

# Summary Form for Electronic Document Submittal

**Form F**

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2024070063

Project Title: San Carlos Northeast Area Specific Plan

Lead Agency: City of San Carlos

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Project Location: San Carlos, San Mateo  
*City* *County*

Project Description (Proposed actions, location, and/or consequences).

The NEASP will manage and direct changes in the development patterns within the Plan area and guide present and future land uses, zoning changes, economic development, urban design, infrastructure, transportation circulation management and mobility, service provisions, and community benefits. The NEASP would be built out over an approximate 20-year period and would allow for a net increase of 1,890 residential units (no residential units exist within the Plan area currently), as well as an increase in the net square footage of existing land uses within the Plan area. Maximum building heights within the NEASP area would range from a minimum of 75 to 100 feet to and a maximum of 155 feet, depending on the land use designation. Additional height increases for specific land uses would be permitted by the City should bonus conditions determined by the City be met. A new street segment from Quarry Road to Bragato Road would be implemented as part of the NEASP. Additionally, the NEASP would include improvements to the existing transportation network, such as a pedestrian/bicycle connections. A General Plan Amendment and rezoning are proposed to allow for the addition of residential land uses to the Plan area.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The Plan would result in potentially significant impacts related to air quality, biological resources, cultural resources, greenhouse gas emissions (GHG), hazards and hazardous materials, and noise and vibration. Consistent with the City's General Plan, the project would incorporate policies that would reduce these impacts. Additionally, the Plan includes specific requirements that would further reduce these impacts. The General Plan Policies and Plan-specific requirements that would reduce the project's impacts are summarized in the attached table. Consistent with the City's General Plan EIR, the Plan would result in significant and unavoidable impacts related to air quality and GHG.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

A Notice of Preparation (NOP) was circulated to local, state, and federal agencies on July 1, 2024. The 36-day comment period concluded on August 6, 2024. Environmental concerns from local residents, property owners, organizations, and/or agencies about the project related to:

- Air quality
- Climate change and sea level rise
- Land use compatibility
- Hazards and hazardous materials
- Transportation and circulation
- Water Quality

Provide a list of the responsible or trustee agencies for the project.

Not applicable.

**Table 1.1-1: Summary of Significant Impacts and Mitigation Measures**

Significant Impact	Significance without Mitigation	General Plan Mitigation Measures and/or Policies and Specific Plan Project Requirements	Significance with Mitigation
<b>Aesthetics</b>			
No Significant Impacts			
<b>Agriculture and Forestry Resources</b>			
No Significant Impacts			
<b>Air Quality</b>			
<p><b>Impact AIR-1:</b> Buildout of the Plan would increase daily trips by 203 percent, and increase the service population by 193 percent. Since the rate of increase in population would be exceeded by the rate of increase in daily trips, the Plan would have a significant program-level criteria air pollutant emissions impact.</p>	S	<p><b><u>General Plan Policies to Reduce Criteria Air Pollutant Emissions</u></b></p> <p>The following General Plan goals and policies would serve to minimize potential adverse impacts related to these long-term, regional criteria air pollutant emissions:</p> <ul style="list-style-type: none"> <li>• Policy CSH-2.3: Access to public transportation facilities should be convenient and designed to encourage use of public transit.</li> <li>• Policy CSH-3.3: Support the incorporation of Transportation Demand Measures in new development to reduce traffic impacts.</li> <li>• Policy CSH-6.2: Support transit-oriented development with mixed, dense land use that reduces the need to travel and that is linked to good transit. The City shall work with local, regional and State representatives to encourage the support and funding of transit oriented development projects</li> <li>• Policy EM-11.4: Provide an integrated network of bicycle and pedestrian thoroughfares that connects jobs and housing to other city destinations, as recommended in the San Carlos Bicycle and Pedestrian Master Plan.</li> <li>• Policy EM-11.6: Encourage employers to incentivize employee use of mass transit and alternative modes of transportation.</li> <li>• Policy EM-11.9: Coordinate with major employers, neighboring municipalities, transit agencies and providers to enhance regional transit and shuttle service.</li> </ul>	SU

