



DATE: July 16, 2021

TO: State Clearinghouse
1400 10th Street, Suite 222
Sacramento, CA 95814
(916) 445-0613

FROM: City of Belmont

SUBJECT: 800-803 Belmont Avenue Residential Project
Notice of Preparation of a Draft Environmental Impact Report

LEAD AGENCY: City of Belmont
Contact: Adam Petersen, Contract Project Planner
Planning and Zoning Department
One Twin Pines Lane, Suite 310
Belmont, CA 94002
Phone: 408.809.9520
Email: apetersen@m-group.us

PROJECT SPONSOR: ROEM Corporation
1650 Lafayette Street
Santa Clara, CA 95050

Notice is hereby given that the City of Belmont will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the proposed 800-803 Belmont Avenue Residential project (proposed project). The EIR is currently anticipated to address potential physical environmental effects of the project related to Cultural Resources as outlined in the California Environmental Quality Act (CEQA). We are requesting comments on the scope of topics addressed in this EIR. Written comments must be received from the public during the NOP comment period.

Please provide comments on the scope of the EIR to Adam Petersen, Contract Project Planner, at the address listed above. Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 5:00 p.m., August 16, 2021. In your response, please identify a contact person in your agency for future correspondence.

The NOP and project information are available online at:
<https://www.belmont.gov/Home/Components/FacilityDirectory/FacilityDirectory/431/642>

INTRODUCTION: The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment, to examine methods of reducing adverse impacts, and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting and potential environmental impacts for each environmental topic, and mitigation measures for the project;
- Description of cumulative impacts;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

An Initial Study will also be prepared and circulated with the EIR. The Initial Study will be included as an Appendix to the EIR and will address all issue topics that are scoped out from further analysis in the EIR.

PROBABLE ENVIRONMENTAL EFFECTS: The City has reviewed the proposed project application and has determined that a focused EIR should be prepared for the proposed project because it may have a significant effect on the environment. The City has concluded that the EIR should address potential project-related impacts to Historic Resources. The EIR will include a discussion of the existing setting, thresholds of significance, evaluation of potential impacts, and if necessary, feasible mitigation measures to reduce or eliminate potentially significant impacts.

PROJECT LOCATION: The proposed project is located at 800-803 Belmont Avenue in the City of Belmont, San Mateo County, California (see Figure 1: Regional Location). The proposed 800 Belmont Avenue project would be located on approximately one-and-a-half (1.5) acre site, consisting of two parcels, APN Nos. 044-172-190 and 044-172-200 (see Figure 2: Project Vicinity and Figures 3: Site Context).

PROJECT SETTING: The approximately 1.5-acre project is bordered by El Camino Real to the east, Belmont Avenue to the north, existing multi-family structures to the west, and a commercial shopping center to the south.

The site is developed with the existing Bel Mateo Motel towards the rear, while the front portion of the site along El Camino is undeveloped. Along El Camino Real, the site is comprised of disturbed vegetation, and a sign for the existing motel. The motel was constructed in approximately 1952, consists of three, single story buildings comprising 12,764 sf in size. Surface parking lots surround the existing motel buildings, providing approximately 34 parking spaces.

The City's General Plan and Zoning for the site is Corridor Mixed-Use (CMU), allowing up to 90 units per acre when providing community benefits in tandem with the state density bonus. A conditional use permit is requested to allow ground floor residential.

PROJECT DESCRIPTION: The proposed 800 Belmont Avenue Residential project is comprised of a 125 unit, 100-percent affordable multifamily structure. The project would be affordable at the low income and below levels. The project proposes the demolition of the existing Bel Mateo Motel, considered to be an eligible historic resource for listing on the California Register of Historical Resources, and the construction of a multi-family structure eight stories in height. However, the structure would be terraced as it extends up the site from El Camino Real to the west, with each terraced level not exceeding six stories. The project site is known as the Bel-Mateo Motel and a vacant parcel with frontage on El Camino Real. The site is situated on two parcels with a combined size of approximately 1.5-acres. The site is approximately less than one-half (0.5) mile of the Belmont Caltrain station. The project includes onsite amenities, recreation and landscaped areas, and parking. Onsite amenities will include, but are not limited to the following fitness center, resident club room, homework/computer room, resident services office, and a children’s play structure. The project will have a minimum of 125 units, with the unit breakdown below. There are approximately 150 parking spaces proposed within three levels of garage parking.

