

City Hall

600 Elm Street
San Carlos, CA 94070-3085



Planning Division

TELEPHONE (650) 802-4263

FAX (650) 595-6763

<http://www.cityofsancarlos.org>

**NOTICE OF PREPARATION and
NOTICE OF PUBLIC SCOPING MEETING**

Date July 1, 2024

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

From: Lisa Porras
Planning Manager
City of San Carlos
600 Elm Street
San Carlos, CA 94070-3085
Email: lporras@cityofsancarlos.org

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the San Carlos Northeast Area Specific Plan (NEASP)

Lead Agency: City of San Carlos

Project Title: San Carlos Northeast Area Specific Plan (project)

Project Location: Northeast Plan Area of San Carlos (north of Holly Street, to the San Carlos city limits at Belmont Creek, and between U.S. Highway 101 and Old Country Road)

Call for Comments:

The City of San Carlos (City) is requesting written comments from responsible agencies and the public regarding the scope and content of the San Carlos Northeast Area Specific Plan (NEASP) Draft Environmental Impact Report (EIR). The program-level EIR will evaluate the environmental impacts associated with the likely type and amount of development projected under the 2045 horizon year. This EIR will not evaluate detailed, site-specific activities and future development projects under the NEASP. The City requests your written comments as to the scope of the EIR, including mitigation measures and/or project alternatives to reduce potential environmental impacts from the proposed project.

Preparing an Environmental Impact Report:

Notice is hereby given that the City will be the Lead Agency and will prepare an EIR for the project pursuant to the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations Section 15060(d) as identified above and described in the attached materials.

Comment Submittal:

Written comments on the NOP are due no later than the close of the 36-day NOP review period at 5:00 p.m. on August 6th, 2024. Please send your written comments to Lisa Porras, Planning Manager, at the address or email address shown below with "San Carlos Northeast Area Specific Plan EIR" as the subject. Public agencies providing comments are asked to include a contact person for the agency.

City of San Carlos Planning Division
Attention: Lisa Porras, Planning Manager
600 Elm Street, San Carlos California 94070-3085
AdvancePlanning@cityofsancarlos.org

Scoping Meeting:

Pursuant to CEQA Guidelines section 15082(c), notice is hereby given that the City will conduct a public Scoping Meeting on August 5, 2024 at 7:00 PM. This meeting will be conducted both in person at City Hall and virtually via Zoom.

In-Person Participation

The meeting will be held at the Planning and Transportation Commission regular meeting location in the City Hall Council Chambers, 600 Elm Street.

To address the Commission on any item on the posted agenda, fill out a Request to Speak Form located in the back of the Council Chambers and submit it to staff; or you may raise your hand when the Chair calls for public comments.

Masks are no longer required, but are still recommended by the California Department of Health. To maintain public health and safety, please do not attend in person if you are experiencing respiratory symptoms (e.g. cough, runny nose, and/or sore throat).

Remote Participation

This meeting may also be attended remotely via the following options:

- Zoom: <https://us02web.zoom.us/j/88635467439>; or call 1-669-900-9128 and enter the Meeting ID #: 886 3546 7439
- Meeting Webportal: www.cityofsancarlos.org/agenda
- Local TV: Comcast Channel 27 and AT&T Uverse Channel 99

If you are participating remotely and plan to make a public comment on any item on the posted agenda, please observe the meeting via Zoom (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 Zoom by phone, press *9 to "raise hand".

Notice of Preparation for an Environmental Impact Report for the City of San Carlos Northeast Area Specific Plan

Date of Distribution: July 1, 2024

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental impacts of a proposed project that an agency (in this case, the City of San Carlos) may implement or approve. The EIR process is intended to: (1) provide information sufficient to evaluate a project and its potential for significant impacts on the environment; (2) examine methods (e.g., project-specific mitigations, uniformly applied development regulations) for avoiding or reducing significant impacts; and (3) consider alternatives to the proposed project.

In accordance with CEQA, the Draft EIR will include the following:

- A summary of the project, its potential significant environmental impacts, and mitigations required to avoid or reduce those significant impacts;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and mitigations for the project;
- Alternatives to the proposed project; and
- Other environmental consequences of the project, including
 - (1) growth-inducing effects
 - (2) significant unavoidable impacts
 - (3) irreversible environmental changes
 - (4) cumulative impacts, and
 - (5) effects found not to be significant.

Project Location:

The Northeast Area Specific Plan (NEASP) area consists of approximately 145 acres, roughly bound by Belmont Creek, U.S Highway 101 (U.S. 101), the western property lines of the residential parcels along Northwood Drive, the northeastern property lines of the residential parcels along Fairfield Drive, and the southeast property line of the Palo Alto Medical Facilities (PAMF) and Old County Road. For the purposes of this analysis, Belmont Creek will be considered north, U.S. 101 will be considered east, the residential parcels along Northwood Drive and Fairfield Drive and the southeast property line of PAMF will be considered south, and Old County Road will be considered west. Please refer to Figures 1 through 3 for maps showing the project location and surrounding context.

Project Description

The purpose of the NEASP is to create a vision, policies, and standards to guide new development within the Plan area in a way that supports existing and new businesses, residents, and the overall community. 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 non-residential land uses within the Plan area, as summarized in Table 1 below.

Table 1 NEASP Development Projections

Land Use	Allowable Square Footage Net Increase
Non Residential Development	4,508,000
Residential Development	1,890,000 (1,890 Units)

Maximum building heights within the NEASP area would range from a minimum of 75 to 100 feet and a maximum of 90 to 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, as shown in Table 2 below. The Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (ALUCP) dictates the maximum height permitted within the NEASP to protect navigable airspace around the airport.

Table 2 Maximum Height Allowances

Land Use	Base Height Assumption	Bonus Height Permitted
Light Industrial Sub Area 1	100	155
Light Industrial Sub Area 2	75	155
Light Industrial Sub Area 3	75	75
Residential Mixed Use Sub Area 1	90	N/A
Residential Mixed Use Sub Area 2	75	N/A

The land use categories identified in Table 2 include Sub-Areas, which would be facets of zoning districts that include a base height allowance as well as a bonus maximum height allowance and floor area. These height and density standards will vary depending on location within the Plan area. The NEASP is proposing a step down of building heights for properties directly abutting the Greater East San Carlos Neighborhood.

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 connection to Belmont Creek from Quarry Road and the redesign of Industrial Road as a multi-modal district boulevard. The NEASP would increase the setback from Belmont Creek for properties adjacent to Belmont Creek.

A General Plan Amendment and rezoning are proposed to allow for the addition of residential land uses to the Plan area. Please see Figure 4 for a map of the proposed land uses within the NEASP.

Potential Environmental Impacts of the Project

The EIR will identify the significant environmental effects anticipated to result from development and operation of the project as proposed. The EIR will include the following specific environmental categories as related to the proposed project:

1. *Aesthetics*

The EIR will describe the existing visual setting of the NEASP area and the visual changes that are anticipated to occur as a result of the NEASP. Aesthetic impacts will be evaluated pursuant to California Public Resources Code Section 21099. Mitigation measures will be identified for significant impacts, as warranted.

2. *Agricultural and Forestry Resources*

The EIR will describe the NEASP's impact (if any) on existing farmland, forest land, and timberland. According to the San Mateo County Important Farmland 2018 Map, properties within the Plan area are designated as Urban and Built-Up Land and therefore the Plan area does not include land mapped as farmland.

3. *Air Quality*

The EIR will describe the regional air quality conditions in the San Francisco Bay Area and evaluate the air quality impacts from implementation of the NEASP in conformance with the criteria identified by the Bay Area Air Quality Management District (BAAQMD). Given the timing and nature of individual construction projects are unknown, construction air quality impacts and health risk impacts would be addressed qualitatively. Operational emissions of criteria air pollutants from buildout of the Plan would be computed using the CalEEMod model supplemented with the most recently available on-road mobile emission factors, and compared to relevant BAAQMD thresholds. Mitigation measures will be identified for significant impacts, as warranted.

4. *Biological Resources*

The NEASP area is mostly developed and consists of four habitat types/land uses: developed/landscaped (143.2 acres), riparian (1.2 acres), freshwater marsh (0.6 acre), and aquatic riverine (0.4 acre). There are also a variety of trees present throughout the Plan area, on private properties and within the public right-of-way. The EIR will evaluate the NEASP's impact on biological resources within and near the Plan area, including sensitive habitats and special-status species. The NEASP's consistency with local policies and ordinances protecting biological resources will also be discussed. Mitigation measures will be identified for significant impacts, as warranted.

5. *Cultural Resources*

There are numerous existing buildings within the Plan area, many of which are older than 50 years and may be historic resources. Additionally, the area is adjacent to Belmont Creek, and may be sensitive for archaeological resources. The EIR will include a discussion of potential impacts to cultural and archaeological resources that could result from implementation of the NEASP. Mitigation measures will be identified for significant impacts, as warranted.

6. *Energy*

The EIR will examine the potential for the NEASP to result in excessive or inefficient use of energy and discuss the energy conservation measures to be included in future development implementing the NEASP. Mitigation measures will be identified for significant impacts, as warranted.

7. *Geology and Soils*

The project site is in one of the most seismically active regions in the United States. The EIR will describe the general geologic and soil conditions within the NEASP area and discuss possible geological impacts associated with seismic activity and the existing soil conditions. The potential for future development construction activity to encounter paleontological resources (i.e. fossils) will also be assessed. Mitigation measures will be identified for significant impacts, as warranted.

8. *Greenhouse Gas Emissions*

The EIR will qualitatively discuss the NEASP's consistency and conformance with applicable plans, policies, and/or regulations adopted for the purpose of reducing greenhouse gas emissions. Mitigation measures will be identified for significant impacts, as warranted.

9. *Hazards and Hazardous Materials*

There are sites within the NEASP area with reported spill incidents impacting soil, soil vapor, and/or groundwater. The EIR will evaluate the potential for the NEASP to result in a hazard to the public or environment from the transport, use, disposal, or upset of hazardous materials. The Plan area is located within the San Carlos Airport Influence Area. The EIR will discuss the NEASP's conformance with applicable Airport Land Use Commission policies governing development near the San Carlos Airport, located to the southeast of the Plan area. Mitigation measures will be identified for significant impacts, as warranted.

