



Notice of Preparation Environmental Impact Report City of San Carlos

Date: January 3, 2022

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

From: Lisa Costa Sanders
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Email:
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Subject: Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR)
for the 501 Industrial Road Hotel

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

Call for Comments:

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

Preparing an Environmental Impact Report:

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

Comment Submittal:

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

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

Public Meeting:

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

Three ways to Observe the Meeting:

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

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

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

Project Location:

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

If you require translation for this notice, please contact the City Clerk's Office at 650-802-4222.

Project Background Information

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

Project Description

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

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

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

Potential Environmental Effects:

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

Environmental Effects Not Likely to Require Further Analysis:

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

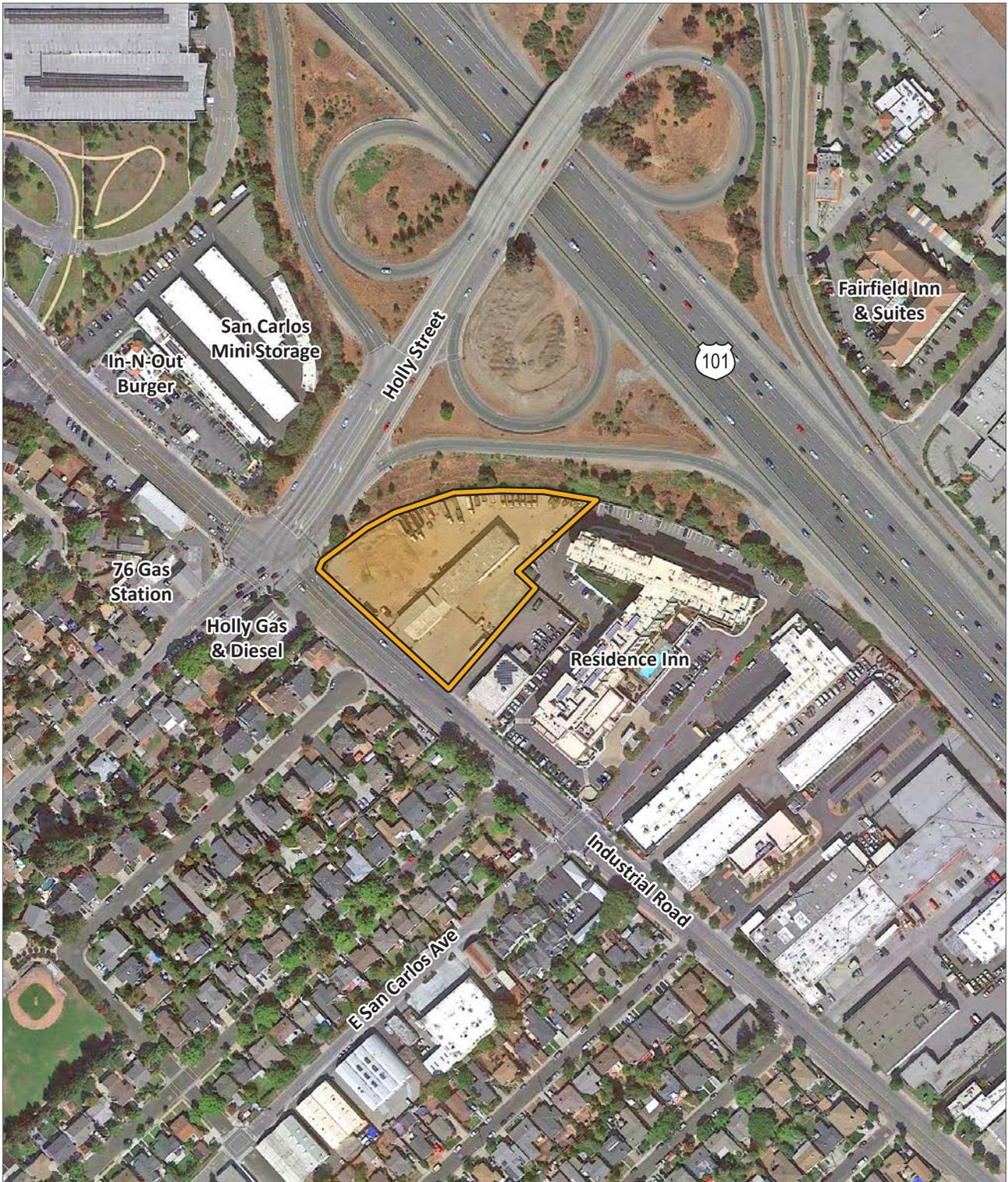
Attachments:

