

2020090384

## Notice of Exemption

## Appendix E

To: Office of Planning and Research  
P.O. Box 3044, Room 113  
Sacramento, CA 95812-3044

County Clerk

County of: San MateoFrom: (Public Agency): City of Belmont1 Twin Pines Lane, Suite 385Belmont, CA 94002

(Address)

Project Title: City of Belmont Ralston Avenue Corridor Improvements Project—Segment 3Project Applicant: City of Belmont

Project Location - Specific:

The project limits are located along Ralston Avenue between Alameda De Las Pulgas <sup>+</sup>Project Location - City: BelmontProject Location - County: San Mateo

## Description of Nature, Purpose and Beneficiaries of Project:

The proposed improvements along Ralston Avenue in the City of Belmont, from Alameda De Las Pulgas to South Road, consist of bike and pedestrian improvements. Project-wide improvements consist of sidewalk rehabilitation where the existing sidewalk is in poor condition, and pavement maintenance prior to restriping and installation of new bikeways. If feasible, green infrastructure may be installed in the landscaped or new bulb-out areas.

Name of Public Agency Approving Project: City of BelmontName of Person or Agency Carrying Out Project: City of Belmont

## Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Class 1 Section 15301(c), Class 4 Section 15304(h)
- ☐ Statutory Exemptions. State code number: \_\_\_\_\_

## Reasons why project is exempt:

Class 1 Section 15301(c): The proposed Project is associated with repair, maintenance, and minor alteration of existing streets, sidewalks, bicycle, and pedestrian facilities and will be undertaken by the City of Belmont, a public agency, and will occur within the existing right of way (ROW). Class 4 15304(h): The proposed Project includes new bike lanes and bike lane markings on existing Caltrans ROW; therefore, this activity is consistent with this exemption.

## Lead Agency

Contact Person: Justin LaiArea Code/Telephone/Extension: (650) 637-2998

## If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☒ Yes ☐ No

Signature: Date: 9/14/20Title: Associate Engineer☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: September 16, 2020

SEP 16 2020  
STATE CLEARINGHOUSE



**CITY OF BELMONT  
Department of Public Works  
TRANSMITTAL**

**DATE:** September 14, 2020

**TO:** State Clearinghouse  
1400 Tenth Street  
Sacramento, CA. 95814

**FROM:** Justin Lai, Associate Engineer  
City of Belmont  
1 Twin Pines Lane, Suite 385  
Belmont, CA 94002

**SUBJECT: Ralston Avenue Corridor Project Segment 3 - NOE**

Please find the attached documents for filing the notice of exemption.

Included items:

- Notice of Exemption Form and Attachments

If there are any questions, please call me at (650) 637-2998.

Severino's Office of Planning & Research

**SEP 16 2020**

**STATE CLEARINGHOUSE**

---

To:	Amir Abdollahi CSG Consultants 550 Pilgrim Drive Foster City, CA 94404	From:	Kate Gray, Environmental Planner Stantec Consulting Services, Inc. 100 California Street, Suite 1000 San Francisco, CA 94111
File:	185704603	Date:	January 30, 2020

---

**Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA Categorical Exemption Justification**

## INTRODUCTION

This memorandum has been prepared to support the California Governor's Office of Planning and Research State Clearinghouse's (SCH's) Notice of Exemption (NOE) and review the applicability of California Environmental Quality Act (CEQA) exemptions for the proposed City of Belmont Ralston Avenue Corridor Improvements Project—Segment 3 (Project). The information herein provides the documentation of the City of Belmont's evaluation and determination that the proposed Project is exempt from further CEQA review pursuant to the CEQA Guidelines (Title 14 of the California Code of Regulations [CCR] Section 15061). This memo evaluates the proposed Project's activities and provides a review of sensitive environmental habitats or environmental resources that would be impacted by the proposed Project, triggering an exception to the CEQA exemption.

## PROJECT SUMMARY

The Project limits are located along Ralston Avenue between Alameda De Las Pulgas and South Road in the City of Belmont. The proposed improvements along Ralston Avenue in the City of Belmont, from Alameda De Las Pulgas to South Road, consist of bike and pedestrian improvements. Project-wide improvements consist of sidewalk rehabilitation where the existing sidewalk is in poor condition, and pavement maintenance prior to restriping and installation of new bikeways. If feasible, green infrastructure may be installed in the landscaped or new bulb-out areas. Minor tree trimming and potential tree removal (with prior approval from the City Arborist) may also be necessary to accommodate certain improvements. If construction occurs during nesting bird season (typically February 1 to August 31), a qualified biologist would conduct a focused survey for active nests of raptors and migratory birds no more than 30 days prior to construction. If active nests are located, construction activities would be restricted as deemed by the qualified biologist to avoid disturbing the nest until it is abandoned, or the biologist deems the disturbance to be minimal and the nesting birds acclimated to the construction activities. Attachment 1 includes site plans for the Project.

The following additional improvements are proposed by segments:

- At the Alameda De Las Pulgas intersection
  - Install new high visibility crosswalks in all four directions.
  - Replace existing curb ramp at the north east corner with Americans with Disabilities Act (ADA)-compliant curb ramp.
- From Alameda De Las Pulgas to Villa Avenue
  - Install sharrow markings (Class III bikeway).
- At the Villa Avenue intersection
  - Construct concrete bulb-out on the northeast corner to include new ADA ramps.



Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA Categorical Exemption Justification

- Bulb-out could lead to potential drain inlet and storm drain piping modifications.
  - Relocate existing Rectangular Rapid Flashing Beacon (RRFB) equipment (6.5-foot concrete foundation).
  - Restripe crosswalk with high visibility crosswalk stripe.
  - Remove approximately 5-feet of existing median to accommodate new crosswalk.
- From Villa Avenue to Maywood Drive
  - Westbound Ralston: Install new green conflict bike lane marking leading up to intersection at Villa Avenue.
  - Eastbound Ralston: Install new bike lane. Four on-street parking stalls would need to be removed to accommodate the new bike lane (a large parking lot exists adjacent to this segment).
- Barrett Park Driveway/Maywood Drive intersection
  - Restripe crosswalk with high-visibility crosswalk stripe in both directions.
  - Install new concrete bulb-out, ramp, and driveway approach at Barrett Park driveway.
  - Bulb-out could lead to potential drain inlet and storm drain piping modifications.
  - Relocate existing RRFB equipment (6.5-foot concrete foundation).
  - Install new bike lane (class II)
- From Barrett Park to Avon Street
  - Westbound Ralston: Install sharrow markings (Class III bikeway) or new bike lane (class II).
  - Replace existing asphalt concrete (AC) path with concrete sidewalk.
- Notre Dame Avenue intersection
  - Replace two existing crosswalks with new yellow high visibility crosswalks.
  - Install new ADA-compliant curb ramp at the northeast corner.
- Notre Dame Avenue to Notre Dame High School (private) exit
  - Narrow sidewalk along Westbound Ralston Avenue to approximately 5-feet to install new bike lane (green or green at conflict zones only—to be determined).
  - Install new ADA-compliant curb ramps at corners of Notre Dame High School exit.
- From Notre Dame High School exit to Chula Vista
  - Narrow sidewalk along westbound Ralston Avenue to approximately 5-feet to install new bike lane (green or green at conflict zones only—to be determined).
  - Replace existing crosswalks with new yellow, high-visibility crosswalk in east-west direction.
  - Install new bike lane on Westbound Ralston Avenue from Notre Dame High School entrance to Chula Vista Drive (green or green at conflict zones only—to be determined).
- Chula Vista Drive
  - Replace existing crosswalk with new yellow high visibility crosswalk in north-south direction.
  - Install new RRFB for pedestrians traveling across Ralston Avenue (6.5-foot concrete foundation).
- Chula Vista Drive to Notre Dame De Namur University entrance
  - Install new bike lane on westbound direction (green or green at conflict zones only—to be determined).
  - Install new green conflict bike lane stripe in front of Notre Dame De Namur University entrance.

Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA Categorical Exemption Justification

- Notre Dame De Namur University to South Road
  - Install new high-visibility midblock crossing approximately 460 feet east of South Road, with new RRFB and ADA-compliant curb ramps.
  - Install new bike lane from new midblock crossing to South Road intersection.

## PROJECT PURPOSE

The City of Belmont has concluded that adding signalized traffic control at the intersection of Ralston Avenue and Notre Dame Avenue is necessary based on the review of the Ralston Avenue Corridor Study and Improvement Plan. The analysis indicates that during peak morning traffic, making a left turn onto Ralston Avenue from Notre Dame Avenue causes major queuing to occur on Notre Dame Avenue. Notre Dame Avenue is a major collector that picks up daily commuters heading toward Ralston Avenue and ultimately accessing El Camino Real or U.S. Highway 101.

The need for new, high-visibility crosswalks will be an extra form of safety at schools, existing midblock crossings, and proposed rectangular rapid flashing beacon crosswalks. This will give pedestrians and bicyclists higher visibility at key intersections or midblock crossings.

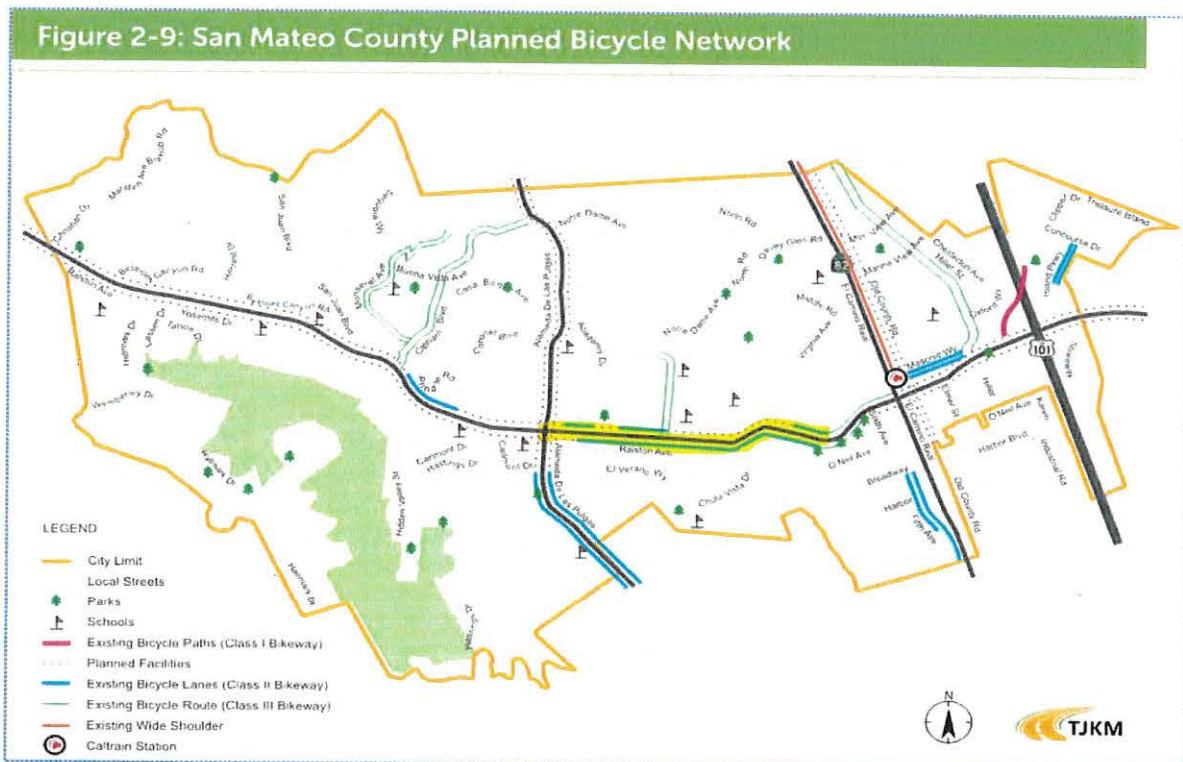
In order to accommodate pedestrians with a safe path of travel while creating a dedicated bike lane for increased bicyclists safety, some sidewalks may need to be reconfigured. Vehicular lane lines are expected to remain in the same place and at the same width. However, sidewalks at certain locations will be narrowed (while still meeting minimum ADA requirements) to accommodate the adjacent 5-foot bike lane.