10. *Hydrology and Water Quality*

The NEASP area is bounded by Belmont Creek to the north, and the area has experienced localized flooding. The EIR will describe the general hydrologic and drainage conditions of the NEASP area and any changes in site drainage and hydrological conditions resulting from implementation of the proposed NEASP. The EIR will also describe impacts on stormwater runoff quantity/quality and groundwater resources. Impacts related to inundation and the potential for subsidence will also be discussed. Mitigation measures will be identified for significant impacts, as warranted.

11. *Land Use*

The EIR will evaluate if the NEASP would physically divide an established community or cause a significant environmental impact due to a conflict with relevant land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect. Land use impacts that would

occur as a result of the proposed project will be analyzed, including the consistency of the project with the City's General Plan and zoning code and compatibility of the proposed and existing land uses in the project area. The effect of the project on the City's jobs/housing balance will also be analyzed. Mitigation measures will be identified for significant impacts, as warranted.

12. Noise and Vibration

The existing, predominate noise sources in the NEASP area include vehicular traffic along roadways (including US 101, Industrial Road, and Old Country Road), trains along Caltrain's tracks, and aircraft operations associated with the San Carlos Airport. The EIR will evaluate noise and vibration impacts from buildout of the NEASP with respect to existing standards. The EIR will also discuss the NEASP's consistency with the San Carlos Airport Land Use Compatibility Plan, particularly its potential to expose people residing or working in the NEASP area to excessive aircraft noise levels. Mitigation measures will be identified for significant impacts, as warranted.

13. Mineral Resources

The EIR will describe whether the NEASP would result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site.

14. Population and Housing

Currently, there are no residential uses within the NEASP area. For this reason, the NEASP would not displace existing housing or residents. The NEASP proposes 1,890 new housing units, which would house a population of approximately 3,700 residents. The EIR will discuss if the NEASP would induce substantial unplanned population growth in the area, beyond what is proposed as part of the NEASP, either directly or indirectly. Mitigation measures will be identified for significant impacts, as warranted.

15. Public Services

The EIR will describe the available public services (e.g., fire and police protection, schools, libraries, and parks) in the NEASP area and the potential for the NEASP to require the expansion or construction of additional facilities. The EIR discussion will focus on whether the expansion or construction of additional facilities would result in significant environmental impacts. Mitigation measures will be identified for significant impacts, as warranted.

16. Recreation

The EIR will describe the available recreational facilities in the NEASP area and the potential for the NEASP to substantially accelerate the deterioration of those facilities or require the expansion or construction of additional facilities, and whether the expansion or new construction of additional facilities would result in significant environmental impacts.

17. Transportation

The EIR will evaluate possible transportation impacts from implementation of the NEASP using the Vehicle Miles Traveled (VMT) metric. The EIR will discuss the NEASP's consistency with programs, plans, ordinances, and policies addressing the circulation system (including transit, roadway, bicycle, and pedestrian facilities). Mitigation measures will be identified for significant impacts, as warranted.

18. Tribal Cultural Resources

The EIR will identify whether tribal cultural resources have been identified in the area, including through consultation with a tribe(s) culturally affiliated with the area, per Assembly Bill 52. Mitigation measures will be identified for significant impacts, as warranted.

19. Utilities

The EIR will describe the existing sanitary sewer, storm drain, water, and solid waste services for the NEASP area. The EIR will discuss the adequacy of the existing utilities and service systems to accommodate the demand from the proposed NEASP and identify necessary improvements. Pursuant to SB 610, a Water Supply Assessment for the NEASP will be completed by the local water retailer serving the area and included in the EIR. Mitigation measures will be identified for significant impacts, as necessary.

20. Wildfire

The proposed project is located within an urbanized area of the City of San Carlos and is not within a State Responsibility Area or lands classified as very high fire hazard severity zones according to CalFire. The EIR will discuss whether the NEASP would impact or exacerbate wildfire risk and/or impair emergency response.

21. Alternatives

The EIR will examine alternatives to the NEASP including a "No Project" alternative and one or more alternative development scenarios depending on the impacts identified. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

22. Significant Unavoidable Impacts

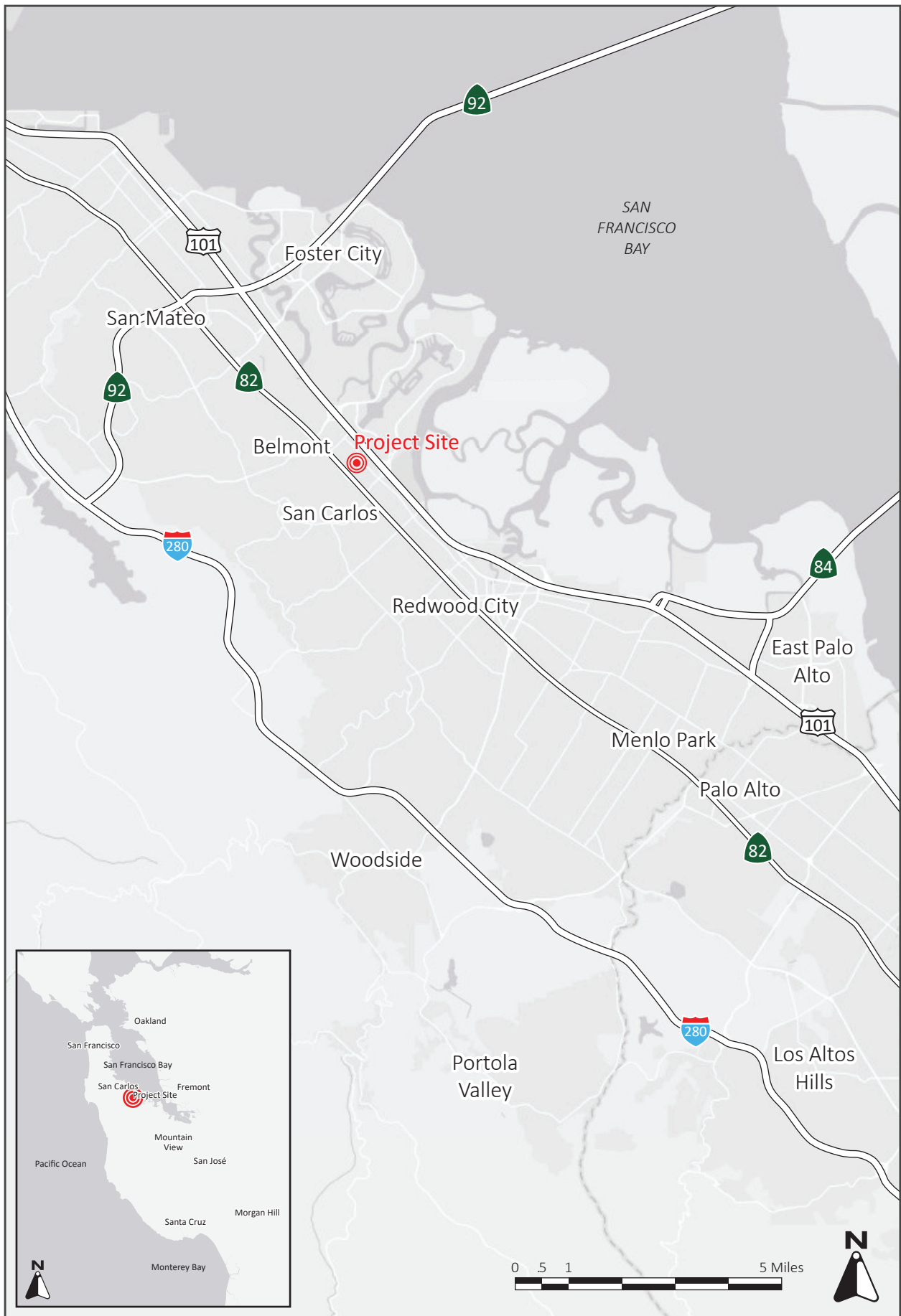
The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

23. Cumulative Impacts

The EIR will include an analysis of potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the development area.