Significant Impact	Significance without Mitigation	General Plan Mitigation Measures and/or Policies and Specific Plan Project Requirements	Significance with Mitigation
		<ul style="list-style-type: none"> <li>Policy EM-11.10: Evaluate and encourage new forms of mass transit.</li> <li>Policy EM-11.11: Amend the Zoning Ordinance to create a Transportation Demand Management (TDM) Ordinance that contains strategies to reduce vehicle trips.</li> <li>Policy EM-11.12: Include in the Transportation Demand Management Ordinance a requirement that new office development over a certain size include showers and safe and secure bike racks to encourage employees to bicycle to work.</li> </ul>	
<p><b>Impact AIR-2:</b> Future construction under the Plan, if uncontrolled, could result in temporary dust and diesel exhaust impact to nearby receptors or exceed acceptable levels for projects. In addition, NOx emissions during grading and soil import/export for large projects may exceed the Bay Area Air District NOx emission thresholds for projects.</p>	S	<p><b>General Plan Mitigation Measures</b></p> <p><b>Mitigation Measure AQ-2.1:</b> Prior to discretionary approval by the City for development projects subject to CEQA (California Environmental Quality Act) review (i.e., discretionary, nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with current BAAQMD methodology for assessing air quality impacts identified in BAAQMD’s CEQA Air Quality Guidelines. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require feasible mitigation measures to reduce air quality emissions. Measures shall require implementation of current BAAQMD Best Management Practices for construction-related fugitive dust emissions.</p>	LTS
<p><b>Impact AIR-3:</b> Buildout of the Plan would result in annual and average daily emissions of ROG and NOx associated with operation of the Plan Area would exceed the Bay Area Air District project-level significance thresholds.</p>	S	<p><b>General Plan Mitigation Measures</b></p> <p><b>Mitigation Measure AQ-2.2:</b> Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project operational air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Air District methodology in assessing air quality impacts identified in the Air</p>	SU

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		<p>District’s current <i>CEQA Air Quality Guidelines</i> at the time that the project is considered.</p> <p>If operation-related air pollutants are determined to have the potential to exceed the District-adopted thresholds of significance, the City shall require the project applicant(s) to incorporate mitigation measures to reduce air pollutant emissions to comply with applicable significance threshold standards during operational activities. The identified measures shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>○ Implementing commute trip reduction programs.</li> <li>○ Unbundling residential parking costs from property costs.</li> <li>○ Expanding bikeway networks.</li> <li>○ Expanding transit network coverage or hours.</li> <li>○ Using cleaner-fueled vehicles.</li> <li>○ Exceeding the current Title 24 Building Envelope Energy Efficiency Standards.</li> <li>○ Establishing on-site renewable energy generation systems.</li> <li>○ Requiring all-electric buildings.</li> <li>○ Replacing gas-powered landscaping equipment with zero-emission alternatives.</li> <li>○ Implementing organics diversion programs.</li> <li>○ Expanding urban tree planting.</li> </ul>	
<p><b>Impact AIR-4:</b> Implementation of the Plan could result in uses that would result in significant exposures of TACs and PM<sub>2.5</sub>.</p>	S	<p><b><u>Health Risk Project Requirements</u></b></p> <ul style="list-style-type: none"> <li>● <b>Health Risk Assessments.</b> Applicants proposing development of projects within 1,000 feet of existing sensitive receptors or worker receptors as defined by the Bay Area Air District (e.g., residential, schools) shall prepare a site-specific construction and operational health risk assessment (HRA) prior to project approval. If the HRA demonstrates, to the satisfaction of the</li> </ul>	LTS