In order to accommodate parking along Ralston Avenue (between Villa Avenue and Academy Avenue), four on-street parking stalls will need to be removed and restriped as a bike lane. This will not impact parking because the street is adjacent to a large parking lot.

The following figure from the Traffic Technical Memorandum is of the planned bicycle network for the City's Pedestrian and Bicycle Plan; the Project location is highlighted in yellow:



Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA Categorical Exemption Justification



In conclusion, the proposed improvements along Ralston Avenue between Alameda De Las Pulgas and South Road are intended to enhance safety for motorists, pedestrians, and bicyclists. At Project completion, there will be no permanent effect to the traffic volume, no increase in the traffic capacity through this intersection, and no other significant impacts, as discussed in the following sections.

## CONSTRUCTION SCHEDULE

Project construction is anticipated to begin is planned to begin in May 2021 and finish no later than September 2021. This will be advantageous in terms of traffic flow as schools in the area will be closed, reducing congestion during peak hours. Construction will experience less delays and will keep pace with proposed construction schedule.

## CEQA COMPLIANCE REVIEW

CEQA provides that the Secretary of the Natural Resources Agency must include in the CEQA Guidelines a list of classes of projects that the Secretary has found do not have a significant effect on the environment (Public Resources Code Section 21084(a)). These classes of projects are fully exempt from CEQA (PRC Section 21084(a)) and are referred to as categorical exemptions (14 CCR Sections 15061(b)(2) and 15354). The categorical exemptions are found in the CEQA Guidelines (14 CCR Sections 15300 through 15329). When considering use of a categorical exemption, a lead agency would consider both whether the activity fits within the terms of the exemption and whether one of the exceptions might apply to defeat the exemption. An agency may combine several exemptions to find an entire project exempt. Specifically, applying the decisions

Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA  
Categorical Exemption Justification

in *Surfrider Found. v California Coastal Commission* (1994) 26 Cal. App. 4th 151, it is appropriate to combine exemptions if the exemptions taken together cover the entire proposed Project. The following categorical exemptions apply to the proposed Project:

### **CLASS 1 EXISTING FACILITIES (14 CCR SECTIONS 15301(C))**

The CEQA Guidelines include the following applicable descriptions of the Class 1 Categorical Exemption for Existing Facilities (14 CCR Sections 15301(c)):

*Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion.*

*(c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety).*

#### **Section 15301(c) Finding:**

The proposed Project would include upgrades to the existing Ralston Avenue roadway between Alameda De Las Pulgas and South Road, including bicycle and pedestrian improvements and would be consistent with the activities described in Section 15301(c). The proposed Project is associated with repair, maintenance, and minor alteration of existing streets and sidewalks as well as bicycle and pedestrian facilities and would be undertaken by the City of Belmont, a public agency, and would occur within the existing right-of-way (ROW). Other minor improvements, such as green infrastructure in the new bulb-out areas and minor tree trimming, would be consistent with the Class 1 categorical exemption.

### **CLASS 4 MINOR ALTERATIONS TO LAND (14 CCR SECTION 15304(H))**

The CEQA Guidelines include the following applicable descriptions of the Class 4 Categorical Exemption for Minor Alterations to Land (14 CCR Section 15304(h)):

*Class 4 consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes.*

*(h) The creation of bicycle lanes on existing rights-of-way.*

#### **Section 15304(h) Finding:**

As specified in the Class 4 exemption language (above and 14 CCR Section 15304(h)), the creation of bicycle lanes on existing ROW are included under this exemption. The proposed Project would include new bike lanes and bike lane markings on existing California Department of Transportation (Caltrans) ROW; therefore, this activity is consistent with this exemption.



Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA  
Categorical Exemption Justification

## EXCEPTIONS TO CATEGORICAL EXEMPTIONS (SECTION 15300.2)

Projects consistent with the categorical exemptions described are exempt from further CEQA analysis unless there is an exception to the exemption that would require further CEQA evaluation and disclosure (Section 15300.2). To determine whether an exception applies, the impacts of the project must be considered in the context of the existing environmental setting. The environmental setting (or baseline) is comprised of the existing environmental conditions in the vicinity of the project relevant to a particular resource as they exist at the time that environmental analysis is commenced. The proposed Project's subjectivity to the exceptions is considered as follows:

- a) **Location (Section 15300.2(a)):** Classes 3, 4, 5, 6, and 11 are quantified by consideration of where the proposed Project is to be located- a project that is ordinarily insignificant in its impact on the environment may in a particular sensitive environment, be significant. Therefore, these classes are considered to apply all instances, except where a project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

**Section 15300.2(a) Finding:** The proposed Project activities would be exempt under Class 4. The proposed Project is within previously disturbed Caltrans ROW in a roadway. The property is surrounded by a park and residential, commercial, and university development. The proposed Project site is located within a developed urban area, and there are no environmental resources of hazardous or critical concern that are designated, precisely mapped, or officially adopted in the vicinity of the Project site, or that could be adversely affected by the Project. A review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) was conducted for the proposed Project area, and a site reconnaissance survey was conducted on March 27, 2019, by a Stantec Consulting Services Inc. (Stantec) biologist (Stantec 2019). The reconnaissance survey was conducted to confirm site conditions, and results from the survey did not identify any particular sensitive natural communities designated by federal, state, or local agencies, including sensitive habitat suitable for candidate, sensitive, or special-status species that would be impacted by the proposed Project (CDFW 2019). As described in the Project Summary, if construction occurs during nesting bird season (typically February 1 to August 31) a qualified biologist would conduct a focused survey for active nests of raptors and migratory birds no more than 30 days prior to construction. If active nests are located, construction activities would be restricted as deemed by the qualified biologist to avoid disturbing the nest until it is abandoned, or the biologist deems disturbance to be minimal and the nesting birds acclimated to the construction activities. Therefore, no impacts to an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies were identified, and this exception would not apply.

- b) **Cumulative Impact (Section 15300.2(b)):** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

**Section 15300.2(b) Finding:** According to the City of Belmont active projects, there are multiple major community development, parks and recreation, and public works projects within 0.5 mile of the proposed Project. Major community development and parks and recreation projects proposed nearby include the City of Belmont Community Center, Twin Pines Park Master Plan Project, Windy Hill Project, Firehouse Square, Hill Street at El Camino; however, these development projects are not the



Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA Categorical Exemption Justification

same scope and location as the proposed Project and would require separate environmental review and consideration of impacts.

Given the nature of the proposed Project, public works projects within 0.5 were assessed for potential cumulative impacts. Public works projects within 0.5 mile of the proposed Project include the Sanitary Sewer Easement Rehabilitation Project and the Ralston Avenue Corridor Improvement Project Segment 1 & 2. The Sanitary Sewer Easement Rehabilitation Project includes rehabilitation and reconstruction of 1.7 miles of sewer pipes using open trench and trenchless methods of construction, sewer service lateral re-connection and extension, multiple point repairs, manhole construction and rehabilitation, and tree removal and replanting. While the Project would include removal of mature oaks, these trees would be removed and replaced per the City Tree Ordinance. Construction began in June 2019 and will complete in June 2020; therefore, this Project would not contribute to cumulative construction impacts. As of January 8, 2020, the majority of the Ralston Avenue Corridor Improvement Project Segment 1 & 2 has been completed, with the exception of the bulb-out on El Camino Real at Emmett Avenue, the new High-Intensity Activated Crosswalk System signal poles, and striping. It is anticipated that these activities would be complete prior to the commencement of construction for the proposed Project. Therefore, the Project would not have a considerable contribution to any cumulative effects related to these topics.

The Project has no impacts and would not contribute to cumulative impacts. Other proposed upgrades required along the proposed Project route would require separate environmental review and consideration of impacts as expansions are needed in the future. The proposed Project would not contribute to the identified significant cumulative impact, and this exception would not apply.

- c) **Significant Effect (Section 15300.2(c)):** A categorical exemption shall not be used for any activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

**Section 15300.2(c) Finding:** As discussed with other exception criteria, the proposed Project would not result in a significant effect on the environment. The proposed Project activities are consistent with typical operations and maintenance activities of roadway operations. The proposed Project site is surrounded by developed lands on an existing roadway and is not considered a sensitive resource area. A Section 106 Screening determined that the Project has no potential to affect historic properties and that no further archaeological or architectural history studies are required at this time. The proposed Project is not located in a mapped liquefaction hazard area. Best management practices (BMPs) would be incorporated during construction to minimize potential water quality impacts in accordance with the Storm Water Pollution Prevention Plan prepared for the proposed Project construction. There are no Project circumstances that would result in unusual circumstances. Therefore, this exception would not apply to the proposed Project.

- d) **Scenic Highways (Section 15300.2(d)):** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required by mitigation by an adopted negative declaration or certified EIR (Environmental Impact Report).

**Section 15300.2(d) Finding:** The Project would not result in impacts to any scenic vistas or scenic resources from construction or operation. Construction of the Project would occur within Caltrans ROW, and short-term construction related views would be limited and along the existing roadway.



Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA  
Categorical Exemption Justification

Sensitive receptors to the area, including passing motorists and recreationalists at Barrett Park would have limited temporary views of construction activities; however, these activities would be consistent with the current operations at Ralston Avenue and would not constitute a substantial change in the visual character or quality of the area. Operationally, the Project would also blend with the existing roadway.

Ralston Avenue is a main thoroughfare through the City of Belmont, providing a scenic route through the City and offering scenic vistas from numerous vantage points. However, the closest designated State Scenic Highway to the Planning Area is Highway 280, which is designated as such from Route 17 in Santa Clara County to Route 80 near First Street in San Francisco. The Project is not visible from that officially designated state scenic highway, and exemption 15300.2(d) does not apply to this Project.

- e) **Hazardous Waste Sites (Section 15300.2(e)):** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

**Section 15300.2(e) Finding:** An updated review of the State Water Resources Control Board GeoTracker and Department of Toxic Substances Control EnviroStor databases were conducted to determine if the proposed Project would be located on a hazardous site that is listed pursuant to Government Code Section 65962.5. Neither database listed the proposed Project site as a hazardous site (SWRCB 2020, DTSC 2020). In general, the scope of proposed Project would stay within the City ROW. Anticipated excavations would be sidewalks and would be shallow. The risk of uncovering previously undocumented hazardous materials is believed to be low. The Project would use conventional roadway improvement materials (Portland cement concrete, asphalt concrete, ADA-detectable warning surfaces). Generally, the risk of introducing hazardous materials to the Project site is low. Therefore, this exception would not apply to the Project.

- f) **Historical Resources (Section 15300.2(f)):** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

**Section 15300.2(f) Finding:** A review of the California Office of Historic Preservation California Historical Resources Information Systems and the City's Historic Sites list were conducted to determine if there are any eligible cultural resources in or adjacent to the proposed Project area, which may be adversely affected by construction. Due to the nature of the proposed Project, it has been determined that there is no potential to affect historic properties, and the proposed Project is exempt from further review. Therefore, the proposed Project would not cause a substantial adverse change in the significance of any historical resources, and this exception would not apply.

## COMMON SENSE EXEMPTION

Even if a project does not fit within a statutory or categorical exemption, it can be exempt from CEQA under the general rule that "CEQA applies only to projects which have the potential for causing a significant effect on the environment" (14 CCR Section 15061(b)(3)). This rule is known as the "common sense" exemption and was adopted as part of the CEQA Guidelines to avoid the possibility that projects that obviously should be exempt might needlessly be required to comply with the CEQA's review requirements. Application of this test involves two distinct inquiries: (1) whether the project presents unusual circumstances and (2) whether there is reasonable possibility of significant environmental impacts resulting from those unusual circumstances.



January 30, 2020

Page 9 of 10

Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA  
Categorical Exemption Justification

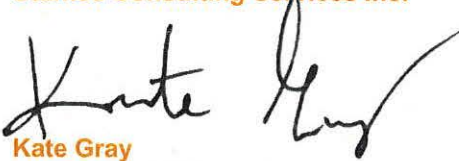
#### **Common Sense Exemption Finding:**

The proposed Project does not constitute an unusual circumstance, nor is there any indication of a significant impact. The proposed Project use would be compatible with its surroundings; there are no hazardous materials, sensitive biological resources, or historical resources on the site; and the proposed Project would not appear to result in any adverse air or other emissions. Further, the proposed Project does not have an unusual magnitude in scale or level of impact on resource within the area. Therefore, since there are no unusual circumstances, there can be no significant effects arising from unusual circumstances, and the Unusual Circumstances Exception would not preclude reliance on the above-mentioned categorical exemptions in connection with the City of Belmont's action on the proposed Project.

#### **CONCLUSION**

The proposed Project would be exempt from further CEQA analysis under Classes 1 and 4 and the common sense exemption, and no exceptions to these exemptions would apply to the proposed Project. Therefore, the proposed Project is found to be exempt from the provisions of CEQA, based on the rationale provided in this document.

**Stantec Consulting Services Inc.**



**Kate Gray**  
Environmental Planner

Phone: (530) 470-0515  
Kate.Gray@stantec.com

Attachment: Figures

January 30, 2020

Page 10 of 10

Reference: California Department of Transportation Ralston Avenue Corridor Improvements Project—Segment 3 Project CEQA  
Categorical Exemption Justification

## REFERENCES

California Department of Fish and Wildlife (CDFW). 2019. California Natural Diversity Database (CNDDDB).  
Biogeographical Information Observation Systems (BIOS).  
<https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed August 2019.

Department of Toxic Substances Control (DTSC). 2019. EnviroStor Database-Belmont, CA.  
<http://www.envirostor.dtsc.ca.gov/?surl=860zy>. Accessed January, 2020.

Stantec Consulting Services Inc. 2019. Site reconnaissance survey. August 27, 2019.

State Water Resources Control Board (SWRCB). 2019. GeoTracker Database.  
<https://geotracker.waterboards.ca.gov/map/>. Accessed January 2020.

City of Belmont. 2020. City Projects – All Departments. <https://www.belmont.gov/our-city/city-projects/city-projects-map>. Accessed January, 2020.

