Appendix A

Notice of Preparation, Initial Study, and Scoping Comments

Appendix A1:
Notice of Preparation and Initial Study

CITY OF SAN CARLOS
COMMUNITY DEVELOPMENT
PLANNING DIVISION

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Notice of Preparation Environmental Impact Report City of San Carlos

Date: **January 3, 2022**

To: State Clearinghouse
Governor's Office of Planning and Research
San Mateo County Clerk
Responsible and Trustee Agencies
Interested Individuals and Organizations

From: Lisa Costa Sanders
Principal Planner
City of San Carlos
600 Elm Street
San Carlos, CA 94070-3085
Email:
lcostasanders@cityofsancarlos.org

Subject: **Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the 501 Industrial Road Hotel**

Lead Agency: City of San Carlos
Project Title: 501 Industrial Road Hotel EIR Project
Project Location: City of San Carlos

Call for Comments:
The City is requesting written comments from responsible agencies and the public regarding the scope and content of the environmental document regarding the 501 Industrial Road Hotel. Comments should focus on discussing possible impacts from construction and operation of the project on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in recognition of the EIR's intent to provide helpful and accurate information about aforementioned factors.

Preparing an Environmental Impact Report:
Notice is hereby given that the City of San Carlos (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the 501 Industrial Road Hotel (proposed project) pursuant to the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations Section 15060(d)); however, several CEQA topic areas are not anticipated to result in significant environmental effects, thus, an Initial Study was prepared before the City begins work directly on the EIR.

Comment Submittal:
Comments on the NOP are due no later than the close of the 30-day NOP review period at **5:00 p.m. on February 3, 2021**. Please send your written comments to Lisa Costa Sanders, Principal Planner, at the address shown above or email to lcostasanders@cityofsancarlos.org with "501 Industrial Road Hotel EIR" as the subject. Public agencies providing comments are asked to include a contact person for the agency.

The City is requesting comments and guidance on the scope and content of the EIR from interested public agencies, organizations, and individuals. With respect to the views of Responsible and Trustee Agencies as to significant environmental issues, the City needs to know the reasonable alternatives and mitigation measures that are germane to each agency's statutory responsibilities in connection with the project.

Public Meeting:
The City is conducting an EIR Scoping Meeting on **January 18, 2021 at 7:00 p.m.** at the Planning Commission regular meeting via zoom:

Three ways to Observe the Meeting:

1. **Zoom Webinar.** https://us02web.zoom.us/j/83961358499 Or call 1-669-900-6833 and enter the Meeting ID: 839 6135 8499
2. **Meeting Webportal**. www.sancarlosca.iqm2.com
3. **Local TV.** Comcast Channel 27 and AT&T Uverse Channel 99

Public Comments in Zoom Webinar: If you plan to make a public comment, please observe the meeting via Zoom Webinar (see above access information) and during the public comment period for the agenda item you wish to address, use the "raise hand" feature. If joining by phone, press *9 to "raise hand".

Public Comments in Webportal or Local TV: If you plan to make a public comment while watching through the Webportal or Local TV, dial 1-669-900-6833 and enter the Meeting ID: 839 6135 8499. Press *9 to "raise hand" to notify Staff for the agenda item you wish to address. Comments related to the scope and focus of the environmental analysis can be submitted at the meeting.

Project Location:
The project site is located at 501 Industrial Road, in the northwestern portion of the City of San Carlos. The 2.09-acre site is assigned Assessor's Parcel Number (APN) 046-090-410. The project site is bounded by the Highway 101 southbound onramp to the north, commercial buildings and a hotel to the east and south, Industrial Road to the southwest, and Holly Street to the northwest. The project site is bordered by commercial uses to the north, commercial uses and the San Carlos Airport to the east across Highway 101, and commercial and residential uses to the south and west. The site is zoned Landmark Commercial (LC) on the City of San Carlos zoning map.

Project Background Information

The project applicant, Holly Hotel Group, LLC, is proposing the 501 Industrial Road Hotel project, also known as Hotel Indigo. The project site is currently developed with three commercial buildings and structures totaling 32,878 square feet 51,633 square feet of driveway, walkway, and parking areas, and 6,553 square feet of gravel. The structures are one-story in height and there is no landscaping currently on site. The project site was formerly occupied by the Bayshore Supply business, an electrical, plumbing, lighting, and HVAC (heating, ventilation, and air conditioning) materials retailer, and is currently vacant.

Project Description

The proposed project would involve the demolishing of the existing commercial buildings and redeveloping the site. The proposed hotel would consist of two connected sections: a main guestroom tower that would be six stories in height along Holly Street and facing Highway 101, and an adjoining three-story along Industrial Road. The hotel would be approximately 119,000 square feet, and include 188 guestrooms, lobby, dining area, and meeting spaces. The lobby and second floor meeting spaces would be oriented towards a landscaped courtyard in the center of the site.

11,427 square feet of landscaped area, approximately 13 percent of the project site area, would exist throughout the project site to create an aesthetically pleasing and functional space that caters to the needs of hotel guests, including shielding unwanted views and buffering the surrounding parking lot from adjacent public and private land uses. A courtyard would be located towards the center of the project site, providing outdoor space for informal gathering, outdoor dining, and casual recreation.

The proposed project would have one access point along Industrial Road. Parking would be on grade along the perimeter of the project site and in a garage on the ground level of the six-story guestroom wing. There would be a total of 152 parking stalls comprised of standard parking stalls, accessible stalls, accessible van stalls, registration stalls, electric vehicle-capable stalls, clean air/vanpool/electric vehicle stalls, and motorcycle stalls. In addition, three loading spaces for truck deliveries would be located at the service entrance. 20 short-term bicycle parking spaces would be located throughout the project site, including at the main building entrance and outside the main courtyard. 10 long-term bicycle parking spaces would be located within the building.

Potential Environmental Effects:

An EIR will be prepared to analyze potential environmental impacts associated with the project. The proposed project could potentially affect the following environmental factors and each will be addressed in the EIR: air quality, biological resources, cultural and tribal cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, and utilities and service systems. Cumulative impacts will consider impacts of relevant projects in and around the project area, combined with those of the project and an evaluation of project alternatives that could reduce or avoid significant potential impacts will be included in the EIR.

Environmental Effects Not Likely to Require Further Analysis:
The proposed project is not anticipated to result in significant environmental effects on the following CEQA topic areas: aesthetics, agricultural and forestry resources, mineral resources, population and housing, public services, recreation, and wildfire. An Initial Study scoping out document was prepared to provide substantial evidence for these topic areas. It is included as an attachment.

Attachments:
Attachment 1: Local Vicinity Map

Attachment 2: Proposed Site Plan

Attachment 3: Project Description

Attachment 4: Initial Study

Source: Google Earth, 2021. PlaceWorks, 2021.

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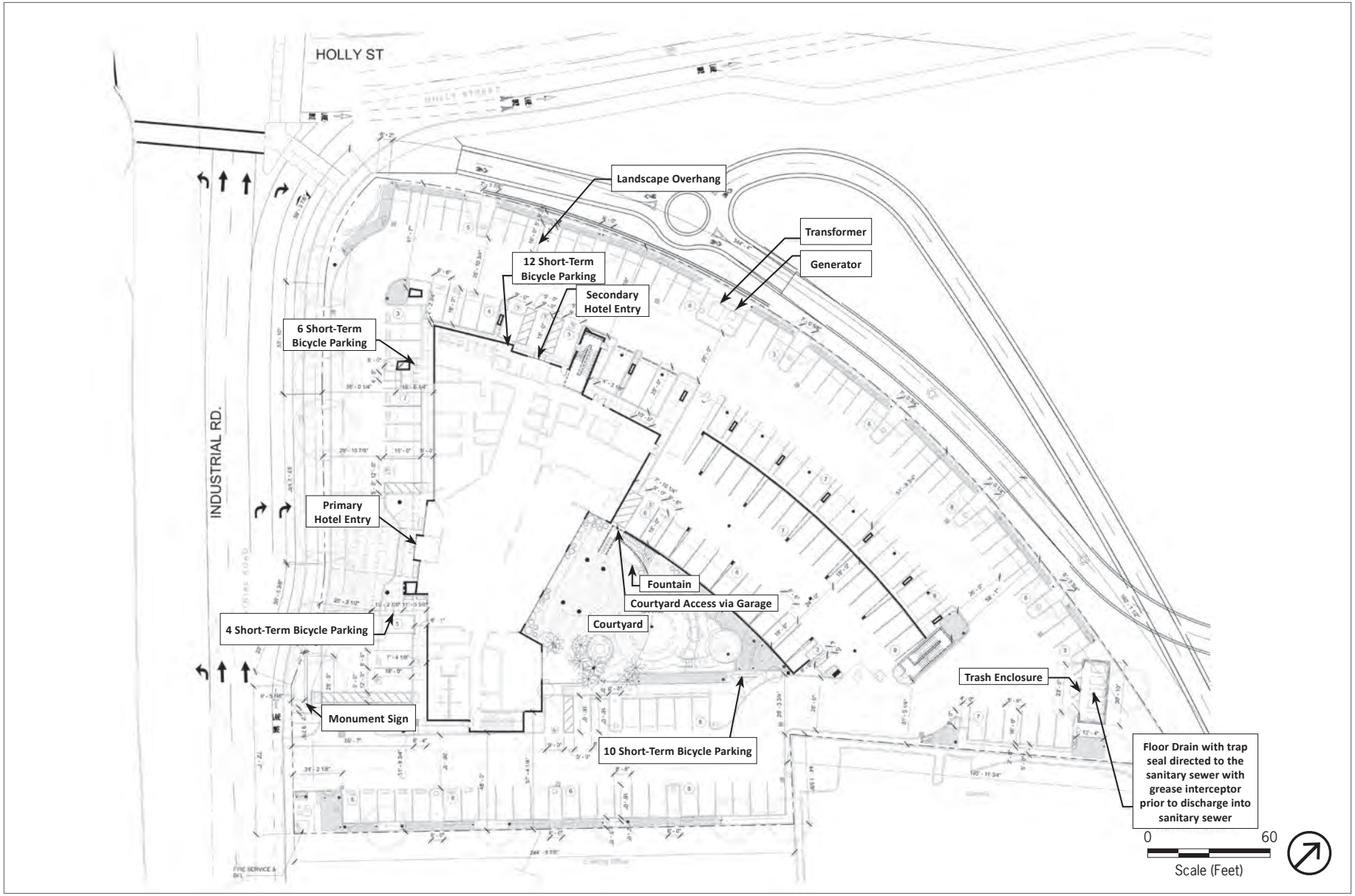
Scale (Feet)

