

# 800-803 Belmont Avenue Residential Project Draft Environmental Impact Report

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SCH Number 2021070297

Prepared by M-Group for:  
The City of Belmont  
Community Development Department  
1 Twin Pines Avenue, Suite 310  
Belmont, CA 94002



November, 2021

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## Table of Contents

<b>1.0 EXECUTIVE SUMMARY</b> .....	<b>1-1</b>
1.1 INTRODUCTION AND PURPOSE.....	1-1
1.2 PROJECT LOCATION SUMMARY.....	1-1
1.3 PROJECT DESCRIPTION SUMMARY .....	1-2
1.4 DRAFT EIR REVIEW PROCESS .....	1-3
1.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES.....	1-11
1.6 AREAS OF KNOWN CONTROVERSY .....	1-18
1.7 PROJECT ALTERNATIVES CONSIDERED .....	1-18
1.8 POTENTIAL APPROVALS AND PERMITS REQUIRED .....	1-18
PAGE INTENTIONALLY LEFT BLANK .....	1-21
<b>2.0 PROJECT DESCRIPTION</b> .....	<b>2-1</b>
2.1 INTRODUCTION .....	2-1
2.2 PROJECT LOCATION.....	2-2
2.3 PROJECT DESCRIPTION .....	2-3
2.4 PROJECT OBJECTIVES.....	2-7
2.5 HISTORIC BACKGROUND .....	2-8
2.6 INTENDED USES OF EIR .....	2-8
<b>3.0 EFFECTS FOUND TO BE LESS THAN SIGNIFICANT</b> .....	<b>3-1</b>
<b>4.0 ENVIRONMENTAL ANALYSIS</b> .....	<b>4-1</b>
4.1 REGULATORY FRAMEWORK.....	4-1
4.2 ENVIRONMENTAL SETTING.....	4-7
4.3 STANDARDS OF SIGNIFICANCE.....	4-17
4.4 IMPACTS, AND MITIGATION MEASURES.....	4-17
4.5 CUMULATIVE SETTING, IMPACTS, AND MITIGATION MEASURES .....	4-20
4.6 MITIGATION MEASURES .....	4-22
<b>5.0 OTHER TOPICS REQUIRED BY CEQA</b> .....	<b>5-1</b>
5.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS .....	5-1
5.2 GROWTH INDUCEMENT .....	5-1
5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES.....	5-2
<b>6.0 PROJECT ALTERNATIVES</b> .....	<b>6-1</b>
6.1 CEQA REQUIREMENTS FOR ALTERNATIVES.....	6-1
6.2 SUMMARY OF ALTERNATIVES CONSIDERED.....	6-1
6.3 PROJECT OBJECTIVES.....	6-2
6.4 IMPACTS OF THE PROPOSED PROJECT .....	6-2
6.5 ALTERNATIVES CONSIDERED BUT REJECTED .....	6-2
6.6 ALTERNATIVE 1: NO PROJECT.....	6-3

6.7	ALTERNATIVE 2: FULL PRESERVATION IN PLACE.....	6-4
6.8	HISTORIC RELOCATION ALTERNATIVE.....	6-5
6.9	COMPARISON OF ALTERNATIVES.....	6-6
6.10	ENVIRONMENTALLY SUPERIOR ALTERNATIVE .....	6-6
<b>7.0</b>	<b>REFERENCES.....</b>	<b>7-1</b>
<b>8.0</b>	<b>REPORT PREPARERS.....</b>	<b>8-1</b>

List of Figures:

FIGURE 1:	REGIONAL LOCATION MAP.....	1-19
FIGURE 2:	LOCAL VICINITY MAP.....	1-20
FIGURE 3:	EXISTING CONDITIONS.....	2-1
FIGURE 4:	PROPOSED PROJECT RENDERING .....	2-2
FIGURE 5:	1955 POSTCARD IMAGE OF THE BEL-MATEO MOTEL.....	4-9
FIGURE 6:	2021 STREET VIEW IMAGE OF THE BEL-MATEO MOTEL .....	4-10

List of Tables:

TABLE 1-1:	IMPACTS AND MITIGATION MEASURES.....	1-11
TABLE 2-1:	PROJECT AND SURROUNDING LAND USES SUMMARY.....	2-3
TABLE 2-2:	FLOOR AREAS IN SQUARE FEET .....	2-4
TABLE 2-3:	SAN MATEO COUNTY INCOME LIMITS .....	2-4
TABLE 4-1:	CUMULATIVE PROJECTS CONSIDERED .....	4-20

List of Appendices:

- A. Notice of Preparation and Comment Letters
- B. Initial Study
- C. Air Quality Health Risk Assessment, prepared by Illingworth & Rodkin, Inc., September 27, 2021
- D. 800-803 Belmont Avenue Biological Resources Report, prepared by H.T. Harvey, and Arborist Report, prepared by Traverso Tree Service, March 4, 2020
- E. Historic Resources Evaluation, prepared by Evans & De Shazo, Inc, Updated November 11, 2021
- F. Geotechnical Report, prepared by Earth Systems, June 8, 2021
- G. Phase I Environmental Site Assessment, prepared by Earth Systems and AEI Consultants, June 26, 2019
- H. Noise and Vibration Assessment, prepared by Illingworth & Rodkin, Inc., April 8, 2020
- I. Transportation Impact Study and Peer Review, prepared by Elite Transportation Group and Advanced Mobility Group, respectively, February 11, 2021

- J. Storm Drain and Sewer Reports, prepared by BkF Engineers, October 8, 2021
- K. Will Serve Letters: Mid-Peninsula Water District (July, 2021), Comcast (September, 2021), PG&E (June, 2021)

List of acronyms and abbreviations:

ACHP	ADVISORY COUNCIL ON HISTORIC PRESERVATION
APN	ASSESSOR PARCEL NUMBER
CCR	CALIFORNIA CODE OF REGULATIONS
CDFW	CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
CEQA	CALIFORNIA ENVIRONMENTAL QUALITY ACT
CRHR	CALIFORNIA REGISTER OF HISTORICAL RESOURCES
DEIR	DRAFT ENVIRONMENTAL IMPACT REPORT
DPR	DEPARTMENT OF PARK AND RECREATION
EIR	ENVIRONMENTAL IMPACT REPORT
FEIR	FINAL ENVIRONMENTAL IMPACT REPORT
MMRP	MITIGATION MONITORING AND REPORTING PROGRAM
NAHC	NATIVE AMERICAN HERITAGE COMMISSION
NHPA	NATIONAL HISTORIC PRESERVATION ACT
NOP	NOTICE OF PREPARATION
NRHP	NATIONAL REGISTER OF HISTORIC PLACES
PRC	PUBLIC RESOURCES CODE
SCH	STATE CLEARINGHOUSE
SHPO	STATE HISTORIC PRESERVATION OFFICER



# 1.0 Executive Summary

## 1.1 Introduction and Purpose

This Draft Environmental Impact Report (DEIR) has been prepared in accordance with California Resources Code §21000 et seq. and the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3). As described in CEQA Guidelines §15121(a), an EIR is a public disclosure document that provides decision-makers and the public with information that enables consideration of the environmental consequences of the proposed project.

CEQA requires that an EIR be prepared by the agency with primary responsibility over the approval of a project (the lead agency). The City of Belmont (City) is the lead agency for the proposed project. Lead agencies are charged with the duty to consider and minimize environmental impacts of proposed development where feasible and have the obligation to balance economic, environmental, and social factors.

The City of Belmont, as lead agency, has determined that the proposed demolition of the motel located at 800-803 Belmont Avenue Residential project is a "project" under CEQA. CEQA requires the preparation of an EIR prior to approving any project that may have a significant impact on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action that has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15378[a]).

This summary is provided in accordance with CEQA Guidelines §15123. As stated in CEQA Guidelines §15123(a) "an Environmental Impact Report (EIR) shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical." As required by the Guidelines, this section includes a brief description of the proposed project; a summary of the significant effects and associated mitigation measures; areas of known controversy; and identification of the alternatives evaluated and the environmentally superior alternative.

## 1.2 Project Location Summary

The subject project is located at 800-803 Belmont Avenue (APN Nos. 044-172-190 and 044-172-200), in the northern portion of the City of Belmont, San Mateo County, California (see **Figure 1: Regional Location Map**). The project is in an urban area of the City of Belmont,

surrounded by existing commercial, office, and multi-family residential uses (see **Figure 2: Project Vicinity Map**). The project site has a land use designation and a zoning designation of Corridor Mixed-Use.

### 1.3 Project Description Summary

The proposed project includes entitlement requests for the following:

- 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 Permit
- Tree Removal Permit

The proposed 800-803 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 structure would generally follow the natural topography of the site. 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, with the 19-room motel occupying approximately 1.25 acres while an undeveloped quarter-acre parcel fronts El Camino Real. The site is approximately less than one-half (0.5) mile from 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: outdoor recreation area of approximately 6,500 square feet, fitness center; resident club room; homework/computer room; resident services office; and a children's play structure. The project will have 125 units. There are approximately 152 parking spaces proposed within three levels of at grade parking in an enclosed garage.

A Historical Resource Evaluation (HRE) prepared for the demolition of the Bel Mateo Motel



in 2021, by Evans and De Shazo, Inc., identified the subject motel as eligible for listing on the California Register of Historical Resources (CRHR). The proposed demolition of an eligible historic structure may cause a substantial adverse change to the integrity of the historic resource<sup>1</sup>, and therefore is a project that may have a significant effect on the environment.

### **Summary of Project Objectives**

The following are the Applicant's Objectives:

- Construction of a 125-unit, 100-percent affordable, multi-family building.
- Establish a high-quality architectural design for an affordable housing project.
- Enhance the nearby Belmont Village Specific Plan area by offering a vibrant community activity and services for new residents within one-and-a-half miles of public transit.
- Target affordable housing to those earning between 30% to 80% area median income (AMI) of San Mateo County.

The following are the City's Objectives:

- Establish a 100-percent affordable housing project that is consistent with the Belmont General Plan and Zoning Code.
- Ensure that the City's values of historic and cultural heritage are considered.

## 1.4 Draft EIR Review Process

### **Notice of Preparation/ Initial Study**

In accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] §15082), the City of Belmont, as the lead agency, prepared a Notice of Preparation (NOP) of an EIR (see Appendix A). The NOP was circulated to the State Clearinghouse (SCH) for distribution to federal and state agencies, to local agencies, all adjacent landowners, and to

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<sup>1</sup> For the purposes of this document, references to "historical resources" and "historic resources" should be interpreted to mean, resources significant in our past. The California Public Resources Code and California Office of Historic Preservation often use the term "historical resource" to describe resources significant in our past. However, the more accurate reference is "historic" which means "important in history." Accordingly, the authors of this report employ the term "historic" when referring to a resource significant in our past, but continue to employ the term "historical" when directly referencing public resources code language or California Register language.

other interested parties on July 16, 2021. The 30-day NOP review period extended from July 16, 2021 to August 15, 2021. An Initial Study was prepared in accordance with §15063 of the CEQA Guidelines. It is included as an attachment to this EIR (see Appendix B). The purpose of the Initial Study was to assist in the preparation of the EIR by identifying the environmental effects that may be potentially significant [CEQA Guidelines §15063(c)(3)(A)] and those effects determined not to be significant [CEQA Guidelines §15063(c)(3)(B)]. The Initial Study/Notice of Preparation determined that except for Historic Resources<sup>2</sup> no environmental categories have the potential to be significantly impacted by the proposed demolition of the Bel Mateo Motel and the construction of the proposed 125-unit residential project located 800-803 Belmont Avenue (see Chapter 3.0 of this DEIR for a summary of the IS/NOP).

### **Public Scoping**

The City of Belmont posted the NOP with the California Office of Planning and Research, the County of San Mateo Clerk-Recorder, and distributed the NOP to property owners within a 300-foot radius of the project site.