Attachment 1: Local Vicinity Map

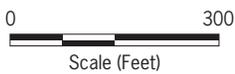
Attachment 2: Proposed Site Plan

Attachment 3: Project Description

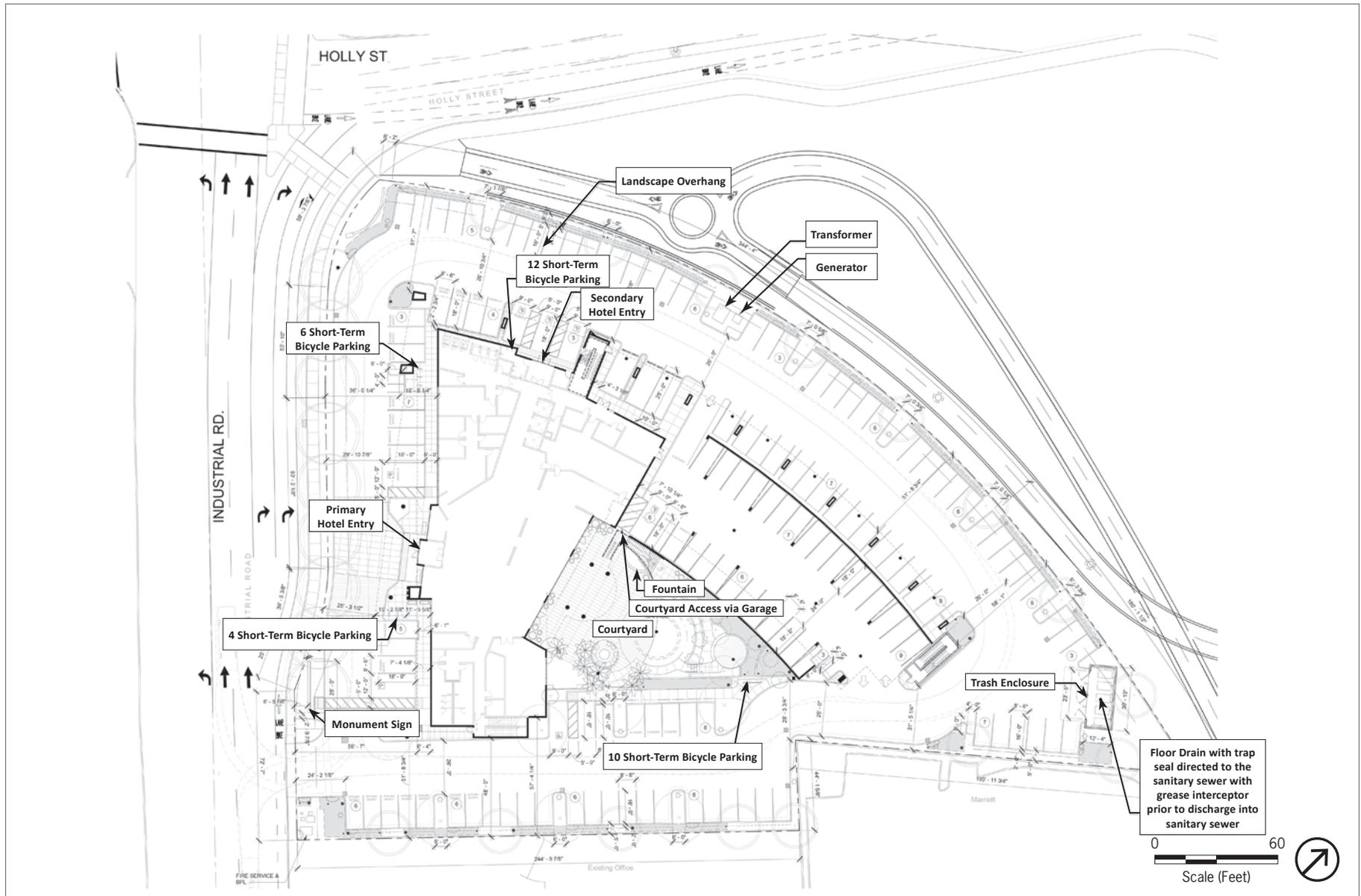
Attachment 4: Initial Study



Source: Google Earth, 2021. PlaceWorks, 2021.