Project Site Boundary

Attachment 1

Local Vicinity Map



Source: RYS Archictects, 2021. PlaceWorks, 2021.

Attachment 2

Proposed Site Plan

ATTACHMENT 3

PROJECT DESCRIPTION

3. *Project Description*

3.1 INTRODUCTION

The project applicant, Holly Hotel Group, LLC, is proposing the 501 Industrial Road Hotel project, also known as Hotel Indigo, herein referred to as "proposed project." The proposed project would involve construction of a hotel on a 2.09-acre site. The project site is currently developed with three vacant commercial buildings. The proposed project would involve the demolishing of the existing commercial buildings and redeveloping the site with a new six-story hotel with up to 188 rooms, meeting spaces, landscaping, and a courtyard. The proposed project would include ground level parking, in addition to bike parking.

This chapter provides a detailed description of the proposed project, including the location, setting, and characteristics of the project site, as well as the proposed project objectives, the principal project features, project phasing, approximate construction schedule, and required permits and approvals.

3.2 OVERVIEW AND SETTING

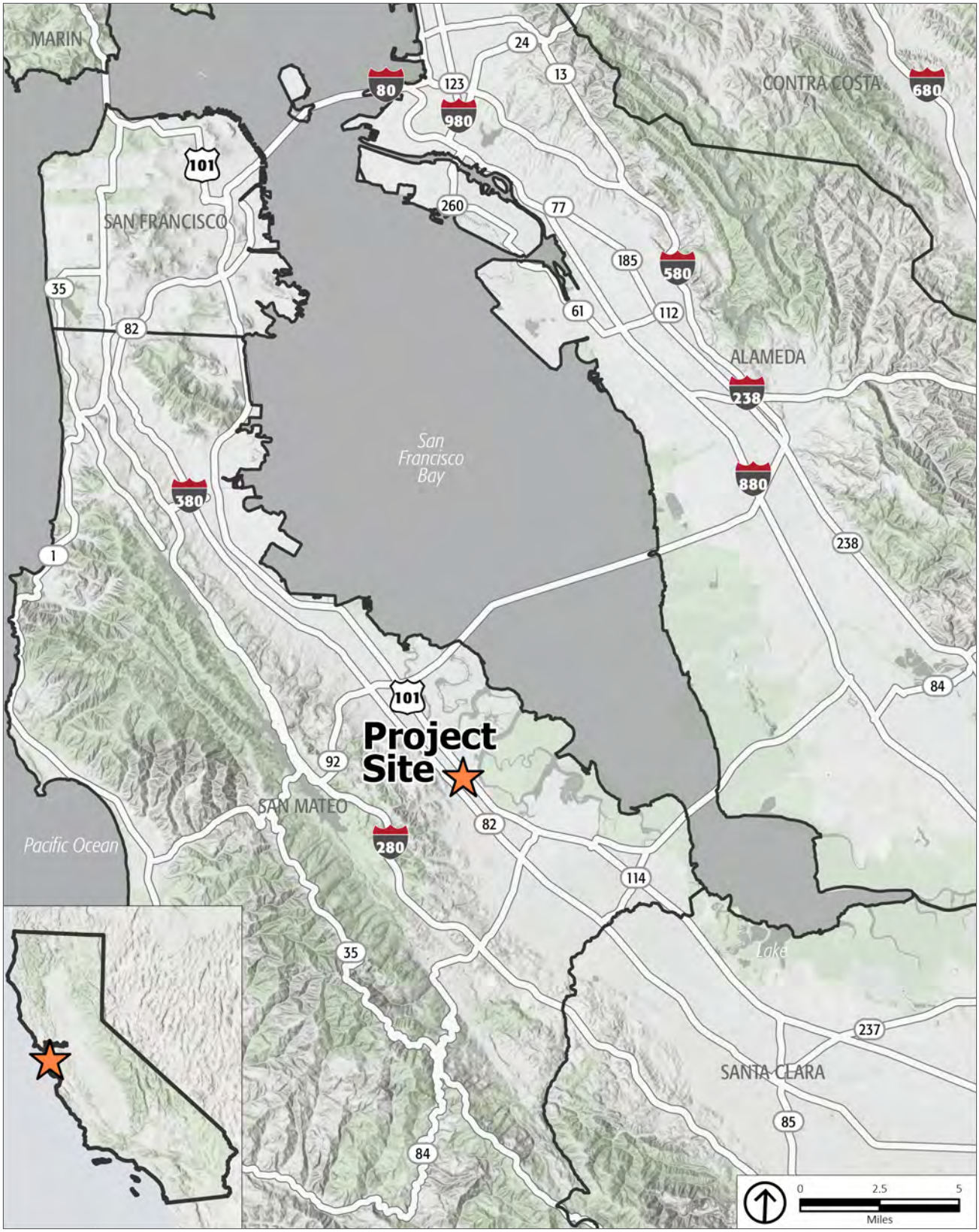
3.2.1 REGIONAL LOCATION

The project site is located at 501 Industrial Road, in the northwestern portion of San Carlos, in San Mateo County. It is assigned Assessor's Parcel Number (APN) 046-090-410. Figure 3-1, Regional and Vicinity Map, shows the relationship of the project site to San Carlos and the greater San Francisco Bay Area. San Carlos is located 17 miles south of San Francisco and shares a border with the cities of Belmont to the north and Redwood City to the south.

Highway 101 (also known as Bayshore Freeway) and State Route 82 (SR-82, also known as El Camino Real) provide regional access to the project site. San Mateo County Transit District (SamTrans) and Caltrain via the San Carlos Caltrain Station provide transit service to the project site. Caltrain is operated by the Peninsula Corridor Joint Powers Board.

3.2.2 LOCAL SETTING

As shown in Figure 3-2, Aerial View of Project Site, the project site is bounded by the Highway 101 southbound onramp to the north, commercial buildings and a hotel to the east and south, Industrial Road to the southwest, and Holly Street to the northwest. The project site is surrounded by commercial uses to the north, commercial uses and the San Carlos Airport to the east across Highway 101, and commercial and residential uses to the south and west.



Source: Esri, 2019. PlaceWorks, 2021.

Figure 3-1
Regional and Vicinity Map

Source: Google Earth, 2021. PlaceWorks, 2021.

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Scale (Feet)

Project Site Boundary

Figure 3-2
Aerial View of Project Site

The nearest residential neighborhood is to the south and west of the project site, separate by Industrial Road, which is 75 feet (four-lanes) wide. The closest neighborhood park is Laureola Park about 0.16 miles to the southwest. Edison Montessori School is located about 0.79 miles to the north; Central Middle School, Arroyo Elementary School, Sequoia Parents Nursery School, and Arbor Bay School are located about 0.82 miles to the south; Arundel Elementary School is located about 1.12 miles to the southwest; and Nesbit Middle School and Elementary School are located about 1.28 miles to the northwest.