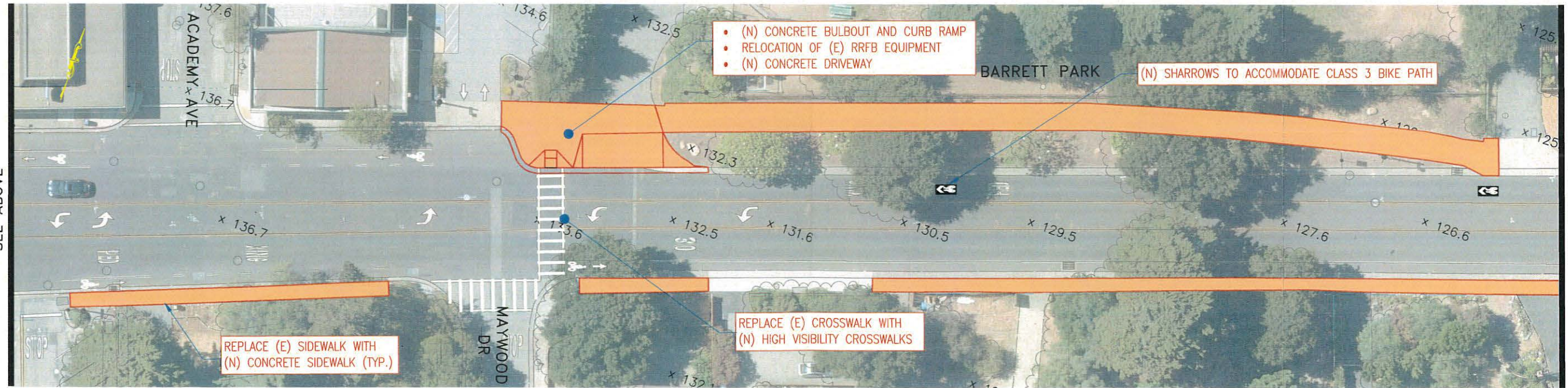


## ATTACHMENT 1 – FIGURES



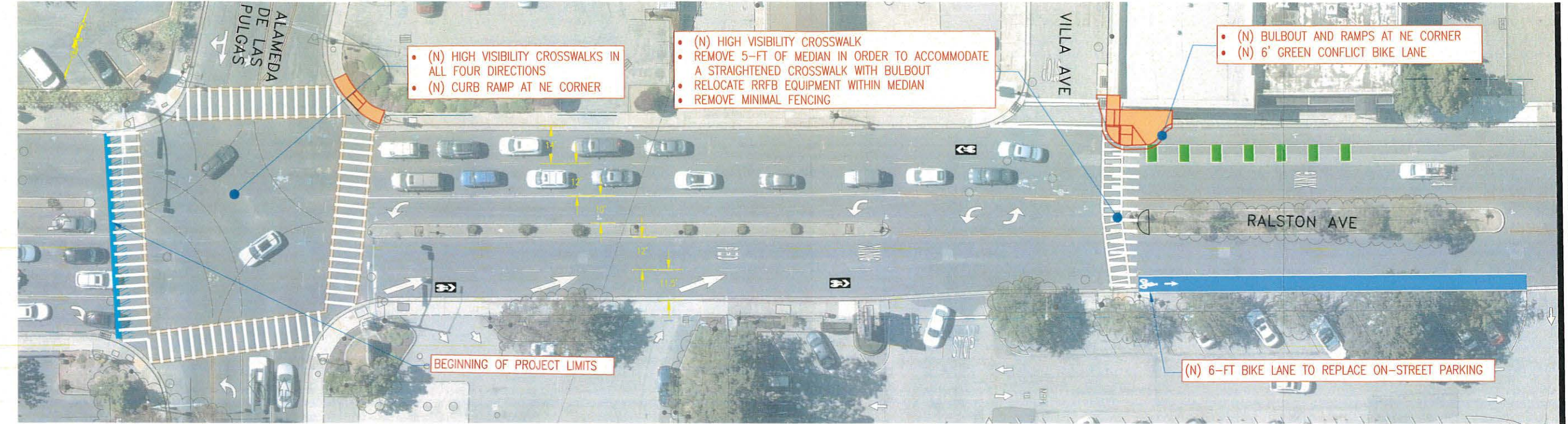
\\SERVER2\Clients\DESIGN\18.362 Belmont Ralston Ave. Segment 3 - TO#112018-XX-XX PRELIMINARY\_3\XX - PRELIM LAYOUT.dwg 01:56:34 PM

SEE ABOVE



RALSTON AVE  
SEGMENT 3

SEE SHEET 2



RALSTON AVE  
SEGMENT 3

SEE BELOW

LEGEND

- |  |                                    |  |                           |  |                                   |
|--|------------------------------------|--|---------------------------|--|-----------------------------------|
|  | (N) GREEN BIKE LANE (VARIES 5'-6') |  | (N) CONCRETE SIDEWALK     |  | (N) ADA CURB RAMP                 |
|  | (N) GREEN CONFLICT BIKE LANE       |  | (N) SHARROW STRIPING      |  | (N) PED FLASHING BEACON SYSTEM    |
|  | (N) BIKE LANE (VARIES 5'-6')       |  | PROPOSED SURFACING LIMITS |  | (N) HIGH VISIBILITY X-WALK STRIPE |