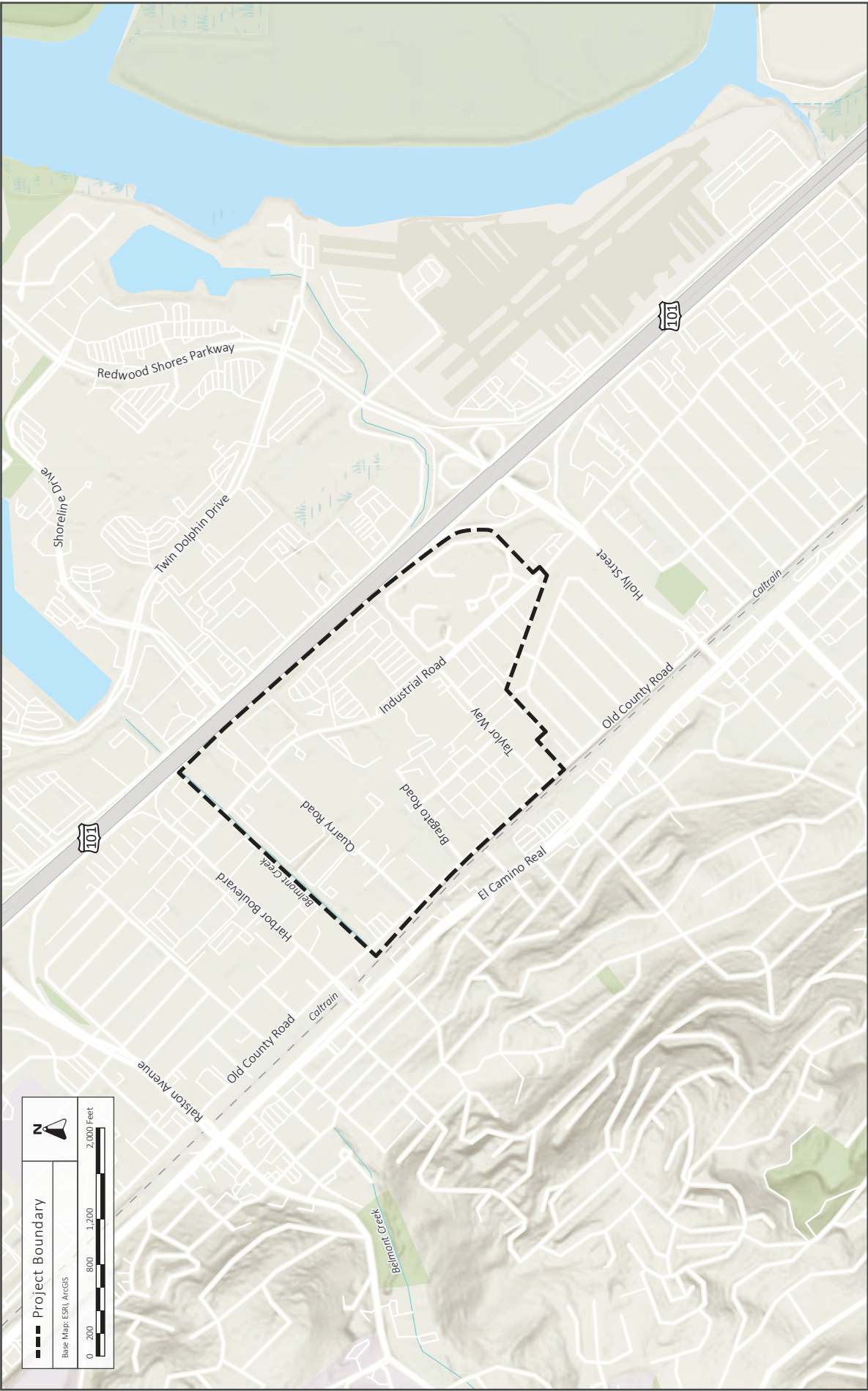
24. Other Required Sections

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) growth-inducing impacts, 2) significant irreversible environmental changes, 3) references and organizations/persons consulted, and 4) EIR authors.



REGIONAL MAP

FIGURE 1



 Project Boundary	 Base Map: ESRI ArcGIS
0 200 800 1,200 2,000 Feet	
	

VICINITY MAP

FIGURE 2



FIGURE 3

AERIAL PHOTOGRAPH OF THE PROJECT SITE

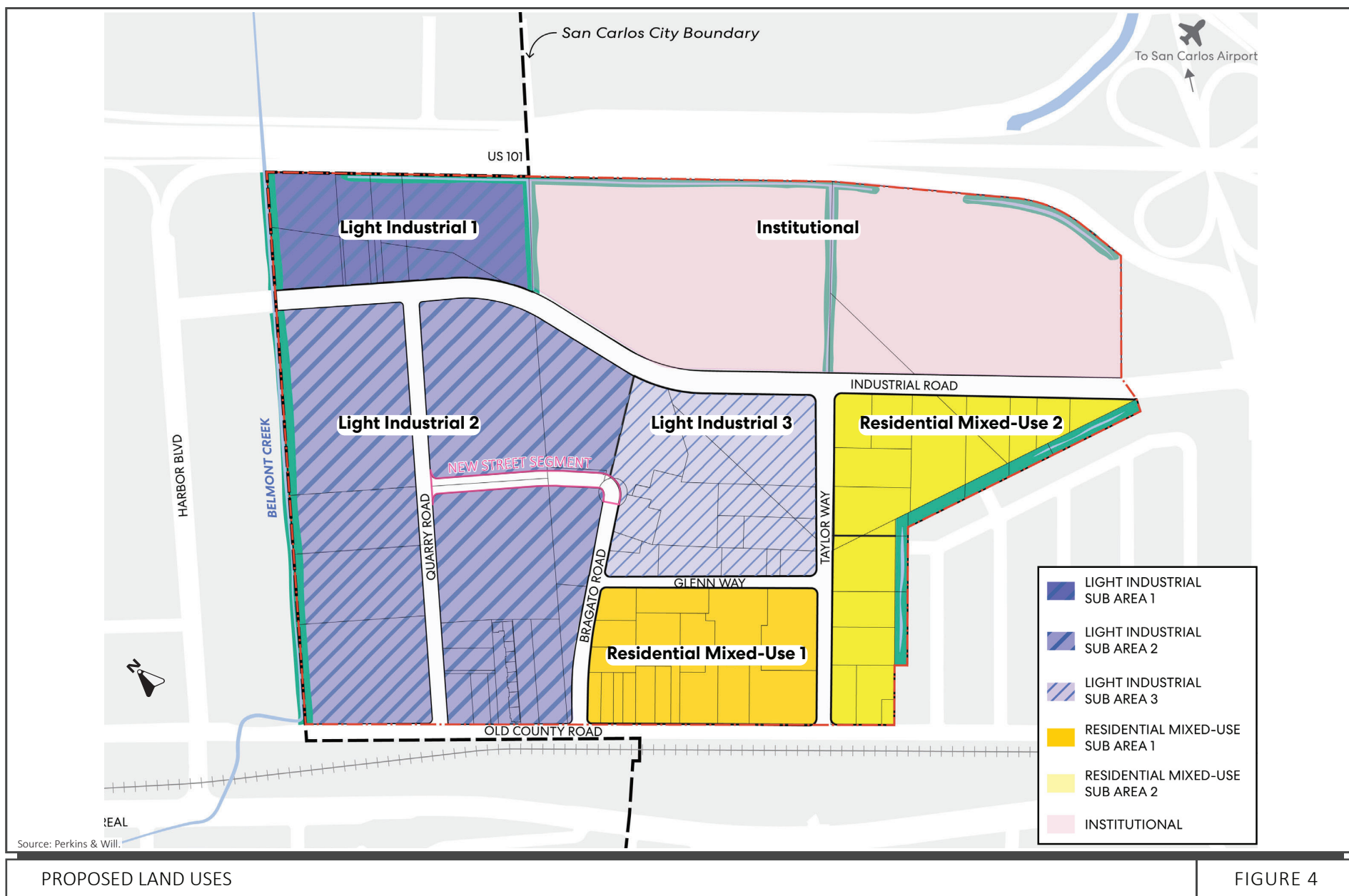


FIGURE 4

INDUSTRIAL 360 SPE, LLC
1 Ross Common, 858
Ross, CA 94957-0858
Tel: (415) 847-7045 • [SSWIRE@GMAIL.COM](mailto:sswire@gmail.com)

July 2, 2024

City of San Carlos
AdvancePlanning@CityofSanCarlos.org

Re: 2045 General Plan Reset EIR

To whom it may concern:

We are the owners of 360-380 Industrial Road in San Carlos.

As we have registered with the City in the past, we are extremely concerned about the effect of the proposed rezoning and how it will affect our property.

As we are a triangular shaped parcel and have a required setback from the adjacent residential neighborhood allowing for limited redevelopment potential, we will suffer a substantial reduction in value for our property. We would view this as a taking due to a severe diminishment in utility of our parcels.

We believe that more needs to be done by the city in its evaluation of this proposal.

- The city needs to do meaningful outreach to not only with the property owners, but also the commercial brokers, architects and developers to fully understand the ramifications of the plan;
- Once this is done, the city will understand that the proposed plan may be limiting the use of our properties, especially with respect to redeveloping them for multi-family residential uses as there is a severe need for quality housing not only in our region, but as a State as a whole;
- The city needs to consider oddly shaped parcels, proximity to the waterways and other topographic anomalies present in this planning area;
- If the city is commissioning an economic feasibility study, property owners and other stakeholders need to interact with the firm preparing the study;

We strongly urge you to exempt the 5 southern most parcels from becoming a residential mixed use zoning.

Please contact me with any questions I may answer for you.

Thank you for your consideration.

Yours sincerely

Stephen Swire

Stephen Swire
Manager, Industrial 360 SPE LLC
Representative, Causey Investments – Industrial Road, LLC

RE: NASP - Grandfathering Uses

Todd Trekell <Todd@hunterproperties.com>

Tue 7/2/2024 3:42 PM

To: Al Savay <ASavay@cityofsancarlos.org>

Cc: Sajuti Haque <SHAque@cityofsancarlos.org>; Lisa Porras <LPorras@cityofsancarlos.org>; Lisa Costa Sanders <LCostaSanders@cityofsancarlos.org>; Marc Asnis <Marc.Asnis@perkinswill.com>

External Sender - From: (Todd Trekell
<Todd@hunterproperties.com>)

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This message came from outside your organization.

Good Afternoon Al,

I received the Notice of Preparation and Notice of Public Scoping Meeting this morning for the San Carlos Northeast Area Specific Plan (NEASP).

I wanted to follow up on our email dialogue from March regarding the concept of expanding the grandfathering clause within your zoning code. By expanding the clause as proposed below, many of the legal non-conforming uses with the NEASP will have the ability to remodel, expand, etc. their buildings to meet the needs of their customers. It is my understanding that an owner of a legal non-conforming use would not have the ability to add square footage or an additional floor to their existing buildings based on how the grandfather clause is currently written.

Are you and your team currently evaluating the idea of implementing a text amendment to the zoning code that would expand the grandfathering clause as part of the NEASP?

Thank you,

Todd C. Trekell

Development Manager

10121 Miller Ave., Suite 200 | Cupertino, CA 95014

W: (408) 200-8904 | C: (408) 603-9403

todd@hunterproperties.com

HUNTER PROPERTIES

From: Todd Trekell

Sent: Wednesday, March 20, 2024 10:10 AM

To: Al Savay <ASavay@cityofsancarlos.org>

Cc: Sajuti Haque <SHAque@cityofsancarlos.org>; Lisa Porras <LPorras@cityofsancarlos.org>; Lisa Costa Sanders <LCostaSanders@cityofsancarlos.org>; Marc Asnis <Marc.Asnis@perkinswill.com>

Subject: RE: NASP - Grandfathering Uses

Good Morning Al,

Thank you for the prompt reply.

We are looking to protect property and small business owners who are or may become a legal, non-conforming use within the draft Northeast Area Specific Plan.

We believe that all existing and future legal, non-conforming uses within the proposed NASP should be allowed to expand their business operations in their occupancy, building floor areas and heights without the fear of being forced to sell, or to move because of an inability to expand. This should be allowed to be achieved using a Conditional Use Permit process.

