

Initial Study - Autobahn Motors Rezoning

X.a and X.b) No Impact

The Belmont General Plan does not identify any regionally or locally-important mineral resources within the City of Belmont. Therefore there would be no impact from the project.

(Sources: 1, 2, 3, 4)

XI. Noise - Would the project result in:				
Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

XI.a through XI.f). No Impact. The project site is fully developed and rezoning the remnant piece of property for continued use as a parking area would not result in any increase in noise on site or in the surrounding area. The site is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport. The closest airport is approximately 2.5 miles to the south of the project site, and there would be no increase in operational noise. Therefore, no impacts would result.

(Sources: 1, 2, 3, 4, 22, 23, 24, 25)

Initial Study- Autobahn Motors Rezoning

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Population and Housing - Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

XII. a, XII.b, and XII.c) No Impacts

Rezoning the area of parking lot would not induce population growth, displace people, or displace housing units. No impacts would result.

(Sources: 1, 2, 3, 4, 17, 26)

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Public Services -				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

XIII.a) No Impact

Potential service impacts were mitigated through the imposition of fees by the City to offset public service costs associated with new development projects, at the time the site was developed. Fees were collected for: general government services, certain police activities, development review, various building and construction activities, engineering, facility use, dedication of land and/or Park In-Lieu fees, sewer, and

Initial Study – Autobahn Motors Rezoning

storm water pollution elimination (NPDES). The fees were based on the costs of providing the specific service by the City. Permit fees were also paid for review of the proposed rezoning. As the site is fully developed, no further impacts to City services are anticipated. Therefore no impact would result.

(Sources: 1, 2, 3, 4, 17, 26, 27)

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Recreation -				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

XIV.a and XIV.b) No Impact

The proposed rezoning of the parking area is a commercial project that would not increase use of existing neighborhood parks, and would not require expansion of recreational facilities. Therefore, there would be no impacts from the project.

(Sources: 1, 2, 3, 4, 17, 26, 27)

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Transportation/Traffic - Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?				X

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Transportation/Traffic - Would the project:				
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

XV.a through XV.g) No Impact

A traffic report was submitted and reviewed as part of the original development of the site. No physical changes are being proposed, and rezoning of the parking area would not increase traffic demand for the site. Emergency access has been reviewed and approved by the Belmont Police department and the Belmont-San Carlos Fire Department. The project would exceed its parking requirements identified by the Belmont Zoning Ordinance. The proposed project would not result in any changes in air traffic patterns; therefore, no Transportation/Traffic impacts would result

(Sources: 1, 2, 3, 4, 17)

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Utilities and Service Systems – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

Initial Study -- Autobahn Motors Rezoning

XVI.a – XVI.g) No Impact

The existing site improvements were reviewed and approved by the Regional Water Quality Board (RWQCB) at the time of their development, and no further physical improvements are proposed. The project site is currently connected to the Belmont Sanitary District sewer facilities and this system has been identified to have sufficient capacity to serve the existing development.

The Mid-Peninsula Water District provides water supply to the project area. The existing system has adequate capacity to meet the needs of the current use, and no additional development is proposed with the project that would impact water demand. No additional trash would be generated by use of the parking area. Therefore, no Utilities and Service Systems would result.

(Sources: 1, 2, 3, 4, 17)

Issues (and Supporting Information Sources)	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	
XVII. Mandatory Findings of Significance -				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

XVII.a through XVII.c) No Impact

Based upon the foregoing, the Initial Study does not identify any potential impacts to Biological and Cultural Resources, cumulatively considerable impacts, or impacts that would cause a substantial adverse affect on human beings. Therefore, the project would have no significant environmental impacts, and a Negative Declaration shall be prepared.

SOURCE REFERENCES

The following is a list of references used in the preparation of this document. Unless attached herein, copies of all reference reports, memorandums and letters are on file with the City of Belmont Department of Community Development. References to publications prepared by Federal or State agencies may be found with the agency responsible for providing such information.