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		<p>City, that the health risk exposures for adjacent receptors will be less than Bay Area Air District project-level thresholds, then additional mitigation would be unnecessary. However, if the HRA demonstrates that health risks would exceed the Bay Area Air District project level thresholds, additional feasible on- and off-site mitigation shall be analyzed to further reduce risks to the greatest extent practicable.</p>	
<b>Biological Resources</b>			
<p><b>Impact BIO-1:</b> Future construction activities associated with build out under the Plan could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.</p>	S	<p><b><u>Special-Status Species Project Requirements</u></b></p> <ul style="list-style-type: none"> <li>• <b>Avoid Nesting-Season Construction if Feasible.</b> To the extent feasible, demolition and construction activities shall be scheduled to avoid the nesting season. The nesting season for most birds in San Mateo County extends from February 1 through August 31, inclusive. If construction activities are scheduled to take place outside the nesting season, all impacts to nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code would be avoided.</li> <li>• <b>Conduct Pre-activity Survey for Active Nests.</b> If it is not possible to schedule construction activities and/or tree removal between September 1 and January 31, preconstruction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests shall be disturbed during project implementation. These surveys shall be conducted no more than seven days prior to the initiation of demolition or construction activities, including tree removal and pruning. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests. Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first), the ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the City’s Planning Manager.</li> </ul>	LTS

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<p><b>Impact BIO-2:</b> Future demolition activities under the Plan could result in direct physical disturbance of any roosting bats that may be present, possibly resulting in injury or mortality, as well as the loss of roosting sites.</p>	S	<p><b>Provide a Buffer around Active Nests.</b> If an active nest (i.e., a nest with eggs or young) is found sufficiently close to work areas to be disturbed by these activities, the biologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code shall be disturbed during project implementation.</p> <p><b>Roosting Bat Project Requirements</b></p> <ul style="list-style-type: none"> <li> <p><b>Conduct Pre-Activity Surveys for Roosting Bats.</b> A pre-activity habitat assessment and survey for roosting bats shall be conducted prior to removal or renovation of buildings. The habitat assessment and survey shall be conducted by a qualified biologist. If the biologist determines that a building provides no suitable bat roost sites, no bat survey would be necessary, but if suitable roost sites exist, a visual survey shall be conducted during the daytime to determine whether bats are present. During this survey, the biologist shall look for bats and evidence of their presence (e.g., guano or urine staining). If the visual survey cannot adequately determine whether bats are present, a dusk survey shall be conducted during suitable weather conditions for bat activity to determine whether bats enter or exit the roost. If no active roosts are found, then no further action is warranted. If a roost is present, a qualified biologist shall determine the species and number of individuals present and implement further measures as described below. Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first), the biologist shall submit a report indicating the results of the survey and avoidance requirements to the City’s Planning Manager.</p> </li> <li> <p><b>Avoid Disturbance of Active Roosts.</b> If an occupied roost is found in a structure that would be disturbed or removed by proposed activities, the project may be redesigned to avoid the disturbance of the structure. If the roost is unoccupied at the</p> </li> </ul>	LTS

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		<p>time of the survey, the project proponent may have a qualified biologist install bat exclusion devices to prevent bats from taking up occupancy of the structure prior to the onset of the proposed activity. If avoidance is not feasible, the following measures shall be implemented.</p> <ul style="list-style-type: none"> <li>• <b>Avoid Disturbance of Maternity Roosts.</b> If an active maternity roost is present within the building to be demolished or disturbed and the project cannot be redesigned to avoid removal or disturbance of the occupied roost, disturbance shall not take place during the maternity season (as determined by the qualified biologist, but approximately April 1 to August 31), and an appropriate disturbance-free buffer zone (also determined by the qualified biologist) shall be observed during this period to avoid disturbing the roosting bats. Following the maternity season, bats can be excluded as described below.</li> <li>• <b>Exclude Bats Prior to Disturbance.</b> If disturbance of an active non-breeding roost cannot be avoided, the individuals shall be safely evicted outside the maternity season (as determined by the qualified biologist) between approximately September 1 and April 1. Exclusion methods may include the installation of one-way doors, use of ultrasonic deterrence devices, changing air flow and temperature regimes in the roost space, or other methods that would not trap bats or involve handling bats. One-way doors and/or deterrence devices should be left in place for a minimum of two weeks with a minimum of five fair-weather nights with no rainfall and temperatures no colder than 50°F.</li> </ul>	
<p><b>Impact BIO-3:</b> Future development under the Plan would introduce new sources of artificial lighting that could impact wildlife.</p>	S	<p><b>Artificial Lighting Project Requirements</b></p> <ul style="list-style-type: none"> <li>• The following measures will be implemented during any renovation or redevelopment under the Plan that involves new outdoor lighting or replacement of existing lighting with fixtures or luminaires that are not identical in intensity, wavelength, and directionality to those being replaced.</li> </ul>	LTS