The closest SamTrans bus stop (Lines 260, 295, and ECR) is located at the El Camino Real and San Carlos Avenue intersection, about 0.4 miles southwest of the project site.[1] The nearest Caltrain station to the project site is the San Carlos station, which is also located about 0.4 miles southwest of the project site. In addition to the San Carlos Airport, about 0.25 miles east of the project site across Highway 101, the Palo Alto Airport is located about 9 miles to the southeast, and the Moffett Federal Airfield is located approximately 13 miles to the southeast. San Francisco International Airport is located about 16 miles northwest of the project site.

3.2.3 EXISTING SITE CONDITIONS

3.2.3.1 SITE CHARACTER

The 2.09-acre project is currently developed with three commercial buildings and structures totaling 32,878 square feet, 51,633 square feet of driveway, walkway, and parking areas, and 6,553 square feet of gravel. The structures are one-story in height and there is no landscaping currently on-site. The project site was formerly occupied by the Bayshore Supply business, an electrical, plumbing, lighting, and HVAC (heating, ventilation, and air conditioning) materials retailer, and is currently vacant.

3.2.3.2 VEGETATION AND LAND COVER

As previously described, the project site is urban and developed, with no landscaping or vegetation on-site. The majority of the site is paved or contains buildings and structures. The project site consists of 84,511 square feet of impervious surfaces consisting of roof areas, paving, and uncovered parking, and 6,553 square feet of pervious surfaces consisting of gravel. The San Carlos General Plan shows the project site as outside of any identified vegetation, habitat area, or wetland area.[2] Additionally, the project site is also outside of areas with known occurrences of sensitive species and habitat as identified in the General Plan[3]

The California Department of Forestry and Fire Prevention (CAL FIRE) designates fire hazard severity zones throughout the state. The project site is not located in a State Responsibility Area (SRA) high fire hazard severity zone. The nearest SRA fire hazard severity zone is approximately 2.5 miles southwest of the

[1] San Mateo County Transit District, 2021, SamTrans Interactive System Map, https://www.samtrans.com/schedulesandmaps/maps.html, accessed March 13, 2021.

[2] City of San Carlos, 2009. San Carlos 2030 General Plan, Figure 6-1, Vegetation and Habitat Types, page 114; and Figure 6-2, Wetlands and Waterbodies, page 115.

[3] City of San Carlos, 2009. San Carlos 2030 General Plan, Figure 6-3, Known Occurrences of Sensitive Species and Habitat, page 117.

project site.[4] The project site is located with the San Carlos Local Responsibility Area (LRA) but is within a non-very high fire hazard severity zone. The nearest LRA very high fire hazard severity zone is about 1.6 miles southwest of the project site.[5] The proposed project is not located within the wildland-urban interface, which is an area of transition between wildland (unoccupied land) and land with human development (occupied land).[6]

The project site is generally flat with an elevation ranging from eight to ten feet above sea level, and a gentle slope toward the northeast.[7] Groundwater likely flows to the east, generally following surface topography towards the San Francisco Bay. Geologic maps of the area indicate that the site's surficial geology is likely artificial fill described as loose to very well consolidated gravel, sand, silt, clay, rock fragments, organic matter, and manmade debris in various combinations.[8] Soil borings conducted on-site indicate a combination of clays, silt, sand, and fill material.[9] Groundwater is at an approximate depth of between 5 and 7 feet below ground surface.[10]

As described above, existing impervious surfaces total 84,511 square feet, or approximately 93 percent of the project site. Stormwater from the site drains to a network of City-maintained storm drains along Industrial Road that collect runoff from city streets and eventually drain to the San Francisco Bay.

3.2.3.3 SITE HISTORY

The project site previously had a gasoline station on-site from at least 1968 through 1982. Based on a Phase I Environmental Site Assessment conducted in September 2019, the project site was identified as a leaking underground storage tank (LUST) site in 1984. Following remediation, the case was closed in 1992. The underground storage tanks were removed in 1984. Historically, contaminated media included soil and groundwater.[11]

Soil vapor sampling was conducted in February 2021 to determine existing conditions, and indicated that some contamination from volatile organic compounds, commonly associated with gasoline impacts, and trace concentrations of chlorinated solvents, are present on-site. Benzene and vinyl chloride were identified at concentrations greater than the San Francisco Bay Regional Water Quality Control Board's environmental screening levels for commercial land use. The soil vapor sampling report recommended a

[4] CAL FIRE, 2007, San Mateo County, Fire Hazard Severity Zones in SRA. https://osfm.fire.ca.gov/media/6802/fhszs_map41.pdf, accessed March 15, 2021.

[5] CAL FIRE, 2008, Very High Fire Hazard Severity Zones in LRA, https://osfm.fire.ca.gov/media/6800/fhszl_map41.pdf, accessed March 15, 2021.

[6] CAL FIRE, 2018, Wildland-Urban Interface Fire Threat, accessed March 15, 2021 at http://www.arcgis.com/home/item.html?id=d45bf08448354073a26675776f2d09cb.

[7] Professional Service Industries, Inc., 2019. *Geotechnical Engineering Report for the Proposed Hotel Indigo*.

[8] Brabb, E.E., Pampeyan, E.H., 1983. Geologic map of San Mateo County, California. United States Geological Survey Miscellaneous Investigations Series Map I-1257-A.

[9] Professional Service Industries, Inc., 2019. *Geotechnical Engineering Report for the Proposed Hotel Indigo*.

[10] Professional Service Industries, Inc., 2019. *Geotechnical Engineering Report for the Proposed Hotel Indigo*.

[11] Professional Service Industries, Inc., 2019. *Phase I Environmental Site Assessment, Vacant Building, 501 Industrial Road, San Carlos, California 94070.*

passive vapor-intrusion system be installed beneath the occupied portion of the first floor of the proposed hotel to reduce potential vapor-intrusion risk to the proposed development.[12]

3.2.4 LAND USE DESIGNATION AND ZONING

3.2.4.1 GENERAL PLAN

The General Plan land use designation for the project site is General Commercial/Industrial. This land use designation allows all retail, service, office, research and development, and industrial uses, and offers maximum flexibility to allow the market to determine the mixture of non-residential uses. The project site also falls under a major developed area, designated gateway, transportation priority area, and is a landmark site, as described in the following sections.

East Side Area

The project site is located in the East Side Area of San Carlos. The East Side Area includes 600 acres of land in the eastern portion of the city that is defined by the city limit to the north, east, and south, and the Caltrans railroad tracks to the west. This area was originally the site of small industrial firms including manufacturing, repairing, building supply uses, service business, and housing after World War II, and transitioned to include research and development space, computer hardware and software, telecommunications, medical research, and biotechnology firms, in the 1990s.[13]

Designated Gateways

The project site is located at the Holly Street East of El Camino Real Primary Gateway, which is the primary entrance point from US 101 into San Carlos. Gateways are locations that announce to a visitor or resident that they are entering the city or a unique neighborhood within the city, and include primary gateways and secondary gateways. Primary gateways are the major regional entry points into the city on roadways or transportation routes, whereas secondary gateways are more local entry points into the city from nearby cities including Belmont and Redwood City.[14] Gateways often, though not always, feature Landmark structures. Holly Street, adjacent to the project site, is also a City-designated scenic road, where improvements have included entryway decorative features, grade separation, and landscaping.

Landmark Sites

Sites designated as General Commercial/Industrial that are adjacent to Holly Street and Industrial Road, which includes the project site, are considered Landmark Sites, which have high visibility, and uses drawing from a regional market-base are encouraged.[15] Landmark sites are targeted for economic development for regional destination-oriented uses, including hotels that serve regional users and have

[12] Professional Service Industries, Inc., 2021. *Soil-Vapor Sampling and Analyses Report, Proposed Hotel, 501 Industrial Road, San Carlos, California 94070*.

[13] City of San Carlos, 2009. *San Carlos 2030 General Plan* Land Use Element, page 57.

[14] City of San Carlos, 2009. *San Carlos 2030 General Plan* Land Use Element, page 60.

[15] City of San Carlos, 2009. *San Carlos 2030 General Plan* Appendix B, page B-8.

significant beneficial results in employment growth, thus contributing to the economic sustainability of San Carlos.

3.2.4.2 PRIORITY DEVELOPMENT AREA/TRANSIT PRIORITY AREA

Plan Bay Area 2040 is the Bay Area's current Regional Transportation Plan/Sustainable Community Strategy that was adopted jointly by the Association of Bay Area Government's (ABAG) and Metropolitan Transportation Commission (MTC) on July 26, 2017. As part of the implementing framework for *Plan Bay Area*, local governments have identified Priority Development Areas (PDAs) to focus growth. PDAs are transit-oriented, infill development opportunity areas within existing communities. In addition to PDAs, *Plan Bay Area* identifies Transit Priority Areas (TPAs), which are areas within one-half mile of a major transit stop (15 minute or less service level frequency) that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

An overarching goal of the regional *Plan Bay Area* 2040 is to concentrate development in areas where there are existing services and infrastructure rather than locating new growth in outlying areas where substantial transportation investments would be necessary to maximize energy conservation and achieve the per capita passenger vehicle, vehicle miles traveled (VMT) and associated greenhouse gas (GHG) emissions reductions.