DRAFT #1

PRELIMINARY  
DESIGN

TITLE:  
PRELIMINARY IMPROVEMENT PLAN  
SEGMENT 3  
RALSTON AVENUE CORRIDOR IMPROVEMENTS  
CITY OF BELMONT, CALIFORNIA

PREPARED FOR:  
CITY OF BELMONT  
1 TWIN PINES LN  
BELMONT, CA 94002



PREPARED BY:  
CSG CONSULTANTS  
550 PILGRIM DRIVE  
FOSTER CITY, CA 94404  
PHONE (650)522-2500  
FAX (650)522-2599

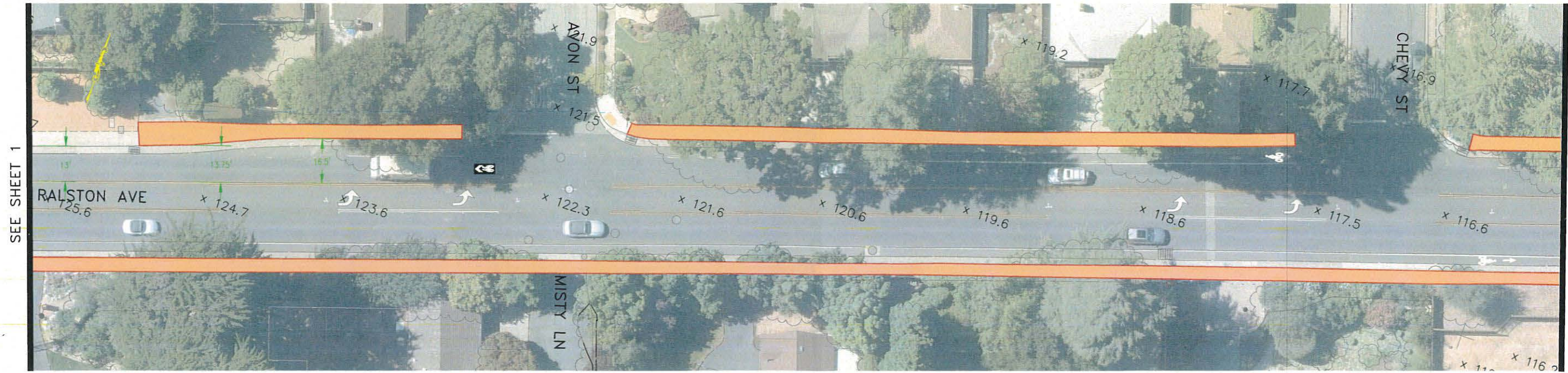


DESIGNED: ST  
DRAWN: AM  
APPROVED:

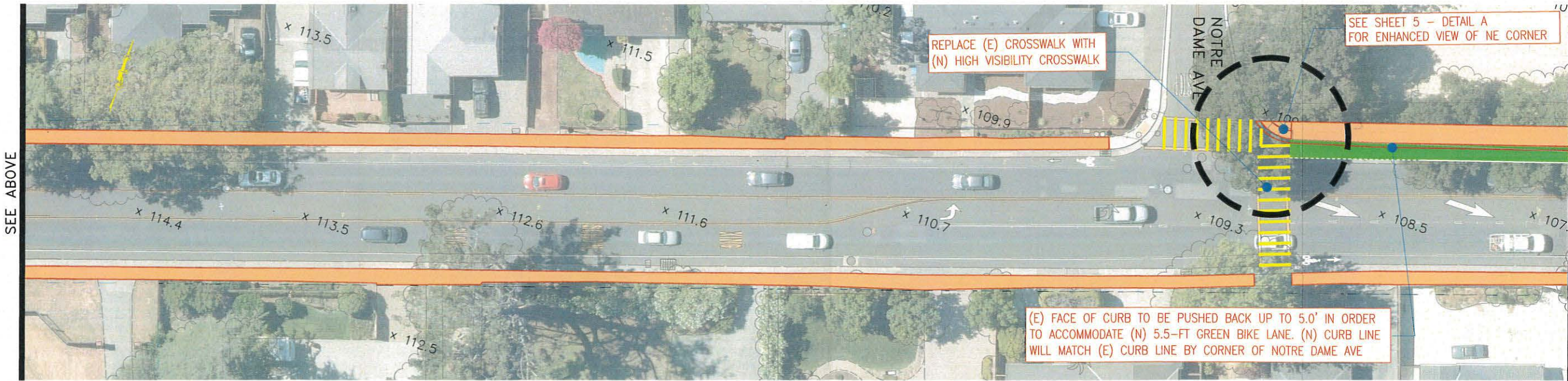
NO.	REVISIONS	DATE



\\SERVER2\Clients\DESIGN\18.362 Belmont Ralston Ave. Segment 3 - TO#1\2018-XX-XX-PRELIMINARY\_3\XX - PRELIM LAYOUT.dwg 01:58:24 PM












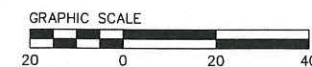
RALSTON AVE  
SEGMENT 3



RALSTON AVE  
SEGMENT 3

LEGEND

- |   |                                    |   |                           |   |                                   |
|---|------------------------------------|---|---------------------------|---|-----------------------------------|
|  | (N) GREEN BIKE LANE (VARIES 5'-6') |  | (N) CONCRETE SIDEWALK     |  | (N) ADA CURB RAMP                 |
|  | (N) GREEN CONFLICT BIKE LANE       |  | (N) SHARROW STRIPING      |  | (N) PED FLASHING BEACON SYSTEM    |
|  | (N) BIKE LANE (VARIES 5'-6')       |  | PROPOSED SURFACING LIMITS |  | (N) HIGH VISIBILITY X-WALK STRIPE |