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		<ul style="list-style-type: none"> <li>○ Through a combination of proper fixture selection, low mounting height, glare shielding, and orientation/aiming of light fixtures, the design team shall actively control undesirable spill of light toward sensitive habitat areas (i.e., Belmont Creek, other drainage channels and associated wetland and riparian habitat, or vegetated open space areas). All exterior lighting shall be fully shielded to block illumination from shining outward toward such sensitive habitat areas and to prevent the lit portions of these fixtures (i.e., the lamps) from being directed toward the sensitive habitat areas.</li> <li>○ Outdoor lighting fixtures shall incorporate lamps with a Correlated Color Temperature of 2700 Kelvin or less.</li> <li>○ Up-lighting shall be avoided, all fixtures shall have a backlight, uplight, and glare (BUG) up-light rating of U0, and the maximum vertical illuminance at any point in the plane of the property line will be 0.05 footcandle, unless the following conditions are met: <ul style="list-style-type: none"> <li>▪ All up-light is directed at building facades such that no light spills upwards past a structure (e.g., into the sky) or outwards into adjacent areas.</li> <li>▪ The fixture is programmed to switch off between 10:00 p.m. and sunrise.</li> </ul> </li> </ul>	
<p><b>Impact BIO-4:</b> Future development under the Plan could result in bird collisions, causing injury or death.</p>	S	<p><b><u>General Plan Policies that Reduce Impacts from Bird Collisions</u></b></p> <p>In accordance with General Plan Action EM-1.5, future developments would be required to minimize the potential risk of bird collisions through the use of the latest bird-safe design guidelines and best management practices.</p> <ul style="list-style-type: none"> <li>● <b>Action EM-1.5:</b> Require that new buildings and taller structures that extend above the existing surrounding urban fabric and height of the tree canopy be designed to minimize the potential risk of bird collisions using input</li> </ul>	LTS

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		<p>from the latest bird-safe design guidelines and best management practice strategies to reduce bird strikes.</p> <p>Bird safe-design measures and best management practices may include:</p> <ul style="list-style-type: none"> <li>○ Avoid the use of highly reflective glass as an exterior treatment, which appears to reproduce natural habitat and can be attractive to some birds,</li> <li>○ Limit reflectivity and prevent exterior glass from attracting birds in building plans by utilizing low-reflectivity glass and providing other non-attractive surface treatments,</li> <li>○ Use low-reflectivity glass or other glazing treatments for the entirety of the building’s glass surface, not just the lower levels,</li> <li>○ For commercial buildings, interior light “pollution” should be reduced during evening hours through the use of a lighting control system,</li> <li>○ Exterior lighting should be directed downward and screened to minimize illuminating the exterior of the building at night, except as needed for safety and security,</li> <li>○ Glass skyways or walkways, freestanding glass walls, and transparent building corners should not be allowed,</li> <li>○ Transparent glass should not be allowed at the rooflines of buildings, including in conjunction with green roofs, and</li> <li>○ All roof mechanical equipment should be covered by low-profile angled roofing so that obstacles to bird flight are minimized.</li> </ul>	