The project site is not located within a PDA.[16] The nearest PDA is the Railroad Corridor PDA, located about 850 feet south of the project site. The project site is located within a TPA.[17]

3.2.4.3 ZONING DISTRICT

The project site is zoned Landmark Commercial (LC).[18] According to the San Carlos Municipal Code (SCMC) Section 18.06.010, the LC district is intended to accommodate key parcels known collectively as landmark sites, which are targeted for economic development of regional retail and destination-oriented uses, including hotels, that are intended to serve regional users and contribute to the City's economic sustainability and employment growth. The LC zoning designation has a maximum building height of 50 feet and a maximum floor area ratio[19] (FAR) of 2.0 and requires a 10-foot setback on front and street side lot lines.[20] Hotels and motels are considered use classifications that are permitted in Landmark Commercial districts after review and approval of a minor use permit by the Zoning Administrator.[21]

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[16] Metropolitan Transportation Commission, 2020. Priority Development Areas (current). http://opendata.mtc.ca.gov/datasets/priority-development-areas-current, accessed March 16, 2021.

[17] Metropolitan Transportation Commission, 2019. Transit Priority Areas (2017). http://opendata.mtc.ca.gov/datasets/transit-priority-areas-2017, accessed March 16, 2021.

[18] City of San Carlos, 2021. City of San Carlos Interactive Zoning Map. https://zoning.cityofsancarlos.org/map, accessed April 5, 2021.

[19] The floor area ratio (FAR) is the ratio of the gross floor area of all buildings on a lot to the area of the lot.

[20] City of San Carlos Municipal Code, Title 18, Zoning, Chapter 18.06, Commercial Districts, Table 18.06.030, Development Standards – Commercial District.

[21] San Carlos Municipal Code, Title 18, Zoning, Chapter 18.06, Commercial Districts, Section 18.06.010, Purpose; and Section 18.06.020, Land Use Regulations.

3.3 PROPOSED PROJECT

The proposed project would allow for the construction and operation of a hotel development on a site that is currently developed. The proposed development, construction phasing, employment projections, and the required permits and approvals are described in detail below.

3.3.1 PROPOSED DEVELOPMENT

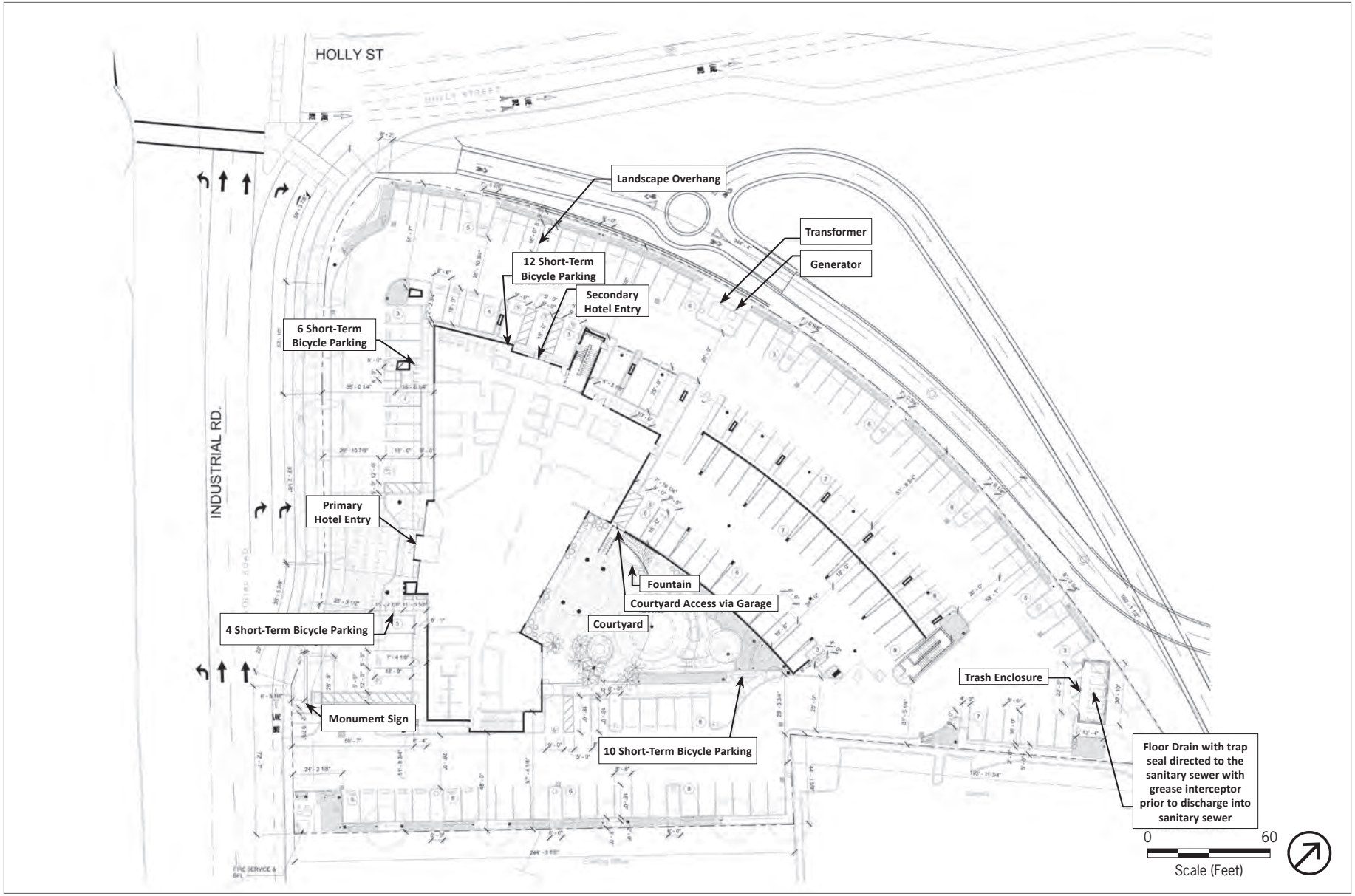
3.3.1.1 HOTEL

The proposed hotel would consist of two connected sections: a main guestroom tower that would be six stories in height along Holly Street and facing Highway 101, and an adjoining three-story along Industrial Road. The hotel would be approximately 119,000 square feet, and include 188 guestrooms, lobby, dining area, and meeting spaces. The lobby and second floor meeting spaces would be oriented towards a landscaped courtyard in the center of the site. See Figure 3-3.

The applicant is requesting a Planned Development zoning designation and a Planned Development Permit to allow certain site-specific zoning standards including allowance for height to accommodate the six –story building. Building height diagrams from the north and east, and south and west, sides of the building are shown in Figures 3-4 and 3-5, respectively. The highest points of the building would reach roughly 82 feet above ground surface along the building's northern side. Because of the proximity to the San Carlos Airport, and a building height of greater than 30 feet, the proposed project would require review by the Federal Aviation Administration in compliance with Code of Federal Regulations Part 77, Subpart B, Section 77.9.[22]

[22] ESA Airports, 2015. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport, Exhibit 4-4a, FAA Notification Form 7460-1 Filing Requirements page 4-33. https://ccag.ca.gov/wp-content/uploads/2015/06/Draft-Final-ALUCP-San-Carlos-Airport-062515.pdf, accessed April 5, 2021.

PROJECT DESCRIPTION



Source: RYS Archictects, 2021. PlaceWorks, 2021.

Figure 3-3
Conceptual Site Plan

North building height diagram

East building height diagram

Source: RYS Archictects, 2020.

0 40
Scale (Feet)

Figure 3-4
Building Height Diagram North and East

South building height diagram

West building height diagram

Source: RYS Archictects, 2020.

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Scale (Feet)

Figure 3-5
Building Height Diagram South and West

3.3.1.2 LANDSCAPING AND OPEN SPACE

Landscaping would exist throughout the project site to create an aesthetically pleasing and functional space that caters to the needs of hotel guests, including shielding unwanted views and buffering the surrounding parking lot from adjacent public and private land uses. A courtyard would be located towards the center of the project site, providing outdoor space for informal gathering, outdoor dining, and casual recreation. See Figure 3-6.