The City received 11 responses to the NOP. A summary of the comments in the NOP response letters include the following:

- City infrastructure/utilities:
  - Improvements planned to ensure blackouts do not occur due to load from project and impacts to electrical grid, including but not limited to placement of solar arrays.
  - Improvements planned to ensure internet access is not compromised; and
  - Plans to mitigate sewer and water impacts on Malcolm, Anita, and El Camino given dated infrastructure with low water pressure, breaks, and outages.
  - Assess water supply for the project.
- Public services and recreation:
  - Assess impacts to fire, police, ambulance, and other emergency responders.
  - Assess landscape design as it relates to native planting, fire impacts, and natural windbreaks.

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<sup>2</sup> All Cultural Resource checklist items were considered in the NOP. Other than historic resources, all were determined to have no impacts including CEQA Checklist Items b, (archeological resources), c (paleontological resources), and d (human remains).

- Assess impacts on local parks and playgrounds including the park acreage to people ratio and will development change that ratio.
  - Assess impacts to trash and waste disposal services given increase population, and impacts to the surrounding environment like wildlife and landscaping given trash associated with the project
- Schools:
  - Assess impacts on schools and their ability to accommodate new students
- Height, scale, and density:
  - The height and scale of the building is so much greater than the surrounding area that it will certainly degrade the current quality of life and invite similar large-scale building.
  - Height impacts to prevailing wind patterns, funneling stronger winds into adjacent neighborhoods
  - Size impacts to local wildlife including displacement and effects on species such as deer, squirrels, robins, and hummingbirds
  - Assess how the density relates to new guidelines for public health, particularly with COVID-19.
  - Assess how the removal of 25 protected trees will negatively impact the environment in Belmont.
- Parking and Transportation:
  - Realistic estimates of people and vehicles per unit, including rental agreements restricting parking.
  - Traffic management and studies to evaluate impacts on roadway network and reduce reliance on cars.
  - Safety concerns regarding intersection of Belmont Avenue and El Camino Real.
  - Effects of increased cars on pollution, including but not limited to, oil spills, gas spills, and transmission fluid spills.
- Geology and Soils:
  - Impacts from rain and storm water runoff leading to erosion
  - Impacts from excavation and slope stability
  - Impacts to any springs on the hillside
- Energy, Greenhouse Gases, and Climate Change:
  - Assess impacts to these subjects during construction
  - Identify materials and design that will reduce climate change and improve sustainability

- Noise:
  - Identify mitigation measures for construction and operation, including but not limited to, hours/curfews, dust mitigation, sound walls, or vegetation.
  - Assess impacts to wildlife from construction noise
  - Assess impacts from HVAC equipment.
- Other comments included:
  - The project would lead to the depreciation of value for the residences that surround Belmont Avenue. The immediate proximity of the proposed structure to businesses and residential dwellings is beyond dispute.
  - Beneficial effects of project on pollution if project houses local workers
  - Assess impacts on demographics like vacancy rates, net migration
- The City received a comment letter from the Native American Heritage Commission (NAHC) encouraging the City to conduct AB 52 notification, SB 18 (as appropriate) and to consult with Native American Tribes.

Verbal and written comments received during the scoping period are included in [Appendix A](#).

### **AB 52 Notification**

In accordance with Public Resources Code (PRC) Section 21080.3.1(d), the City of Belmont provided written formal notification to the following Native American Tribes and Tribal Organizations on August 17, 2021:

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Costanoan Rumsen Carmel Tribe
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- The Ohlone Indian Tribe
- Wuksache Indian Tribe/Eshom Valley Band

Notification was provided through direct emailing using read and delivery receipt and included a brief description of the proposed project and its location, relevant project information, and contact information for contract staff, and notification that Tribes have 30 days to request consultation. The Indian Canyon Mutsun Band of Costanoan requested consultation for the project.

At the September 27, 2021 meeting with Indian Canyon Mutsun Band of Costanoan, tribal representatives, the 800-803 Belmont Avenue project applicant, and staff identified that the

project would be subject to conditions of approval and mitigation, a summary of which follows:

- Mitigation – if artifacts or resources are found during preliminary boring and soils testing, then a tribal monitor shall be onsite during grading activities.
- Conditions of Approval – conditions of approval would require a Native American representative registered with the NAHC and that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code section 21080.3 to examine finds and make appropriate recommendations.

The Native American Heritage Commission (NAHC) was contacted to conduct a Sacred Lands File Search on May 6, 2021. On May 25, 2021, the NAHC responded stating that the results of the Sacred Lands File search were negative.

A list of tribal contacts was provided, along with a request that all tribes be notified of the project. All tribes identified on the NAHC list were contacted and notified as part of AB-52 requirements and as indicated above.

### **Draft Environmental Impact Report (DEIR)**

This document constitutes the Draft Environmental Impact Report (DEIR) prepared for the proposed demolition of the motel at 800-803 Belmont Avenue and the construction of the 125-unit, affordable housing project in Belmont, California. It contains a description of the project, description of the environmental setting, identification of project impacts and mitigation measures for impacts found to be significant, and an analysis of project alternatives. The DEIR addresses environmental issues that could result in potentially significant environmental effects from project implementation.

Significance criteria presented herein are categorized as follows:

- **No Impact:** There would be no noticeable adverse effect on the environment.
- **Less Than Significant:** There would not be a substantial adverse change in the environment, as the specified standard of significance would not be exceeded; thus, no mitigation measures are required.
- **Potentially Significant:** There would be a substantial adverse change in the physical conditions of the environment in excess of the specified standard. This is typically the level of significance of an impact prior to the application of feasible mitigation measures.
- **Significant and Unavoidable:** There would be a substantial adverse change in the

physical condition of the environment and there are no feasible mitigation measures available or, even with implementation of feasible mitigation measures impacts would cause a significant adverse effect on the environment in excess of the specified standard of significance.

CEQA requires that a lead agency shall neither approve nor carry out a project as proposed unless the significant environmental effects have been reduced to an acceptable level, where possible (CEQA Guidelines §15091 and §15092). An acceptable level is defined as eliminating, avoiding, or substantially lessening the significant effects. If such a reduction is not possible, a lead agency must adopt a Statement of Overriding Considerations. As defined in CEQA Guidelines §15093, a Statement of Overriding Considerations balances the benefits of a project against its unavoidable consequences.

### **Public Review of DEIR**

This DEIR is being circulated to state, and local agencies, to all adjacent landowners, and to other interested parties. Publication of this DEIR marks the beginning of the public review period, during which written comments may be submitted to the City of Belmont at the following address:

City of Belmont  
Adam Petersen, Contract Planner  
1 Twin Pines Lane, Suite 310  
Belmont, CA 94002  
Email: apetersen@m-group.us

### **Public Hearing on DEIR**

During the public review period on the DEIR, the City of Belmont will conduct a public hearing before the City's Planning Commission for recommendation on the project to the Belmont City Council. The Planning Commission and City Council, at a scheduled public hearings will accept public comment, consider the adequacy of a DEIR and direct preparation of the Final Environmental Impact Report (FEIR).

### **Final Environmental Impact Report (FEIR)**

A Final Environmental Impact Report (FEIR) will be prepared after the public review period on the DEIR has ended and following the public hearing on the DEIR. The FEIR will consist of the following:

- The DEIR or a revised version of the DEIR

- Comments and input received on the DEIR
- A list of persons, organizations, and public agencies commenting on the DEIR
- Responses to significant environmental points raised in the DEIR process

The City of Belmont City Council will then consider certification of the Environmental Impact Report (CEQA Guidelines §15090). Once the EIR has been certified, the City's decision-making body may take action on the project entitlements. Prior to approving the project, the City must make written findings with respect to each significant environmental effect identified in the EIR in accordance with Section 15091 of CEQA Guidelines.

### **Mitigation Monitoring and Reporting**

CEQA requires lead agencies to "adopt a reporting and mitigation monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment" [Public Resources Code (PRC) §21081.6, CEQA Guidelines §15097]. The specific "reporting or monitoring" program is not required by CEQA Guidelines to be included in the EIR. However, mitigation measures have been identified in this DEIR.

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## 1.5 Summary of Significant Impacts and Mitigation Measures

Table 1-1 summarizes impacts and mitigations measures contained in the DEIR.

**TABLE 1-1: IMPACTS AND MITIGATION MEASURES**

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
<b>CULTURAL RESOURCES</b>		
<p><b>Impact 4.1-1:</b> The proposed project would adversely impact the integrity of an individual historic resource. This would be a significant and unavoidable impact.</p>	<p>Significant and Unavoidable</p>	<p><b>MM CUL-4.1-1a:</b> Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall prepare and submit, to the satisfaction of the Director of Community Development, or Director's designee, evidence that the following actions have been satisfied.</p> <ul style="list-style-type: none"> <li>a. The applicant or successor shall prepare a Historic American Building Survey ("HABS") Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs (Sign 1 and Sign 2 as described in the Historic Resource Evaluation), and the associated landscape as follows:               <ul style="list-style-type: none"> <li>1. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar of the site plan and floor plans for the motel.</li> <li>2. Photographs: Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of</li> </ul> </li> </ul>

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
		<p>approximately 75 years.</p> <p>3. Written data: HABS written documentation in short form</p> <p>An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. The required documentation shall be filed with the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the Director of Community Development, or Director's Designee. Additional copies shall be made available to other local research institutions, as requested, and a copy with the City's Planning Division.</p> <p><b>MM CUL-4.1-1b:</b>  Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall conduct and prepare 3D laser scanning, providing digital documentation of the resource by a qualified professional. This documentation shall be donated to the Belmont Historical Society and the City of Belmont Community Development Department.</p>

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
		<p><b>MM CUL-4.1-1c:</b> Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the project applicant shall donate the ca. 1952 signs to the Belmont Historical Society. Following completion of the action, the Project applicant shall submit a memo report documenting the donation to the Director of Community Development or Director's designee.</p>
<p><b>Impact 4.1-2:</b> The proposed project would <u>not</u> adversely impact the integrity an historic district, which is recognized as an identified historic resource. This would be less than significant.</p>	Less than Significant	Not applicable
<p><b>Impact 4.1-3:</b> Demolition of Bel Mateo Motel would <u>not</u> contribute to cumulative impacts to historic resources (i.e. buildings, structures, object, districts, sites). This impact would be less than significant.</p>	Less than Significant	Not applicable
<p><b>Impact 5.13-1:</b> Construction noise levels would typically range from 70 to 81 dBA Leq at commercial uses to the north, from 68 to 79 dBA Leq at commercial uses to the south, from 63 to 74 dBA Leq at residences to the southwest, and from 61 to 72 dBA Leq at residences to the south. These levels would</p>	Less than Significant with Mitigation	<p><b>MM NOI-5.13-1:</b> Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a noise disturbance coordinator. The noise disturbance coordinator shall respond to</p>

<b>POTENTIAL IMPACTS</b>	<b>LEVEL OF SIGNIFICANCE</b>	<b>MITIGATION MEASURES</b>
<p>exceed the ambient noise environment by 5 dBA Leq or more at various times throughout construction for a period of over one year. This would be a significant impact without mitigation, and the project is subject to the following mitigation measure.</p>		<p>neighborhood complaints and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Community Development or Director's designee prior to the issuance of any grading or demolition permits. As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices:</p> <ul style="list-style-type: none"> <li>• Pursuant to the Municipal Code, restrict noise-generating construction activities to the hours of 8:00 a.m. to 5:00 p.m., Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays. No construction activity or related activities shall be allowed outside of the aforementioned hours or on Sundays and Holidays.</li> <li>• Construct temporary noise barriers, where feasible, to screen mobile and stationary construction equipment. Temporary noise barrier fences would provide noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.</li> <li>• All gasoline-powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.</li> </ul>

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
		<ul style="list-style-type: none"> <li>• Unnecessary idling of internal combustion engines should be strictly prohibited.</li> <li>• Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.</li> <li>• Utilize “quiet” air compressors and other stationary noise sources where technology exists.</li> <li>• Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise- sensitive receptors nearest the project site during all project construction.</li> <li>• A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.</li> <li>• Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.</li> <li>• Control noise from construction workers’ radios to a point where</li> </ul>

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
		<p>they are not audible at existing residences bordering the project site.</p> <ul style="list-style-type: none"> <li>• The contractor shall prepare a detailed construction schedule for major noise- generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.</li> <li>• Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.</li> </ul>
<p><b>Impact 5.17-1:</b> The proposed would result in a traffic hazard because of an additional 16.6-second control delay to the intersection of Belmont Avenue and El Camino Real.</p>	<p>Less than Significant with Mitigation</p>	<p><b>MM TRAN-5.17-1:</b> Prior to issuance of building permit, the project proponent shall provide evidence of an encroachment permit from the California Department of Transportation for the installation of a raised median at the El Camino Real/Belmont Avenue intersection. Improvement plans shall demonstrate to the satisfaction of Belmont Public Works and Planning Departments that left-turn movement on the eastbound approach at the intersection of El Camino Real/Belmont Avenue are</p>

POTENTIAL IMPACTS	LEVEL OF SIGNIFICANCE	MITIGATION MEASURES
		restricted through the installation of a raised median to prohibit eastbound to northbound left-turns from Belmont Avenue and installation of the “No Left Turn,” or “Right Only” signage on the project site at the intersection of El Camino Real and Belmont Avenue to the satisfaction of Belmont Public Works and Planning Departments.
<p><b>Impact 5.18-1:</b> The proposed project would result in an impact in listed or eligible for listing the California Register of Historic Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)</p>	<p>Less than Significant with Mitigation</p>	<p><b>MM TRIBAL-5.18-1:</b> Prior to issuance of grading permit, the project proponent shall take boring samples of soil to examine for tribal or archaeological resources to qualified archaeological or tribal professional for examination. Results of the sample shall be provided to the City. If samples are determined to have eligible resources, the applicant shall employ a qualified tribal monitor that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code section 21080.3 to monitor the site during grading activities.</p>

## 1.6 Areas of Known Controversy

No such issues are known at this time.

## 1.7 Project Alternatives Considered

Chapter 6.0 of the DEIR analyzes project Alternatives. As described therein, a relocation alternative was considered but determined to be infeasible due to the lack available properties under applicant control. Additionally, a reduced scale alternative was considered but rejected because it would not achieve the project objectives of 125-unit affordable housing project. As such, the following alternatives are analyzed in Chapter 6.0:

- Alternative 1: No Project (required by CEQA to be considered)
- Alternative 2: Relocation Alternative
- Alternative 3: Preservation in Place Alternative

## 1.8 Potential Approvals And Permits Required

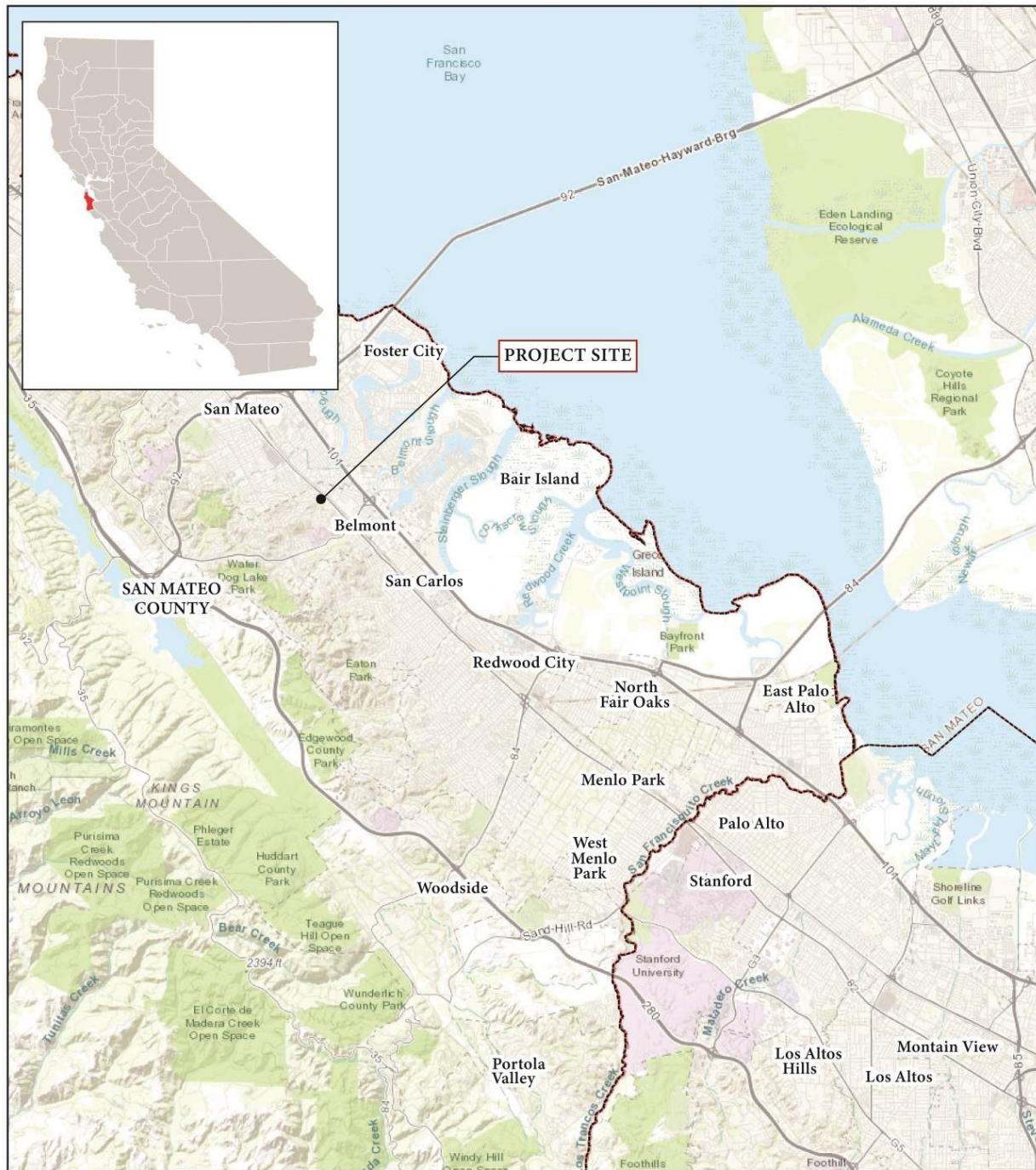
Discretionary approval required by the City of Belmont consists of the following entitlement requests:

- 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 Permit
- Tree Removal Permit

The proposed project does not involve modifications to a streambed, and thus does not require a streambed alteration agreement from the California Department of Fish and Wildlife (CDFW). The proposed project does not involve the fill of waters of the United States, and thus does not require a dredge-and-fill permit from the U.S. Army Corps of Engineers. The proposed project does not involve the “take” of listed endangered or threatened species, and thus does not require a “take permit” from the CDFW, the U.S. Fish and Wildlife Service, or the National Marine Fisheries Service.



FIGURE 1: REGIONAL LOCATION MAP



Source: San Mateo County GIS

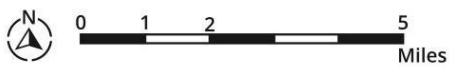
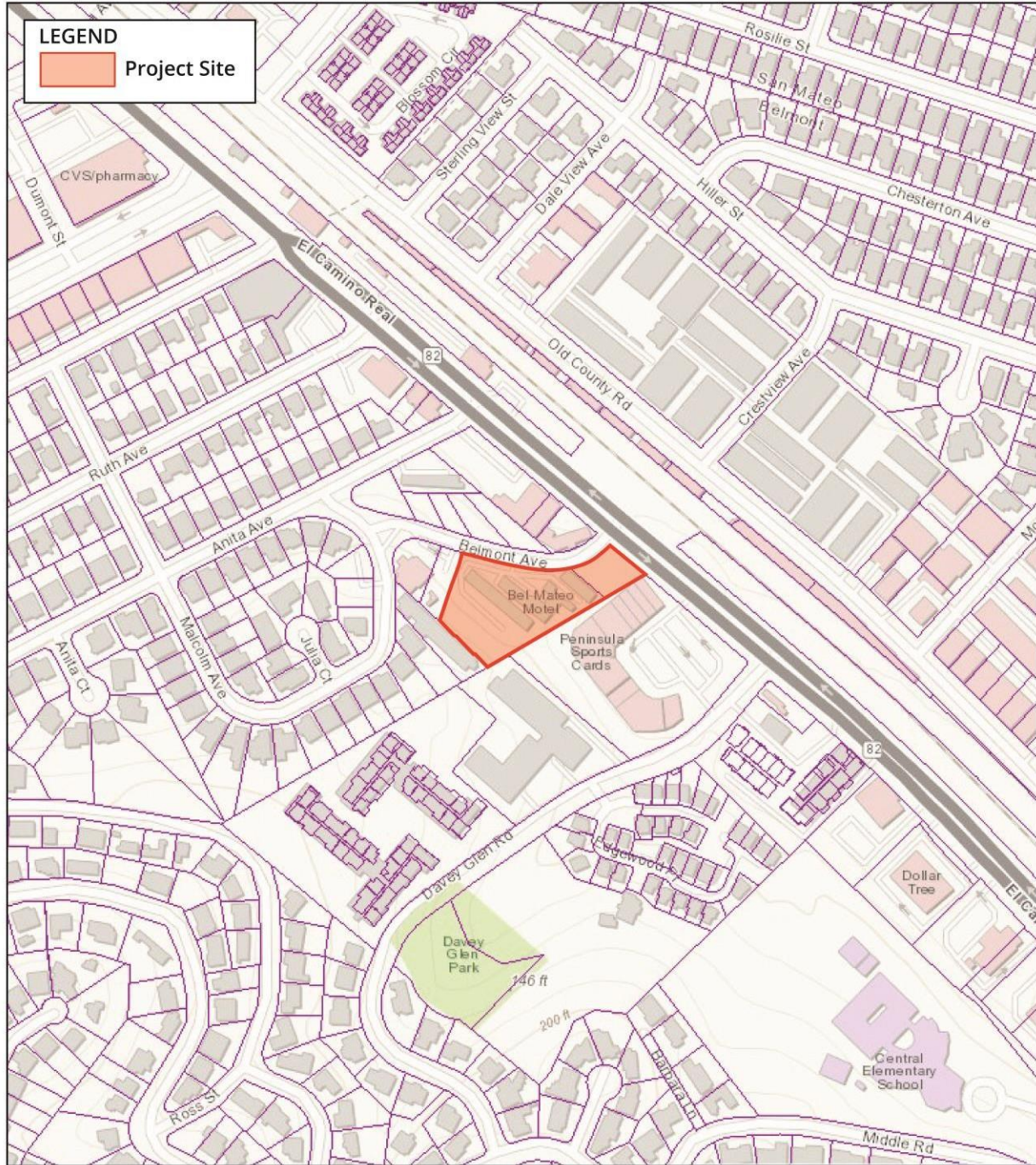


FIGURE 1  
Regional Location Map

**FIGURE 2: LOCAL VICINITY MAP**



Source: San Mateo County GIS



**FIGURE 2**  
**Local Vicinity Map**

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# 2.0 Project Description

## 2.1 Introduction

The project proposes the construction of a 125-unit, 100-percent affordable, multifamily structure located at 800-803 Belmont Avenue, in the City of Belmont. To facilitate the project, the existing Bel Mateo Motel would have to be demolished. The subject motel is identified as an eligible historic resource. The Bel Mateo Motel is eligible for listing in the California Register of Historical Resources (CRHR) at the local level but has not been formally designated. As an eligible resource, the Bel Mateo Motel meets the definition of a historic resource for the purposes of CEQA and any adverse change to the integrity of a historic resource would constitute a significant impact to the environment.

The ca. 1952 Bel-Mateo Motel (motel) is designed in the Mid-Century Modern architectural style. The ca. 1952 Bel-Mateo Motel consists of three buildings, including a rectangular side-gable building (lower section), an irregular “L-shaped” side and hipped gable building (middle section), and a rectangular side-gable building (upper section). The motel has a low-pitch roof with slightly extending eaves. The roof is clad in asphalt shingles. The motel is clad in smooth stucco and knee walls clad in decorative red brick and horizontal wood boards. The three buildings rest on concrete slab foundations that generally terrace the site’s topography.

**FIGURE 3: EXISTING CONDITIONS**



**FIGURE 4: PROPOSED PROJECT RENDERING**



## 2.2 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 Map**). The proposed 800-803 Belmont Avenue project would be located on an approximately one-and-a-half (1.5) acre site, consisting of two parcels, APN Nos. 044-172-190 (~1.25 acres) and 044-172-200 (~0.25 acres) (see **Figure 2: Project Vicinity Map**). The surrounding General Plan land use designations, zoning, and physical land uses are summarized in the table below:

**TABLE 2-1: PROJECT AND SURROUNDING LAND USES SUMMARY**

	<b>General Plan Designation</b>	<b>Zoning</b>	<b>Property Use</b>
Project	Corridor Mixed Use (COR-MU)	Corridor Mixed Use	Bel Mateo Motel
North	Corridor Mixed Use (COR-MU)	Corridor Mixed Use	Office Buildings
South	Residential High Density (RES-H)	R-1B, Single Family Residential and R4, Multi-Family Residential	Multi-Family Residences
East	Corridor Mixed Use (COR-MU)	Corridor Mixed Use	Commercial center
West	Corridor Mixed Use (COR-MU), and Residential Low Density (RES-L)	Corridor Mixed Use, and R1B, Single Family Residential	Van's Restaurant and Single family residences

### 2.3 Project Description

The proposed 800-803 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: approximately 6,500 square feet of outdoor recreation space, fitness center, resident club room, homework/computer room, resident services office, and a children's play structure. The project will have 125 units, with the unit breakdown below. There are approximately 152 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 2-2: 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. Table 2-3 presents the income limits by income category as specified by the State of California Department of Housing and Community Development.

**TABLE 2-3: SAN MATEO COUNTY INCOME LIMITS**

Income Category	Income Limits by Family Size (\$)							
	1	2	3	4	5	6	7	8
Extremely Low (30% AMI) *	\$38,400	\$43,850	\$49,350	\$54,800	\$59,200	\$63,600	\$68,000	\$72,350
Very Low (50% AMI) *	\$63,950	\$73,100	\$82,250	\$91,350	\$98,700	\$106,000	\$113,300	\$120,600
Low (80% AMI) *	\$102,450	\$117,100	\$131,750	\$146,350	\$158,100	\$169,800	\$181,500	\$193,200
Median (100% AMI)	\$104,700	\$119,700	\$134,650	\$149,600	\$161,550	\$173,550	\$185,500	\$197,450
Moderate (120% AMI)	\$125,650	\$143,600	\$161,550	\$179,500	\$193,850	\$208,200	\$222,600	\$236,950

\* 2021 State Income limits provided by State of California Department of Housing and Community Development



### *Landscaping*

The project proposes removing 25 protected trees as defined by Chapter 25 of the Belmont Municipal Code per the project plans and arborist report (Biological Resources Report, Appendix D). These trees include one coast redwood 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. A 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.

### *Access and Parking*

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

### *Architecture*

The architecture consists of a modern design with a balanced symmetrical design, blending rectilinear lines on upper floors with arched windows. The building embodies a classical organization along its street frontages, with a defined base, mid, and upper sections, with the two lower stories are designed to read as the base. This organization brings cohesiveness throughout the design, despite the change in elevation and shifts in building mass. The building form follows 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.

### *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 8 a.m. to 5 p.m. during weekdays and 10 a.m. to 5 p.m. on Saturdays. No construction would occur on Sundays or holidays. Construction hauling would be limited to between the hours of 9:00 a.m. and 3:00 p.m. to avoid impacts to traffic from haul trucks 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 connect to and then extend a storm drainage line approximately 400 feet westward along El Camino Real to a catch basin at Anita Avenue and El Camino Real.

## 2.4 Project Objectives

The following are the Applicant's Objectives:

- Construction of a 125-unit, 100-percent affordable, multi-family building.
- Establish a high-quality architectural design for an affordable housing project.
- Enhance the nearby Belmont Village Specific Plan Area by offering a vibrant community activity and services for new residents within one-and-a-half miles of public transit.
- Maximize use of an infill site by providing multi-family development served by various modes of public transportation.
- Target affordable housing to those earning between 30% to 80% AMI of San Mateo County

The following are the City's Objectives:

- Establish a 100-percent affordable housing project that is consistent with the Belmont General Plan and Zoning Code.
- Ensure that the City's values of historic and cultural heritage are considered.

## 2.5 Historic Background

The applicant applied for entitlements for the subject project in April of 2020, which included the demolition of the subject Bel Mateo Motel. A summary of the evaluations for the subject property are included below:

### **Citywide Survey (1991)**

The City of Belmont conducted a historical resource inventory (the Inventory) in 1991, which identifies two historic districts and 52 historic buildings and structures. The Bel Mateo Motel was not included on the City's Historic Resources Inventory.

### **Evans & De Shazo, Inc. (2021)**

Evans & De Shazo, Inc. (EDS) completed an Historic Resource Evaluation (HRE) of the property at 803 Belmont Avenue, Belmont, San Mateo County, California within Assessor Parcel Numbers (APNs) 044-172-190 (Parcel 1; 1.23-acres) and 044-172-200 (Parcel 2; 0.22-acres) that total 1.45-acres (Project Area). Parcel 1 consists of the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape, and Parcel 2 is vacant. The Project Area is not currently listed on the Office of Historic Preservation's (OHP) Built Environment Resources Directory (BERD) or the City of Belmont 1991 Historic Resources Inventory (HRI) and does not appear to have been previously evaluated for the California Register of Historical Resources (CRHR). As such, the City of Belmont requested an HRE to determine if any of the built environment resources within the Project Area meet the definition of a historical resource under California Environmental Quality Act (CEQA). The Evans & De Shazo, Inc. report concluded that the Bel Mateo Motel is eligible for listing on the CRHR.

## 2.6 Intended Uses Of EIR

This DEIR is an informational document for the public and decision makers. The City of Belmont, as the lead agency, will use information presented in the EIR, along with other information in the record, to certify that environmental impacts of the project have been adequately considered. Prior to acting on the requested entitlements the City of Belmont's City Council will decide whether to certify the EIR.

# 3.0 Effects Found to Be Less Than Significant

The discussion of potential effects on the physical environment is focused on those impacts that may be significant or potentially significant. CEQA allows a lead agency to limit the detail of discussion in an EIR of the environmental effects that are not considered potentially significant (PRC §21100, CEQA Guidelines §15126.2[a] and §15128). CEQA requires that the discussion of any significant effect on the environment be limited to substantial, or potentially substantial, adverse changes in physical conditions that exist within the affected area, as defined in PRC Section 21060.5 (statutory definition of “environment”). Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study (CEQA Guidelines §15143).

Through the Initial Study, NOP scoping process, and DEIR, the City of Belmont determined that the proposed project would have no impact, less than significant impacts, or a less than significant impact with mitigation on the environmental issues outlined below, and thus, are not further analyzed in this DEIR. See the Initial Study in [Appendix B](#) for further discussion.

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Archeological/Paleontological Resources
- Energy
- Geology and Soils
- Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

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# 4.0 Environmental Analysis

In compliance with Section 15126 of the CEQA Guidelines, Chapter 4.0 provides an analysis of the environmental effects of the proposed demolition of the Bel Mateo Motel located at 800-803 Belmont Avenue, with respect to existing conditions at the time the Notice of Preparation (NOP) was published ([Appendix A](#)).

Through the Initial Study and NOP scoping process, the City of Belmont determined that the proposed demolition of the subject Bel Mateo Motel may cause a substantial adverse change in the significance of a historic resource. The City determined that the act of demolishing the subject building could materially impair the eligible Bel Mateo Motel's ability to convey its significance.

As described in Chapter 3.0, the City of Belmont determined that the proposed project would have no impact or less than significant impacts under the other environmental categories. Therefore, this chapter of the EIR only addresses the significant environmental effects of the proposed project insofar as they relate to historic resources.

Information in this chapter, including the analysis, is based on statements, data, photos, and graphics provided by the references listed in Section 7.1 of this DEIR.

## 4.1 Regulatory Framework

### Federal

#### National Historic Preservation Act

The National Historic Preservation Act (NHPA) established the Advisory Council on Historic Preservation (ACHP), State Historic Preservation Offices (SHPO), the National Register of Historic Places (NRHP), and Section 106 review. The goal of the NHPA is to encourage federal agencies to act as responsible stewards of the Nation's historic resources insofar as their actions affect historic resources- meaning those listed on or eligible for listing on the National Register of Historic Places (NRHP). The NRHP recognizes buildings, structures, sites, district, and objects equal to or greater than fifty years old which are determined to be significant in respect to American history, architecture, archeology, engineering or culture, and at the local, state, or national level. To be determined eligible for listing on the NRHP a resource

must also retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association.

Resources determined eligible for, or which are listed on the NRHP, are afforded protection under Section 106 of the NHPA (as well as under the California Environmental Quality Act). The Section 106 process serves to carry out the mission of the NHPA in that, when there is a federal or federally licensed action that has the potential to affect historic resources (i.e. those resources listed on or determined eligible for listing on the NRHP), that agency is required to identify and assess the effects of its actions on historic resources. As this project is not a federal project or one which relies on federal funds, it is not subject to Section 106.

#### National Register of Historic Places

Historical sites can be given a measure of protection if they are eligible for the National Register of Historic Places (NRHP). The National Register of Historic Places was established to recognize cultural resources associated with the accomplishments of all peoples who have contributed to the country's history and heritage. Guidelines were designed for federal and state agencies in nominating cultural resources to the national register. These guidelines are based upon integrity and significance of the resource.

Integrity is defined in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, as the ability of a property to convey its significance.<sup>3</sup> Integrity is further defined as “the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic or prehistoric period. If a property retains the physical characteristics it possessed in the past then it has the capacity to convey association with historical patterns or persons, architectural or engineering design and technology, or information about a culture or peoples.

Quality of significance in American history, architecture, archaeology, engineering, and culture is present in resources that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and meet at least one of the following criteria:

- a) that are associated with events that have made a significant contribution to broad patterns of our history;

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<sup>3</sup> U.S. Department of the Interior, National Park Service, National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, Revised for Internet 1995, <https://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>, accessed May 1, 2018.



- b) that are associated with the lives of persons significant in our past;
- c) that embody distinctive characteristics of type, period, or method of construction, or that represent the work of master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, and;
- d) that have yielded, or are likely to yield, information important in prehistory or history.”

A cultural resource that is added to the National Register of Historic Places is automatically included on the California Register of Historical Resources. However, it is possible that a cultural resource eligible for listing in the California Register of Historical Resources may not retain sufficient integrity to be listed in the National Register of Historic Places.

## State

### California Environmental Quality Act

Under Public Resources Code Section 21084.1, a project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment. To be considered historically significant a cultural resource needs to meet one of the following criteria:

- Be listed in, or eligible for listing in the California Register of Historical Resources (Public Resources Code 5024.1, Title 14 CCR, Section 4850 et. seq.);
- Listed in, or eligible for listing in, the National Register of Historic Places;
- Included in a local register of historical resources, as defined in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resource Code; or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.
- Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852).

### Office of Historic Preservation

The mission of the State Historic Preservation Office (SHPO) and the State Historical

Resources Commission (SHRC) is to preserve and enhance California's irreplaceable historic heritage as a matter of public interest so that its vital legacy of cultural, educational, recreational, aesthetic, economic, social, and environmental benefits will be maintained and enriched for present and future generations. California Public Resources Code 5024 requires consultation with the State Historic Preservation Officer when a project may impact historical resources located on State-owned land.

#### California Register of Historical Resources

The State Historic Preservation Officer (SHPO) maintains the state's list of Historic Resources, known as the California Register of Historical Resources (CRHR). In addition to resources that qualify for the NRHP, the CRHR can include properties designated under local ordinances and through individual or district wide resource surveys. A historic resource may be considered significant based on one or more of the following criterion:

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

#### CEQA Guidelines (California Code of Regulations Title 14 Section 15000 et seq.)

The guidelines provide additional direction on the treatment and evaluation of cultural resources that meet significance criteria qualifying them as "unique" or "of importance," and listed or determined eligible for listing on the California Register of Historical Resources. If a project has or might have an adverse effect or effects on unique or important cultural resources, the project is determined to have a significant effect on the environment, and the effect(s) must be mitigated. If a cultural resource is found not to be significant or unique under the qualifying criteria, it need not be considered further in the planning process.

CEQA Guidelines section 15064.5(a)(i) defines an historical resource as, among other things, a resource listed or eligible for listing on the California Register of Historical Resources. In addition, a resource is presumed to constitute a historical resource if it is included in a local register of historical resources unless the preponderance of evidence demonstrates that it is not historically or culturally significant (CEQA Guidelines, Section 15064.5 (a)(2)).

### California Health and Safety Code

Section 7052 of the California Health and Safety Code makes the willful mutilation, disinterment, or removal of human remains a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

### **Local**

#### City of Belmont General Plan

The Land Use Element of the General Plan establishes goals and policies for identifying and preserving significant historic resources. Typical resources include buildings and neighborhoods of historic architectural significance, places of special historic or archaeological value, and other features that have special value to the community. The following General Plan goal and policies are applicable to the proposed project:

GOAL 2.23 Conserve designated historic and cultural sites and structures that help define Belmont's identity and character.

Policy 2.23-4 Encourage adaptive reuse of historic structures – preserving their original design and character – as an option for preserving sites that are threatened with demolition or degradation.

#### City of Belmont Municipal Code

Article VII of the Belmont Municipal Code addresses the preservation, enhancement, and perpetuation (for the benefit of the public) buildings, structures, and areas having special historical or aesthetic interest or value which contribute to community aesthetics and identity. The underlying intent of this Article is to protect the City's historic resources by preventing the unwarranted demolition of historic buildings and structures and prescribe a procedure for altering, relocating, or demolishing those historic structures.

Municipal Code Section 7-180 defines a historic resource as a building or structure over fifty (50) years old that is representative of a historic period or building type, but that does not meet the standard for a historic landmark. A historic resource is significant because it was present during the period of significance, and possesses historic integrity, architecture, or historic association reflecting its character at that time or is capable of yielding important information about the period. In contrast, a historic landmark possesses tangible elements of important historical periods, persons, architecture, or use.

Section 7-181 lays out the findings for the City Council's classification of a structure as a landmark or historic resource. In making that determination the Council needs to make the findings that:

- (a) The structure or property meets the applicable definition contained herein; and
- (b) Such classification is necessary to meet the declared purposes of this article; and
- (c) Such classification would not deprive the owner of economically viable use of the site.

For historic districts, the City Council may also consider the cumulative contribution of individual buildings to recognize the importance of historic continuity and the concentration of historic resources.

Section 7-182 lays out the findings for the City Council to declassify a historic resource or historic landmark. In making this determination the Council needs to make the finding that:

- (a) Circumstances have changed such that the structure or property no longer meets the applicable definition contained herein; or
- (b) Such classification is no longer necessary to meet the declared purpose of this article; or
- (c) Circumstances have changed such that such classification would deprive the owner of economically viable use of the site; or
- (d) The building or structure has been approved for demolition.

Section 7-189 establishes the requirements for a Certificate of Appropriateness for the demolition of a designated landmark or historic resource. In approving the demolition the Council needs to make the finding that:

- (a) Circumstances have changed such that the structure or property no longer meets the applicable definition contained herein; or
- (b) Such classification is no longer necessary to meet the declared purpose of this article; or
- (c) Circumstances have changed such that such classification would deprive the owner of economically viable use of the site; or
- (d) The building or structure has been approved for demolition.

The Municipal Code also includes criteria for the alteration and relocation of a landmark or

historic resource. All of decisions regarding historic resources and their protection need to be done at a public hearing.

## 4.2 Environmental Setting

### City of Belmont Historic Context<sup>4</sup>

Before the Spanish colonization, the Belmont area was home to Salson and Lhamshin peoples. The Project site was located within the 35,240-acre *Rancho de las Pulgas*, granted by Mexican Governor José Castro to the family of José Darío Argüello in 1795. Beginning in the 1850's portions of the *Rancho* were subdivided and sold off to new owners.

By 1853, the present-day City of Belmont was located within a portion of the former *Rancho de las Pulgas* that was owned by the Argüello family attorney, Simon Mezes. Mezes was an ambitious lawyer who owned thousands of acres of land along the peninsula, including land within Redwood City; however, Mezes chose land within the Belmont hills to build his house (no longer extant). Mezes then set out to develop the land for housing and commercial businesses in support of the growing town. In 1853, the first business to operate in the town was Angelo's Roadhouse, which was a hotel founded by Charles A. Angelo on Old County Road, known then as the San Francisco-San Jose Road. Old County Road (present-day El Camino Real) was the main road that went north-south through town along the Peninsula from San Francisco to San Jose. The town's earliest commercial economy grew from the location of Angelo's Roadhouse, which was at the main intersection of a growing city, where the Old County Road crossed the Canada del Diablo Road, roughly the route of present-day Ralston Avenue, which was the road from the Belmont hills to the bay. The main intersection was referred to in the early 1850s by several different names—The Corners, Four Corners, Angelo's Corners, Waterview, and Flashner's Corners—before being officially named "Belmont" in 1853. The name Belmont was derived from the French term "belle montagne" translating to "beautiful mountain", in reference to the hills that bordered the town to the west.

The nucleus of what would become Belmont was established in an area then known as "The Corners" which was located around the present-day intersection of Ralston Avenue and El

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<sup>4</sup> Historic Resource Evaluation of the Property Located at 803 Belmont Avenue, Belmont, San Mateo County, California, prepared by Evans & De Shazo, June 2021.

Camino Real. El Camino Real was the main north-south through town between San Francisco to San Jose until the construction of US 101. “The Corners”, located approximately one mile south of the Project site, was the earliest commercial district in Belmont. In 1863 the Southern Pacific railroad depot was established adjacent to the “The Corners”. This fueled new growth and development in the area.

The paving of El Camino Real in the late 1910’s created a building boom that spawned new roadside motels, restaurants, and what evolved into the central business districts for the many cities along El Camino Real. Throughout the early twentieth century, the automobile shaped the development of El Camino Real corridor, as cars increasingly became the preferred mode of transportation. The development of paved roads and affordable automobiles in the early twentieth century created a demand for more and more roadside lodgings for “automobile travelers” seeking comfortable and affordable accommodations. These lodgings were often built on or adjacent to the busy highway, such as the El Camino Real.

This building boom slowed during the 1930’s and early 1940’s in the face of the Great Depression and Second World War. After the Second World War, the U.S. experienced a period of growth and prosperity. During this time, the pre-war development pattern of increased suburbanization and expanded traveler amenities resumed. The U.S. saw a rapid growth in the vacation travel industry as Americans were encouraged to “hit the road”. The increasing number of Americans who took to the road during summers and holidays (i.e., road trip) created the need for updated accommodations. During the 1940s, U.S. roadside cabins and motor courts gave way to motels, as automobile travel became widespread and new motels were increasingly favored over older tourist cabins and motor courts. It is estimated that between the mid-1940s and late-1960s, the number of motels in America tripled, from approximately 20,000 to over 60,000. El Camino Real within the City of Belmont saw an increase in development that included restaurants, motels, gas stations, car dealerships, and storefront commercial buildings. It was during this time that the Bel-Mateo Motel was constructed.

### **Property History and Ownership Record**

The Project site was originally part of the *Rancho de las Pulgas*, granted by Mexican Governor José Castro to José Darío Argüello’s family that included Maria Soledad Ortega de Argüello and Don Luis Antonio Argüello. In the early 1850s, a large portion of *Rancho de las Pulgas* was granted by the Argüello family to their attorney, Sidney Mezes. Sidney and his family lived in Belmont where he established the subdivision known as “Mezes Ranch”, where the Project

Area is located. In 1888, Project Area was located within a 25.70-acre parcel belonging to Patrick Swift. By 1907, a subdivision map of San Mateo County shows that the Project Area was located within the E.D. Swift Tract Subdivision No. 1. From 1930 to 1946, it appears that the Project Area remained undeveloped

According to the historic resource assessment prepared by Evans & De Shazo in 2021, the City Council approved the construction of a motel on the property in 1952. By 1955 the motel was operational as shown in an image from a 1955 postcard in **Figure 5**, which retains its resemblance to the motel as of June 2021 as shown in **Figure 6**.

The first owners of the ca. 1952 Bel-Mateo Motel within the Project Area were Paul and Eva Venturelli, who appear to have owned only a portion of the property where the ca. 1952 Bel-Mateo Motel is presently located (within APN 044-172-190; Parcel 1; 1.23-acres). Paul and Eva sold the ca. 1952 Bel-Mateo Motel in ca. 1955

The subsequent owners of the ca. 1952 Bel-Mateo Motel were David and Esther Holderbein. By ca. 1960, a second story was constructed over the original carport along the middle section “building” of the motel, which provided additional guest rooms and may have later served as long term rentals. David and Esther appear to have operated the motel business early on in their ownership of the motel and sold the motel in approximately 1976.

**FIGURE 5: 1955 Postcard Image of the Bel-Mateo Motel**



**FIGURE 6: 2021 Street View Image of the Bel-Mateo Motel**

(Courtesy of Google Maps)

### **800 – 803 Belmont Avenue Architectural Description**

The architectural design of the Bel-Mateo Motel can best be described as Mid-Century Modern architectural style, a design typical for late 1940's and 1950's. The motel is situated on an east-facing slope and laid out along the east-facing hillside in a "step" pattern. The motel is comprised of three buildings in a lower, middle, and upper sections, comprised of a rectangular side-gable building (lower section), an irregular "L-shaped" side and hipped gable building (middle section), and a rectangular side-gable building (upper section). The motel has a low-pitch roof with slightly extending eaves. The roof is clad in asphalt shingles. The motel is clad in smooth stucco and knee walls clad in decorative red brick and horizontal wood boards. The three buildings rest on concrete slab foundations.

The following is a summary of the architectural and design features of the motel based on the three sections.

- Rectangular Side Gabled Building (Lower Section):

The lower section is a rectangular side-gable plan building that is set along a gentle east-facing slope. The lower section of the motel is set above a raised deck constructed of board-formed concrete. The deck runs the length of the northeast



elevation and consists of a wood railing that wraps around the southeast elevation. This elevation has seven double-hung wood windows set within recessed openings framed in narrow wood casing and two doors with metal vents within the upper portion of the doors. The doors appear to provide access to small “closets” where the hot water heaters are located. The southwest elevation consists of seven individual “motel” rooms with wood exterior entrance doors set below extending roof eaves that run the length of the building and provide a “porch” style entrance for motel guests. Along this elevation are six paired wood windows that include a fixed window and a double-hung window.

- Irregular “L-Shaped” and Hipped Gable Building (Middle Section):

The lower level of the middle section is the original concrete block carport, which has three open bays, and the upper level consists of two second-story, side-gable additions added to the building in ca. 1960. The L-shaped and hipped gable portion of the middle section is set behind the upper-level units. This section of the building consists of the “motel managers” office and residence, which was located within the hipped roof section of the building. The hipped roof form consists of a large picture window with decorative wood trim topped by a metal window awing with scalloping details, and two double-hung wood windows. The windows are set above a decorative brick knee wall.

- Rectangular Side-Gable Building (Upper Section):

The northeast façade of the building has approximately 12 windows, some of which are paired fixed and double-hung windows, and others are glass jalousie windows. The northeast elevation of the building consists of thirteen individual “motel” rooms with wood exterior entrance doors set below extending roof eaves that run the length of the building and provide a “porch” style entrance for motel guests. The windows are all set above an original brick knee wall laid out in a running bond pattern. There is a red concrete-stained walkway with a decorative rod iron railing that runs the length of the northeast elevation.

### **Character Defining Features:**

The motel consists of character-defining elements found in this style, including a low-pitched roof, overhanging roof porch, horizontal composition, picture windows, glass jalousie windows, and design elements such as brick work, red-stained walkways, and horizontal wood boards. The motel is situated on an east-facing slope and laid

out along the east-facing hillside in a “step” pattern. The motel has a low-pitch roof with slightly extending eaves. The roof is clad in asphalt shingles. The motel is clad in smooth stucco and knee walls clad in decorative red brick and horizontal wood boards. The three buildings rest on concrete slab foundations. Its signage along El Camino Real, proximity to the street, and design of the site serve as character-defining features.

**Alterations:**

The alteration in ca. 1960 of the second story addition above the original carport building to create “family units” for the motel does not affect the finding for integrity. The addition is consistent with the design of the motel and retains its Mid-Century Modern design elements within the period of significance for this style. The period of significance for this style ranges from the 1930s to the 1970s. The addition is comprised of the similar pitched roofs, picture windows, and stucco used in the motel. Therefore, the addition is consistent with the original design of the motel and it does not adversely affect the original ca. 1952 Mid-Century Design and the finding of integrity.

**Signage Description**

There are two signs on the property that are associated with the roadside design. The sign located on El Camino Real within the northeast corner of the Project Area is the main sign (sign 1). The sign located along Belmont Avenue at the driveway entrance to the motel is the secondary sign (sign 2).

Sign 1, the larger sign, is a pole sign located at the corner of Belmont Avenue and El Camino Real. This sign announces the business and directs patrons to the Bel-Mateo Motel. The sign is situated on a steel pole (aka pylon) set within a concrete base. The pole measures approximately 21 feet in height. The pole supports four steel “cabinets” that hold both neon and “painted” lettering. The neon signage includes a “No Vacancy” and “Entrance.” The neon sign consists of a lighting display made of glass tubes that have been filled with gas and bent into the shape of letters and an arrow. The painted signage states “BEL-MATEO MOTEL CABLE TV”, which appears to be a replacement sign that was added in the 1970s, and “THE Van’s Restaurant” sign also appears to have been added in the 1970s. The 1970s alterations to the signs consist of materials utilized on signs during the period of significance 1950s and 1960s and these changes do not affect integrity of materials. Both signs consist of elements such as steel poles and neon and painted lettering within steel cabinets that are distinctive characteristics associated with roadside signage in the 1950s and 1960s. In addition, the neon arrows on each of the signs is the type of neon lighting design element used during

this period.

Sign 2 is on Belmont Avenue at the project driveway and directs patrons to toward the office. Sign 2 is situated on a steel pole (aka pylon) set within a concrete base. The pole measures approximately 21 feet in height. The pole supports one steel “cabinet” that has both neon and “painted” lettering. The east facing side (front) of sign 2 consists of neon lettering, which states, “MOTEL ENTRANCE” and a small neon arrow that hangs below the sign pointing towards the motel. On the “rear” west-facing side (back) of sign 2 there is painting lettering that states “Goodbye” and “COME AGAIN!”. This sign appears to be original to the ca. 1952 construction.

### **Landscape Description**

The associated landscape is not associated with any known landscape architectural style or landscape planning. The built environment landscape elements include an “employees only” wood staircase, situated at the northwest boundary of the Project Area, adjacent to the “The Van’s” parking lot, which provided access to employees to deliver room service from “The Van’s” restaurant to guests at the Bel-Mateo Motel. The staircase consists of wood stairs with sides that are covered with lattice and a landing at the top of the stairs that is constructed of wood. There are horizontal wood boards with “scalloping” at the top that frame the landing entrance. Along a portion of the northern and western boundary of the property, there is a low concrete block wall, which is bisected by a “driveway” entrance to the motel from Belmont Avenue. The entry is flanked by two brick pillars that are original to the construction of the motel.

### **Historic Evaluation – 800-803 Belmont Avenue**

The historic significance of the Bel Mateo Motel was evaluated in the 2021 Evans & De Shazo, Inc. Historic Resource Evaluation, included as Appendix E. The Evans & De Shazo, Inc. evaluation concluded that the resource, including the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape appears eligible for listing on the CRHR under Criterion 1 for its association with twentieth-century roadside lodging during the period from ca. 1945 to ca. 1965, and under Criterion 3 for its association with Mid-Century Modern architecture. The ca. 1952 signs are eligible for listing on the CRHR under criterion 3 for their association with roadside signage, within the period of significance of ca. 1952. As such, the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape is considered a historical resource under CEQA. The eligibility findings and justification are detailed, below.

### CRHR Criterion 1: Association with Significant Themes or Pattern of Events

The ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and landscape is associated with twentieth-century roadside lodging from a period of ca. 1945 to ca. 1965. After WWII, the U.S. economy was booming with a significant increase in housing construction, new industries, and infrastructure, which was a significant event in California and across the U.S. During this time, the automobile industry also saw a significant increase in production, and cars soon became the primary mode of transportation for the “average” American. This resulted in an increase of the vacation travel industry as Americans were encouraged to take vacations via automobile (“auto-oriented tourism”). To accommodate the automobile tourism, roadside motels like the ca. 1952 Bel-Mateo Motel were constructed across the U.S. on well-traveled roads and highways such as El Camino Real. Motels became popular lodging destinations, as they provided individual rooms with exterior entry doors often open directly onto parking spaces. The motel thus accommodated the motel guest and the automobile. Between the mid-1940s and late-1960s, the number of motels on roadsides throughout the U.S. tripled, from approximately 20,000 to over 60,000 motels. The construction of the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape in ca. 1952 were part of this event from a period of ca. 1945 to ca. 1965.

*Therefore, the Project Area containing the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape appears individually eligible for listing in the CRHR under Criterion 1.*

### CRHR Criterion 2: Association with the Life of (Locally) Important Person

The ownership and occupancy history of the Project Area, including the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape was thoroughly researched, and it does not appear to be associated with a person important in our past.

*Therefore, the Project Area containing the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape does not appear individually eligible for listing in the CRHR under Criterion 2.*

### CRHR Criterion 3: Embodies Distinctive Architectural Characteristics, or High Artistic Values

**Motel:** The ca. 1952 Bel-Mateo Motel is associated with Mid-Century Modern architecture, within the period of significance of ca. 1952, which is the date when the motel was constructed. The motel consists of character-defining elements found in this style, including a low-pitched roof, overhanging roof porch, horizontal composition, picture windows, glass jalousie windows, and design elements such as brick work, red-stained walkways, and

horizontal wood boards. As such, the ca. 1952 Bel-Mateo Motel appears eligible for listing on the CRHR for its association with Mid-Century Modern design within a period of significance of ca. 1952.

**Sign 1 and Sign 2:** The ca. 1952 signs are associated with roadside signage, within a period of significance of ca. 1952, which is the estimated date of construction of the signs. Both signs consist of elements such as steel poles and neon and painted lettering within steel cabinets that are distinctive characteristics associated with roadside signage in the 1950s and 1960s. In addition, the neon arrows on each of the signs is the type of neon lighting design element used during this period. As such, the ca. 1952 signs appear eligible for listing on the CRHR for their association with roadside signage within a period of significance of ca. 1952.

**Landscape:** The associated landscape is not associated with any known architectural style, landscape architectural style or landscape planning design.

*Therefore, the ca. 1952 Bel-Mateo Motel and ca. 1952 signs within the Project Area appear individually eligible for listing in the CRHR under Criterion 3.*

#### CRHR Criterion 4: Important Historical or Prehistoric Information

The ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape do not appear to have the ability to convey information about any architectural style, form, or landscape design.

*Therefore, the ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape do not appear individually eligible for listing in the CRHR under Criterion 4.*

#### Integrity

In order for a building (or other potential resource) to be considered a historic resource, it must retain enough of its essential features to be able to convey its historic significance. This is understood in terms of "integrity." Integrity is comprised of seven different aspects: location, setting, feeling, design, materials, workmanship, and association. For a building to retain integrity it should typically possess most if not all aspects of integrity. However, depending on the reason for its significance, certain aspects may hold more weight than others.

The Evans & De Shazo, Inc. HRE concluded that the Bel Mateo Motel, its signage, and landscaping retain integrity in the location, design, setting, materials, workmanship, feeling, and association. A summary of these items is provided below:

- Location: The motel and signage are in the original location where it was constructed.
- Design: The motel retains its Mid-Century Modern design elements such low-pitched roof, overhanging roof porch, horizontal composition, picture windows, glass jalousie windows, and design elements such as angular brick veneer, red-stained walkways, and horizontal wood boards. The ca. 1952 roadside signs consist of elements of roadside signage design, including a steel pole and neon and painted lettering within steel cabinets, as well as neon arrows. There is no landscape design associated with the landscape.
- Setting: The setting of ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape in the Project Area has not change significantly.
- Materials: The ca. 1952 Bel-Mateo Motel, two ca. 1952 signs, and associated landscape retain integrity of materials from their original date of construction. The ca. 1952 Bel-Mateo Motel materials include original stucco walls, brick knee walls, double-hung wood windows, glass jalousie windows, wood doors, and concrete walkways. The two ca. 1952 signs materials include original steel poles, neon lettering, and steel cabinets.
- Workmanship: The ca. 1952 Bel-Mateo Motel consists of the knowledge and application of materials associated with Mid-Century Modern design and woodwork and stone masonry workmanship, including the application of the stucco, brick, and the double-hung, glass jalousie, and wood windows, which required a skilled craftsman in masonry, woodworking, and design. The landscape includes brick pillars, and concrete walls that a skilled mason.
- Feeling: The ca. 1952 Bel-Mateo Motel evokes the feeling of a roadside motel within the design of Mid-Century Modern architecture from its date of construction in ca. 1952 with its form, stucco walls, red brick cladding, red-stained walkways, roof porch entrance, glass jalousie windows and double-hung, wood windows. The ca. 1952 signs also convey the feeling of roadside signage from the date of construction of ca. 1952, with its neon lettering and arrow elements. The associated landscape within the Project Area retains the feeling of a property associated with auto oriented travel accommodations with parking areas to accommodate automobile travel.
- Association: The ca. 1952 Bel-Mateo Motel is associated with Mid-Century Modern architecture and twentieth century roadside loading. The ca. 1952 signs are associated with roadside signage. The associated landscape is not associated with any landscape architecture or design.

### 4.3 Standards of Significance

According to the CEQA Guidelines Appendix G, a significant impact to an historic resource may occur if the proposed project would result in the following:

- Cause a substantial adverse change in the significance (integrity) of a historical resource.

In accordance with CEQA Guidelines Section 15064.5(a)(3), a resource that is listed in or eligible for listing in the CRHR is considered a “historical resource.” The fact that the resource is not listed in the California Register of Historic Resources, is not included in a local register of historical resources or is identified in a historical resources survey does not preclude a lead agency from determining that the resource may be an historical resource. (California Public Resources Code Section 21084.1; CEQA Guidelines Section 1564.5(a)(4).) As such, the Bel Mateo Motel is “Historically Significant.” CEQA Guidelines Section 15064.5(b) defines a “substantial adverse change in the significance” of an historical, archaeological, or tribal cultural resource as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the resource is materially impaired.

### 4.4 Impacts, and Mitigation Measures

**Impact 4.1-1:** The proposed project would cause a substantial adverse change in the significance of a historical resource, pursuant to in §15064.5. This would be a **significant and unavoidable impact**.

To constitute a historic resource, a building must both exhibit significance and retain sufficient integrity through which to convey that significance.

The Bel Mateo Motel constitutes an individual historic resource under CEQA because it satisfies the requirement for significance and retains sufficient integrity through which to convey that significance. As described in the Evans & De Shazo, Inc. HRE for the property, the subject motel and signage was determined individually significant based on its association with significant themes or patterns of events, and the motel and signage embodies a distinctive architectural characteristics. The Bel Mateo Motel, signs, and landscaping were part of the increase in the auto-oriented tourism industry boom following World War II. The Bel Mateo Motel and signs are associated with Mid-Century Modern architecture, within the period of significance of ca. 1952. The 1960 addition is only to one portion of the motel and retains similar architectural design, materials, and craftsmanship. Similarly, the alterations to the sign in 1970 retains the similar character. These alterations do not detract from the

conclusion that the motel consists of a mid-century modern design. The motel consists of character-defining elements found in this style, including a low-pitched roof, overhanging roof porch, horizontal composition, picture windows, glass jalousie windows, and design elements such as brick work, red-stained walkways, and horizontal wood boards. Both signs consist of elements such as steel poles and neon and painted lettering within steel cabinets that are distinctive characteristics associated with roadside signage in the 1950s and 1960s. In addition, the neon arrows on each of the signs is the type of neon lighting design element used during this period. As described the Evans & De Shazo, Inc., historic evaluation, the Bel Mateo Motel satisfies the integrity requirement in all seven aspects, where applicable. Therefore, demolition of the motel, signage, and landscaping would result in a **significant and unavoidable impact** to an individually eligible historic resource.