When we stated that “in keeping with the Specific Plan development standards” we were referring to the proposed heights, FARs, etc. of the NASP which we believe are appropriate for the area. Grandfathering uses (such as self-storage) allows property owners such as ourselves and others to expand if they deem it necessary to meet the ever changing needs of their customers.

Bay Area Self Storage has been operating in San Carlos for more than 30 years. Our facility is starting to show its age. We would like to reinvest in the property to meet the growing demand of self-storage in San Carlos. We have determined that to meet the growing demand we need to increase our square footage from 60,000 to approximately 125,000 SF. We can achieve this within 35' height. If we were to do this, we could also explore the idea to incorporate the concept of removing our building that parallels Belmont Creek and provide a more substantial setback to help the City meet its goals of stormwater resiliency.

I look forward to working with you and your team on this matter.

Thank you,

Todd C. Trekell

Development Manager

10121 Miller Ave., Suite 200 | Cupertino, CA 95014

W: (408) 200-8904 | C: (408) 603-9403

todd@hunterproperties.com

HUNTER PROPERTIES

From: Al Savay <ASavay@cityofsancarlos.org>

Sent: Tuesday, March 19, 2024 1:30 PM

To: Todd Trekell <Todd@hunterproperties.com>

Cc: Sajuti Haque <SHaque@cityofsancarlos.org>; Lisa Porras <LPorras@cityofsancarlos.org>; Lisa Costa Sanders <LCostaSanders@cityofsancarlos.org>; Marc Asnis <Marc.Asnis@perkinswill.com>

Subject: RE: NASP - Grandfathering Uses

Hi Todd:

We will get back to you in the near future. We will need to know more about what you are aiming for with the language/what you want to achieve.

The intent of the plan is to have substantial expansions conform with the policies and standards of the Specific Plan so positive change in the district will occur over time. It seems to say that expansions “in keeping with the Plan” should be allowed which is good.

The grandfathering idea being explored is to allow some reasonable expansions that would not trigger certain requirements in the Plan.

Thanks, Al

Al Savay, AICP

Community & Economic Development Director

City of San Carlos, California

PH: (650) 802-4209

asavay@cityofsancarlos.org

600 Elm Street

San Carlos, CA 94070

From: Todd Trekell <Todd@hunterproperties.com>

Sent: Tuesday, March 19, 2024 10:57 AM

To: Al Savay <ASavay@cityofsancarlos.org>

Subject: NASP - Grandfathering Uses

[**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.]

Good Morning Al,

I hope this email finds you well. It is my understanding that you and your team are currently working on language that would reinforce the grandfathering concept for non-conforming uses within the NASP. We believe that the following language should be evaluated:

"Any existing lawful non-residential nonconforming use in the Specific Plan may be expanded in its occupancy, building floor area and height, in keeping with the Specific Plan development standards, including through demolition and new construction, subject to Planning Commission approval of a conditional use permit in accord with Municipal Code Chapter [18.30](#), Use Permits."

How does your schedule look to discuss further?

Thank you,

Todd C. Trekell

Development Manager

10121 Miller Ave., Suite 200 | Cupertino, CA 95014

W: (408) 200-8904 | C: (408) 603-9403

todd@hunterproperties.com

HUNTER PROPERTIES

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From: Gretchen Kelly <gkelly@smcgov.org>
Sent: Monday, July 8, 2024 2:47 PM
To: AdvancePlanning <AdvancePlanning@CityofSanCarlos.org>
Cc: Ann Stillman <astillman@smcgov.org>; Michael Byrne <mbyrne@smcgov.org>; Bharat Singh <bsingh@smcgov.org>
Subject: Comments on the San Carlos' Northeast Area Specific Plan - Notice of Preparation of a Draft Environmental Impact Report

External Sender - From: (Gretchen Kelly <gkelly@smcgov.org>)

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This message came from outside your organization.

Advance Planning Division,,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Northeast Area Specific Plan.

Upon review, we found that the proposed building heights may exceed the limits set by the Federal Aviation Administration (FAA) for the San Carlos Airport. The FAA provides an [online obstruction evaluation tool](#) to determine the maximum allowable building heights near airports, which we have used to estimate the building heights for the four corners of the proposed Northeast Area (see attached).

For an official determination from the FAA, it is recommended that a [7460-1 form](#) be filed for each proposed structure prior to final approval.

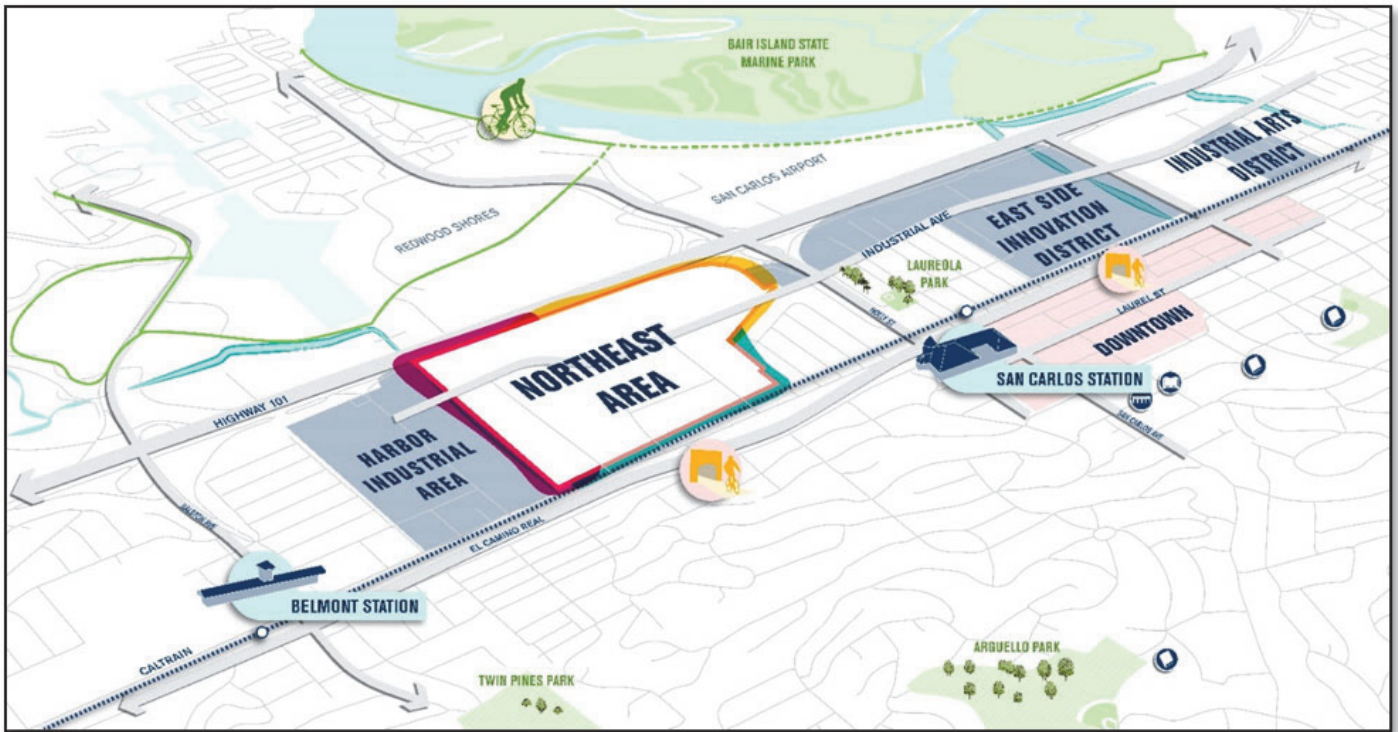
Thank you,

Gretchen Kelly (she/her)
Manager, County of San Mateo Airports
650.573.3700 | gkelly@smcgov.org

From: AdvancePlanning <AdvancePlanning@cityofsancarlos.org>
Sent: Monday, July 1, 2024 4:45 PM
Subject: San Carlos' Northeast Area Specific Plan - Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)

CAUTION: This email originated from outside of San Mateo County. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

The City of San Carlos is currently creating the Northeast Area Specific Plan, which will create a vision, policies, and standards to guide new development in the northeast area of San Carlos. The Northeast Area is defined as the area north of Holly Street, to the San Carlos city limits at Belmont Creek, and between Highway 101 and Old County Road.



Specific Plans are required to undergo an environmental assessment, as required by the State of California's Environmental Quality Act (CEQA). The City released the attached Notice of Preparation (NOP) on July 1, 2024, inviting all interested parties to attend a public hearing on the scope of the environmental review. This public hearing will be held at the Planning and Transportation Commission meeting on Monday, August 5, 2024 **at 7 p.m. at City Hall Council Chambers** at 600 Elm Street, San Carlos. This public hearing on August 5, also referred to as a "Scoping Meeting" under CEQA, will be an opportunity for the community to learn more about the Northeast Area Specific Plan, and to share verbal comments regarding the environmental review. Written comments on the NOP will be accepted until 5:00 pm on August 6, 2024. Consider framing your comments with: "I think the EIR should evaluate [insert topic] or "I would like for the EIR to include an evaluation of [insert topic]. The NOP is available as an attachment and on the project website at www.sancarlosnortheastplan.com. It includes specific instructions on how to join the meeting in-person or virtually, and on how to provide written comments. For questions or comments regarding this project, please contact: AdvancePlanning@CityofSanCarlos.org.

Please reach out if you have any questions.

Regards,
Advance Planning Division
 City of San Carlos
 600 Elm Street, San Carlos, CA 94070
 Email: advanceplanning@cityofsanarlos.org



NORTHEAST AREA SPECIFIC PLAN

The [Federal Aviation Administration's online notice criteria tool](#) provides the following approximate maximum building heights for each location, **assuming a site elevation of 0 feet**:

- 1** 46 feet **2** 77 feet **3** 107 feet **4** 91 feet



Re: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for San Carlos' Northeast Area Specific Plan

Carlos Hernandez <chernandez@deltastar.com>

Mon 7/8/2024 3:15 PM

To:Sajuti Haque <SHAque@cityofsancarlos.org>;Lisa Porras <LPorras@cityofsancarlos.org>;Al Savay <ASavay@cityofsancarlos.org>

Cc:Tyler Paetkau <tyler.paetkau@huschblackwell.com>;Jim Hartnett <hartnettjim@comcast.net>

📎 1 attachments (4 MB)

San Carlos NEASP NOP - 6.28.24.pdf;

External Sender - From: (Carlos Hernandez
<chernandez@deltastar.com>)

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Hello Sajuti,

Looking at this proposal, we are somehow concerned that our location is limited to maximum height allowances of base 75 ft and bonus of 75 ft.