The proposed project would result in 11,427 square feet of landscaped area, approximately 13 percent of the project site area, including biofiltration planter, shrubs and groundcover, and non-irrigated landscaping. Trees, including lemon-scented gum, evergreen, and deciduous oak, would be planted around the perimeter of the project site. Landscaping would also include vines on perimeter walls around the courtyard and trash enclosure, evergreen hedges, and flowering accent plants. Landscaping would use a fully automatic irrigation system designed to meet the City's Water Efficient Landscape Ordinance, including requirements for a "smart" controller with an on-site weather sensor to adjust run times to respond to real-time weather conditions.[23] Landscaping would not include an irrigated lawn, but would include a synthetic lawn for the courtyard. Shrubs and groundcovers would be grouped according to appropriate hydrozones and would be low- or medium-water use in nature. Total estimated water usage for irrigation would be 116,090 gallons per year, less than the maximum applied water allowance calculated for the project site of 137.061 gallons per year, therefore complying with code requirements.[24]

3.3.1.3 LIGHTING AND GLARE

The source, intensity, and type of exterior lighting for the project site would generally be provided for the purpose of orienting site users and for safety needs. All on-site lighting would be low-level illumination, downward facing, and shielded to reduce light spillover or glare. All exterior surface and above-ground mounted fixtures would be complementary to the architectural theme. Interior lighting would include varied lighting design appropriate for the different spaces and in accordance with all applicable codes and standards, including energy codes and performance standards. All exterior surface and aboveground mounted fixtures would be sympathetic and complementary to the overall architectural theme. Fixtures would be selected to minimize effects of light pollution. Street lighting in sidewalks around the project would conform to City standards.

[23] San Carlos Municipal Code, Title 18, Zoning, Chapter 18.18, Landscaping, Section 18.18.080, Water efficient landscaping and irrigation.

[24] KLA Inc. Rhys Architects, August 6, 2021. Planting Plan Resubmittal, Hotel Indigo, San Carlos, California, sheet L0.5.

Source: RYS Archictects, 2021. KLA Landscape Architecture, Planning, 2021.

Figure 3-6
Landscape Plan

3.3.1.4 ACCESS AND CIRCULATION

The proposed project would have one access point along Industrial Road. See Figure 3-3. Parking would be on grade along the perimeter of the project site and in a garage on the ground level of the six-story guestroom wing. There would be a total of 149 parking stalls comprised of 108 standard parking stalls, 5 accessible stalls, 1 accessible van stall, 2 registration stalls, 10 electric vehicle-capable stalls, 16 clean air/vanpool/electric vehicle stalls, and 7 motorcycle stalls. Accessible stalls, registration stalls, and clean air/vanpool/electric vehicle stalls would be located along Industrial Road in front of the building to facilitate guest mobility and access to the primary building entrance. Because of the need for parking close to the hotel entrance, a deviation from the parking standards for the distance from parking stalls to building face would require approval from the City. In addition, three loading spaces for truck deliveries would be located at the service entrance.

20 short-term bicycle parking spaces would be located throughout the project site, including at the main building entrance and outside the main courtyard. 10 long-term bicycle parking spaces would be located within the building.

3.3.1.5 TRANSPORTATION DEMAND MANAGEMENT

The proposed project includes a transportation demand management (TDM) plan in order to reduce the amount of traffic generated by the change of land use on-site, promote more efficient utilization of existing transportation facilities and ensure that the potential for alternative transportation usage is maximized, and establish an ongoing monitoring and enforcement program to ensure that the City's desired alternative mode use percentages are achieved. TDM measures for the proposed project include planning and design measures related to the attributes of site location, site design, and on-site amenities and trip reduction programs. The trip reduction programs, including services, incentives, and actions, would encourage employees and hotel guests to commute using alternatives to single-occupant vehicles.

TDM measures for the proposed project would include the following:

- Passenger Loading Zone: A passenger loading zone would be provided near the entrance of the lobby to allow convenient passenger drop-off and pickup for transportation network company services such as Lyft and Uber.
- Direct Route to Transit and Downtown: A location within walking distance to amenities in downtown San Carlos, about 0.49 miles to the southwest via Industrial Road, and to access the San Carlos Caltrain Station, about 0.45 miles southwest of the project site.
- Pedestrian Connections: New sidewalks landscaped with street trees along the project's frontage on Industrial Road, and site circulation designed to provide safe pedestrian connections to and around the project site, including a textured drive aisle in front of the building entrance to reduce vehicle speed, and walkways between the building and sidewalk along Industrial Road.
- Bicycle Amenities: Short-term bicycle parking located near the building entrance, project driveway, and courtyard; long-term bicycle parking located in a secure bicycle storage room; and, employee showers, changing rooms and lockers.
- Alternative Commute Subsides: The hotel operator will provide employees free transit tickets; a one-time transit subsidy in the form of a transit card loaded with a one-month pass for SamTrans or Caltrain to incentivize new employees unfamiliar with the area or exploring alternative commuting

options; and subsidies to employees who use transit, carpool, or bike to work, as a potential measure if the project does not meet trip reduction targets.

- Carpool and Vanpool Programs: Carpool and vanpool programs for employees, such as ride matching resources, preferential parking, and monetary incentives.
- Transportation Coordinator: A Transportation Coordinator would be assigned to provide information regarding alternative modes of transportation to hotel guests and employees. New employees would be provided transportation information packets, which would include information on alternative modes of transportation and TDM plan incentives.
- Guaranteed Ride Home: The hotel operator will reimburse employees who use alternative commute modes for emergency rides home.

According to SCMC Section 18.20.040, hotels are required to provide one parking space per room, plus two spaces adjacent to the registration office, which would require the proposed project to provide 190 parking spaces. Because the project site is located within a quarter mile of the San Carlos Commuter Caltrain Shuttle, which provides regular weekday service between the hours of 6:45 AM and 6:25 PM, the number of required parking spaces may be reduced by 20 percent in compliance with SCMC Section 18.20.050(B). In accordance with Chapter 18.25 of the SCMC, the number of required parking spaces may be reduced by 20 percent with implementation of an approved TDM plan. Therefore, the proposed project would comply with the SCMC by providing 152 parking stalls.

3.3.1.6 UTILITIES AND SERVICE CONNECTIONS

Wastewater

The San Carlos Public Works Department provides wastewater collection and treatment service for the City of San Carlos. Sanitary wastewater generated on the project site would be treated by the Silicon Valley Clean Water regional wastewater treatment facility located in Redwood Shores. Silicon Valley Clean Water is a regional water treatment plant jointly owned by the cities of San Carlos, Belmont, and Redwood City, and the West Bay Sanitary District, for treatment and subsequent discharge into the San Francisco Bay.[25] The proposed project would connect to the existing sewer system line beneath Industrial Road. Any new connections or replaced sewer lines shall be in conformance with the SCMC.

Water Supply

Potable water is supplied to the City of San Carlos by California Water Service. San Carlos is located within California Water Service's Mid-Peninsula District service area, which serves central San Mateo County, including the cities of San Carlos and San Mateo, and unincorporated parts of Redwood City and San Mateo County including The Highlands and Palomar Park.[26] The proposed project would connect to the existing water main beneath Industrial Road.

[25] City of San Carlos. Public Works Department: Sewer. https://www.cityofsancarlos.org/government/departments/public-works/sewer, accessed March 16, 2021.

[26] Bay Area Water Supply and Conservation Agency. California Water Service – Mid-Peninsula District. https://bawsca.org/members/profiles/mid-peninsula#:~:text=Water%20is%20delivered%20to%20the,2%20and%20Sunset%20Supply%20Lines., accessed March 16, 2021.

Stormwater Management

The City of San Carlos is a part of the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) (the public outreach arm of which is known as Flows To Bay), which is made up of 21 incorporated towns, cities and the County that share a common National Pollutant Discharge Elimination System (NPDES) permit. SMCWPPP was established in 1990 to reduce the pollution carried by stormwater into local creeks, the San Francisco Bay, and the Pacific Ocean. The City of San Carlos Department of Public Works is responsible for the design, construction, and maintenance of City-owned facilities including public streets, sidewalks, curb, gutter, and storm drains. The proposed project would be required to comply with SCMC Chapter 13.14, Stormwater Management and Discharge Control, which regulates and implements certain requirements of the National Pollutant Discharge Elimination System permit issued to the SMCWPPP.

The proposed project would include flow-through treatment planters provided throughout the site, bioretention areas, and enhanced permeable pavers, to meet the City's stormwater treatment requirements. Stormwater runoff would be diverted to existing storm drainage system under Industrial Road.

The construction contractor would implement an erosion control plan to prevent excess sediment carried in stormwater during the construction phase. Control measures include piling and protecting of excess soil, controlling drainage slope towards the interior of the site; locating fiber rolls around sections of the perimeter; a stabilized construction entrance with tire washout area and sediment trapping device; and protection of stormwater drain inlets along Industrial Road and on-site.

Solid Waste

Solid waste and recyclables are collected within the city by Recology, a waste hauler contracted through the South Bayside Waste Management Authority (SBWMA).[27] The SBWMA is comprised of 12 local agencies, including the City of San Carlos. Solid waste is taken to a variety of disposal facilities throughout the region, including the Corinda Los Trancos Landfill in Half Moon Bay, John Smith Road Landfill in Hollister, and Monterey Peninsula Landfill in Marina, among others.[28]

Consistent with City requirements,[29] the project would include a Construction Waste Management Plan, which describes the estimated volume of reusable and recyclable construction and demolition debris; the vendor or facility proposed to collect or receive the diverted materials; and the estimated volume of the residual debris that would be disposed of rather than reused or recycled. The Applicant would be required

[27] City of San Carlos, 2020. Garbage Rates & Rate Reduction Program. https://www.cityofsancarlos.org/government/departments/public-works/solid-waste-garbage-service/garbage-rates-rate-reduction-program, accessed March 17, 2021.