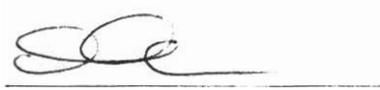
1. City of Belmont General Plan, adopted August 24, 1982.
2. City of Belmont Municipal Code, Subdivision Ordinance and Zoning Ordinance.
3. Application packet for the Autobahn Motors Rezone, including submitted applications, site plan, civil engineering drawings, and additional materials and exhibits.
4. Site Inspections and review of City of Belmont Geographical Information System.
5. The California Scenic Highway Mapping System website:
[Http://www.dot.ca.gov/hq/LandArch/scenic_highways/route280.htm](http://www.dot.ca.gov/hq/LandArch/scenic_highways/route280.htm)
6. Farmland Mapping and Monitoring Program on the California Resource Agency's website:
<http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.
7. BAAQMD CEQA Guidelines, Bay Area Air Quality Management District, revised December 1999
8. Assembly Bill No. 32, Chapter 488 (an Act to add Division 25.5 to the health and Safety Code, relating to air pollution).
9. California Green Solutions Website: <Http://www.californiagreensolutions.com/cgi-bin/gt/tpl.h,content=978>. Build it Green website: <Http://www.builditgreen.org>.
10. California Department of Fish and Game Code Section 3503, and the Federal Migratory Bird Treaty Act
11. City of Belmont Historical Resource Survey, dated June 1991
12. Appendix K, Section II of the CEQA Guidelines
13. Section 7050.5 of the California Health and Safety Code
14. National Register of Historical Places Information System, <http://www.cr.nps.gov/nr/research/nris.htm>. California State Historical Landmarks –<Http://www.donaldlaird.com/landmarks/counties/sanmateo.html>.
15. Geotechnical investigation, prepared for the Rezoning of the approximately 68-acre area from A (Agriculture) to PD (Planned Development), which allowed the construction of a mixed-use/commercial/park/residential complex.
16. Working Group on California Earthquake Probabilities (Earthquake Probabilities in the San Francisco Bay Region, California: 2000 to 2030-A Summary of Findings, U.S.G.S. Circular Open File Report 99-517, Working Group on California Earthquake Probabilities, 1999).
17. Comments, Conversations and Conditions from City Departments (Police, Fire, Public Works, and Building.

Initial Study- Autobahn Motors Rezoning

18. California Department of Toxic substance Control website:
[Http://www.envirostor.dtsc.ca.gov/public/profile_report.asp](http://www.envirostor.dtsc.ca.gov/public/profile_report.asp)
19. Bay Area Storm Water Management Agencies Association (BASMAA) Start at the Source Design Guidance Manual for Storm Water Quality Protection
20. Flood Insurance Rate Map (FIRM) Community Panel No. 065016 0005B, Federal Emergency Management Agency (FEMA), March 1982.
21. Association of Bay Area Governments (ABAG) website: <http://www.abag.ca.gov>

DETERMINATION FOR PROJECT

On the basis of this Initial Study and Environmental Checklist I find that the proposed project would have no Potentially Significant Effect on the environment. A Negative Declaration will be prepared.

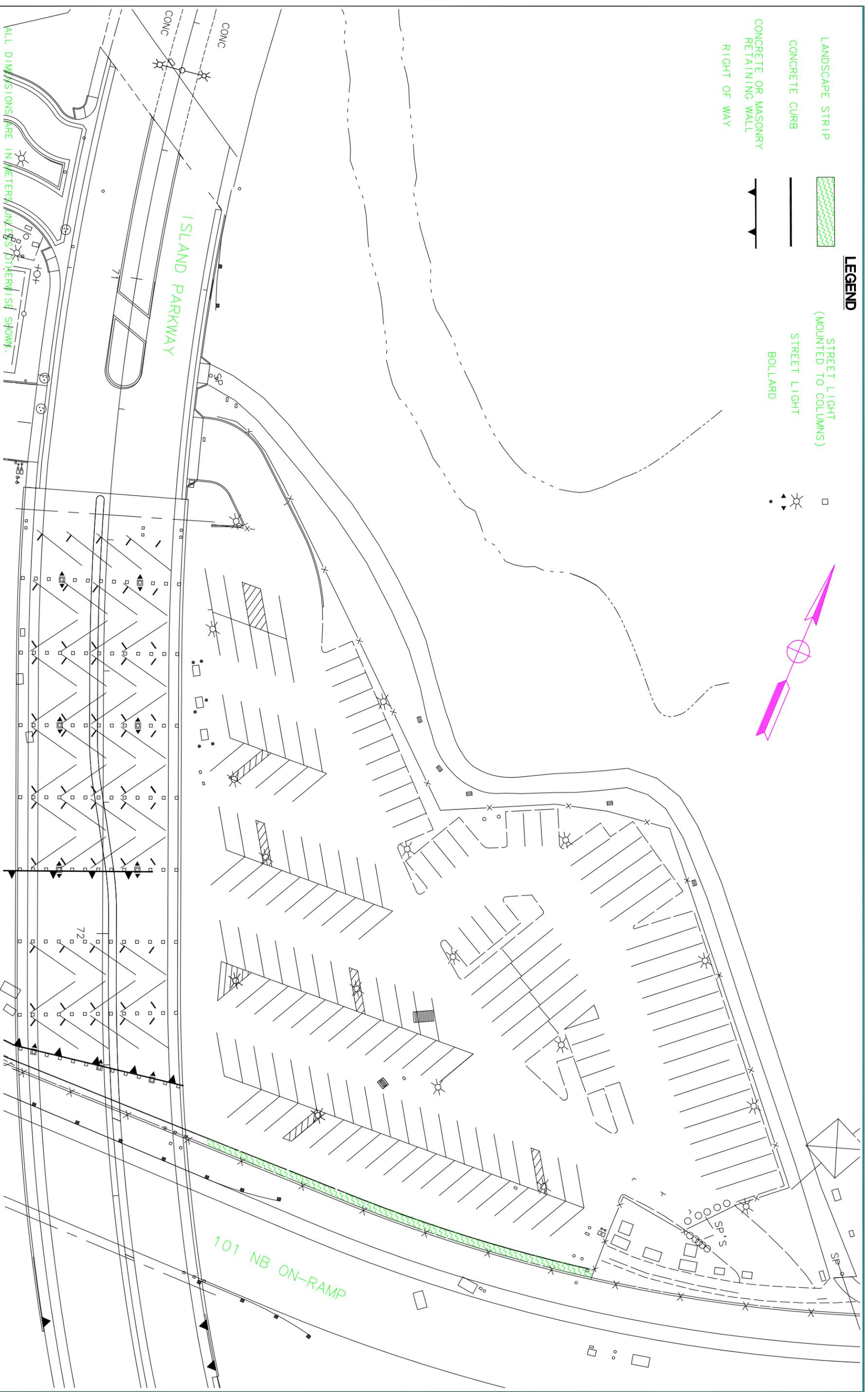
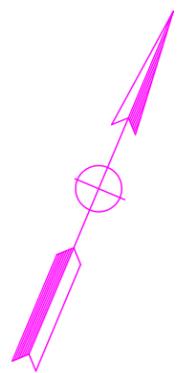


Damon DiDonato, Senior Planner

2-18-09

Date

- LEGEND**
- LANDSCAPE STRIP
 - CONCRETE CURB
 - CONCRETE OR MASONRY RETAINING WALL
 - RIGHT OF WAY
 - STREET LIGHT (MOUNTED TO COLUMNS)
 - STREET LIGHT BOLLARD



ALL DIMENSIONS ARE IN METERS, UNLESS OTHERWISE SHOWN.

DATE	SYMBOL	BY	CHECKED	APPROVED	CHECKED

MARK THOMAS & COMPANY, INC.
 Providing Engineering, Surveying, and Planning Services
 503 SEAPORT COURT, SUITE 105
 REDWOOD CITY, CA 94063
 (650) 363-8277

FILE NO. _____ SCALE: 1:200 DWG FILE: _____

AUTOBAHN MOTORS PARKING
 CIVIL PLANS
 REMNANT PARCEL PLAN

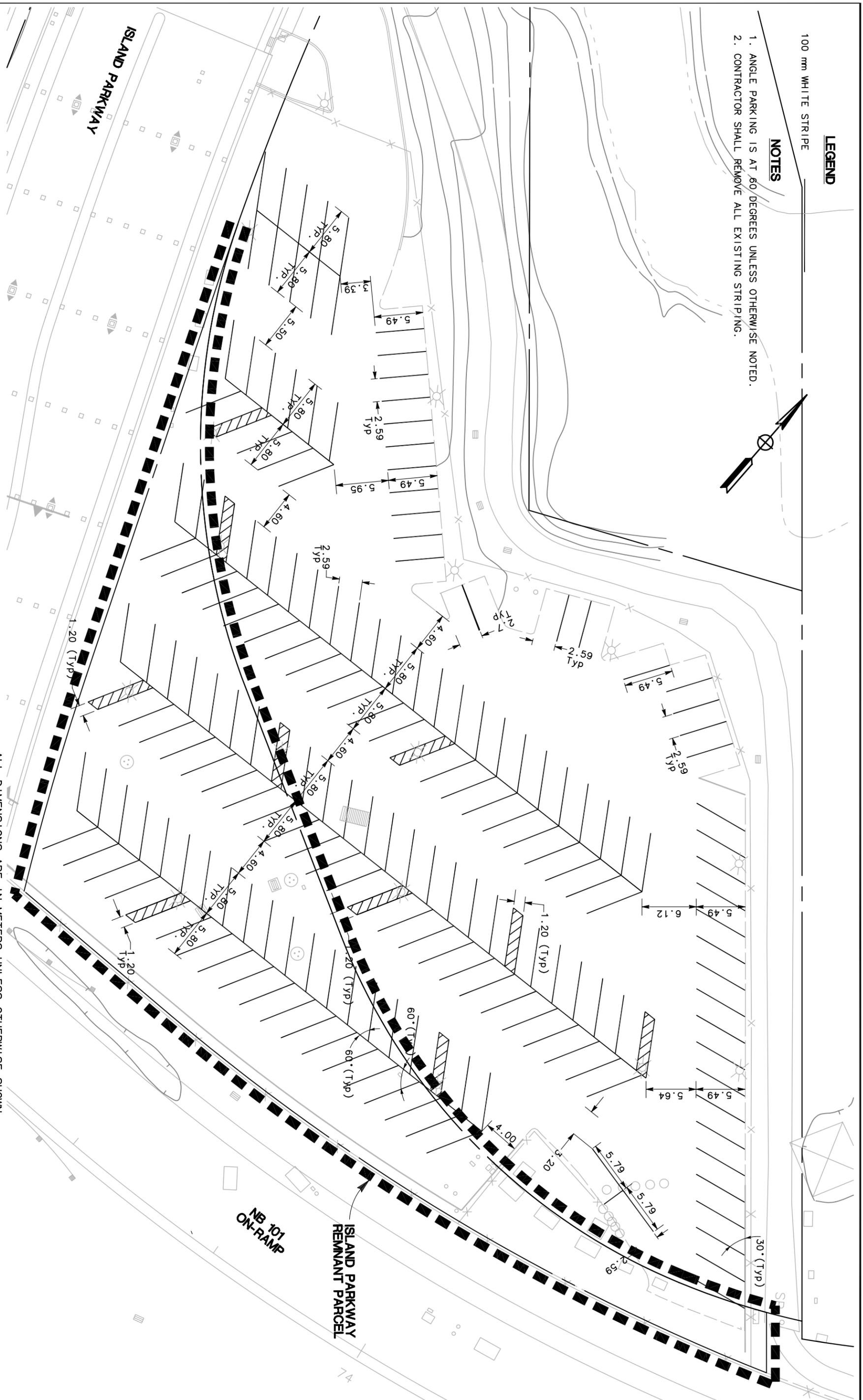
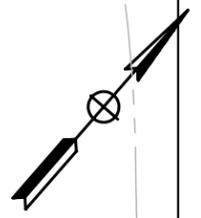
C-2
 2 OF 2 SHEETS

LEGEND

100 mm WHITE STRIPE

NOTES

1. ANGLE PARKING IS AT 60 DEGREES UNLESS OTHERWISE NOTED.
2. CONTRACTOR SHALL REMOVE ALL EXISTING STRIPING.



ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN.



DATE	SYMBOL	BY	CHECKED	APPROVED	CHECKED

DATE	SUBMITTED	DATE	REVIEWED BY
DATE	DESIGNED	DATE	REVIEWED BY
DATE	REMARKS	DATE	REVIEWED BY

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AUTOBAHN MOTORS
 CIVIL PLANS
PARKING LAYOUT

SCALE: 1:200
 DWG FILE:

C-1
 OF
 SHEETS