This is concerning as it limits us for any type of future growth and/or adjustments. At this point we do not have clarity of what will be required 5-10 yrs from today. But this limits our location. The products we make are currently limited by the height of the cranes and roof. The industry is moving to larger units, which might require us to raise the roof to manufacture these units.

We are also looking at advanced manufacturing equipment which requires a taller building so we can use this technology since doing underground pits of 10-15 ft is not an alternative and could be much more expensive.

We believe that we need to be classified same as group Light Industrial Sub Area 1 which allows for base of 100 ft and bonus of 155 ft.

Please make the corrections to the proposed plan so our location is not limited to potential growth and expansion.

Thank you,

Carlos H.



Carlos Hernandez
General Manager

Tel: 650-508-2850 | Mobile: 901-860-8052
chernandez@deltastar.com | www.DeltaStar.com

Delta Star, Inc.
270 Industrial Rd.
San Carlos, California 94070



CAUTION: This email originated from this address: "SHAque@cityofsancarlos.org" which is outside of the organization. Do not follow guidance, click links, or open attachments unless you know the content is safe.

Hello Carlos,

As a key stakeholder in the development of a new Specific Plan for San Carlos' Northeast Area, we want to notify you that the environmental review process for the plan has begun. This environmental review is required by the State of California's Environmental Quality Act (CEQA).

The City released the Notice of Preparation (NOP) on July 1, 2024, inviting all interested parties to attend a public hearing on the scope of the environmental review. This public hearing will be held at the Planning and Transportation Commission meeting on Monday, August 5, 2024 **at 7 p.m. at City Hall Council Chambers** at 600 Elm Street, San Carlos. This public hearing on August 5, also referred to as a "Scoping Meeting" under CEQA, will be an opportunity for the community to learn more about the Northeast Area Specific Plan, and to share verbal comments regarding the environmental review.

Written comments on the NOP will be accepted until 5:00 pm on August 6, 2024. Consider framing your comments with: "I think the EIR should evaluate [insert topic]" or "I would like for the EIR to include an evaluation of [insert topic]."

The NOP is available as an attachment and on the project website at www.sancarlosnortheastplan.com. It includes specific instructions on how to join the meeting in-person or virtually, and on how to provide comments.

Sincerely,

Sajuti Haque, AICP | Sr. Management Analyst

Community Development Department | City of San Carlos
Email: shaque@cityofsancarlos.org | Phone: (650) 802-4191

***The Amah Mutsun Tribal Band of San Juan Bautista
&
A.M.T.B. Inc.***

Letter of Response

To whom it may concern:

It is our pride and privilege to be of service for any Native American Cultural Resource Monitoring, Consulting and/ or Sensitivity Training you may need or require. We take our Heritage and History seriously and are diligent about preserving as much of it as we can. Construction is a constant in the Bay Area and with that new discoveries are bound to happen. If you choose our services, we will gladly guide all personnel through proper procedures to safely protect and preserve: Culture, Heritage, and History.

It is highly recommended, if not previously done, to search through Sacred Lands Files (SLF) and California Historical Resource Information Systems (CHRIS) as well as reaching out to the Native American Heritage Commission (NAHC) In order to determine whether you are working in a Cultural and/ or Historic sensitivity.

If you have received any positive cultural or historic sensitivity within 1 mile of the project area here are A.M.T.B Inc's and Amah Mutsun Tribal Band of San Juan Bautista's recommendations:

- All Crews, Individuals and Personnel who will be moving any earth be Cultural Sensitivity Trained.
- A Qualified California Trained Archaeological Monitor is present during any earth movement.
- A Qualified Native American Monitor is present during any earth movement.

If further Consultation, Monitoring or Sensitivity Training is needed please feel free to contact A.M.T.B. Inc. or Myself Directly. A.M.T.B. Inc. 650 851 7747

Irenne Zwiierlein

Irenne Zwiierlein



3030 Soda Bay Road, Lakeport
CA 95453
amtbtnc21@gmail.com
(650)851-7447

***Amah Mutsun Tribal Band of San Juan Bautista
&
AMTB Inc.***

3030 Soda Bay Road Lakeport, CA 95453

Our rates for 2024 are

\$275.00 per hour.

4 hours minimum

Cancellations not 48 hours (about 2 days) prior will be charged as a 4-hour minimum. There is a round trip mileage charge if canceled after they have traveled to site.

Anything over 8 hours a day is charged as time and a half.

Weekends are charged at time and a half.

Holidays are charged at double the time.

For fiscal year (FY) 2024, standard per diem rate of \$412. (\$333. lodging, \$79 M&IE).

M&IE Breakdown FY 2023

M&IE Total¹	Continental Breakfast/ Breakfast²	Lunch²	Dinner²	Incidental Expenses	First & Last Day of Travel³
\$79.00	\$18.00	\$20.00	\$36.00	\$5.00	\$59.25

Beginning 2024, the standard mileage rates for the use of a car round trip (also vans, pickups or panel trucks) will be: \$.67 cents per mile driven for business use or what the current federal standard is at the time.

Our Payment terms are 5 days from date on invoice.

Our Monitors are Members of the Amah Mutsun Tribal Band of Mission San Juan Bautista.

If you have any questions, please feel free to contact the A.M.T.B. Inc. at the below contact information.

Sincerely,

Irenne Zwierlein

Irenne Zwierlein

3030 Soda Bay Rd, Lakeport
CA 95453
amtbinc21@gmail.com
(650)851-7747



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

11/29/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Allied Brokers 591 Lytton Avenue Palo Alto CA 94301	CONTACT NAME: PHONE (A/C, No, Ext): (650) 328-1000 FAX (A/C, No): (650) 324-1142 E-MAIL: BusinessVIP@alliedbrokers.com ADDRESS: INSURER(S) AFFORDING COVERAGE INSURER A: Scottsdale Insurance Company INSURER B: United States Liability Insurance Company INSURER C: INSURER D: INSURER E: INSURER F:
INSURED Amah Mutsun Tribal Band Consulting & Monitoring, LLC 330 Soda Bay Rd Lakeport CA 95453	NAIC # 41297 25895

COVERAGES**CERTIFICATE NUMBER:****REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC OTHER:			CPS7829150	07/09/2023	07/09/2024	EACH OCCURRENCE \$ 1,000,000
			DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000				
			MED EXP (Any one person) \$ 5,000				
			PERSONAL & ADV INJURY \$ 1,000,000				
						GENERAL AGGREGATE \$ 2,000,000	
						PRODUCTS - COMP/OP AGG \$ 1,000,000	
							\$
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ HIRED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident) \$
							BODILY INJURY (Per person) \$
							BODILY INJURY (Per accident) \$
							PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB EXCESS LIAB DED RETENTION \$						EACH OCCURRENCE \$
							AGGREGATE \$
							\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☐	N/A				PER STATUTE OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
B	Professional Liability			SP1573468C	06/21/2023	06/21/2024	Each Claim \$1,000,000 Aggregate \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Proof of Coverage

CERTIFICATE HOLDER**CANCELLATION**

FOR YOUR INFORMATION

SHOULD ANY OF THE ABOVE-DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Mimi Watson

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Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

July 17, 2024

Lisa Porras
Planning Manager
City of San Carlos
600 Elm Street
San Carlos, CA 94070

lporras@cityofsancarlos.org

RE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE SAN CARLOS NORTHEAST AREA SPECIFIC PLAN DATED JULY 2, 2024,
STATE CLEARINGHOUSE NUMBER [2024070063](#)

Dear Lisa Porras,

The Department of Toxic Substances Control (DTSC) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the San Carlos Northeast Specific Plan (NEASP). The purpose of the NEASP is to create a vision, policies, and standards to guide new development within the Plan area in a way that supports existing and new businesses, residents, and the overall community. 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. 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 connection to Belmont Creek from

Quarry Road and the redesign of Industrial Road as a multi-modal district boulevard. The NEASP would increase the setback from Belmont Creek for properties adjacent to Belmont Creek. A General Plan Amendment and rezoning are proposed to allow for the addition of residential land uses to the Plan area.

After reviewing the project, DTSC recommends and requests consideration of the following comments:

1. The proposed project encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has conducted oversight that may be impacted as a result of this project. This may restrict what construction activities are permissible in the proposed project areas in order to avoid any impacts to human health and the environment.
2. Due to the broad scope of the project, DTSC is unable to determine the locations of the proposed sites, whether they are listed as having documented contamination, land use restrictions, or whether there is the potential for the sites to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, DTSC recommends providing further information on the proposed project and areas that may fall under DTSC's oversight within future environmental documents. Once received, DTSC may provide additional comments on future environmental documents as further information becomes available. Please review the project area in [EnviroStor](#), DTSC's public-facing database.
3. DTSC recommends that all imported soil and fill material should be tested to assess any contaminants of concern meet screening levels as outlined in [DTSC's Preliminary Endangerment Assessment \(PEA\) Guidance Manual](#). Additionally, DTSC advises referencing the [DTSC Information Advisory Clean Imported Fill Material Fact Sheet](#) if importing fill is necessary. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material are

suitable for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting [DTSC's Human and Ecological Risk Office \(HERO\) webpage](#).

4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with [DTSC's PEA Guidance Manual](#)

DTSC believes the City of San Carlos must address these comments to determine if any significant impacts under the California Environmental Quality Act (CEQA) will occur and, if necessary, avoid significant impacts under CEQA. DTSC recommends the department connect with our unit if any hazardous waste projects managed or overseen by DTSC are discovered.

Please refer to the [City of San Carlos EnviroStor Map](#) for additional information about the areas of potential contamination. If further concerns or impacts surface in light of the any forthcoming environmental documents, DTSC reserves the right to provide applicable comments at that time

DTSC appreciates the opportunity to comment on the NOP of a DEIR for the San Carlos Northeast Area Specific Plan. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via [email](#) for additional guidance.