Project Site Boundary



Source: RYS Architects, 2021. PlaceWorks, 2021.

A T T A C H M E N T 3

P R O J E C T D E S C R I P T I O N



3. Project Description

3.1 INTRODUCTION

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

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

3.2 OVERVIEW AND SETTING

3.2.1 REGIONAL LOCATION

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

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

3.2.2 LOCAL SETTING

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

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Figure 3-1 **Regional and Vicinity Map**

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Figure 3-2 Aerial View of Project Site

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

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

3.2.3 EXISTING SITE CONDITIONS

3.2.3.1 SITE CHARACTER

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

3.2.3.2 VEGETATION AND LAND COVER

As previously described, the project site is urban and developed, with no landscaping or vegetation on-site. The majority of the site is paved or contains buildings and structures. The project site consists of 84,511 square feet of impervious surfaces consisting of roof areas, paving, and uncovered parking, and 6,553 square feet of pervious surfaces consisting of gravel. The San Carlos General Plan shows the project site as outside of any identified vegetation, habitat area, or wetland area.² Additionally, the project site is also outside of areas with known occurrences of sensitive species and habitat as identified in the General Plan³

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

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

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

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

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

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

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

3.2.3.3 SITE HISTORY

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

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

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

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

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

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

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

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

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

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

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

3.2.4 LAND USE DESIGNATION AND ZONING

3.2.4.1 GENERAL PLAN

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

East Side Area

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

Designated Gateways

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

Landmark Sites

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

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

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

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

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

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

3.2.4.2 PRIORITY DEVELOPMENT AREA/TRANSIT PRIORITY AREA

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

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

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

3.2.4.3 ZONING DISTRICT

The project site is zoned Landmark Commercial (LC).¹⁸ According to the San Carlos Municipal Code (SCMC) Section 18.06.010, the LC district is intended to accommodate key parcels known collectively as landmark sites, which are targeted for economic development of regional retail and destination-oriented uses, including hotels, that are intended to serve regional users and contribute to the City's economic sustainability and employment growth. The LC zoning designation has a maximum building height of 50 feet and a maximum floor area ratio¹⁹ (FAR) of 2.0 and requires a 10-foot setback on front and street side lot lines.²⁰ Hotels and motels are considered use classifications that are permitted in Landmark Commercial districts after review and approval of a minor use permit by the Zoning Administrator.²¹

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

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

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

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

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

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

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3.3 PROPOSED PROJECT

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

3.3.1 PROPOSED DEVELOPMENT

3.3.1.1 HOTEL

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

The applicant is requesting a Planned Development zoning designation and a Planned Development Permit to allow certain site-specific zoning standards including allowance for height to accommodate the six-story building. Building height diagrams from the north and east, and south and west, sides of the building are shown in Figures 3-4 and 3-5, respectively. The highest points of the building would reach roughly 82 feet above ground surface along the building's northern side. Because of the proximity to the San Carlos Airport, and a building height of greater than 30 feet, the proposed project would require review by the Federal Aviation Administration in compliance with Code of Federal Regulations Part 77, Subpart B, Section 77.9.²²

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

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Figure 3-3 Conceptual Site Plan

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Figure 3-4 **Building Height Diagram North and East**

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Figure 3-5 Building Height Diagram South and West

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3.3.1.2 LANDSCAPING AND OPEN SPACE