[28] CalRecycle, 2019. Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility. Year: 2019, Jurisdiction: San Mateo-San Carlos. https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed March 17, 2020.

[29] City of San Carlos Municipal Code, Title 8, Health and Safety, Chapter 8.05, Recycling and Diversion of Construction and demolition Debris, Section 8.05.050, Information required before issuance of demolition and/or building permit.

to submit a Waste Management Report within 60 days after completion of the proposed project demonstrating that the proposed project met waste diversion requirements.[30]

For project operation, a trash enclosure would be located at the eastern corner of the project site separate from the hotel building.

Other Utility Facilities

Other utility facilities that serve the project site include electric power, natural gas, and telecommunications facilities. Electricity and natural gas are supplied to the project site via infrastructure maintained by Pacific Gas & Electric (PG&E). Cable television, telephone, and internet service would be available from a number of providers that serve the area, including AT&T and/or Comcast. The proposed project would include appropriate on-site infrastructure to connect to the existing PG&E and telecommunication systems and would not require new off-site facilities and distribution infrastructure.

Energy and Sustainability

Construction activities use energy from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. The Hotel operations would require energy for cooling, heating, lighting, landscape maintenance equipment, and for vehicle trips to and from the Hotel.

The proposed project would be required to meet California Code of Regulations Title 24, Part 6, 2019 California Energy Code, which the City of San Carlos has adopted in Section 15.04.080 of the SCMC, which requires all electric building construction, as well as Title 24, Part 11, which is the California Green Building Standards Code (CalGreen). In addition, energy conserving features for operation of the proposed project would include solar panels along the rooftop sunshade; vertical greenwalls at the courtyard; high-efficiency HVAC equipment; low-flow plumbing fixtures; thermostats with occupancy sensors to adjust heating and AC temperatures; and low VOC[31] materials. In addition, daily hotel operations would reflect sustainable practices that are becoming the norm in the hospitality industry, such as hydration stations instead of bottled water, recycle bins in guestrooms, refillable soap dispensers in guestrooms, encouraging guests to reuse linens instead of replacing daily, and use of more natural cleaners.

[30] City of San Carlos Municipal Code, Title 8, Health and Safety, Chapter 8.05, Recycling and Diversion of Construction and demolition Debris, Section 8.05.090, Reporting.

[31] VOCs are volatile organic compounds, which are gases emitted from certain solids or liquids, such as paints and varnishes, which can contribute to greenhouse gas emissions.

3.3.2 CONSTRUCTION, DEMOLITION, AND SITE PREPARATION

Development of the proposed project would occur in one phase over an 18 to 24-month period and is anticipated to be completed by the first quarter of 2025. The proposed project would involve demolition of all existing structures. Site preparation and grading would include export of 1,982 cubic yards of earthwork. No soil import would occur. Demolition debris, including soil from excavation, would be off hauled for disposal at an accepting landfill serving the region.

3.3.3 EMPLOYEES

The proposed hotel would employ a staff of 35. It is anticipated that future employees would be drawn largely from San Carlos and other communities in the San Francisco Bay Area.

3.3.4 REQUIRED PERMITS AND APPROVALS

Development of the project will require the following approvals and certifications:

- City certification of the EIR
- City approval of Planned Development Zoning and Planned Development Plan
- City approval of Design Review, Transportation Demand Management Plan (TDM) and Grading & Dirt Haul
- City Issuance of Demolition, Grading and Dirt Haul, Encroachment permits and Building certificates
- Airport Land Use Commission determination of consistency for the Zoning and Planned Development Plan.
- Federal Aviation Administration approval for building height within the vicinity of the San Carlos Airport per FAA Form 7460-1 and Code of Federal Regulations Part 77, Subpart B, Section 77.9.

ATTACHMENT 4

INITIAL STUDY

4. Initial Study

4.1 INTRODUCTION

This Initial Study Checklist was prepared to scope out and identify thresholds within the CEQA Checklist topics that will not be affected by the proposed project. All other thresholds within the CEQA Checklist topics will be addressed within the project Environmental Impact Report (EIR).

I. AESTHETICS

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect on a scenic vista?	❒	❒	■	❒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	❒	❒	■	❒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	❒	❒	■	❒
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	❒	❒	■	❒

DISCUSSION

a), b), c), d) The proposed Project is in a Transit Priority Area, (See Project Description 3.2.4.2) and qualifies as an "Employment Center" with a FAR of 1.3. Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment. [(CEQA § 21099(d)(1)]. Therefore, there impacts would be *less than significant*.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❒	❒	❒	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	❒	■
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	❒	❒	❒	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	❒	❒	❒	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	❒	❒	❒	■

DISCUSSION

a) The project site is located within a highly urbanized area within the City of San Carlos. It is not classified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance.[1] Therefore, there would be *no impact*.

b) c) The proposed project site is within the Landmark Commercial zoning district. There are no agricultural, forest or timberland use zones within the City of San Carlos. Additionally, the proposed project is not under a Williamson Act contract.[2] Therefore, there would be *no impact*.

d) As described previously, neither the project site nor the immediately surrounding areas are zoned for forest land, timberland, or timber production, as the project site is located within a previously developed urban site. Therefore, there would be *no impact*.

e) The proposed project would not involve changes to the existing environment that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest use. Therefore, there would be *no impact*.

[1] California Department of Conservation, 2021, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed June 28, 2021.

[2] California Department of Conservation, 2021, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed June 28, 2021.

MITIGATION MEASURES

None required.

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III. AIR QUALITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	❒	❒	❒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or State ambient air quality standard?	■	❒	❒	❒
c) Expose sensitive receptors to substantial pollutant concentrations?	■	❒	❒	❒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) This threshold will be assessed within the full project EIR.

d) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

IV. BIOLOGICAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plan, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	❒	❒	❒	■
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	❒	❒	❒	■
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	❒	❒	❒	■
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	■	❒	❒	❒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❒	❒	❒	■
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	❒	❒	❒	■

DISCUSSION

a), b), c) The project site is urbanized and previously developed, with no landscaping or vegetation on-site. The majority of the site is paved or contains buildings and structures. The San Carlos General Plan shows the project site as outside of any identified vegetation, habitat area, or wetland area.[3] Additionally, the project site is also outside of areas with known occurrences of sensitive species and habitat as identified in the General Plan.[4] Therefore, there would be *no impact* to candidate, sensitive, or special species in local or regional plan policies or regulations; riparian habitat or other sensitive natural community; or state or protected wetlands.

d) This threshold will be assessed within the full project EIR.

e) The San Carlos Municipal Code includes regulations for “protected trees” which are defined as “heritage” or “significant” trees. Removal of any protected tree requires approval by the Community

[3] City of San Carlos, 2009. San Carlos 2030 General Plan, Figure 6-1, Vegetation and Habitat Types, page 114; and Figure 6-2, Wetlands and Waterbodies, page 115.

[4] City of San Carlos, 2009. San Carlos 2030 General Plan, Figure 6-3, Known Occurrences of Sensitive Species and Habitat, page 117.

Development Director. In granting a tree removal permit, the Director may attach reasonable conditions to ensure compliance with the content and purpose of this chapter, such as, but not limited to, requiring replacement of trees removed with plantings acceptable to the Director.

The project site is located within a highly urbanized area within the City of San Carlos and is either covered by the existing structures footprint or under hardscaping. The proposed project's design does not include any tree removal and, therefore, there would be *no impact*.

f) The project site is not located within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, there would be *no impacts* to any local, regional, or state habitat conservation plans.

MITIGATION MEASURES

Recommended mitigation for Threshold "d" will be evaluated in the EIR.

None required for a, b, c, e, f.

V. CULTURAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	■	❒	❒	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	■	❒	❒	❒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

VI. ENERGY

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	■	❒	❒	❒
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

VII. GEOLOGY AND SOILS

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	■	❒	❒	❒
ii) Strong seismic ground shaking?	■	❒	❒	❒
iii) Seismic-related ground failure, including liquefaction?	■	❒	❒	❒
iv) Landslides?	■	❒	❒	❒
b) Result in substantial soil erosion or the loss of topsoil?	■	❒	❒	❒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	■	❒	❒	❒
d) Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	■	❒	❒	❒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	■	❒	❒	❒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) This threshold will be assessed within the full project EIR.

d) This threshold will be assessed within the full project EIR.

e) This threshold will be assessed within the full project EIR.

f) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

VIII. GREENHOUSE GAS EMISSIONS

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	■	❒	❒	❒
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	■	❒	❒	❒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■	❒	❒	❒
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❒	❒	❒	■
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	■	❒	❒	❒
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, result in a safety hazard or excessive noise for people residing or working in the project area?	■	❒	❒	❒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	■	❒	❒	❒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	❒	❒	❒	■

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) There are no schools within 0.25 mile of the project site. The schools closest to the roject site are Central Middle School and Arbor Bay School located approximately 0.75 mile to the southwest. Additional schools that serve the City of San Carlos are generally located within 1 to 2 miles of the Project site. In addition, as a hotel, the proposed project would not include the routine transport or disposing of hazardous materials. Project operation would involve the use of small amounts of hazardous materials for cleaning and maintenance purposes, such as cleansers, degreasers, pesticides, and fertilizers. These potentially hazardous materials would not be of a type or be present in sufficient quantities to pose a significant hazard to public health and safety or the environment. Therefore, there would be *no impact*.

d) This threshold will be assessed within the full project EIR.

e) This threshold will be assessed within the full project EIR.

f) This threshold will be assessed within the full project EIR.

g) The proposed project site is not located ted within a very high fire-hazard severity zone.[5] Therefore, construction of the proposed project would have *no impact* related to wildland fire.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

[5] https://osfm.fire.ca.gov/media/5987/san_carlos.pdf, accessed August 6, 2021.

X. HYDROLOGY AND WATER QUALITY

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	■	❒	❒	❒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	■	❒	❒	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) Result in substantial erosion or siltation on- or off-site; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) Impede or redirect flood flows?	■	❒	❒	❒
d) In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	■	❒	❒	❒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) This threshold will be assessed within the full project EIR.

d) This threshold will be assessed within the full project EIR.

e) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

XI. LAND USE AND PLANNING

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	■	❒	❒	❒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	■	❒	❒	❒

DISCUSSION

a.) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

XII. MINERAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	❒	❒	❒	■
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❒	❒	❒	■

DISCUSSION

a) The California Geological Survey (CGS), classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975 and assists in the designation of lands containing significant aggregate resources. CSG's Mineral Land Classification (MLC) Project provides objective economic-geologic expertise to assist in the protection and development of mineral resources through the land-use planning process. Since its inception in 1978, the MLC Project has completed 97 classification studies covering about 34% of the state.[6] The SMARA classification for the area encompassing the project site is Special Report 146: Part II: Classification of Aggregate Resource Areas – South San Francisco Bay Production – Consumption Region.[7]

No minerals are currently mined within the project site. The published Mineral Resource Zones and Resource Sectors map for the San Francisco and San Mateo Counties indicates that there are no mineral resources available within the project site or vicinity.[8] Because no mineral resources are available, there would be *no impact.*

[6] California Geologic Survey (CGS), 2021, Mineral Resources and Mineral Hazards Mapping Program, California Department of Conservation, available online at https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/, accessed June 28, 2021.

[7] California Geologic Survey (CGS), 1987, Mineral Land Classification: Aggregate Materials in the San Francisco – Monterey Bay Area, California Department of Conservation, available online at https://filerequest.conservation.ca.gov/?q=SR_146-2, accessed June 28, 2021.

[8] California Geologic Survey (CGS), 1983, Mineral Resource Zones and Resource Sectors – San Francisco and San Mateo Counties South San Francisco Bay Production – Consumption Region, available online at https://filerequest.conservation.ca.gov/?q=SR_146-2, accessed June 28, 2021.

b) The project site has not been classified or nominated as a locally important mineral resource recovery site, according to the CGS.[9] Therefore, *no impact* would result.

MITIGATION MEASURES

None required.

[9] California Geologic Survey (CGS), 1981, Generalized Aggregate Resource Classification Map – Orange County -Temescal Valley and Adjacent Production – Consumption Regions 1981, available online at https://filerequest.conservation.ca.gov/RequestFile/59198, accessed August 10, 2020.

XIII. NOISE

Would the proposed project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	■	❒	❒	❒
b) Generation of excessive groundborne vibration or groundborne noise levels?	■	❒	❒	❒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures shall be included in the project EIR.

XIV. POPULATION AND HOUSING

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unplanned population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❒	❒	❒	■
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■

DISCUSSION

a), b) The proposed hotel project is consistent with the "General Commercial/Industrial" General Plan land use designation and the "Landmark Commercial" zoning designation; therefore, the use was anticipated for the site, and was reflected in the buildout projections evaluated in the General Plan EIR. The proposed project does not require the extension of new infrastructure including roadways, or wastewater or water mains. Furthermore, the proposed project would be constructed on a previously developed commercial site and therefore would not displace people or housing. *No impact* would occur.

MITIGATION MEASURES

No mitigation required.

XV. PUBLIC SERVICES

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
i) Fire protection?	❒	❒	■	❒
ii) Police protection?	❒	❒	■	❒
iii) Schools?	❒	❒	❒	■
iv) Parks?	❒	❒	❒	■
v) Other public facilities?	❒	❒	❒	■

EXISTING CONDITIONS

Public service providers in San Carlos that would serve the proposed project include the following:

- Redwood City-San Carlos Fire Departments (RC-SCFD), a joint powers and governmental agency, provides fire and emergency response services to the cities of San Carlos and Redwood City.
- The San Carlos Police Bureau, a division of the San Mateo County Sheriff's Office, provides police protection services in the city.
- The project site is within the boundaries of the San Carlos School District and the Sequoia Union High School District. Specifically, the project site is in the Brittan Acres Elementary School attendance area, approximately 0.8 mile away, and the Sequoia High attendance area 1.5 miles away.
- The San Mateo County library district governs and administers 12 community libraries. The closest library to the project site is located at 610 Elm Street in San Carlos approximately 0.8 mile away.

DISCUSSION

a.) *Would the project result in substantial adverse physical impacts associated with the provision of 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, police protection, schools, parks, and other public facilities?*

i,ii) Police and Fire Protection Services

The proposed project would have a significant environmental impact if it would exceed the ability of fire and emergency medical responders, and law enforcement to adequately serve the project site, thereby requiring construction of new facilities or modification of existing facilities, the construction of which could cause significant environmental impacts.

At capacity, the proposed project could result in approximately 235 temporary residents in San Carlos[10] for up to 188 guest rooms projected by the proposed project and 30 employees. Because the proposed project would result in new transient population on a site that is currently limited commercial uses, the proposed project would represent a more intense use of the site. Although the relationship is not directly proportional, more intense uses of land typically result in the increased potential for fire and emergency incidents. Thus, the proposed project would create an increased demand for fire and police protection services.

Fire service delivery in San Mateo County is borderless and therefore other fire departments service other cities as needed. San Carlos Fire Station 13, which is owned by the City of San Carlos and operated by the Redwood City Fire Department under a contractual agreement between the City of Redwood City and the City of San Carlos, is the closest fire station to the project site. While the proposed project could potentially increase the number and frequency of calls for service by the RC-SCFD from the addition of transient population on the project site, because the project site would be located approximately 1 mile from Fire Station 13, response times for many calls from the project site would be expected to fall within the RC-SCFD's response time goals. Furthermore, while the proposed project would increase the number of persons and level of activity on the project site, given the project site is surrounded by commercial and light industrial land uses, it is reasonable to expect that the proposed project would not result in a meaningful increase in the amount of crime in the project site. Accordingly, the effect that the proposed project would have on police response times is considered to be minimal. Furthermore, the increases in demand for services expected with the transient population would be offset through payment of development fees and annual taxes, a portion of which go toward ongoing provision of and improvements to public services. Therefore, considering the proposed project as a whole, proximity to Fire Station 13, and surrounded by commercial and industrial land uses, constructing new or expanded facilities as a result of the construction and occupation of the proposed project would not be necessary to maintain acceptable service ratios, response times, or other performance objectives for fire and police protection services. Accordingly, proposed project impacts related to fire and police protection services would be *less than significant* and no mitigation measures are required.

iii,iv,v) School and Library Service, Parks

The proposed project would increase the number of persons and level of activity of the project site; however, because the proposed project is a hotel, no permanent residents including with children would be assumed to increase with the addition of the proposed project. Accordingly, *no impact* would result.

[10] Estimate of guests: 1.25 guests per room x 188 rooms = **235 guests**

MITIGATION MEASURES

None required.

XVI. RECREATION

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) 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?	❒	❒	❒	■
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❒	❒	❒	■

DISCUSSION

a), b) Increased demand for existing neighborhood and regional parks or other recreational facilities is typically driven by increases in population. The proposed hotel project is not intended to serve as a permanent residence and would result in temporary residents (hotel guests) in the City of San Carlos; therefore, families with children that would attend the schools and routinely use recreational facilities are not anticipated to reside at the hotel. The project also includes on-site amenities for guests, including a landscaped courtyard with seating and a fountain. Accordingly, development of the proposed Project would not result in a significant environmental impact with regards to the City's recreational services; therefore, there would be *no impact*.

