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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 #: 2018122054

Project Title: 4256 El Camino Real Hotel Project

Lead Agency: City of Palo Alto

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Project Location: Palo Alto (*City*) Santa Clara (*County*)

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

The proposed project would involve demolition of the existing restaurant building and construction of a 5-story hotel building, including a subterranean parking garage. The hotel would include 97 guest rooms, some with balconies, underground parking with mechanical lifts, and an exterior courtyard. Hotel amenities would include a fitness room, business center, restaurant/café, and bar. The total gross size of the project would be approximately 51,900 square feet. The building roof height would be 50 feet, with mechanical equipment and an associated mechanical screen extending no more than 8 feet above the maximum ridge of the roof. The rear of the building would include an outdoor patio area with outdoor restaurant seating, a pedestrian path, seating, a lounge area, and a gathering space with a fire pit for use by hotel guests. Parking would include 85 parking stalls plus 17 valet aisle spaces for a total of 103 vehicle spaces located in a two-level subterranean garage accessible via a driveway from El Camino Real.

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

The project may result in impacts to protected nesting bird species. This impact would be significant but mitigable through Mitigation Measure BIO-1 Nesting Bird Surveys and Avoidance. Project construction activities would occur near protected redwood trees such that they could be impacted during construction. Compliance with the City's tree protection ordinance and Mitigation Measure BIO-2 Tree Protection and Preservation Plan to protect on-site and adjacent redwood trees during construction would ensure that impacts would be less than significant. Project grading and other ground-disturbing activities could result in impacts to previously unidentified archaeological or tribal cultural resources. This impact would be significant but mitigable through Mitigation Measure CR-1 Workers Environmental Awareness Program (WEAP), Mitigation Measure CR-2 Resource Recovery Procedures, and Mitigation Measure CR-3 Unanticipated Discovery of Tribal Cultural Resources. The project site contains several layers of soil with moderate expansion potential that could potentially experience liquefaction. The project impacts would be less than significant with incorporation of Mitigation Measure GEO-1 Geotechnical Design Considerations. Project construction would intermittently generate high noise levels on and adjacent to the site, which would affect existing noise-sensitive receptors near the project site. This impact would be less than significant with incorporation of Mitigation Measure N-1 Construction-Related Noise Reduction Measures. The two proposed driveways on El Camino Real would meet the required site distance requirements and impacts would be less than significant with incorporation of Mitigation Measure T-1 Site Access and Circulation Considerations.

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

The EIR scoping process identified several areas of known controversy for the proposed project including traffic congestion, noise, land use and planning, aesthetics, and dewatering.

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

The City of Palo Alto is the lead agency for the project because it holds principal responsibility for approving the project. There are no responsible agencies for this project, although the project may require an encroachment permit from Caltrans for work in the El Camino Real right-of-way which is under Caltrans jurisdiction. There are no trustee agencies for the proposed project.