The project is comprised of the following unit allocation:

- 1 Bedroom: 52 units (540 square feet)
- 2 Bedroom: 40 units (815 square feet)
- 3 Bedroom: 33 units (935 square feet) (1 designated manager's unit)

**Table 1:
Floor Areas in Square Feet**

	Residential / Amenity	Circulation	Mechanical / Garage
First Floor	4,875	2,200	25,385
Second Floor	6,025	1,000	25,270
Third Floor	10,595	2,585	14,080
Fourth Floor	20,120	3,535	1,515
Fifth Floor	20,120	3,535	1,515
Sixth Floor	19,250	3,535	1,515
Seventh Floor	14,095	2,700	1,120
Eighth Floor	9,525	1,560	815
Total	104,605	20,650	71,215

Affordable Housing

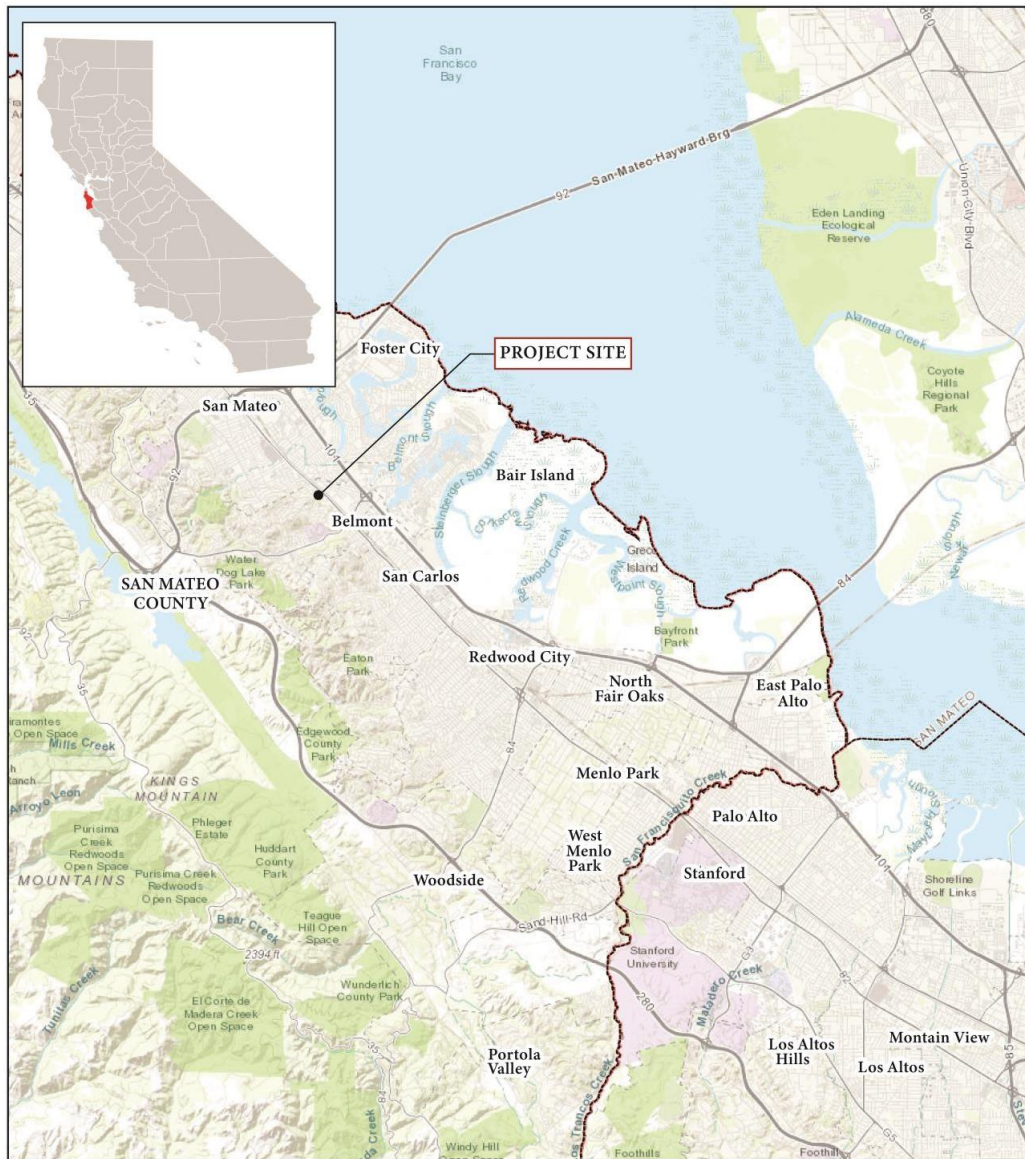
The project will be designated as a family community, with the following projected breakdown (the breakdown is subject to change based on funding requirements): 29-percent of the project (36 units) being targeted to extremely low-income (ELI) households earning 30-percent Area Median Income (AMI) or less. Of the 36 ELI units, 19 units (15-percent of total project) are projected to be designated as 'supportive housing' units for formerly homeless veteran tenants. The remaining 71-percent of the units (89 units) will be restricted to households earning between 50-percent to 80-percent AMI. The average affordability for the project will be 59-percent AMI.

Landscaping

The project proposes removing 25 protected trees as defined by Chapter 25 of the Belmont Municipal Code. These trees include one Giant sequoia and 24 eucalyptus trees. The project would retain two trees located towards the restaurant at the rear of the site.

The project proposes 23,050 sf of landscaping. Majority of the landscaping is located at the rear of the site, opposite El Camino Real. The project includes the planting of 60 trees on the property, ranging from London plane to Chinese pastiche. The edge of the site along Belmont Avenue, the property line opposite El Camino Real, and the internal property line is landscaped with trees. The plant palette is comprised of appropriate tree, shrub, and ground cover species that are California native or adapted, non-invasive, drought tolerant, and deer resistant.

FIGURE 1: REGIONAL LOCATION



Source: San Mateo County GIS

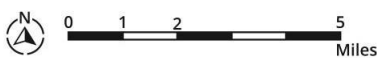
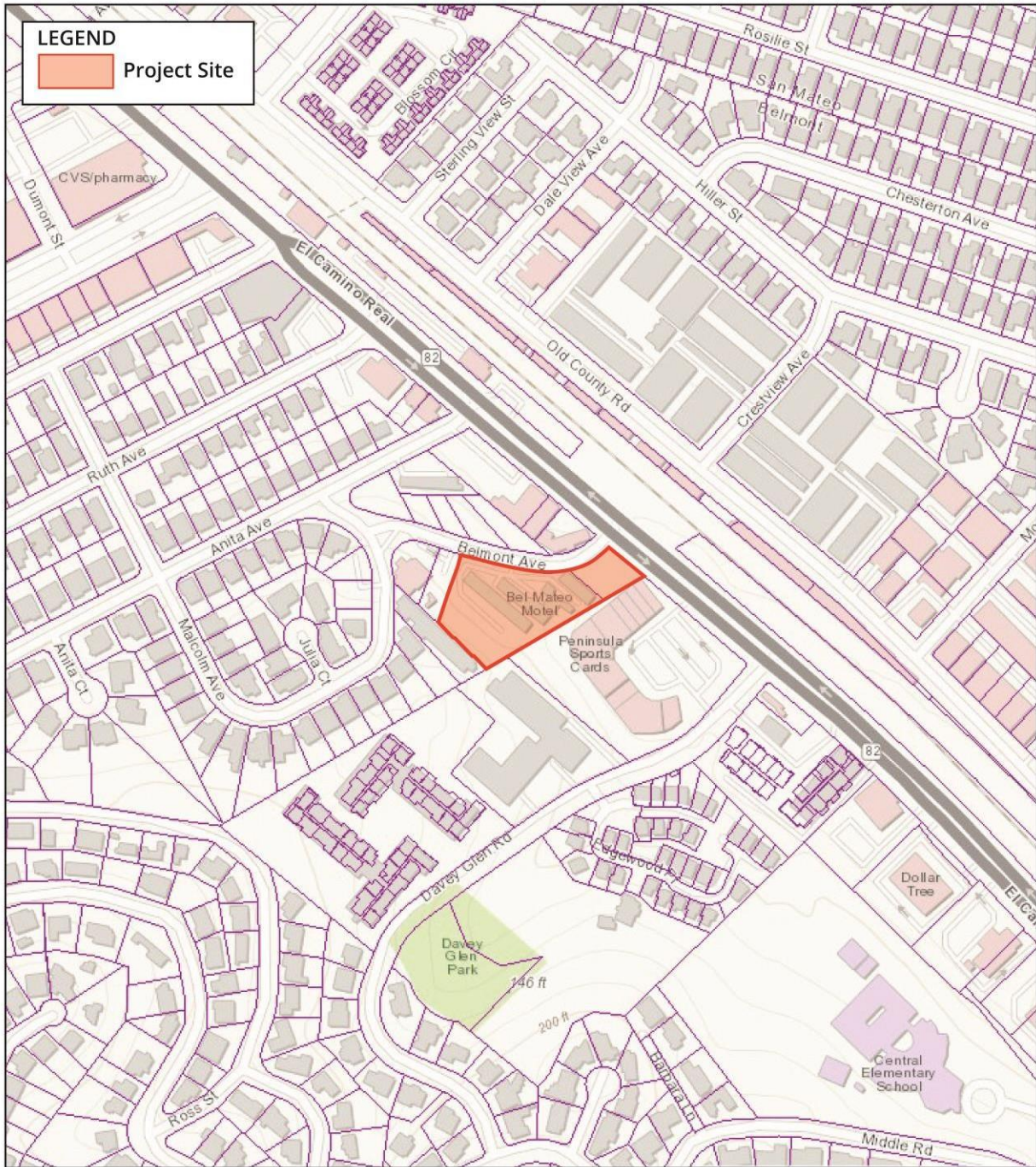