Lisa Porras
July 17, 2024
Page 4

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)
Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

Dave Kereazis
Associate Environmental Planner
HWMP-Permitting Division – CEQA Unit
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Scott Wiley
Associate Governmental Program Analyst
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

From: Jeremy Levine <jlevine@hlcsmc.org>

Date: July 25, 2024 at 12:13:54 PM PDT

To: AdvancePlanning <AdvancePlanning@cityofsancarlos.org>

Cc: Lisa Porras <LPorras@cityofsancarlos.org>

Subject: Public Comment on Northeast Area Specific Plan EIR Scoping

Good afternoon San Carlos City Council and Staff,

I am writing on behalf of the Housing Leadership Council of San Mateo County. HLC works with communities and their leaders to produce and preserve quality affordable homes.

To that end, we support the NE Area Specific Plan's efforts to add new residential uses to the area. However, the plan includes a massive discrepancy between the potential for new jobs and new homes. According to the EIR Notice of Preparation, the specific plan EIR scope anticipates approximately three times as many jobs as housing units in the specific plan.

By planning for more jobs than housing, the NE Area Specific Plan risks substantially contributing to San Carlos's housing shortage and causing further displacement of lower-income residents throughout the city. In order to adequately support the housing needs of all residents, present and future, HLC recommends the following changes:

- Increase the allowable heights of new development in the residential mixed use sub area to at the very least match the bonus heights in the industrial sub areas. Use the city's highest allowable density metric or eliminate density metrics entirely within the subareas (building size will still be regulated by height limits, Floor Area Ratios, maximum lot coverage requirements, and other zoning constraints.)
- Remove discrepancies between the residential mixed use sub areas in favor of the higher allowable heights and densities.
- Allow residential uses in the light industrial sub areas equivalent to those in the exclusively residential areas.
- Plan for a minimum ratio of housing to jobs of 1:1.5, ideally more. We prefer increasing the projected number of housing units rather than decreasing the number of jobs.

With the recent update of its housing element, San Carlos demonstrated its commitment to meeting the housing needs of all. The city can continue to demonstrate its commitment to housing affordability by revising the scope of its NE Area Specific Plan EIR to actually deliver housing adequate to meet job growth.

Thank you for your consideration,

Jeremy

--

Jeremy Levine (he • him)

Policy Manager

Housing Leadership Council of San Mateo County

(925) 451-4620

July 31, 2024

Attn: Advance Planning, City of San Carlos Planning Department

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for San Carlos' Northeast Area Specific Plan

Dear Advance Planning,

The Greater East San Carlos (GESC) Board would like to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for San Carlos' Northeast Area Specific Plan. We think the EIR should include an evaluation of the following topics:

1) Connecting the Neighborhoods

The EIR should evaluate proposed connections to and from the NE GESC Neighborhood. Should we maintain zero access to these neighborhoods other than Old County Road or should we consider direct access through Fairfield Drive or a new walking access point to Industrial Road. We would like an assessment on the pros and cons, including public safety (i.e. potential increase for robberies and mitigations).

2) Cleaning the Toxic Legacy in the Unnamed Creek

The EIR should evaluate the environmental impacts of toxics (i.e. high levels of PCBs) from Delta Star and other facilities east of Industrial Road in the unnamed drainage between the PG&E substation and Palo Alto Medical Foundation. This should include an in-depth investigation of any necessary top soil removal and also an analysis of ground water quality impact and recommended mitigations.

3) Flood Zones

The Northeast Area has significant flooding issues adjacent to Belmont Creek, an unnamed located between the PG&E substation and Palo Alto Medical Foundation, and the eastern portion of the property (previously the San Francisco Bay) that need to be comprehensively addressed. Proposed new construction of high density biolabs, residential uses, or underground parking structures in and adjacent to biologically sensitive areas could be impacted. The EIR should require perennial riparian and wetland setbacks to anticipate climate and sea level rise changes to riparian and flood plain areas.

4) Cleaning Up Former Land Uses With Toxic Legacy Impacting Surface and Groundwater

The City is well aware of the GESC Board's prior communications about the toxic legacy from past land uses in this area with a high-water table and flood zone issues. The EIR should consider mitigations of past land uses with toxic legacies requiring

comprehensive clean up to protect groundwater and impacts to the San Francisco Bay. We are not in support of capping toxic legacies without comprehensive remediation.

5) Evaluate Phased Infrastructure Needs

The EIR should comprehensively assess needed phased infrastructure improvements to facilitate the proposed development in the Northeast Pla, and consider mitigations.

6) Community Serving Use Anticipated

A community serving use is anticipated off of Old County Road north of Talyor Street. A survey of the GESC residents' desires and needs is warranted. The EIR should identify how it will benefit the GESC residential community, which will be accessible from improved sidewalks (continuing East Side Connect) on Old County Road.

7) Air Quality Concerns

Prior to the City Council adopting a policy opposed to Bio-Safety Labs 3 and 4 during the summer of 2023 a number of biotech safety labs were opposed to improving solar on their roofs and asked the Planning Commission to place smokestacks on their roofs to anticipate future Biosafety labs 3 and 4. We know the Biotech industry will wait for a change in the City Council to adopt a more favorable approach to Biosafety labs 3 and 4, which the GESC neighborhood adamantly opposes because they would be dangerous to public health safety and welfare and our homes would be the closest in proximity to these industries. The Bay Area Air Quality District does not regulate air quality from private biotech labs adequately, and until they do the City should not be facilitating poor future air quality associated with these developments. The EIR should evaluate the safety elements needed to facilitate these developments while still requiring these new developments to have solar and be energy independent per other requirements for them to be electrified, and not on natural gas.

8) Anticipating Traffic Impacts

The EIR should evaluate all traffic impacts from the proposed developments anticipated by the Northeast Plan. The Holly Street overpass improvements have already been delayed 5 years, and a number of developments are also anticipated in the Eastside Innovation Plan. We would like the EIR to evaluate the need for a potential northbound lane onto Highway 101 to anticipate the development in this NE area. We know of many examples of on traffic on ramps in closer proximity than Harbor and Holly in the Bay Area, and do not believe the distance should be an obstacle when anticipating the significant increase traffic from changes is use and density anticipated by the Specific Plan. It takes 7 years to plan for these types of improvements to be made and the time for planning is now with the City of Belmont and Caltrans.

9) Safe Crossings of Holly at Old County Road, and El Camino Real

The EIR should evaluate increased pedestrian, bicycle, and ADA traffic over Holly Street at Old County Road and El Camino Real as a result of proposed development in the Northeast Area. Besides evaluating at grade solutions, the EIR should also consider whether there is a need for a raised walkway to go over Holly Street and possibly over the entire berm for public safety. This should include the possible colocation of businesses and or services along the walkway similar to how these walkways work in Europe and Asia. We are very concerned about the hazards of crossing Holly Street at Old County Road and El Camino Real today and what additional volumes of traffic can mean for public safety.

10) Continuing Eastside Connect North

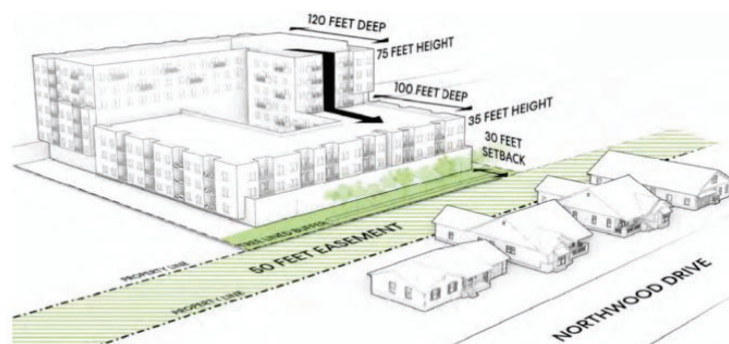
The EIR should continue Eastside Connect from its existing endpoint at Northwood all the way down Old County Road to Quarry creating a viable pedestrian and bike friendly corridor on the East Side of Old County Road. This could include taking some land back from GW Williams along Old County Road to allow for additional safety away from the OCR thoroughfare similar to the undulating pathways in front of the Alexandria Biotech campus recently built on Industrial Road in SE GESC area.

11) Funding enhanced pedestrian and connectivity solutions for the entire NE GESC area

The EIR should look at the use of additional services and impact fees to be used for enhanced pedestrian and connectivity solutions for the entire NE GESC area.

12) Assessing Impact of the Large Residential on Residents of Northwood and Fairfield

We are concerned that the residents along Northwood and Fairfield are unaware of the size of the residential development proposed behind their homes, and would like there to be an evaluation of the potential impacts the proposed development could have on the residents in the EIR, and suggested mitigations.



13) How Should the Northeast Area be Represented

The EIR should evaluate whether this new neighborhood should join the GESC or remain a discrete neighborhood with different interests. The more we can align the interests of the new neighborhood with the old, especially since new residential is being added, the better this would be for everyone, which could include neighborhood governance. We would be glad to discuss this issue further with the EIR consultants.

Sincerely,

Sam Herzberg and Jennifer Rosse, GESC Co-Presidents

CC: GESC Board Members – Scot Marsters, Dimitri Vandellos, Ben Fuller, Jeff Maley, Caroline Tudor, Daniel Zizmor, Paul Magginetti



SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

July 30, 2024

City of San Carlos Planning division

600 Elm Street, San Carlos, CA. 94070

Attn: Lisa Porras

lporras@cityofsancarlos.org

Subject: NOP for San Carlos NE Area Specific Plan EIR

The Sierra Club Loma Prieta Chapter's Sustainable Land Use Committee (SLU) advocates on sustainability and land use issues in San Mateo and Santa Clara Counties. We note that the DEIR under "Land Use" will evaluate the effect the Plan will have on the future Jobs / Housing balance in San Carlos, but we feel that the goal of this evaluation needs to be more clearly stated.