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		<p><b><u>Bird Collision Project Requirements</u></b></p> <ul style="list-style-type: none"> <li>• Renovation and redevelopment under the Plan shall implement the following bird-safe building design considerations for all buildings exceeding 40 feet above ground within 300 feet of Belmont Creek or any contiguous open space areas (including other drainages and future open space areas created by the Plan) two acres or larger that are dominated by vegetation or wetland/aquatic habitats: <ul style="list-style-type: none"> <li>○ The extent of glass on the façades of new buildings and additions shall be minimized to the extent feasible.</li> <li>○ No more than 10 percent of the surface area of the façades of buildings (considering all facades combines) shall have untreated glazing between the ground and 60 feet above ground. Bird-safe glazing treatments may include fritting, netting, permanent stencils, frosted glass, exterior screens, and/or physical grids placed on the exterior of glazing or ultraviolet patterns visible to birds. Bird-safe glazing shall have the following specifications: <ul style="list-style-type: none"> <li>▪ Vertical elements of the window patterns will be at least ¼-inch wide at a maximum spacing of 4 inches, or have horizontal elements at least 1/8-inch wide at a maximum spacing of 2 inches; OR</li> <li>▪ Bird-safe glazing shall have a Threat Factor less than or equal to 30.</li> </ul> </li> <li>○ No more than 10 percent of the surface area of any façades directly facing Belmont Creek or any open space areas two acres or larger that are dominated by vegetation or wetland/aquatic habitats, and/or façade areas within 12 vertical feet above and/or below landscaped terraces, shall have untreated glazing.</li> <li>○ All glazing panels at corners of façades that face Belmont Creek or any open space areas two acres or larger that are dominated by vegetation or wetland/aquatic habitats, between the ground and 60 feet above ground and/or within 12 vertical feet above</li> </ul> </li> </ul>	

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		<p>and/or below landscaped terraces (regardless of their height above ground), shall be 100 percent treated.</p> <ul style="list-style-type: none"> <li>○ To reduce reflections of clouds and vegetation in glass and help ensure that bird-safe treatments on the lower surfaces of glass are visible below any reflections, glazing shall have a visible reflectance of 15 percent or lower.</li> <li>○ Glass skyways or walkways, freestanding glass walls, and transparent building corners between the ground and 60 feet above ground and/or within 12 vertical feet above and/or below landscaped terraces (regardless of their height above ground) shall not be allowed, unless the glazing is 100 percent treated.</li> <li>○ Transparent glass should not be allowed at the rooflines of buildings, including in conjunction with green roofs, unless the glazing is 100 percent treated.</li> <li>○ A project may receive a waiver from one or more of the requirements above if a qualified biologist documents that glazing in a particular area will not increase bird collision risk or documents why alternative bird-safe design measures would be at least as effective as the above requirements. Any such waiver must be approved by the City.</li> </ul>	
<b>Cultural Resources</b>			
<p><b>Impact CUL-1:</b> Future development projects under the Plan could indirectly or directly impact known and unknown historic buildings and structures by removing historic buildings and structures, or altering the setting for historic properties.</p>	S	<p><b><u>General Plan Policies that Reduce Impacts to Historic Resources</u></b></p> <p>Future development projects would comply with the following General Plan policies and actions pertaining to historic resources.</p> <ul style="list-style-type: none"> <li>• Policy LU-12.1: Evaluate historical, cultural, and tribal cultural resources early in the development review process through consultation with interested parties.</li> <li>• Policy LU-12.2: Foster the preservation, restoration and compatible reuse of architecturally and/or historically significant structures and sites.</li> </ul>	LTS

