to ensure aircraft-related noise from SFO is managed for the City.	Policies under Goal 7.3	<i>Add a new policy: <u>Policy 7.3-3: Continue to participate in the SFO Roundtable or any successors to ensure aircraft-related noise from SFO is managed for the City of Belmont.</u></i>

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GP60	Figure 2-4 General Plan Land Use Diagram	Why are open spaces south of Ralston Ave omitted from the Measure F Overlay? Measure F lands, as detailed in the attached Measure F 2005 Ordinance, encompass all existing HRO districts (HRO 1, 2 and 3). Regardless of what you name them, those districts cannot be rezoned to higher density without a vote of the public, and thus remain protected by Measure F.	Figure 2-4	<i>The figure has been corrected to identify all of the parcels that are subject to Measure F.</i>
GP61	Figure 2-4 General Plan Land Use Diagram	Why is the former Jewish Community Center (Live Oak Way off Carlmont Drive) zoned Institution?	Figure 2-4	<i>The City's Zoning Map correctly identifies the subject property with the PD – Planned Development designation. The General Plan Land Use Diagram (Figure 2-4 in the Draft General Plan) is corrected with the appropriate Medium Density Residential (RM) designation.</i>
GP62	Figure 2-4 General Plan Land Use Diagram	Why are some churches zoned Institution and others Residential?	Figure 2-4	<i>Places of Assembly/Worship (i.e. Churches) are located throughout the city with a variety of zoning designations (e.g. R-1B Single Family Residential, PD – Planned Development). The City is not proposing any changes to the current General Plan Land Use Designation/Zoning Map for the subject Lori Drive or Marine View Way properties. Any future alternative use of current church property located throughout the City will be evaluated in concert with the General Plan/Zoning Code.</i>
GP63	Figure 2-4 General Plan Land Use Diagram	Why is Davey Glen park zoned Residential instead of Public Community Facility?	Figure 2-4	<i>There is no map in which Davey Glen park is shown as being zoned residential; no change is made.</i>
GP64	Figure 2-4 General Plan Land Use Diagram	The cluster homes on Arroyo View above Continentals are lower density than the Carlmont Drive apartments – why are they zoned High Density instead of Low Density. Does the City consider that sensitive hillside with limited access to be appropriate for high-rise high-density housing?	Figure 2-4	<i>The current zoning designation for these properties is Planned Development. The General Plan Land Use Diagram is amended to address consistency with the existing on-site multi-family residential uses.</i>
GP65	Figure 2-4 General Plan Land Use Diagram	The NDNU property does not extend in a finger up to Folger Drive. Those two parcels on Folger are residential, not NDNU Institution.	Figure 2-4	<i>The figure has been corrected to show the subject parcels as residential.</i>
GP66	Figure 2-4 General Plan Land Use Diagram	Has the eventual intended use of the Folger Drive Water District property been discussed?	Figure 2-4	<i>The comment questions the zoning designation and future use of the Mid-Peninsula Water District property on Folger Drive. One goal of the Phase 1 Zoning project is to correct known zoning map errors, assign correct land use districts and create consistency with existing development. In this case, all Mid-Peninsula Water District Tank properties are currently used as Public Facilities and are designated as such. The General Plan and Phase 1 Zoning changes address this consistency. An exception is the three Water District parcels on Folger Drive, which will continue their R-1B (Single Family Residential) designation to preserve potential future (non-public) uses for these properties.</i>
GP67	Figure 2-4 General Plan Land Use Diagram	There are some discrepancies between maps in properties abutting Harbor Industrial Area. The DEIR map attached shows the finger parcel at the end of Grenada St as residential but I suspect it is intended as Commercial. The 2035 Land Use map in the Draft Land Use Element shows the parcels on the SW corner of Elmer and O'Neill as Belmont but I believe they are HIA.	Figure 2-4	<i>The comment suggests that a parcel fronting on O'Neill Avenue (across from Granada Street) has not been identified is mapped as Residential; however, no map in the Draft EIR is identified as showing the parcel as such. The additional three parcels that are the subject of the comment, which abut Elmer Street and O'Neill Avenue, are located in the unincorporated HIA area. The City is proposing to pre-zone these parcels as Village Corridor Mixed-Use. No changes are necessary.</i>

Item #	Page Number	Summary of Comments Received	Original Text	Proposed Changes (Clarifying notes and directives are provided in italic text)
GP68	Figure 2-4 General Plan Land Use Diagram	At the West end of Ralston above Fox School there is a parcel with Water District tanks and also a few currently zoned R1E parcels. The DEIR map shows them all as Residential, and the Draft Land Use map shows them as all Public/Community facilities. Please resolve the discrepancy and explain the actual intent in zoning for these parcels.	Figure 2-4	<i>The comment questions the zoning designations for Mid-Peninsula Water District property and vacant single family residential lots located above Fox School. The Phase 1 Zoning Map changes correctly identify the Mid-Peninsula Water District parcel as amended to the Public/Community Facilities (PS) designation. The corresponding General Plan Land Use Diagram is corrected for the adjacent vacant four single family residential lots to the residential low-density designation.</i>
GP69	Figure 2-4 General Plan Land Use Diagram	Please discuss the zoning of Davis Drive which was revised by PC action to enable the development of CSUS. On all the Draft GP maps CSUS parcels appear zoned Commercial. Does this comport with school use, and what does that imply for the rest of Davis Drive?	Figure 2-4	<i>The Phase 1 Zoning Map correctly indicates the CSUS property amendments from the E2.2 to the PD designation. The General Plan Land Use Diagram is amended to assign the Institutional land use designation to this parcel for consistency.</i>
GP70	generally	General Plan should promote art, culture, and natural spaces to create meaningful places.		<i>Add to "Community Character and Design" section: Policy 2.13-8 Create meaningful public spaces by engaging community members and using placemaking strategies. Consider both inexpensive, short-term interventions such as pop-up events, as well as long-term infrastructure and design. Policy 2.13-9 Provide both formal and informal public gathering spaces through pedestrian-oriented street design; sidewalk furniture and pedestrian-oriented development; well-designed, multi-use public spaces of different sizes including pocket parks, plazas, and monuments; and community events. Policy 2.13-9 Promote the incorporation of public art in the design of the public realm to add visual richness and foster a sense of place.</i>
GP 71			Figure 3-7 - Proposed Street Typology - Mobility Element	<i>Add language and graphics to Map referring to BVSP for 5th Avenue Extension options.</i>
<b>Phase 1 Zoning (June 30, 2017 Public Review Draft)</b>				
PZ1		Add language describing the requirement for sponsors of projects in the airport environs to determine whether they must file Form 460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. And, language should explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.		<i>Add the following footnote to Commercial amusement, entertainment, and health club enterprises, including cinemas, indoor theatres, ice rinks, and related facilities, which may be publicly-or privately- owned; Day care centers; and Utilities: <u>For properties located within San Carlos Airport Safety Zones 4 and 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP. Some uses may be incompatible in Safety Zones. Project sponsors in the airport environs must determine whether they are required to file Form 460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. Project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.</u></i>  <i>Add the following footnote to properties that lie within Safety Zone 6 in the Commercial amusement and Community assembly uses in the Corridor Mixed Use District; Commercial amusement and Community assembly uses in the Harbor Industrial Area 1 District; Community centers and Government buildings uses in the Public/Semi-Public District: <u>For properties located within San Carlos Airport Safety Zone 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP. Some uses may be incompatible in Safety Zones. Project sponsors in the airport environs must determine whether they are required to file Form 460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. Project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.</u></i>
PZ2		Clarify the need to comply with the Safety Criteria outlined in Table 4-4 of the ALUCP, which states that some uses are incompatible in Safety Zones		<i>See response to PZ1</i>
PZ3	7, 12, 18, 23	Add footnotes to the Zoning Districts located within AIA Area B to note applicability of ALUCP compatibility requirements.		<i>See response to PZ1</i>

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PZ4	36	Expand 5% EV charging spots requirements to new retail and workplaces	8A.2.3(n) <b>Electric Vehicle Charging Stations.</b> In parking facilities containing 20 or more spaces serving Multi-Unit Residential and Hotels and Motels, at least five percent of parking spaces shall be electric vehicle (EV) charging stations. Such spaces may be counted towards the parking requirements of this Zoning Ordinance.	8A.2.3(n) <b>Electric Vehicle Charging Stations.</b> In parking facilities containing 20 or more spaces serving <i>new multi unit development of 10 units or more; new nonresidential development of 10,000 SF or more; or establishment of a new use, change in use, or change in operational characteristics in a building that is 10,000 square feet or more in size that results in an average daily trip increase of more than 10 percent of the current use, based on the most recent Institute of Traffic Engineers (ITE) trip generation rates.</i> <del>Multi-Unit Residential and Hotels and Motels</del> , at least five percent of parking spaces shall be electric vehicle (EV) charging stations. Such spaces may be counted towards the parking requirements of this Zoning Ordinance.
PZ5		Add sustainable building requirements for renewable energy, LEED standards, building above future flood levels, water reuse, waste reduction	Various	<i>No specific changes recommended; City Council may consider additional policies to address these concerns.</i>
<b>Climate Action Plan</b>				
CAP1		Add policies to protect vulnerable populations from air pollution	N/A	<i>No specific changes recommended; this topic is addressed in the General Plan Conservation Element.</i>
CAP2		Require new developments to be carbon free	N/A	<i>No specific changes recommended; City Council may consider additional policies to address these concerns.</i>
CAP3		Reflect resiliency goals in zoning standards by establishing a minimum elevation for all new developments of 2 feet above 2050 flood levels	N/A	<i>These goals are more appropriately addressed in the General Plan and zoning ordinance, and/or Local Hazard Mitigation Plan. Refer to Conservation Element discussion in GP on managing effects of climate change. City Council may consider the suggested policy.</i>
CAP4		Add discussion and policies regarding adaptation and resiliency, including protecting Belmont from sea level rise and extreme weather	N/A	<i>Refer to item GP52.</i>
<b>Belmont Village Specific Plan (June 27, 2017 Public Review Draft)</b>				
BV1	6-25	Add reference to public utilities code to ensure compliance with land use compatibility requirements of the ALUCP.	Policy 2.16-1 Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council, development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.	Require new development located in the San Carlos Airport Influence Area (AIA) to comply with applicable land use compatibility provisions of the San Carlos ALUCP through review and approval of a site development plan, or other development permit. Unless otherwise approved by City Council <u>in accordance with the provisions of Public Utilities Code Section 21675.1(d)</u> development proposals must be consistent or conditionally consistent with applicable land use compatibility policies with respect to noise, safety, airspace protection, and overflight notification, as contained in the San Carlos ALUCP. Additionally, development proposals must meet FAA requirements with respect to building height as well as the provision of obstruction lighting when appurtenances are permitted to penetrate the transitional surface (a 7:1 slope from the runway primary surface). Consider C/CAG recommendations in the review of development proposals.
BV2	6-25	Edit Policy 6.6-2 to clarify that the City will comply with the land use compatibility requirements of the ALUCP unless the City Council formally overrides an ALUC consistency determination in accordance with Section 21675.1(d) of the Public Utilities Code.	Policy 6.6-2 Coordinate with C/CAG and the FAA to protect public health, safety, and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport.	Policy 6.6-2 Coordinate with C/CAG and the FAA to protect public health, safety, and welfare by ensuring the orderly operation of the airport and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around the airport. <u>Comply with the land use compatibility requirements of the ALUCP unless the City Council formally overrides an ALUC consistency determination in accordance with Section 21675.1(d) of the Public Utilities Code.</u>
BV3		Add more housing downtown and allow for taller buildings	N/A	<i>No change recommended; this suggestion may be considered by the City Council.</i>

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BV4	Table 2-4, page 2-16	Increase maximum FAR to at least 3.0		<i>No change recommended; this suggestion may be considered by the City Council. The designated FARs in the Specific Plan were selected to balance substantial development opportunity with the goal of ensuring that development is in keeping with Belmont's character</i>
BV5	3-2, 3-8, 3-56	VMT reduction goal should be revised from 15% to 25%		<i>No change recommended; this suggestion may be considered by the City Council. The 15% reduction is consistent with MTC's Plan Bay Area goals.</i>
BV6		Minimize on-street parking		<i>No change recommended; this suggestion may be considered by the City Council.</i>
BV7		Appreciate urban design goals, but add commitment to public art		<i>No change recommended. Public art is included in Policies DG 4.5, DG 4.14, DG 4.19, DG 4.20, and DG 4.22.</i>
BV8		Reduce amount of high density housing	N/A	<i>No change recommended. The Plan allows for development of a range of densities of housing in keeping with City Council direction.</i>
BV9	2-30	Protect the original Firehouse Building, and only allow renovations to the rear and non-historic additions	Policy 2.2-3 Allow redevelopment to occur at the site of the old Firehouse Building. Any development proposals at Firehouse Square shall be reviewed and evaluated by a qualified architectural historian.	<i>The comment questions the current and potential future use of the City's Firehouse Square property located at Fifth &amp; O'Neill avenues. The City originally purchased the subject property with Low-Moderate Income (LMI) Housing funds, establishing the future intended use of the subject property to include below market rate housing. The City intends to facilitate redevelopment of the subject property to include both commercial and residential uses, including below market rate housing as required. The Draft EIR identified the Firehouse building as a significant historic resource and identifies two mitigation measures in Impact 4.4-1 that are required to ensure that impacts associated with redevelopment of the property are reduced to less than significant levels. Mitigation Measure CULT-1 requires any project applicant proposing physical changes to the Firehouse Building to maintain the existing structure's historic Spanish facade, while Mitigation Measure CULT-2 requires such a project to include detailed signage with historical information about the site consistent with the recommendations of the historical evaluation prepared for the resource. No further changes are recommended.</i>
BV10		Support small businesses rather than catering to large developers, such as Safeway. Protect small property owners from development pressure and harassment.		<i>Over the 10+ years that the commenter has owned the subject property, the City of Belmont has not received any inquiries from the development community for acquisition or redevelopment of the subject property owned by the commenter. The City of Belmont has neither expressed interest in nor does it have financial capability to acquire the subject property, currently or in the future.</i>
BV11		Remove the Mossant property from the BVSP	N/A	<i>Changing the Village SP boundary is not recommended.</i>
BV12		Balance the development of office space with new housing units	N/A	<i>No change recommended</i>
BV13	6-3	Update Figure 6-1: Environmental Resources & Constraints	Figure 6-1	<i>Figure is updated to correct mapping errors identified in FEIR.</i>
BV14	2-8	In discussion about the redevelopment of opportunity sites, distinguish between unused sites and those that are home to people at risk of displacement	Opportunity sites are located across the Planning Area, but many are contiguous and concentrated in particular areas, such as the Village Core shown in Figure 2-4, creating focus areas for development. However, while there are many potential opportunity sites in the Village, most of these parcels contain existing structures, which can be more challenging to redevelop than vacant sites. In addition, many of the potential opportunity sites are small in size or irregularly shaped, posing additional challenges for future development.	Opportunity sites are located across the Planning Area, but many are contiguous and concentrated in particular areas, such as the Village Core shown in Figure 2-4, creating focus areas for development. However, while there are many potential opportunity sites in the Village, most of these parcels contain existing structures, which can be more challenging to redevelop than vacant sites. <u>By and large, identified development opportunity sites currently host non-residential uses.</u> In addition, many of the potential opportunity sites are small in size or irregularly shaped, posing additional challenges for future development.
BV15	2-13	Strongly oppose the extension of Fifth Avenue across Ralston Avenue.	The second potential new right-of-way is an extension of Fifth Avenue to facilitate north-south connectivity and serve the retail heart of the Village. As proposed, Fifth Avenue would continue beyond its current formal end at Waltermire Street to the north, across Ralston Avenue, and end at an intersection with the realigned Flasher Lane.	The second potential new right-of-way is an extension of Fifth Avenue to facilitate north-south connectivity and serve the retail heart of the Village. As proposed, Fifth Avenue would continue beyond its current formal end at Waltermire Street to the north, across Ralston Avenue, and end at an intersection with the realigned Flasher Lane. <u>Creation of walkable blocks and pedestrian connectivity is the highest priority; designs for vehicular access at the intersection of Fifth and Ralston Avenues may vary.</u>
BV16	2-22	In regards to Policy 2.1-12, is the Flasher Lane extension needed if there's no extension of Fifth Avenue?	Policy 2.12-12 <b>Flasher Lane Extension.</b> To promote connectivity through the Village Core, extend Flasher Lane from Sixth Avenue to El Camino Real when properties redevelop, as shown on the Land Use Diagram. <i>See also policies in the Mobility chapter.</i>	<i>No change recommended</i>
BV17	2-23	Strongly oppose the Fifth Avenue extension in Policy 2.1-13	Policy 2.1-13 <b>Fifth Avenue Extension.</b> To promote connectivity through the Village Core, extend Fifth Avenue through the blocks bounded by El Camino Real, Sixth Avenue, Waltermire Street, Emmett Street, Ralston Avenue, and the proposed Flasher Lane when properties redevelop, as shown on the Land Use Diagram. <i>See also policies in the Mobility chapter.</i>	Policy 2.1-13 <b>Fifth Avenue Extension.</b> To promote connectivity through the Village Core, extend Fifth Avenue through the blocks bounded by El Camino Real, Sixth Avenue, Waltermire Street, Emmett Street, Ralston Avenue, and the proposed Flasher Lane when properties redevelop, as shown on the Land Use Diagram. <u>Creation of walkable blocks and pedestrian connectivity is the highest priority; designs for vehicular access at the intersection of Fifth and Ralston Avenues may vary.</u> <i>See also policies in the Mobility chapter.</i>

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BV18	2-22	Add a requirement for the provision of community benefits by development on non-City-owned parcels, not only on City-owned parcels.	Policy 2.1-11 <b>Community Benefits and Allowable Residential Density on City-Owned Parcels</b> . Require provision of significant community benefits in development projects on City-owned parcels, therefore allowing maximum residential density up to 60 units per acre for these projects.	Policy 2.1-11 <del>Community Benefits and Allowable Residential Density on City-Owned Parcels</del> . Require provision of significant community benefits in development projects on City-owned parcels, <u>and encourage provision of these benefits on private property development</u> , therefore allowing maximum residential density <u>and intensity</u> up to <u>60 units per acre for these projects</u> <u>the maximum FAR or DU/Acre shown in Table 2-4</u> .
BV19	2-27	Discussion of development potential and employment should include analysis of displaced/replaced jobs.	N/A	<i>No change recommended, as change in employment on a particular parcel is tied to the business operation of that unique parcel and is dependent upon the private property owner and/or tenant. Zoning regulations control permitted uses.</i>
BV20	Chapter 2	Add a policy targeting the City-owned corner lot on the NW corner of Old County Road and Ralston Avenue for park/recreation. Also target the SW corner of the same intersection, as well as the two corners on El Camino and Ralston on the other side of the Caltrain station for park/recreation.		<i>No change recommended; use of City-owned property is a City Council policy decision.</i>
BV21	Chapter 2	Add a policy targeting redevelopment at the Safeway parcel?		<i>No change recommended; the plan identifies numerous redevelopment opportunities and makes clear that redevelopment of the Safeway parcel would be critical to establishing the Village Core and extension of 5th Avenue.</i>
BV22	Chapter 3	Ensure that the plan allows for flexibility in future transportation improvements, so that they may deviate from the prescribed improvements and illustrations without constituting inconsistency with the plan, as long as the circulation intent remains	Various	On page 3-3: This Specific Plan establishes design guidelines for the street typologies, which are discussed in the following section, that complement surrounding land uses, work within right-of-way constraints, and minimize rigid dimension requirements. <u>All conceptual improvements (including precise location and dimensions) are subject to refinement based on available right of way and traffic operations.</u> On page 3-23: The following provides a summary of proposed improvements along the corridors within Belmont Village. Intersection improvements follow. These improvements contribute to creation of the Belmont Village Loop but also address additional segments and intersections within the Planning Area to improve safety and connectivity amongst existing and proposed development. <u>All conceptual improvements (including precise location and dimensions) are subject to refinement based on available right of way and traffic operations.</u> On page 3-39: The following provides a summary of proposed improvements at intersections within Belmont Village. <u>All conceptual improvements (including precise location and dimensions) are subject to refinement based on available right of way and traffic operations.</u>