1. Every 1M SF of new biotech development will bring 3,000¹ or more new jobs into the city.
2. These new jobs will generate a need for 1,600 - 2,200² or more new housing units to house these new employees to maintain a sustainable jobs / housing balance.
3. The proposed 4,508,000 SF of new biotech or office development in the NE Plan could support up to 15,000 jobs¹ creating a need for between 7,500 - 10,000² new housing units to maintain an acceptable jobs / housing balance, yet the Plan only includes a proposal for up to 1,890 housing units.
4. Adding the anticipated NE Area jobs to those currently expected from new projects in the East Side Innovation District, it is clear that the overall number of new

¹ Rule of thumb: average 300 SF per job in Biotech / R&D - Reference: <https://www.zippia.com/advice/how-much-office-space-per-employee/>

² Rule of thumb: 1.5 to 2.0 jobs per household - Reference: http://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-516.pdf, Table 4

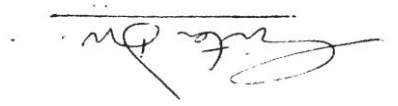
jobs in the next 20 years will far exceed the latest goal of 3,595 units in the Housing Element for San Carlos which is already pushing the capacity of San Carlos to meet the city's current housing need.

This Specific Plan will not be an overall benefit to San Carlos, but only exacerbate the overall housing shortfall in the city and on the peninsula. It will increase in-commuting, air and water pollution, and Greenhouse Gas emissions which are harmful to the environment and inherently unsustainable.

The impact on Jobs / Housing balance must be considered and mitigated in the EIR and not minimized as an "unavoidable impact".

We close with the expectation that San Carlos will have a serious discussion of these probable impacts and we would welcome the opportunity to participate.

Respectfully Yours,



Gita Dev, FAIA, Co-Chair
Sustainable Land Use Committee
Sierra Club Loma Prieta Chapter

Cc: James Eggers, Executive Director, Sierra Club Loma Prieta Chapter



Daniel C. Summerlin

President

P (540) 983-7546 | F (540) 983-7711

dan.summerlin@woodsrogers.com

Woods Rogers Vandeventer Black PLC

10 South Jefferson Street, Suite 1800

Roanoke, Virginia 24011

August 5, 2024

VIA EMAIL ADVANCEPLANNING@CITYOFSANCARLOS.ORG

City of San Carlos, Planning Division

Attn: Lisa Porras, Planning Manager

600 Elm Street

San Carlos California 94070-3085

Re: Delta Star, Inc.

Dear Ms. Porras:

This firm represents Delta Star and its interest arising from the development of the Northeast Area Specific Plan by the City of San Carlos ("City"). Delta Star requests that this letter be accepted as a written comment on the Notice of Preparation ("NOP") regarding the scope and content of the Environmental Impact Report ("EIR").

As you are aware, Delta Star is a significant employer and taxpayer in the City for over 60 years. While Delta Star is supportive of the City's efforts to create more housing, the NOP divided the targeted area into three types of Light Industrial sub areas with varying height limitations depending on your sub area. According to the NOP Delta Star is currently in Light Industrial Sub Area 3 with a Base Height Assumption of 75 feet and a Bonus Height Permitted of 75 feet. These height limitations are less than half allowed the other two sub area's and potentially limits Delta Star's ability to compete in its industry and significantly impairs Delta Star's property rights by limiting future development and value of its property.

Delta Star is a global leader in the design and manufacturing of electrical transformers and substations. The transformer industry is incredibly competitive and one that requires constant innovation to compete. Because the products made by Delta Star are limited, in part, by the height of cranes and the roof, vertical expansion of facilities to improve the manufacturing and assembling process has become standard in the industry and one that Delta Star is evaluating. The industry is moving to larger units, which might require Delta Star to raise the roof to manufacture these units. Finally, Delta Star is also looking at advanced manufacturing equipment which requires a taller building so it can use this technology since doing underground pits of 10-15 ft is not an alternative and could be much more expensive. Being restricted to a maximum of 150 feet presents potential barriers to Delta Star's ability compete and retain its place as a global leader.

It addition to the competitive disadvantage, being limited to a maximum of 75 or 150 feet while adjacent parcels are able to build to 230 or 255 feet will suppress the future value of the Delta Star's property in the event of a sale. The adjacent properties with up to an additional 180 feet in height are going to be significantly more valuable than Delta Star's property to potential buyers. Additionally, the reasoning behind such a drastic difference in height limitations is difficult to ascertain given the proximity of Sub Area 1 and 2 to Sub Area 3. This is particularly true of Sub Area 2 that is contiguous to Delta Star's property.

For the foregoing reasons, Delta Star respectfully requests that the City of San Carlos reconsider the designation of its property as Sub Area 3 and assign it Sub Area 1 or 2. We appreciate your consideration of this request.

Sincerely,

WOODS ROGERS VANDEVENTER BLACK PLC



Daniel C. Summerlin
President

DCS:mmm

Leslie Wambach-Pacalin
151 Corona Way
Portola Valley, CA 94028
for
National Alliance on Mental Illness - San Mateo County Chapter (NAMI-SMC)
Advocacy Committee

August 5, 2024

Planning & Transportation Commission
City of San Carlos
600 Elm Street
San Carlos, CA 94070

RE: Scoping meeting for San Carlos Northeast Area Specific Plan (NEASP) EIR

Dear Commissioners and City Staff,

I'm unfortunately unable to attend Monday night's public meeting, so am writing this letter instead. As a former San Carlos Planning Commissioner, retired Architect & Planner, and an Advocacy spokesperson for NAMI-SMC, I am submitting these comments for the EIR scoping process regarding the NEASP. It is NAMI-SMC's goal to advocate for 'best practices' in mental health policy and to represent the mental health interests of all residents throughout San Mateo County. NAMI is the largest grassroots mental health education & advocacy organization in the country, whose mission is to provide education, support, and advocacy to improve the lives of all people living with mental health conditions and their families.

The NEASP project area is fortunate to be the home of one of the most valuable mental health support centers in our county: **California Clubhouse**, at 210 Industrial Road #102, one of only three such centers in all of northern California. The heart of the success experienced by clubhouses like this one, which are sanctioned by the organization Clubhouse International, is helping people with serious mental illness stay out of hospitals while achieving social, financial, educational, and vocational goals — in sum leading full and productive lives. **California Clubhouse** serves as a vital mental health community hub. Free and open to all county residents, it has a strong membership and is very well located for its purpose with easy access to public transportation. Many individuals living with a serious mental illness rely on public transportation.

To appreciate the value of **California Clubhouse** is to understand how nonexistent such programs were as recently as only eight years ago, leaving many of our most vulnerable community members without any sense of community, belonging, purpose, or peer support.

In this light, we at NAMI-SMC think the EIR for the NEASP should evaluate the importance of NOT DISPLACING, but instead ENHANCING this vital community resource. This could be achieved either by maintaining its current location or planning for a new enhanced center within the NEASP project area as part of a larger redevelopment project. However, it is imperative that Clubhouse activities be allowed to continue uninterrupted at all times.

Additionally, the NEASP calls for the creation of 1,890 new housing units, for roughly 3,700 new residents. The Center for Disease Control states that Serious Mental Illness (SMI) has a 1 in 25 prevalence in the general population, and carries the potential for grave disability if not properly treated. This means that as many as 148 individuals in this new residential sector are likely to live with an SMI.

You may already be aware that Permanent Supportive Housing has been identified as an essential component of housing stock more broadly. In fact, most intensive recovery programs for individuals living with an SMI have adopted a 'housing first' strategy to better support this vulnerable group of folks. Unfortunately, there is a dearth of supply county-wide of this specialized type of housing.

What is Permanent Supportive Housing?

Permanent Supportive Housing consists of a cluster of small apartment and studio units accompanied by a resident on-site behavioral health trained community manager, several small caseworker/client meeting rooms, supported employment & educational work space, and a shared group area and/or kitchen space. This relatively simple combination of individual housing units and onsite supports which encourage healthy community engagement has proven to be the best model for helping people living with SMI thrive in recovery and meaningfully contribute to the community around them.

Consequently, and given these converging factors:

- the creation of a sizable number of new housing units,
- the severe shortage of Permanent Supportive Housing county-wide,
- the proximity of this new housing to California Clubhouse (a significant mental health community hub),

We at NAMI-SMC request that the EIR for the NEASP evaluate what we see as an imperative: that a defined and population-appropriate number of Permanent Supportive Housing units (with associated support facilities) be required as part of the total number of new housing units created within the NEASP project area.

We look forward to further contributing to this important planning process.
Thank you for your consideration of our input.

Sincerely,

Leslie Wambach-Pacalin

Advocacy Committee
NAMI-SMC
1730 S Amphlet Blvd, Suite 308
San Mateo, CA 94402

Please address any correspondence to:
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or
151 Corona Way
Portola Valley, CA 94028



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August 6, 2024

City of San Carlos Planning Division

Attn: Lisa Porras

lporras@cityofsancarlos.org

Subject: San Carlos NE Area Specific Plan EIR

At last night's Planning Commission meeting, the one EIR subject that was not openly discussed is the most critical of them all - the jobs / housing imbalance that will result if this Plan is approved. This is the elephant in the room and is not being addressed.

The staff report said the Plan includes up to 1,890 units of new housing in the area, but also encourages R&D development that could produce up to 13,800 new jobs.

In what universe is a jobs / housing ratio of 7.3:1 a sustainable ratio? San Carlos is becoming one of the worst offenders in the region in exacerbating the existing regional jobs / housing shortfall and city leaders don't seem to care.

It seemed clear to me that the consultants were laying the ground work to declare the lack of a balanced jobs / housing ratio to be "A Significant Unavoidable Impact" and that the city council will declare a "Statement of Overriding Considerations" to approve the Plan.

And don't tell me that meeting RHNA will solve the problem. It won't come close.

So much for San Carlos declaring itself a sustainable city. It seems that tax income is a far greater consideration than the welfare of the residents.

So, what should be included in the EIR? A full and realistic analysis of the social and environmental impacts of a future 7.3 / 1.0 jobs / housing ratio if this current Plan is fully implemented and a balanced explanation as to why it should not be rejected due to this "Significant Unavoidable Impact", or a realistic approach for how it can be mitigated.

I believe the consultants are required to respond to all letters submitted during the NOP process and I look forward to their response.