**Impact 4.1-2:** The proposed project would not cause a substantial adverse change in the significance of an archaeological resource, pursuant to § 15064.5. This would be **less than significant**.

As described in the Settings Section, there is a potential of encountering unrecorded historic-period archaeological resources in the project area.

The project construction, including the basement for the garage will occur in an area where auger testing may uncover the presence of cultural artifacts.

The City incorporates standard permit conditions of approval for construction crew training, and protocols for unanticipated cultural resource finds. These conditions of approval would reduce impacts if there is the presence of undiscovered cultural resources associated with past prehistoric human occupation in the vicinity of the project site.

#### Cultural Resources – COAs

*Prior to issuance of building permits, the applicant shall demonstrate that construction crews have proper training for the discovery, handling and retention methods for paleontological, archeological and/or cultural resources found at the project site. Project personnel should not collect cultural resources. Prehistoric resources include: chert, or obsidian flakes, projectile points, mortars and pestles, dark, friable soil containing shell and bone dietary debris, heat affected rock, or human burials. Historic resources include: stone or adobe foundations or walls, structures and remains with square nails, and refuse deposits or bottle dumps.*

*In the event that paleontological, archaeological, and/or cultural resources are encountered during construction activities, all construction activity in the area of the find shall be halted,*



*and the Community Development Director shall be notified; a qualified archaeologist in consultation with a Native American representative registered with the Native American Heritage Commission and that is traditionally and culturally affiliated with the geographic area as described in Public Resources Code Section 21080.3, shall examine the find and make appropriate recommendations. A plan for the mitigation of impacts to the resources will be prepared and submitted to the City of Belmont for approval. Additional CEQA review may be required depending upon the evaluation of the find.*

Implementation of the above standard permit conditions will ensure that in the event of accidental discovery the potential for the project to adversely impact or result in a change to the significance of archeological resources would be reduced to **less than significant** levels.

**Impact 4.1-3:** The proposed project would not disturb any human remains, including those interred outside of formal cemeteries. This would be **less than significant**.

No evidence suggests that human remains have been interred within the boundaries of the project site. However, if during ground disturbing activities human remains are discovered to be present, the applicant would be subject to the CA Health and Safety Code Section 7050.5, which mandates the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains and contacting the San Mateo County Coroner. If it is determined by the Coroner that the discovered remains are of Native American descent, the Native American Heritage Commission shall be contacted immediately. If appropriate, the project sponsor shall retain a qualified archeologist to provide adequate inspection, recommendations, and retrieval. Compliance with CA HSC Section 7050.5, as required under state law, and performance of actions therein, will ensure that in the event of accidental discovery of historically significant remains, all impacts will remain at levels below significance.

The proposed development project would be required to comply with the procedures identified in the General Plan FEIR for the discovery of any human remains (i.e., halting of construction, contacting the County Coroner, consulting with the Native American Heritage Commission, if applicable, etc.). These procedures have been incorporated into standard conditions of project approval, as follows:

#### Human Remains – COA

*If any human remains are discovered or recognized in any location on a project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably*

*suspected to overlie adjacent human remains until:*

- A. *The San Mateo County Coroner is contacted to determine that no investigation of the cause of death is required, and*
- B. *If the coroner determines the remains to be Native American:*
  - 1. *The coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.*
  - 2. *The NAHC shall identify the person or persons it believes to be the most likely descended from the deceased Native American.*

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

Implementation of the above standard permit condition of approval will ensure that in the event of accidental discovery the potential for the project to adversely impact or result in a change to the significance of human remains would be reduced to **less than significant** levels.

## 4.5 Cumulative Setting, Impacts, and Mitigation Measures

The cumulative setting associated with this project includes past, present, approved and reasonably foreseeable projects within the City of Belmont. These projects are summarized in the following table:

**TABLE 4-1: CUMULATIVE PROJECTS CONSIDERED**

<b>Project / Location</b>	<b>Description</b>	<b>Impacts</b>	<b>Status</b>
2 Davis Drive	77,525 gross square-foot, four-story (58-foot-tall) office/research and development (R&D) building; open space, circulation and parking, and infrastructure improvements.	Environmental documentation in process.	Planning Phase
608 Harbor Boulevard	103 apartment units	Environmental documentation in process.	Planning Phase
800 Laurel Avenue	Four multi-story townhome buildings containing 16 dwelling	Categorical Exemption	Entitlement Phase

Project / Location	Description	Impacts	Status
	units.		
815 Old County Road	Five story, approximately 240,000 sq. ft. building with 177 apartment units; underground parking garage	Addendum to General Plan EIR – no new impacts.	Construction Permitting Phase
Firehouse Square / 1300 El Camino Real	Mixed-use project comprised of 66 apartment units, 3,700 sq. ft. of commercial space, and 15 townhomes	Exempt from CEQA review; no new impacts than General Plan EIR.	Under construction
Hill Street at El Camino Real	37-unit residential project	Environmental documentation in process.	Planning Phase
Windy Hill / 1325 Old County Road	250-unit residential project and 3,000 sq. ft. commercial/community/flex space	Addendum to General Plan EIR – no new impacts.	Under construction

Present and future development activities will continue to affect both identified and yet to be identified historic resources within the City of Belmont. As detailed herein, historic resources are afforded protection at the federal, state, and local level; however, there remains potential for demolition, alteration or loss to occur. Under certain circumstances the integrity of a resource may be compromised such as when a building is deteriorated to the point where retention becomes infeasible, poses a serious health and safety hazards, or when benefits of redevelopment are determined to outweigh the benefits of retaining historic resources.

**Impact 4.1-4:** Demolition of Bel Mateo Motel would not contribute to cumulative impacts to an eligible Historic District, which is a historic resource (i.e., buildings, structures, object, districts, sites). This impact would be **less than significant**.

The proposed demolition of an eligible resource has the potential to cumulatively contribute to impacts to historic resources. While there are regulations set forth to encourage protection of historic resources, such regulations do not mandate protection under any and all circumstances. It is reasonable to expect that there will be cases of demolition by neglect whereby deferred maintenance precludes feasible rehabilitation or the presence of health and safety hazards requires removal of a resource, or it is determined that impacts of removing a historic resource is outweighed by the benefits afforded by a new development. The project site is not located in a historic district, which rely on the collective significance of many resources and must maintain most contributors to be able to convey significance. The closest historical district is the Waltermire Historic District, located approximately one mile

to the southeast of the project site. Given the project's distance from a historic district and that it would not alter an eligible resource in a historic district, the project would result in a less **than significant cumulative impact**.

## 4.6 Mitigation Measures

Even in situations where impacts are found to be significant and unavoidable any feasible mitigation, which would serve to lessen the impact, must be imposed on the project. These measures will not be able to fully mitigate the material impairment caused by demolition or removal of a historic resource but would reduce the project's contribution to cumulative impacts. Accordingly, mitigation measures that would lessen the cumulative impacts to historic resources are detailed, below:

### **MM CUL-4.1-1a:**

Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall prepare and submit, to the satisfaction of the Director of Community Development, or Director's designee, evidence that the following actions have been satisfied.

- b. The applicant or successor shall prepare a Historic American Building Survey ("HABS") Level II documentation of the ca. 1952 Bel-Mateo Motel, the two ca. 1952 signs (Sign 1 and Sign 2 as described in the Historic Resource Evaluation), and the associated landscape as follows:
  1. Drawings: select existing drawings, where available, should be photographed with large-format negatives or photographically reproduced on Mylar of the site plan and floor plans for the motel.
  2. Photographs: Digital photographic documentation of the interior, exterior, and setting of the buildings in compliance with the National Register Photo Policy Fact Sheet. Photos must have a permanency rating of approximately 75 years.
  3. Written data: HABS written documentation in short form

An architectural historian meeting the Secretary of the Interior's Professional Qualification Standards shall oversee the preparation of the sketch plans, photographs and written data. The required documentation shall be filed with the Northwest Information Center at Sonoma State University, the repository for the California Historical Resources Information System. All documentation shall be submitted on archival paper and must first be reviewed and approved by the Director of Community Development, or Director's Designee. Additional copies shall be made available to other local research institutions, as requested, and a copy with the City's Planning Division.

**MM CUL-4.1-1b:**

Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the Project applicant shall conduct and prepare 3D laser scanning, providing digital documentation of the resource by a qualified professional. This documentation shall be donated to the Belmont Historical Society and the City of Belmont Community Development Department.

**MM CUL-4.1-1c:**

Prior to issuance of any grading, demolition, or building permits or any other approval that would allow disturbance of the Project site, the project applicant shall donate the ca. 1952 signs to the Belmont Historical Society. Following completion of the action, the Project applicant shall submit a memo report documenting the donation to the Director of Community Development or Director's designee.



# 5.0 Other Topics Required by CEQA

## 5.1 Significant and Unavoidable Impacts

Public Resources Code Section 21100(b)(2)(A) specifies that an EIR shall include a detailed statement setting forth “in a separate section: any significant effect on the environment that cannot be avoided if the project is implemented.” Accordingly, this section details significant environmental impacts generated by the proposed project and which cannot be mitigated to a less-than-significant level.

The preceding chapter analyzes the project’s potential to generate adverse impacts to historic resources both at the individual and cumulative level — cumulative refers to the extent to which an incremental effect of this project is significant when viewed in connection with the effects of past, current, and probable future projects.

The following impacts are considered significant and unavoidable; that is, no feasible mitigation is available to reduce the project’s impacts to a less-than-significant level. The significant unavoidable environmental impacts of the proposed project are summarized below:

**Impact 4.1-1:** The proposed project would cause a substantial adverse change in the significance of a historical resource, pursuant to CEQA Guidelines §15064.5. This would be a **significant and unavoidable impact**.

While there are regulations set forth to encourage protection of historic resources, such regulations do not mandate protection under any and all circumstances. Therefore, there remains potential for current and future development, alterations, and demolition to adversely impact historic resources. As such, the proposed demolition of an eligible resource would be **significant and unavoidable**.

## 5.2 Growth Inducement

A project’s potential to generate growth inducement must be considered in an EIR. In general, a project is considered growth inducing if it would directly or indirectly cause the construction of new housing within a specific geographic area. This may occur if a project would foster economic or population growth, or otherwise, remove obstacles to population

growth. This is of concern because such growth could place undue pressure on public services and amenities and/or generate new significant environmental impacts of its own. The project includes a request for a density bonus pursuant to State Density Bonus Law. While the density of the project would exceed the permitted maximum anticipated in the General Plan, density bonuses are permitted provided projects comply with the provisions of the law. Density bonuses are permitted under California Government Code Section 65915 and the additional density of 147 people represents less than 0.57% of the population of the City in 2020. An increase of approximately 0.57 percent of the City's population would not constitute a substantial growth rate. Further the project does not propose to indirectly induce population growth through the extension of roads or infrastructure to areas not already served by existing infrastructure. Further, the project does not propose changes to land use or designations that would facilitate residential development thereby driving population growth. Accordingly, there is no expectation that the project would either directly or indirectly induce growth.

### 5.3 Significant Irreversible Environmental Changes

CEQA Guidelines (§15126) require a discussion of the significant irreversible environmental changes that would occur should a project be implemented. This may include current or future uses of non-renewable resources and secondary growth inducing actions that commit future generations to similar uses. Specifically, CEQA specifies three categories of potential irreversible impacts that must be considered:

1. **Changes in land use that commits future generations.** The demolition of the existing motel and the entitlement requests to facilitate the construction of a 125-unit, 100% affordable multi-family housing project does not involve any changes nor would otherwise alter the established land use designation (Corridor Mixed-Use) or zoning (Corridor Mixed-Use) at 800-803 Belmont Avenue. As such, the project would not result in a new, or significant new, commitment to a given land use and does not represent the conversion of undeveloped land.
2. **Irreversible Damage from Environmental Accidents.** There is no expectation that the project would cause environmental accidents that may generate irreversible damage to the environment. Construction would be done consistent with adopted guidelines and standards for the routine use, transport, and application of materials. Further, operation of the project would not result in irreversible damage from environmental accidents because multi-family residential uses are not a use that is



associated environmental accidents. Therefore, the proposed project will not result in environmental accidents that may cause irreversible damage to the environment.

3. **Consumption of Non-Renewable Resources.** While the proposed demolition would require the use of machinery that uses fossil fuels, the consumption of resources expended for demolition activities would not be excessive and would not substantially reduce the availability of non-renewable resources as documented in the Energy section of the attached initial study and mitigated negative declaration contained in Appendix B. The proposed demolition and construction will result in the use of fuels, lubricants, oils, sand and gravel, water and similar materials. Therefore the project will not result in the excessive consumption of non-renewable resources in a manner that would result in an irreversible impact or commitment of resources.



# 6.0 Project Alternatives

## 6.1 CEQA Requirements for Alternatives

CEQA Guidelines section 15126.6(a) requires a description of reasonable alternatives to the proposed project, or to the location of the project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. It also requires an evaluation of the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project but must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation.

## 6.2 Summary of Alternatives Considered

CEQA Guidelines section 15126.6(b) specifies that the discussion of alternatives focus on “potentially feasible alternatives” capable of eliminating any significant adverse environmental impacts or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. For the purposes of CEQA, “feasible alternatives” are defined as those that are “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, and environmental, legal, social, and technological factors” (14 CCR 15364).

CEQA Guidelines section 15126.6(d) requires the EIR to present enough information about each alternative to allow meaningful evaluation, analysis and comparison with the proposed project. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed. CEQA Guidelines section 15126.6(e) stipulates that a no project alternative be evaluated along with its impacts.

The alternatives considered but rejected in this EIR are as follows:

- Bel Mateo Motel Relocation Alternative

The alternatives considered and evaluated in this EIR are as follows:

- Alternative 1: No Project
- Alternative 2: Preservation in Place Alternative

### 6.3 Project Objectives

The following are the Applicant's Objectives:

- Construction of a 125-unit, 100-percent affordable, multi-family building.
- Establish a high-quality architectural design for an affordable housing project.
- Enhance the nearby Belmont Village Specific Plan by offering a vibrant community activity and services for new residents within one-and-a-half miles of public transit.
- Maximize use of an infill site by providing multi-family development served by various modes of public transportation.
- Target affordable housing to those earning between 30% to 80% area median income (AMI) of San Mateo County.

The following are the City's Objectives:

- Establish a 100-percent affordable housing project that is consistent with the Belmont General Plan and Zoning Code.
- Ensure that the City's values of historic and cultural heritage are considered.
- Ensure a project that reflects high quality design and use that is consistent with the General Plan and Municipal Code.

### 6.4 Impacts of the Proposed Project

Sections 4.4 and 4.5 of this document identified the potential impacts associated with the proposed project. As stated in Section 4.4, impacts related to the integrity of an individually eligible historic resource were considered significant and unavoidable. As discussed in Section 4.5, demolition of the Belmont Motel, would result in a less than significant cumulative impact.

### 6.5 Alternatives Considered but Rejected

CEQA requires that an EIR identify alternatives that were initially considered but rejected as infeasible during the scoping and provide justification to substantiating infeasible determinations (CEQA Guidelines §15126.6(c)). The only alternative considered and rejected

is the Relocation Alternative. The “relocation alternative,” which would result in the subject motel being relocated from its current location to another appropriate site was determined to be infeasible and unable to realistically achieve most of the project objectives.

Under certain circumstances, the relocation of an identified historic resource is an acceptable method to avoid adverse impacts. While it is most appropriate to retain resources in their original locations, it is recognized that moving an historic building, structure, or object is sometimes necessary to prevent its destruction. As such, a moved building, structure, or object that is otherwise eligible may be listed in the California Register of Historical Resources if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historical resource. A historic resource should retain its historic features and compatibility in orientation, setting, and general environment.

Under the specific circumstances of the project, the “relocation alternative” was rejected for two primary reasons. First, because the project is an eligible resource due in part to its location along El Camino Real the project would need to be relocated to a site along El Camino Real in Belmont. Current maps and aerials of the Belmont were reviewed and indicate that there are no available lots on which to relocate the subject motel. Second, even if it were feasible to relocate the subject motel to an appropriate lot along or adjacent to El Camino Real, there would be no mechanism to preserve the tiered structure of the motel and it would continue to deteriorate and likely succumb to demolition by neglect.

**Conclusion:** As detailed above, the “relocation alternative” was rejected as it is not “potentially feasible” for the reasons named above, nor would it reasonably achieve most of the project objectives.

## 6.6 Alternative 1: No Project

CEQA Guidelines section 15126.6 (e) requires the “No Project” alternative be evaluated along with its impacts. The “No Project” alternative analysis must discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If disapproval would result in predictable actions by others, such as the proposal of some other project, the “no project” consequence should be discussed. In certain instances, the no project alternative means “no build” wherein the existing environmental setting is maintained. However, where failure to proceed with the proposed project would not result in preservation of existing environmental conditions, the analysis should identify

the practical result of non-approval.

Discussion of the “No Project Alternative” must examine the existing conditions and reasonably foreseeable future conditions that would exist if the project were not approved [CEQA Guidelines §15126.6(e)]. Under the “No Project Alternative,” a demolition permit to demolish the Bel Mateo Motel located at 800-803 Belmont Avenue, would not be approved. The motel would not be demolished, and the environmental consequences identified in Chapter 4.0 would be avoided.

Implementation of the “No Project Alternative” would not meet the Project Objectives. Under the “No Project Alternative” the motel would remain on the site, requiring continued maintenance and upkeep and may ultimately deteriorate. The “No Project Alternative” would also not meet the City’s Objective of establishing a 100% affordable multi-family project on the site that meets the City’s standards for a high-quality design and use consistent with the General Plan and Municipal Code.

Under the “No Project Alternative” reasonably foreseeable future condition, the Bel Mateo Motel would remain as is. Under the No Project Alternative, the motel may deteriorate, losing its historic significance. The No Project Alternative, like the proposed project would ultimately result in the loss of an eligible structure.

Conclusion: This Alternative would likely result in the same impacts as the proposed project in that it would ultimately cause the demolition/ removal of the subject motel from the site which would be a significant and unavoidable impact. Therefore, the “No Project Alternative” would have similar environmental impact as the proposed project alternative.

## 6.7 Alternative 2: Full Preservation in Place

As discussed previously in this EIR, the Project would result in significant impacts to historical resources. The “Full Preservation in Place Alternative” would involve preserving the subject building and signage in accordance with the Secretary of the Interior’s Standards for the Treatment of Historic Resources. This alternative may result in the demolition of non-historic additions and modifications, but it would retain/replace in-kind essential character defining features of the mid-century modern architecture found in the motel. This alternative was considered because it would avoid potential adverse impacts to the historic resources.

To fully preserve the historic resources in place, the project would have to be reduced in size such that it would be infeasible. The undeveloped parcel fronting El Camino Real (APN No.

044172200) is approximately 0.22 acres in size and would constitute the remaining gross developable area for the full preservation alternative. When considering setbacks, access, and open space requirements for the project, the approximately 0.22-acre parcel would be too small to accommodate a multi-family development. Further, consideration was afforded to conversion of the 19-room motel to a residential use. A one-story addition on the 0.22-acre parcel, horizontal expansions in areas level or graded areas that could accommodate these additions, and alterations adapt the hotel to a residential use while preserving the motel consistent with the Secretary of Interior Standards could afford the construction of residential units on the site. However, given the scale of the existing hotel, site topography, and development standards, preservation in place would not achieve project objectives as follows:

- Construction of a 125-unit, 100-percent affordable, multi-family building.
- Enhance the nearby Belmont Village Specific Plan area by offering a vibrant community activity and services for new residents within one-and-a-half miles of public transit.
- Maximize use of an infill site by providing multi-family development served by various modes of public transportation.
- Establish a 100-percent affordable housing project that is consistent with the Belmont General Plan and Zoning Code.

Conclusion: This alternative would not achieve the applicant's objectives in that it would not allow for the construction of a 125 unit, 100-percent affordable, multi-family housing project, that is near the Belmont Village Specific Plan area. Further, this Alternative would not achieve the City's objective of establishing a 100-percent affordable multi-family housing project.

## 6.8 Historic Relocation Alternative

Under this alternative, the project would relocate the motel and signage from the project site to a single receiver site that would maintain their historic character. Following relocation of the structures to a receiver site, the Project site would be developed with the same development as the proposed Project. As such, all impacts of the project, apart from the impact to a historical resource, would be the same as the project.

Potential receiver sites were considered with the following criteria: (1) undeveloped property located along El Camino Real or a freeway to retain the auto-oriented nature of the motel in the City of Belmont; and (2) the receiver parcel would have to be large enough to

accommodate the motel in a placement that would allow for the retention of orientation, setbacks, and historic characteristics of the motel. Accordingly, a receiver site would have to be approximately one-acre in size. Parcels that fit these criteria were not identified. Further, the relocation of the motel would be cost prohibitive because acquiring the property and relocating the motel would exceed the cost of the project. As such, this alternative would be economically infeasible.

Conclusion: This alternative would not achieve the applicant's objectives in that it would not allow for the construction of a 125 unit, 100-percent affordable, multi-family housing project, that is near the Belmont Village Specific Plan area and within a transit rich corridor. Further, this Alternative would not achieve the City's objective of establishing a 100-percent affordable multi-family housing project. This alternative would also result in the same environmental impacts as the proposed project, and possible additional impacts due to transportation needed to relocate the motel.

## 6.9 Comparison of Alternatives

The Alternatives considered include Alternative 1 "no project," Alternative 2 "Full Preservation in Place," and Alternative 3 "Relocation." Under Alternative 1 the subject building would continue to operate as is. Alternative 1 would result in the same environmental impacts to cultural resources as the project with the potential ev. Alternative 2 would involve the full preservation of the existing motel. This option would make the proposed project infeasible because remaining land on the project site would not be developable. Alternative 3 would relocate the existing motel but would ultimately prove to be cost prohibitive. However, it would achieve most of the project objectives including establishing a 125-unit affordable housing project on an infill site.

## 6.10 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e) requires the identification of an environmentally superior alternative. If the "No Project" alternative is the environmentally superior alternative, then the environmentally superior alternative amongst the remaining alternatives must be identified. The alternatives analysis determined that the "No Project" alternative would result in adverse environmental impacts in that it would allow for the continued deterioration and ultimately result in demolition by neglect. Accordingly, the environmentally superior alternative would be the "Preservation in Place Alternative."

The "Preservation in Place Alternative" would meet some, but not all the project objectives. This alternative would provide for the preservation of an eligible historic building heritage.



However, unlike the proposed project, the “Preservation in Place Alternative” would not meet all project objectives, particularly, the applicant’s objective which is to remove the building to facilitate a 125-unit, 100-percent affordable, multi-family building, with target affordable housing to those earning between 30% to 80% AMI.



# 7.0 References

1. BAAQMD 2017 Bay Area Clean Air Plan, prepared by the Bay Area Air Quality Management District, April 2017.
2. California Department of Conservation Farmland Mapping and Monitoring Program.
3. California Environmental Quality Act Air Quality Guidelines, prepared by the Bay Area Air Quality Management District, May 2017.
4. City of Belmont General Plan EIR.
5. City of Belmont 2035 General Plan.
6. National Register Bulletin, How to Apply the National Register Criteria for Evaluation, U.S. Department of the Interior, National Park Service, revised for internet 1995.
7. Project Site EnviroStor and GeoTracker database search conducted July, 2021.
8. University of California Museum of Paleontology, Miocene Mammal Mapping Project (MioMap), <http://www.ucmp.berkeley.edu/miomap/>



# 8.0 Report Preparers

## **City of Belmont (Lead Agency)**

Carlos de Melo, Community Development Director

## **M-Group (EIR Consultant)**

Brittany Bendix, Principal Environmental Planner

Adam Petersen, Project Planner