FIGURE 1
Regional Location Map

FIGURE 2: LOCAL VICINITY



Source: San Mateo County GIS

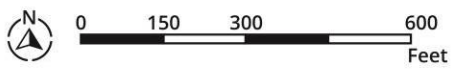


FIGURE 2
Local Vicinity Map

FIGURE 3: EXISTING SITE CONDITIONS



Source: Google Maps



Source: Google Maps

Access and Parking

The project site would maintain the access from Belmont Avenue with one access driveway to the project site. Parking is contained within the building on the first three levels. The project includes tandem parking that would be assigned to the tenants.

Architecture

The architectural consists of a modern design with a balanced symmetrical design, blending rectilinear lines on upper floors with arched windows. The building models the change in elevation of the site, with a terraced

design, and setback upper stories. The building is articulated with the first two floors defining the street edge and the upper floors providing a contrast as the materials change from a stone veneer and precast stone base wall and cap to a cement plaster. Figure 6: Renderings provides a rendering of the proposed project.

FIGURE 6: RENDERING



Source: Withee Malcomb Project Plans: 4/27/21 Project Plans

Site Preparation and Construction

The project consists of the demolition of the existing structures, grading, excavation, and other earthwork to excavate the parking garage and to achieve desired elevations. The project would require the removal of approximately 28,302 cubic yards of soil. Grading would consist of excavation up to 40-feet deep within the building footprint to create a new full-depth basement level parking garage. Soil will be disposed off-site at a location determined by the contractor during construction. Fill on the site would include utility trench backfill, retaining wall backfill, slab sub-grade materials and finished drainage and landscaping grading. Approximately 330 cubic yards of fill would be used but there would no import of fill to the site. Accordingly, the net export of grading material would 27,301 cubic yards.

Construction Access

Since El Camino Real is a State Highway, any construction traffic, lane closures, or street staging would require approved traffic control plans and an encroachment permit from Caltrans. Any other construction traffic, lane closures, or street staging would require approved traffic control plans and an encroachment permit from the City.

Staging

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

The staging areas would be used for construction equipment set up. An encroachment permit would be obtained from the City for any staging/construction-vehicle parking on any City street, if necessary. Notices regarding closure to the public of street parking would be posted in compliance with City regulations in advance of utilization. Staging areas would be returned to pre-construction condition upon project completion.

Construction Schedule

In accordance with the Belmont Municipal Code, construction is limited between 7 a.m. to 7 p.m. during weekdays and 9 a.m. to 6 p.m. on Saturdays. No construction would occur on Sundays or holidays. Construction hauling would be limited to between the hours of 9:00 a.m. and 3:00 p.m. to avoid impacts to traffic from haul trucks and would be within the construction hours allowed by City Ordinance. Construction, comprised of site preparation, utility installation, and building construction is estimated to comprise of 510 construction workdays of 23 months.

Construction Equipment

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

Utilities

The project included connections to existing utilities. The project would connect to existing water and sewer lines in Belmont Avenue through the extension of utility laterals. Water and sewage disposal are provided by Mid-Peninsula Water District and the City of Belmont, respectively. The project would connect to existing telephone and cable lines, with service provided from Comcast and gas and electric lines in El Camino Real. Additionally, the project would install a storm drain line in Belmont Avenue.

PROJECT ENTITLEMENTS AND APPROVALS: The project requires the following discretionary entitlements from the City of Belmont:

- Design Review
- Use Permit for the following:
 - Residential units on the ground floor
- Density Bonus pursuant to Government Code Section 65915
- Affordable Housing Plan
- Parcel Map
- Grading Plan
- Tree Removal Plan

ALTERNATIVES: Based on the significance conclusions determined in the EIR, alternatives to the proposed project will be analyzed to reduce identified impacts. Section 15126.G(e) of the CEQA Guidelines requires the evaluation of a No Project Alternative. Other alternatives may be considered during preparation of the EIR and will comply with the CEQA Guidelines, which call for a “range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.”

EIR PROCESS: Following the close of the NOP comment period, a Draft EIR will be prepared that will consider all NOP comments. In accordance with CEQA Guidelines Section 15105(a), the Draft EIR will be released for public review and comment for a public review period. Following the close of the public review period, the City will prepare a final EIR, which will include responses to all substantive comments received on the draft focused EIR. The Draft EIR and Final EIR will be considered by the Planning Commission and City Council in making the decision to certify the EIR and approve or deny the project.



7/16/21

Signature

Date