David Crabbe

cc Al Savay, Jeff Maltbie

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



August 6, 2024

SCH #: 2024070063
GTS #: 04-SM-2024-00592
GTS ID: 33230
Co/Rt/Pm: SM/VAR/VAR

Lisa Porras, Planning Manager
City of San Carlos
600 Elm Street
San Carlos, CA 94070-3085

Re: San Carlos Northeast Area Specific Plan — Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)

Dear Lisa Porras:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the San Carlos Northeast Area Specific Plan (NEASP). The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the July 2024 NOP.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

Project Understanding

The proposed project is to develop the NEASP, which will guide new development within the approximately 145-acre Plan area. The NEASP would be built out over an approximate 20-year period and would allow for a net increase of 1,890 residential units in the Plan area, where no residential units currently exist, as well as increase the net square footage of existing non-residential land uses. The Plan also proposes multi-modal transportation improvements. The Plan area is located between U.S. Route 101 (U.S. 101) and State Route 82 (SR-82) and is bound by U.S. 101 on its eastern side.

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 Vehicle

Miles Traveled (VMT) analysis for land use projects, please review Caltrans' Transportation Impact Study Guide ([link](#)).

If the project meets the screening criteria established in the City's adopted 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 alignment with the City's VMT policy. Projects that do not meet the screening criteria should include a detailed VMT analysis in the DEIR.

Multimodal Transportation Planning

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

The *Caltrans District 4 Pedestrian Plan* identifies SR-82 as a high-priority area for pedestrian facility improvements and highlights the intersections of SR-82/Oak St and SR-82/5th Ave, as well as the Holly St and U.S. 101 overcrossing, all located near the project site, as in need of crossing improvements. Please consider incorporating higher visibility striping for any crosswalks planned within the project limits and installing "YIELD TO PEDS" signs as needed within the project limits.

The *Caltrans District 4 Bike Plan* identifies the SR-82/Holly St intersection as a high-priority area for bicycle crossing improvements. Please consider offering both short-term bicycle parking and long-term secure bike storage for the users of the new development facilities.

Please also review and include reference to the nearby Regional Transportation Planning (RTP) project for the U.S. 101 and Holly St Interchange Access Improvements under the *U.S. 101 South Comprehensive Multimodal Corridor Plan* (2020). The project would convert existing full cloverleaf ramp configurations to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, realign the diagonal on- and off-ramps into signalized T-intersections with local streets, and construct a new pedestrian and bicycle overcrossing on the south side of the Holly St interchange.

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

Construction-Related Impacts

Potential impacts to the State ROW from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Additionally, please note the following three Caltrans State Highway Operation and Protection Program (SHOPP) projects within the vicinity of the project site that may pose a potential construction conflict. For future project coordination, please contact Rommel Pardo, Senior Project Manager of Program Project Management for San Mateo County at Rommel.Pardo@dot.ca.gov.

- *Project 04-2J73A* – pavement rehabilitation, upgrade guardrails, and bio monitoring along U.S. 101 near Cordilleras Creek Bridge.
- *Project 04-4W730* – Capital Maintenance (CAPM) Roadway Rehabilitation on SR-82 in San Mateo from 43rd Ave to Santa Inez Ave.
- *Project 04-1Q582* – CAPM Roadway Rehabilitation on U.S. 101 from the Santa Clara/San Mateo County line to South Airport Blvd.

Integrated Transportation and Land Use Planning

Transportation and housing are integrally connected. The NEASP development process provides a mechanism to reflect current transportation and land use policy and adopt efficient land-use strategies such as transit-oriented, infill and mixed-use developments that can potentially reduce vehicle miles traveled and address climate change.

Please review and include the reference to the current California Transportation Plan (CTP) in the DEIR. CTP 2050 envisions that the majority of new housing located near existing housing, jobs, and transit, and in close proximity to one another will reduce vehicle travel and greenhouse gas (GHG) emissions, and be accessible and affordable for all Californians, including disadvantaged and low-income communities. The location, density, and affordability of future housing will dictate much of our future travel patterns, and our ability to achieve the vision outlined in CTP 2050. Caltrans encourages the City to consider and explore the potential of excess state-owned property for affordable housing development, per Executive Order N-06-19.

Caltrans looks forward to reviewing the DEIR that should demonstrate how the future housing development patterns align with the City's adopted VMT policies. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through efficient and equitable land use planning and policies. The City should also continue to coordinate with Caltrans to identify and implement necessary network improvements and impact mitigation.

Aeronautics

One of the goals of the Caltrans Aeronautics Program, is to assist cities, counties, and Airport Land Use Commissions or their equivalent (ALUC), to understand and comply with the State Aeronautics Act pursuant to the California Public Utilities Code (PUC), Section 21001 et seq.

The proposed project is in Safety Zone 6 (Traffic Pattern Zone), with a portion of the Project site in Safety Zone 3 (Inner Turning Zone) of the San Carlos Airport, established by the San Mateo County ALUC pursuant to Section 21675(c). Therefore, the proposed Project shall adhere to the safety and land use criteria and restrictions defined in the Airport Land Use Compatibility Plan (ALUCP) formed by the ALUC pursuant to the PUC Section 21674 and Section 21676 and may be subject to review authority by the ALUC.

A portion of the project site is also in the 60 decibel (dB) community noise level contour (CNEL) of the Future Conditions (2035) Aircraft Noise Contours for the San Carlos Airport per the ALUCP. Development in this area would be subject to the noise compatibility policies of the ALUCP. Of note, multi-family residential development in the 60 dB CNEL contour is conditionally compatible and must be capable of attenuating exterior noise levels to an interior noise level of CNEL 45 dB or lower.

PUC Section 21659 prohibits structural hazards near airports. Structures should not be at a height that will result in penetration of the airport imaginary surfaces. In accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace" a Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the Federal Aviation Administration (FAA). For further information or a copy of Form 7460-1, please refer to the FAA website ([link](#)).

Lastly, in accordance with PUC Section 21676 et seq., prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the ALUC, the local agency shall first refer the proposed action to the ALUC. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified.

These comments reflect the areas of review by Caltrans Aeronautics with respect to airport-related noise, safety, and land use planning issues. Caltrans Aeronautics appreciates the opportunity to comment. Should you have any questions regarding these comments, please contact Tiffany.Martinez@dot.ca.gov.

Hydrology

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

The Office of Hydraulics would like to ensure that the discharge from new development will not impact the existing drainage systems at U.S. 101 and SR-82 during the raining season and that no surface flow will get into the roadside ditches between the development area and southbound U.S. 101 as well as SR-82. For future design phase review, please submit plan views, profiles, cross-sections, details of all drainage facilities, and hydrologic calculations showing before and after conditions at this location.

Water Quality

Please include the following information in the Hydrology and Water Quality section as suggested by the Office of Water Quality:

This Plan (project) conforms to all applicable water quality regulations and/or permit requirements of the State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB), including but not limited to, the National Pollutant Discharge Elimination System (NPDES) Statewide Stormwater Permit and Waste Discharge Requirements for State of California Department of Transportation (Order No. 2022-0033-DWQ, NPDES No. CAS000003), the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002), the Caltrans Storm Water Management Plan (SWMP) and any subsequent revisions and/or additional requirements at the time of construction to mitigate temporary and permanent Water Quality impacts.

The Plan (project) is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (Region 2), which is responsible for implementation of State and Federal laws and regulations for water quality protection & in the San Mateo County Municipal Separate Storm Sewer System (MS4) Area. Laurel Creek & San Francisco Bay, Lower are the nearest 2020-2022 303(d) List receiving waterbodies. The job location "between Ralston Avenue & Holly Street on U.S. Route 101" is within "Moderate to High 2022 Trash Generation Rating Area" and will address Region 2's trash requirements.

Climate Change/Sea Level Rise

In the 2020 Caltrans District 4 Adaptation Priorities Report ([link](#)), U.S. 101 adjacent to the project location is identified as a high-priority Caltrans asset vulnerable to sea level rise, storm surge, and climate change impacts, including increased precipitation. Caltrans would like to be included in discussions, to stay informed as Caltrans is interested in engaging in multi-agency collaboration early and often, to find multi-benefit solutions that protect vulnerable shorelines, communities, infrastructure, and the environment. Please ensure that Caltrans remains informed about the various climate stressors affecting the project location, and the ongoing development and implementation of adaptation and resilience initiatives. Of particular concern to Caltrans is Belmont Creek, which has recently experienced localized flooding. Since the project site is situated between Caltrans Right-of-Way (ROW) on SR-82 and U.S. 101, Caltrans looks forward to collaborating with entities such as One Shoreline and the City to develop adaptation and resilience measures for Belmont Creek. Additionally, please provide updates to Caltrans on any efforts in constructing new culverts or other assets aimed at maintaining hydrological quality and managing stormwater effectively.

For any questions or concerns within District 4's geographical boundaries, please contact the Caltrans Bay Area Climate Change Planning Coordinators at Vishal.Ream-Rao@dot.ca.gov and Lucius.Wu@dot.ca.gov.

Lead Agency

As the Lead Agency, the City of San Carlos is responsible for all project mitigation, including any needed improvements to the 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.

Equity and Public Engagement

We will achieve equity when everyone has access to what they need to thrive no matter their race, socioeconomic status, identity, where they live, or how they travel. Caltrans is committed to advancing equity and livability in all communities. We look forward to collaborating with the City to prioritize projects that are equitable and provide meaningful benefits to historically underserved communities.

Caltrans encourages the City to foster meaningful, equitable and ongoing public engagement in the NEASP development process to ensure future transportation decisions and investments reflect community interests and values. The public engagement process should include community-sensitive and equity-focused approaches seeking out the needs of individuals from underserved, Tribal, and low-income communities, the elderly, and individuals with disabilities.

Encroachment Permit

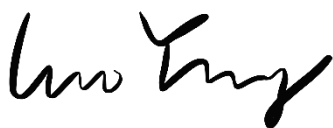
Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' 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.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). Please note that the checklist TR-0416 is used to determine the appropriate Caltrans review process for encroachment projects. Your application package may be emailed to D4Permits@dot.ca.gov.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, Transportation Planner, via LDR-D4@dot.ca.gov.

For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Luana Chen", with a stylized, cursive script.

Lisa Porras, Planning Manager
August 6, 2024
Page 8

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse