



Initial Study

Autobahn Motors Rezone Belmont, California

March 2009

Prepared by
City of Belmont
Community Development Department
One Twin Pines Lane
Suite 110
Belmont, CA 94002
(650) 637-2908

**City of Belmont
Community Development Department
Environmental Checklist Form**

1. Project Title: Autobahn Motors
2. Lead Agency Name and Address: City of Belmont
Community Development Department
One Twin Pines Lane, Suite 110
Belmont, CA 94002-3893
3. Contact Person and Phone Number: Damon DiDonato, (650) 637-2908
4. Project Location: 700 Island Parkway
5. Project Applicant's Name and Address: Sonic Development
Hunter Alexander
1865 Green St. #1
San Francisco, CA 94123
6. Property Owner's Name and Address: Lucas Trust
223 West Main Street, Suite D
Los Gatos, CA 95030

City Of Belmont
One Twin pines Lane
Belmont, CA 94002
7. General Plan Designation: Eb, East Belmont (Mixed Use Area)
8. Zoning: None -- formerly right-of-way, and PD (Planned Development)
9. Description of Project:

The 5.44-acre site is comprised of two parcels and an abandoned portion of public-right-of-way as follows:

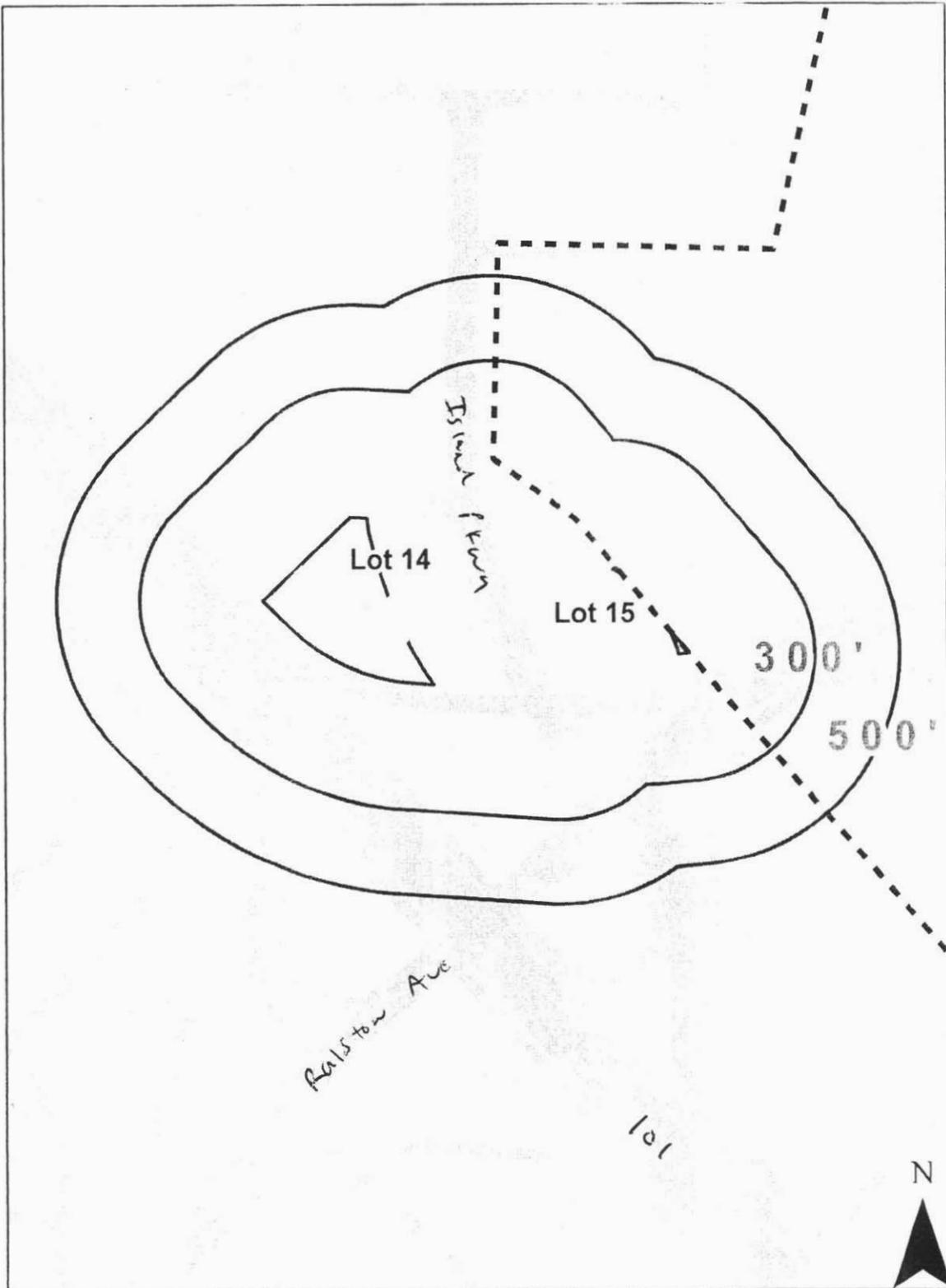
- The 3.32-acre (lot 14) western parcel, which houses the existing facility, parking areas, and landscaping.
- The 1.65-acre (lot 15) eastern parcel (across the street), which serves as a parking lot for sales/serviced vehicles.
- The 0.47-acre (20,451 sq. ft.) portion of abandoned right-of-way, which serves as a parking lot for sales/serviced vehicles.

The site is located north of Ralston Avenue/Marine Parkway. Surrounding uses include the Belmont Sports Complex, and Summerfield Suites uses to the north, Oracle & other commercial buildings to the east, mixed-commercial uses to the south, and State Highway 101 to the west.

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Project Overview. The applicant proposes to Rezone a remnant piece of the property to a Planned Development District (PD) via amendment of a Conceptual Development Plan (CDP). The property to be rezoned is currently used as parking lot for sales/serviced vehicles for the Autobahn Motors Sales/Service facility.

300/500-foot radius map



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Project Details:

Buildings

The existing 51,006 sq. ft. facility (52,700 sq. ft. maximum permitted via the CDP) includes the dealership sales showroom, ancillary office space, service/parts, eight partitioned office areas, and outdoor new car sales area.

Parking

The project site includes spaces for approximately 333 vehicles – 184 spaces for the sales/service building and 149 spaces for the parking lot across the street. Under Belmont Zoning Ordinance regulations for the existing type of use (automobile sales/service facility), 298 spaces would be required. The existing facility complies with the Planned Development & Zoning Code regulations for required parking.

Rezoning

The project entails an Amendment to an established Planned Development District for the subject site; approval is subject to the review provisions of Section 12 (Planned Unit Development or “PD” District) of the Belmont Zoning Ordinance. Unlike properties in other zoning districts, properties seeking a PD designation are governed by a two-step review process: First, general issues of land use, site plans and circulation plans are reviewed by way of an application for a Conceptual Development Plan (CDP). After approval, more detailed issues – such as building architecture, landscaping, parking layout, and lighting – are evaluated by way of an application for a Detailed Development Plan (DDP).

The project includes a rezoning of a remnant piece of the property to a Planned Development District (PD) via amendment of a Conceptual Development Plan (CDP). The property to be rezoned is an undesignated piece of land that is currently leased from the City of Belmont for use as a parking lot for sales/serviced vehicles for the Autobahn Motors Sales/Service facility. As previously noted, the subject parking area was fully developed with paving, fencing, landscaping, lighting, striping, and drainage improvements as part of the original development of the site. Thus, no grading is proposed as part of the project. No new landscaping is proposed, and no existing trees would be removed for the project. A condition of approval would require that the applicant record a Lot Line Adjustment to merge the portion of abandoned right-of-way with Lot 15.

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PROJECT DATA (CDP and DDP STANDARDS)

Criteria	Existing PD standards	Required or Max Permitted Under Current Zoning Regulations	Proposed PD Standards
CDP Standards			
Use	Commercial	NA	No Change
Lot Area	4.97 acres	NA	5.44 acres
Floor Area	52,700	NA	No Change
FAR¹	0.24	NA	0.22
DDP Standards			
Parking²	None 333 existing	Auto sales: 1 space per 400 sq. ft. at max FAR (132) Auto repair: 2 spaces per service bay (56) plus one space per service employee on largest shift (110) Total: 298	None
Setbacks²	As built	NA	No Change
Height²	As built	NA	No Change
Landscape²	As built	NA	No Change
¹ FAR decreases because the total property area increases with no proposed corresponding increase in building area. ² DDP standards pursuant to 1995 CDP/DDP approval, FEIR Amendment, and BCDC Permit approval; “As-built” conditions to be verified and documented through DDP process.			

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Planning Applications

The project applicant has submitted the following applications:

- Amendment of a Conceptual Development Plan (CDP)

Other Public Agencies Whose Approval Is Required

[E.G., Permits, Financing Approval, or Participation Agreement.]

None

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages:

Aesthetics	Agriculture Resources	Air Quality
Biological Resources	Cultural Resources	Geology/Soils
Hazards & Hazardous Materials	Hydrology/Water Quality	Land Use/Planning
Mineral Resources	Noise	Population/Housing
Public Services	Recreation	Transportation/Traffic
Utilities/Service Systems	Mandatory Findings of Significance	

Determination: (to be Completed by the Lead Agency)

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Damon DiDonato, Senior Planner

2-18-9

Date

Evaluation of Environmental Impacts

Issues:

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics - Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

I.a) No Impact. City of Belmont General Plan Figure 9 (*Natural and Historic Resources Map*) identifies significant local vistas within the community. The project site is not identified as a scenic vista area; therefore, there would be no impact.

(Sources: 1, 2, 3, 4)

I.b) No Impact. The California Scenic Highway Mapping System website does not identify the project site as within a State Scenic Corridor. The closest State Scenic Highway is Route 280, which is approximately four miles due west of the project site. Therefore, no impact to scenic resources within a scenic corridor would result from the project.

(Sources: 1, 2, 3, 4, 5)

I.c) No Impact.

Views of the Belmont slough are provided for pedestrians walking along a portion of trail adjacent to the project site. However, construction of the trail was required by the San Francisco Bay Conservation and Development Commission (BCDC) as a condition of approval of Permit M94-38 (*Belmont Lot 15 and Bike Trail*). Permit M94-38 allowed for the construction of the parking lot improvements (paving, fencing, drainage, lighting, landscaping) and the design of the bike trail. BCDC landscaping guidelines required the use of native plantings in buffer areas along the slough and adjacent to the walking path to mitigate for any project-related impacts.

No new physical improvements are proposed as part of this project, and the previously approved parking area improvements would remain as they were originally constructed. Thus, no impact would result from the project.