MITIGATION MEASURES

None required.

XVII. TRANSPORTATION

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	■	❒	❒	❒
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	■	❒	❒	❒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	■	❒	❒	❒
d) Result in inadequate emergency access?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) This threshold will be assessed within the full project EIR.

d) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

XVIII. TRIBAL CULTURAL RESOURCES

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	■	❒	❒	❒
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance to a California Native American tribe.	■	❒	❒	❒

DISCUSSION

CEQA Guidelines Section 15064.5(b)(1), defines a substantial adverse change in the significance of a historical resource (defined as historical resource, archaeological resource, or tribal cultural resource) involves the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical would be materially impaired."

a) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	■	❒	❒	❒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	■	❒	❒	❒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	❒	❒	❒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	■	❒	❒	❒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	■	❒	❒	❒

DISCUSSION

a) This threshold will be assessed within the full project EIR.

b) This threshold will be assessed within the full project EIR.

c) This threshold will be assessed within the full project EIR.

d) This threshold will be assessed within the full project EIR.

e) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

Any necessary mitigation measures will be included in the project EIR.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	❒	❒	❒	■
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	❒	❒	❒	■
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	❒	❒	❒	■
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	❒	❒	❒	■

DISCUSSION

a), b), c), d) The proposed project site is not located in or near a state responsibility area, nor is it located within a very high fire-hazard severity zone.[11] Therefore, construction of the proposed project would have *no impact* related to wildland fire.

MITIGATION MEASURES

None required.

[11] https://osfm.fire.ca.gov/media/5987/san_carlos.pdf, accessed August 6, 2021.

4.2 REPORT PREPARERS

This Initial Study was prepared by the following consultants and individuals:

LEAD AGENCY

City of San Carlos

Lisa Costa Sanders, Principal Planner

REPORT PREPARERS

LEAD CONSULTANT

PlaceWorks

Steve Noack, Principal, Principal-in-Charge
Sean Anayah, Associate, Project Manager
Allison Dagg, Associate

Appendix A2:
Scoping Comments

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
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Luiseño

VICE CHAIRPERSON
Reginald Pagaling
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PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
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COMMISSIONER
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Ohlone-Costanoan

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January 6, 2022

Lisa Costa Sanders
City of San Carlos
600 Elm Street
San Carlos, CA 94062

Re: 2022010033, 501 Industrial Road Hotel EIR Project, San Mateo County

Dear Ms. Sanders:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).

2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.

3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).

4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:

- **a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
- **b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:

- **a.** If part or all of the APE has been previously surveyed for cultural resources.
- **b.** If any known cultural resources have already been recorded on or adjacent to the APE.
- **c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
- **d.** If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- **a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
- **b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse

California Department of Transportation

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
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January 31, 2022

SCH #: 2022010033
GTS #: 04-SM-2022-00412
GTS ID: 25242
Co/Rt/Pm: SM/101/8.32

Lisa Costa Sanders, Principal Planner
City of San Carlos
600 Elm Street
San Carlos, CA 94070

Re: 501 Industrial Road Hotel EIR Project Notice of Preparation (NOP)

Dear Lisa Costa Sanders:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 501 Industrial Road Hotel EIR Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the January 2022 NOP.

Project Understanding

The proposed project would involve the demolishing of the existing commercial buildings and redeveloping the site with a new six-story hotel with up to 188 rooms, meeting spaces, landscaping, and a courtyard. The proposed project would include 152 ground level parking spaces, in addition to 20 short-term bicycle parking spaces and 10 long-term bicycle parking spaces. The project is located along Industrial Road, abutting the United States Route (US)-101/Holly Street interchange in San Carlos.

Hydraulics

1. Section 3.2.3.2 Vegetation and Land Cover, Page 3-5:
   - According to the NOP, the hotel site drains to a 24-inch drainage system running north-south beneath Industrial Road and is likely maintained by the City of San Carlos. Since the work as proposed does not appear to alter flow patterns toward State drainage facilities (US-101) and State Right-of-Way (ROW), Caltrans currently does not have specific drainage-related requirements. However, please provide any proposed changes that would alter storm drainage patterns toward State ROW as the DEIR is prepared. At this time, it appears the proposed

changes, including installation of "Stormwater Treatment Planters with Rushes and Sedges" as shown on Figure 3-6, Landscape Plan, will likely only serve to improve the water quality and energy of flows to downstream drainage facilities.

2. Environmental Analysis, Hydrology and Water Quality, page 4-13:
   - All the points listed are of concern for projects of this type where significant impervious surface areas are proposed. Caltrans looks forward toward this analysis related to these points.

3. Discussion of Flood Control with Concurrence:
   - The project site is close to San Francisco Bay and in a low-lying area with shallow depths to groundwater. Please note that a discussion of flood control and concurrence by the City of San Carlos and the San Mateo Flood Control District are of particular importance.

4. C.3. Requirements of Municipal Regional Stormwater Permit (MRP):
   - Please include a detailed analysis of how the C.3. requirements of the MRP will be met for this proposed project. Information on the existing impervious surface and groundwater depths (already included) along with hydrology and flow data will need to be discussed further. Please include an explanation of how post-project surface flows will be reduced or match pre-project surface flows with data and demonstrate that the proposed project meets the C.3. MRP requirements.

5. Stormwater Drainage Plans and Details:
   - Please include plans and details showing how stormwater runoff from the proposed development will connect to the existing 24-inch drainage system running north-south beneath Industrial Road. We request the inclusion of flow quantities, downstream drainage system capacities, and graphic representations of hydraulic grade line elevations demonstrating adequate flow containment.

Travel Demand Analysis
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide.

If the project meets the screening criteria established in the City's adopted Vehicle Miles Traveled (VMT) policy to be presumed to have a less-than-significant VMT impact and exempt from detailed VMT analysis, please provide justification to support the exempt status in align with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the Draft Environmental Impact Report (DEIR), which should include the following:

- VMT analysis pursuant to the City's guidelines. Projects that result in automobile VMT per capita above the threshold of significance for existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

- A schematic illustration of walking, biking and auto conditions at the project site and study area roadways.

- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Mitigation Strategies
Caltrans recognizes the preliminary Transportation Demand Management (TDM) measure recommendations and looks forward to updates/modifications to the TDM measures, if any, in the DEIR.

Transportation Impact Fees
Please identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multi-modal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT.

Utilities
Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency
As the Lead Agency, the City of San Carlos is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit
Please be advised that any permanent work or temporary traffic control that encroaches onto the State ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the State ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To download the permit application and to obtain more information on all required documentation, visit https://dot.ca.gov/programs/traffic-operations/ep/applications.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

From: Roman, Isabella@DTSC <Isabella.Roman@dtsc.ca.gov>
Sent: Thursday, February 3, 2022 4:25 PM
To: Lisa Costa Sanders <LCostaSanders@cityofsancarlos.org>
Cc: Pettijohn, Julie@DTSC <Julie.Pettijohn@dtsc.ca.gov>; Naugle, Alec@Waterboards <Alec.Naugle@waterboards.ca.gov>; Goloubow, Ron@Waterboards <Ron.Goloubow@Waterboards.ca.gov>
Subject: 501 Industrial Road Hotel EIR Project Comment

[**NOTICE:** This message originated outside of City of San Carlos -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Hello,

I represent the Department of Toxic Substances Control reviewing the Notice of Preparation (NOP) for the 501 Industrial Road Hotel EIR Project.

The Initial Study (IS) contained within the NOP discusses the site history. A gas station was present onsite from 1968-1982. The site was identified as a leaking underground storage tank site in 1984. The site was remediated, and the site was closed in 1992 by the San Francisco Regional Water Quality Control Board (Water Board). Known impacts at the time consisted of soil and groundwater contamination ("Historically, contaminated media included soil and groundwater"). Soil vapor sampling was conducted in 2021, and discovered contamination with chemicals of concern commonly associated with gasoline impacts, present onsite. The soil vapor report recommended a passive vapor-intrusion system be installed.

The NOP and IS do not mention plans to enter into an oversight agreement with a regulatory oversight agency for the vapor intrusion system to ensure that it is designed, installed and verified to be operating correctly. This is needed to ensure protectiveness to future occupants of the hotel building.

DTSC, as a reviewing agency, reached out to the Water Board prior to preparing this response. Based on this contact, DTSC respectfully requests that the City of San Carlos set up a call with Alec Naugle (Chief of the Toxics Division) from the Water Board (copied on this email) and DTSC to discuss the proposed project and mitigation system planned prior to completion of the EIR for the proposed project. I can be the contact at DTSC for coordination of this meeting.

Thank you for your consideration. I look forward to your reply.

Sincerely,

Isabella Roman (she/her/hers)
Environmental Scientist
Site Mitigation and Restoration Program
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Department of Toxic Substances Control
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California Environmental Protection Agency