DRAFT #1  
PRELIMINARY  
DESIGN

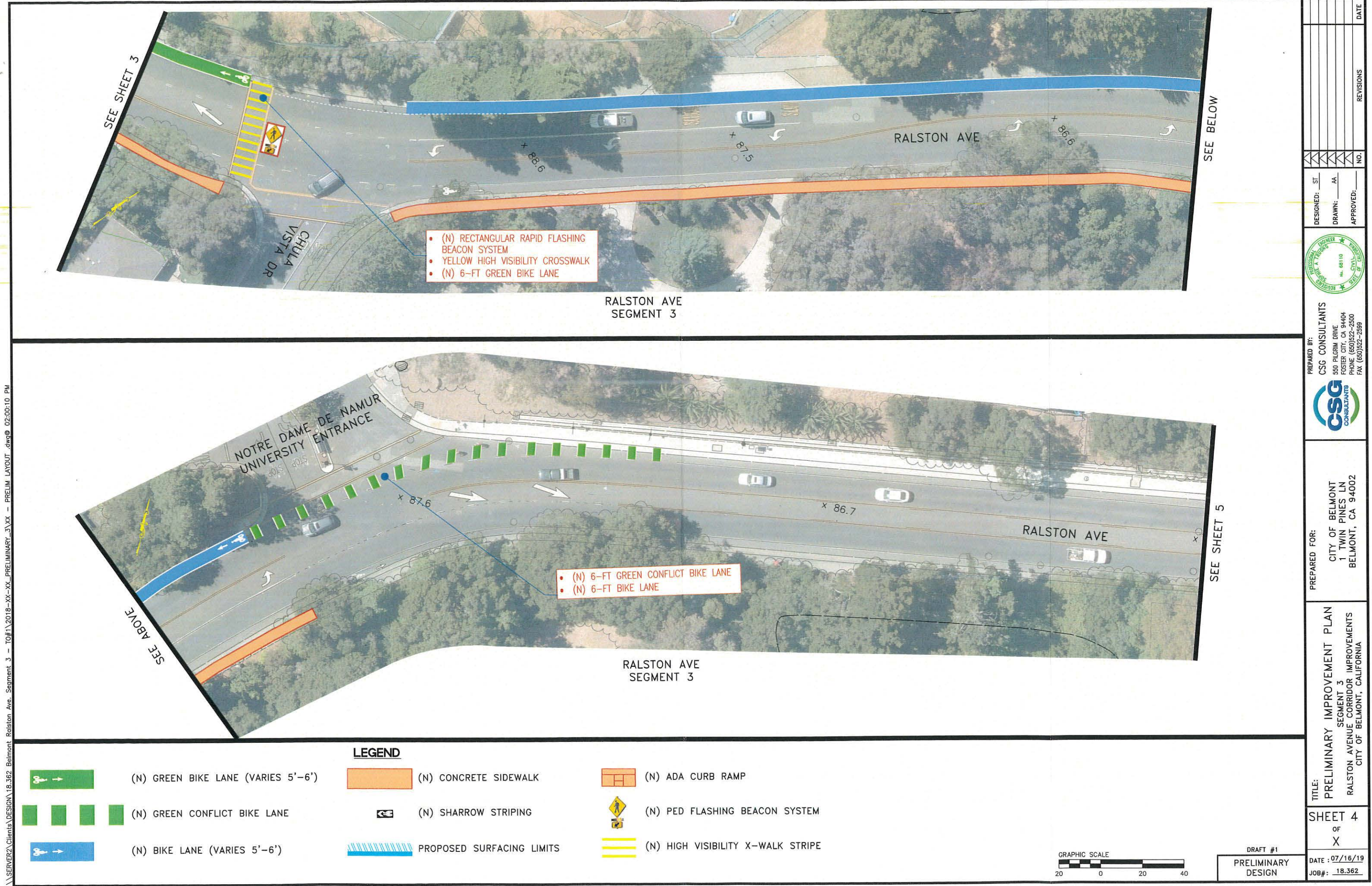
DESIGNED: ST	NO.	REVISIONS	DATE
DRAWN: MA			
APPROVED:			
			
PREPARED BY: CSG CONSULTANTS 550 PILGRIM DRIVE FOSTER CITY, CA 94404 PHONE (650)522-2500 FAX (650)522-2599			
			
PREPARED FOR: CITY OF BELMONT 1 TWIN PINES LN BELMONT, CA 94002			
TITLE: PRELIMINARY IMPROVEMENT PLAN SEGMENT 3 RALSTON AVENUE CORRIDOR IMPROVEMENTS CITY OF BELMONT, CALIFORNIA			
SHEET 2 OF X			
DATE: 07/16/19 JOB#: 18.362			







\\SERVER2\Clients\DESIGN\18.362 Belmont Ralston Ave. Segment 3 - TO\1\2018-XX-XX-PRELIMINARY\_3\XX - PRELIM LAYOUT.dwg 02:00:10 PM



SEE SHEET 3

SEE BELOW

RALSTON AVE  
SEGMENT 3

- (N) RECTANGULAR RAPID FLASHING BEACON SYSTEM
- YELLOW HIGH VISIBILITY CROSSWALK
- (N) 6-FT GREEN BIKE LANE

NOTRE DAME DE NAMUR  
UNIVERSITY  
ENTRANCE

SEE ABOVE

SEE SHEET 5

RALSTON AVE  
SEGMENT 3

- (N) 6-FT GREEN CONFLICT BIKE LANE
- (N) 6-FT BIKE LANE

RALSTON AVE

RALSTON AVE