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		<ul style="list-style-type: none"> <li>• Policy LU-12.3: Ensure that modifications to identified historic resources are consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties.</li> <li>• Policy LU-12.4: Encourage continued use and adaptive reuse of designated historic resources through application of the U.S. Secretary of the Interior's Standards and Guidelines for rehabilitation, reconstruction and restoration.</li> <li>• Policy LU-12.6: Promote the maintenance, restoration and rehabilitation of historical resources through but not limited to the use of Federal Rehabilitation Tax Credits, State incentives including the Mills Act and the California Cultural and Historical Endowment and the California State Historical Building Code.</li> <li>• Action LU-12.1: Ensure thorough compliance with the provisions of the California Environmental Quality Act (CEQA) relating to potential impacts to cultural and historical resources.</li> </ul>	
<p><b>Impact CUL-2:</b> Future development projects under the Plan could inadvertently discover unknown archaeological resources during construction.</p>	S	<p><b><u>General Plan Policies that Reduce Impacts to Archaeological Resources</u></b></p> <ul style="list-style-type: none"> <li>• Policy LU-1.10: Require that development within the Pulgas, Brittan and Cordilleras Creek watersheds shall preserve watershed integrity, including natural vegetation, soil and slope stability, water quality, scenic values and potential archaeological resources.</li> <li>• Policy LU-12.1: Evaluate historical, cultural, and tribal cultural resources early in the development review process through consultation with interested parties.</li> </ul>	LTS
<p><b>Impact CUL-3:</b> Future development projects under the Plan could inadvertently discover human remains during construction.</p>	S	<p><b><u>General Plan Policies that Reduce Impacts to Human Remains</u></b></p> <ul style="list-style-type: none"> <li>• Policy LU-12.5: Treat with respect and dignity any human remains discovered during implementation of public and private projects within the city and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.</li> </ul>	LTS

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<p><b>Impact GEO-1:</b> Future development under the Plan could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction.</p>	S	<p><b><u>General Plan Policies that Reduce Impacts from Liquefaction</u></b></p> <ul style="list-style-type: none"> <li>ESPS-1.1: The City Building Official shall verify geotechnical and soils reports for development in areas where potentially serious geologic risks exist. These reports shall address the degree of hazard, design parameters for the project based on the hazard and appropriate mitigation measures. Based on the findings of these reports, the City shall require that new structures are designed and built to withstand the effects of seismically-induced ground failure.</li> </ul>	LTS
<b>Greenhouse Gas Emissions</b>			
<p><b>Impact GHG-1:</b> Implementation of the Plan would exceed the GHG emissions threshold of no net increase from existing conditions and would therefore not make substantial progress toward the long-term GHG reduction goal under SB 32 or the carbon neutrality goal under AB 1279.</p>	S	<p><b><u>General Plan Mitigation Measures</u></b></p> <ul style="list-style-type: none"> <li><b>Mitigation Measure GHG-1:</b> The City of San Carlos shall prepare an update to its Climate Mitigation and Adaptation Plan (CMAP) to chart a trajectory to achieve the long-term GHG reduction goal set by AB 1279. The updated CMAP shall be completed within three years of certification of the General Plan EIR. The updated CMAP shall be updated every five years to ensure the City is monitoring the CMAP's progress toward achieving the City's GHG reduction target(s), and the City shall amend the CMAP if it is not achieving such targets. The CMAP update shall consider a trajectory consistent with the GHG emissions reduction goal established under AB 1279 for year 2045, and the latest applicable statewide legislative GHG emission reduction that may be in effect at the time of the CMAP update.</li> </ul> <p>The CMAP update shall include the following:</p> <ul style="list-style-type: none"> <li>GHG inventories of existing and forecast year GHG levels.</li> <li>Tools and strategies for reducing GHG emissions to ensure a trajectory with the long-term GHG reduction goal and carbon neutrality goal for year 2045 of AB 1279.</li> </ul>	SU