BV23	3-2, 3-8, 3-56	Remove reference to performance objective of 15% VMT reduction unless there's a means to measure		<i>In multiple places, replace the phrase "per capita by 15 percent" with <u>consistent with ABAG's Plan Bay Area VMT reduction targets.</u></i>
BV24	3-8	Add: "...extent feasible and work with property owners to reduce existing curb cuts where feasible."	Policy 3.1-1 Ensure efficient but managed vehicle access in the Planning Area by: - Limiting driveways within the Village Core area to one per block face to the greatest extent feasible, - Prohibiting an increase in the number of driveways on Ralston Avenue between Sixth Avenue and El Camino Real, and - Strongly encouraging an overall reduction in the number of driveways on Ralston Avenue between Sixth Avenue and El Camino Real as properties develop.	<i>There are no changes recommended: Changes to access points would come with redevelopment; the plan should work to reduce existing access points without redevelopment of the parcel.</i>
BV25	Figure 3-3	Replace the traffic calming extension of Fifth Avenue, with an under-crossing for pedestrian and bicycles	<i>forthcoming from Wtrans</i>	<i>No change recommended. DPW reviewed the options for overcrossing and undercrossing, and determined that neither are feasible based on proximity to El Camino Real and 6th Avenue.</i>
BV26	3-27	Oppose extension of Fifth Avenue between Ralston and Flasher Lane.	Policy 3.2-6 Pursue creation of the Fifth Avenue extension between Waltermire Street and Flasher Lane through dedication or acquisition of right of way, or other appropriate means. See also Policy 2.1-12 in the Land Use chapter.	<i>No change recommended; refer to earlier discussion of 5th Avenue extension. City Council may choose to revise this policy.</i>

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BV27	3-35	Oppose the potential new crosswalk across Ralston for Fifth Avenue extension	<p>Enhance Ralston Avenue as an east-west Boulevard to better serve as a major connection for all modes of transportation, including pedestrians and bicyclists. Improvements to be considered include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Provide a new Class I multi-use path in Twin Pines Park from South Road to Twin Pines Lane, which will serve as an alternate route to Ralston Avenue for pedestrians and bicyclists west of Sixth Avenue and provide a connection to the Belmont Village Loop, the Caltrain station, and US Route 101 overcrossing;</li> <li>• Replace on-street parking on Ralston Avenue between Sixth Avenue and El Camino Real with wide pedestrian facilities, landscaping, benches, pedestrian-scaled lighting, and other pedestrian amenities;</li> <li>• Potentially add a new crosswalk across Ralston for the extended Fifth Avenue (see details under Fifth Avenue policy);</li> <li>• Add pedestrian-scaled lighting and widen existing paths under the Caltrain tracks to 12 to 14 feet to better accommodate pedestrians and bicyclists;</li> <li>• Install crossbike crossings at El Camino Real and Old County Road intersections; and,</li> <li>• Provide a raised and landscaped median and consolidate driveways on Ralston Avenue between Old County Road and Hiller Street.</li> </ul>	<p><i>No change recommended, as the policy lists this crosswalk as "potential"</i></p>
BV28	3-41	Concerned about the bike/ped crossing at Hill and ECR	<p>Policy 3.2-26 Enhance connectivity between the Village Core and the Caltrain Station by providing a new crossing for bicyclists and pedestrians on El Camino Real at Hill Street. The intersection crossing should consider, but is not limited to, the following improvements:</p> <ul style="list-style-type: none"> <li>• A pedestrian hybrid beacon or full signal to achieve safe and effective connectivity;</li> <li>• Curb extensions and median refuge islands to shorten the crossing distance and provide waiting space while crossing;</li> <li>• Removal of evergreen trees in the existing median to the extent necessary to accommodate the refuge island and improve visibility;</li> <li>• Accommodation of two-way bicycle travel with a crossbike and/or clear signage; and,</li> <li>• Additional wayfinding and branding to direct travels from the designated crossing location to destinations on either side.