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		<ul style="list-style-type: none"> <li>○ Plan implementation guidance that includes, at minimum, the following components consistent with the CMAP update:               <ul style="list-style-type: none"> <li>▪ Administration and Staffing</li> <li>▪ Finance and Budgeting</li> <li>▪ Timelines for Measure Implementation</li> <li>▪ Community Outreach and Education</li> <li>▪ Monitoring, Reporting, and Adaptive Management</li> <li>▪ Tracking Tools</li> </ul> </li> </ul>	
<b>Hazards and Hazardous Materials</b>			
<p><b>Impact HAZ-1:</b> Future development within the Plan could encounter and disturb contaminated soil, soil vapor, and groundwater, and result in adverse effects on construction workers, existing residents and employees, and nearby sensitive receptors.</p>	S	<p><b><u>General Plan Policies that Reduce Impacts</u></b></p> <p>The following General Plan policies would reduce impacts associated with contaminated soil, soil vapor and/or groundwater from future development in the Plan:</p> <ul style="list-style-type: none"> <li>• ESPS-5.3: Mitigate hazard exposure to and from new development projects through the environmental review process, design criteria and standards enforcement.</li> <li>• ESPS-5.5: Where deemed necessary, based on the history of land use, require site assessment for hazardous and toxic soil contamination prior to approving development project applications.</li> <li>• ESPS-5.6: Require that new development proposals are reviewed for legally required remediation by authorities with jurisdictional authority over groundwater and surface water contamination including but not limited to San Mateo County Environmental Health, State Water Quality Control Board and the Army Corps of Engineers, where waters of the United States are involved, and collaborate with authorities to ensure all relevant remediation requirements are met.</li> </ul>	LTS
<b>Land Use and Planning</b>			

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No Significant Impacts			
<b>Mineral Resources</b>			
No Significant Impacts			
<b>Noise</b>			
<b>Impact NOI-1:</b> Future construction associated with development under the Plan could result in temporary construction noise impacts.	S	<p data-bbox="930 485 1388 511"><b><u>General Plan Polices that Reduce Impacts</u></b></p> <p data-bbox="930 524 1671 615">In accordance with General Plan Policy NOI-1.8, future development projects under the Plan would implement the following noise control strategies and construction BMPs.</p> <ul data-bbox="982 631 1709 1325" style="list-style-type: none"> <li data-bbox="982 631 1709 1047">• NOI-1.8: Construction activities shall comply with the City’s noise ordinance. Development projects that require an acoustical study shall incorporate reasonable noise and vibration reduction measures and best management practices to minimize excessive noise levels during all phases of construction activity. Reduction measures and best management practices may include, but are not limited to, noise control techniques for construction tools and equipment, construction site management techniques, temporary noise barriers, noise monitoring and reporting, and/or construction traffic management. Such measures shall include, but not be limited to, the following to reduce construction noise levels as low as practical:</li> <li data-bbox="1026 1063 1709 1252">• Limit construction activity to weekdays between 8:00 a.m. and 5:00 p.m. and weekends between 9:00 a.m. and 5:00 p.m., with no construction on the following holidays: New Year’s Day, Martin Luther King Jr. Day, President’s Day, Memorial Day, Juneteenth, 4th of July, Labor Day, Veteran’s Day, Thanksgiving Day and Christmas Day;</li> <li data-bbox="1026 1268 1709 1325">• Utilize "quiet" models of air compressors and other stationary noise sources where such technology exists;</li> </ul>	LTS

Significant Impact	Significance without Mitigation	General Plan Mitigation Measures and/or Policies and Specific Plan Project Requirements	Significance with Mitigation
		<ul style="list-style-type: none"> <li>• Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;</li> <li>• Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;</li> <li>• Locate staging areas and construction material areas as far away as possible from adjacent land uses;</li> <li>• Prohibit all unnecessary idling of internal combustion engines;</li> <li>• If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced;</li> <li>• If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected;</li> <li>• If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. Notify all adjacent land uses of the construction schedule in writing;</li> <li>• Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem are implemented.</li> </ul>	