</li> </ul>	<p>Policy 3.2-26 Enhance connectivity between the Village Core and the Caltrain Station by providing a new crossing for bicyclists and pedestrians on El Camino Real at Hill Street. The intersection crossing should consider, but is not limited to, the following improvements:</p> <ul style="list-style-type: none"> <li>• <del>A pedestrian hybrid beacon or full signal to achieve safe</del></li> <li>• <del>A traffic signal to achieve safe and effective connectivity;</del></li> <li>• Curb extensions and median refuge islands to shorten the crossing distance and provide waiting space while crossing;</li> <li>• Removal of evergreen trees in the existing median to the extent necessary to accommodate the refuge island and improve visibility;</li> <li>• Accommodation of two-way bicycle travel with a crossbike and/or clear signage; and,</li> <li>• Additional wayfinding and branding to direct travels from the designated crossing location to destinations on either side.</li> </ul>

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BV29	3-44	Oppose Policy 3.2-30 to create an intersection at Fifth Avenue and Ralston	Policy 3.2-30 Create an intersection at Fifth Avenue and Ralston Avenue, allowing, at minimum, right-in/rightout vehicular movement. The final design of the intersection, and the nature and extent of pedestrian accommodations, will be based on results of additional study that analyzes the effects of allowing vehicular and/or pedestrian movement across Ralston Avenue on the performance of that roadway segment and the El Camino Real intersection. If it is determined that allowing pedestrians to cross Ralston Avenue is feasible and desirable, improvements should include, but are not limited to, the following: <ul style="list-style-type: none"> <li>• A traffic signal to achieve safe and effective connectivity;</li> <li>• A pedestrian refuge island in the center of Ralston Avenue to enhance pedestrian safety; and</li> <li>• Distinctive, highly visible pavement patterns, paint or markings, and/or raised crosswalk to maximize visibility of the crossing.</li> </ul>	<i>No change is recommended, as the policy as written leaves room for refining the design of this intersection at a later date based on additional study and conditions at the time at which it is being considered. The City Council may elect to revise this policy.</i>
BV30	3-47	Add discussion of reconfiguring the intersection of ECR and Ralston, including a right-turn pocket from Ralston to ECR	N/A	<i>No change, as the City's direction was to evaluate the configured eastbound approach of Ralston under the 2035 Plus Project conditions.</i>
BV31	3-52	Delete reference to SamTrans' expected ambient growth system-wide	SamTrans does not track ridership or stop boardings within the Planning Area; however, no major changes in ridership are expected within the Planning Area. SamTrans expects about three percent growth system-wide in fixed-route ridership; however, this would not be uniform in all areas.	<i>Page 3-52: SamTrans does not track ridership or stop boardings within the Planning Area; however, no major changes in ridership are expected within the Planning Area. SamTrans expects about <del>three</del> <u>one</u> percent growth system-wide in fixed-route ridership; however, this would not be uniform in all areas.</i>
BV32	3-52	Note that SamTrans is retrofitting all buses to accommodate three bikes	SamTrans buses are equipped with exterior bike racks that accommodate two bikes. Two additional bikes are allowed inside the bus, depending on how much room is available. SamTrans does not guarantee that there will be space on a specific bus.	<i>Page 3-52: SamTrans buses are equipped with exterior bike racks that accommodate two bikes and is currently working to provide space for <u>three bicycles</u>. Two additional bikes are allowed inside the bus, depending on how much room is available. SamTrans does not guarantee that there will be space on a specific bus.</i>
BV33	3-52	Note that SamTrans bus stops are generally 1/4-mile apart and on the far side of an intersection directionally	SamTrans offers bus service, including Redi-Wheels and RediCoast paratransit service, to San Mateo County community members. Six bus routes provide access to Belmont Village and an additional four provide access directly to the Belmont Caltrain Station. Express and multi-city routes travel along El Camino Real and Mid-County routes along El Camino Real, Ralston Avenue, and Hiller Avenue.	<i>Page 3-52: SamTrans offers bus service, including Redi-Wheels and RediCoast paratransit service, to San Mateo County community members. <u>SamTrans bus stops are generally spaced 1/4-mile apart, and located on the far-side of an intersection.</u> Six bus routes provide access to Belmont Village and an additional four provide access directly to the Belmont Caltrain Station. Express and multi-city routes travel along El Camino Real and Mid-County routes along El Camino Real, Ralston Avenue, and Hiller Avenue.</i>
BV34	3-55	Remove reference to Fifth Avenue extension	<i>Various</i>	No change recommended; see response to comment BV29.
BV35	3-58	Add discussion/policy to the "Park Once" strategy to require access to any centralized garage from ECR or other major arterials to minimize circulation conflicts with ped/bikes	"Park Once" Strategy. Parking should be readily available and convenient to ensure viability of businesses in the Planning Area. Persons coming to Belmont Village can park a vehicle in one location and access multiple destinations by walking. All short-term parking within the Planning Area will be publicly accessible and provided in centralized parking facilities throughout the Planning Area. Appropriate way nding signage will create a sense of identity in the area and provide information to patrons to locate parking spaces as near as possible to their destination and travel back to the street network.	"Park Once" Strategy. Parking should be readily available and convenient to ensure viability of businesses in the Planning Area. Persons coming to Belmont Village can park a vehicle in one location and access multiple destinations by walking. All short-term parking within the Planning Area will be publicly accessible and provided in centralized parking facilities throughout the Planning Area, <u>which are designed to minimize conflicts between vehicular access and people traveling on foot or bicycle</u> Appropriate way nding signage will create a sense of identity in the area and provide information to patrons to locate parking spaces as near as possible to their destination and travel back to the street network.
BV36	Chapter 3	Add discussion of how parking requirements should incorporate technology and other innovations to accommodate reduced demand for parking over time	<i>Page 3-58</i>	<i>Add a bullet after the bullet "Equitable and Smart Pricing of Public Parking" on p. 3-58: <b>Planning for Changes in Parking Needs:</b> <u>Designated off-street parking areas, including lots and garages, should be designed with consideration for future needs, which includes the potential decreased need for close-proximity parking. Off-street parking facilities should be designed in a flexible manner that allow for the smart conversion of these facilities into other land uses, and special consideration should be given to the design of garage ramp grades.</u></i>

Item #	Page Number	Summary of Comments Received	Original Text	Proposed Changes (Clarifying notes and directives are provided in italic text)
BV37	6-4	Add discussion of sea level rise and impacts on Bay and tributaries		<i>Refer to discussion added to General Plan, in comment GP52</i>
BV38	Chapter 6	Add a policy to continue to participate in the SFO Roundtable or any successors to ensure aircraft-related noise from SFO is managed for the City		<i>No change; this policy is included in the General Plan</i>
BV39	Chapter 7	Revise based on recommended changes to the BVSP	N/A	<i>Relevant implementation programs may be revised to reflect final policy decisions by City Council.</i>
BV40	General	Add placemaking strategies		<i>Add under Goal 2.1: Policy 2.1-19 Placemaking in the Public Realm. Create meaningful places through pedestrian-oriented street design, where appropriate, and community gathering spaces, sidewalk furniture, and landscaping in the public right-of-way. See Chapter 4, Urban Design for more background and related goals and policies.</i>
BV41	5-32	Property address typographical error and development requirements for community gathering space.		Fix typographical error for property address and modify community gathering space parameters in association with potential future redevelopment of subject property. <b>Policy 5.9-4</b> - Require redevelopment of <del>215</del> <b>815</b> Old County Road to include a publicly accessible community gathering space <b>in connection with the project</b> .
BV42	3-19			Add clarifying language regarding proposed traffic signal improvements at 5th & Ralston Avenues.
BV43	3-23			Add language regarding conceptual corridor improvements being subject to refinement based on available right-of-way and traffic operations.
BV44	3-26			Add text box and language regarding proposed 5th Avenue improvements in Village Core District; refers to importance of place-making and mobility improvements; addresses access controls that are subject to further study and refinement.
BV45	3-28			Adds clarifying language regarding the concept improvements for 5th Avenue between Emmett Street and Ralston Avenue; gives consideration to options that are subject to future operational analysis.
BV46	3-29			Adds language regarding vehicle travel lanes in new rights-of-way; considerations are given for restricting vehicular access along part of the 5th Avenue Extension.
<b>Belmont Village Zoning (June 27, 2017 Public Review Draft)</b>				
BVZ1	19	Add language describing the requirement for sponsors of projects in the airport environs to determine whether they must file Form 460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. And, language should explain that project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.	Table 31-1: Village District Use Regulations	<i>Add the following footnote to the Belmont Village Zoning document: For properties located within San Carlos Airport Safety Zones 4 and 6, uses must comply with the Airport Land Use Compatibility criteria listed in Table 4-4 of the San Carlos ALUCP. Some uses may be incompatible in Safety Zones. Project sponsors in the airport environs must determine whether they are required to file Form 460-1 Notice of Proposed Construction or Alteration with the Federal Aviation Administration (FAA), in accordance with Airspace Protection Policy 2. Project applicants who are required to submit a Form 7460-1 to the FAA must provide the local government permitting agency with a copy of the FAA's study findings with their applications for development approval.</i>