Significant Impact	Significance without Mitigation	General Plan Mitigation Measures and/or Policies and Specific Plan Project Requirements	Significance with Mitigation
		<ul style="list-style-type: none"> <li>Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction.</li> </ul>	
<p><b>Impact NOI-2:</b> Future development under the Plan could result in interior noise levels in excess of 45 dBA.</p>	S	<p><b><u>General Plan Policies that Reduce Operational Noise Impacts</u></b></p> <ul style="list-style-type: none"> <li>NOI-1.6 and NOI-1.10: New developments within the Plan Area shall be required to comply with City noise standards set forth in the General Plan and SCMC. To ensure compliance with the operational noise level thresholds required in the General Plan and SCMC, a qualified acoustical consultant shall be retained to review mechanical equipment systems during final design of the proposed project consistent with standards City practice. The consultant shall review selected equipment and determine specific noise reduction measures necessary to reduce noise to comply with the City's noise level requirements. Noise reduction measures could include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers, such as enclosures and parapet walls, to block the line-of-sight between the noise source and the nearest receptors. Additionally, enclosures and interior wall treatments shall be considered to reduce noise exposure within the on-site units. Alternate measures may include locating equipment in less noise-sensitive areas, where feasible.</li> </ul>	LTS
<p><b>Impact NOI-2:</b> Future construction associated with development under the Plan could result in damage to existing buildings from temporary construction vibration.</p>	S	<p><b><u>Vibration Control Project Requirements:</u></b></p> <ul style="list-style-type: none"> <li>A construction vibration control plan shall be prepared by a qualified professional in accordance with industry-accepted methodology. The plan shall identify necessary construction vibration controls to reduce the potential of cosmetic damage to buildings and to minimize annoyance. Controls may include, but would not be limited to, the following measures: <ul style="list-style-type: none"> <li>A list of all heavy construction equipment to be used for the project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams,</li> </ul> </li> </ul>	LTS

Significant Impact	Significance without Mitigation	General Plan Mitigation Measures and/or Policies and Specific Plan Project Requirements	Significance with Mitigation
		<p>etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the thresholds.</p> <ul style="list-style-type: none"> <li>○ Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.</li> <li>○ Use smaller equipment along project boundaries to minimize vibration levels below the limits.</li> <li>○ Avoid using vibratory rollers and tampers near sensitive areas.</li> <li>○ Select demolition methods not involving impact tools.</li> <li>○ Modify/design or identify alternative construction methods to reduce vibration levels below the limits.</li> <li>○ Avoid dropping heavy objects or materials near sensitive uses.</li> <li>○ For projects requiring impact or vibratory pile driving, develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for when vibration levels approached the limits. Conduct a post-construction survey on structures where either monitoring has indicated high vibration levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.</li> </ul>	

Significant Impact	Significance without Mitigation	General Plan Mitigation Measures and/or Policies and Specific Plan Project Requirements	Significance with Mitigation
<p><b>Impact NOI-3:</b> Future residential uses under the Plan could potentially fall within the 55 dBA CNEL of the San Carlos Airport.</p>	S	<p><b><u>General Plan Policies that Reduce Project Impacts</u></b></p> <p>In accordance with General Plan Policies NOI-1.11 and NOI-1.13, future residential development within the 55 dBA CNEL would implement mitigation measures to reduce noise impacts from aircraft operations.</p> <ul style="list-style-type: none"> <li>• NOI-1.11: Ensure that proposed noise sensitive land uses include appropriate mitigation to reduce noise impacts from aircraft operations at San Carlos Airport. Work with the San Carlos Airport Pilots Association and San Mateo County to continue to refine and implement the Airport’s noise abatement procedures.</li> <li>• NOI-1.13: Require a noise analysis for new residential uses located within the 55 CNEL impact area of the San Carlos Airport. If recommended in the report, mitigation measures shall be required as conditions of project approval.</li> </ul>	LTS
<b>Population and Housing</b>			
No Significant Impacts			
<b>Public Services</b>			
No Significant Impacts			
<b>Recreation</b>			
No Significant Impacts			
<b>Transportation</b>			
No Significant Impacts			
<b>Tribal Cultural Resources</b>			
No Significant Impacts			
<b>Utilities and Service Systems</b>			

<b>Significant Impact</b>	<b>Significance without Mitigation</b>	<b>General Plan Mitigation Measures and/or Policies and Specific Plan Project Requirements</b>	<b>Significance with Mitigation</b>
No Significant Impacts			
<b>Wildfire</b>			
No Significant Impacts			