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

The proposed project would result in 11,427 square feet of landscaped area, approximately 13 percent of the project site area, including biofiltration planter, shrubs and groundcover, and non-irrigated landscaping. Trees, including lemon-scented gum, evergreen, and deciduous oak, would be planted around the perimeter of the project site. Landscaping would also include vines on perimeter walls around the courtyard and trash enclosure, evergreen hedges, and flowering accent plants. Landscaping would use a fully automatic irrigation system designed to meet the City's Water Efficient Landscape Ordinance, including requirements for a "smart" controller with an on-site weather sensor to adjust run times to respond to real-time weather conditions.²³ Landscaping would not include an irrigated lawn, but would include a synthetic lawn for the courtyard. Shrubs and groundcovers would be grouped according to appropriate hydrozones and would be low- or medium-water use in nature. Total estimated water usage for irrigation would be 116,090 gallons per year, less than the maximum applied water allowance calculated for the project site of 137,061 gallons per year, therefore complying with code requirements.²⁴

3.3.1.3 LIGHTING AND GLARE

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

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

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

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Figure 3-6 Landscape Plan

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3.3.1.4 ACCESS AND CIRCULATION

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

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

3.3.1.5 TRANSPORTATION DEMAND MANAGEMENT

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

TDM measures for the proposed project would include the following:

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

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

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

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

3.3.1.6 UTILITIES AND SERVICE CONNECTIONS

Wastewater

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

Water Supply

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

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

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

PROJECT DESCRIPTION

Stormwater Management

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

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

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

Solid Waste

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

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

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

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

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

PROJECT DESCRIPTION

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

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

Other Utility Facilities

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

Energy and Sustainability

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

The proposed project would be required to meet California Code of Regulations Title 24, Part 6, 2019 California Energy Code, which the City of San Carlos has adopted in Section 15.04.080 of the SCMC, which requires all electric building construction, as well as Title 24, Part 11, which is the California Green Building Standards Code (CalGreen). In addition, energy conserving features for operation of the proposed project would include solar panels along the rooftop sunshade; vertical greenwalls at the courtyard; high-efficiency HVAC equipment; low-flow plumbing fixtures; thermostats with occupancy sensors to adjust heating and AC temperatures; and low VOC³¹ materials. In addition, daily hotel operations would reflect sustainable practices that are becoming the norm in the hospitality industry, such as hydration stations instead of bottled water, recycle bins in guestrooms, refillable soap dispensers in guestrooms, encouraging guests to reuse linens instead of replacing daily, and use of more natural cleaners.

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

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

PROJECT DESCRIPTION

3.3.2 CONSTRUCTION, DEMOLITION, AND SITE PREPARATION

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

3.3.3 EMPLOYEES

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

3.3.4 REQUIRED PERMITS AND APPROVALS

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

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

A T T A C H M E N T 4

I N I T I A L S T U D Y



4. Initial Study

4.1 INTRODUCTION

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

I. AESTHETICS

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

DISCUSSION

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

ENVIRONMENTAL ANALYSIS

II. AGRICULTURE AND FORESTRY RESOURCES

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

DISCUSSION

- a) The project site is located within a highly urbanized area within the City of San Carlos. It is not classified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance.¹ Therefore, there would be *no impact*.
- b) c) The proposed project site is within the Landmark Commercial zoning district. There are no agricultural, forest or timberland use zones within the City of San Carlos. Additionally, the proposed project is not under a Williamson Act contract.² Therefore, there would be *no impact*.
- d) As described previously, neither the project site nor the immediately surrounding areas are zoned for forest land, timberland, or timber production, as the project site is located within a previously developed urban site. Therefore, there would be *no impact*.
- e) The proposed project would not involve changes to the existing environment that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest use. Therefore, there would be *no impact*.

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

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

MITIGATION MEASURES

None required.

ENVIRONMENTAL ANALYSIS

III. AIR QUALITY

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

DISCUSSION

- a) This threshold will be assessed within the full project EIR.
- b) This threshold will be assessed within the full project EIR.
- c) This threshold will be assessed within the full project EIR.
- d) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

IV. BIOLOGICAL RESOURCES

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

DISCUSSION

- a), b), c) The project site is urbanized and previously developed, with no landscaping or vegetation on-site. The majority of the site is paved or contains buildings and structures. The San Carlos General Plan shows the project site as outside of any identified vegetation, habitat area, or wetland area.³ Additionally, the project site is also outside of areas with known occurrences of sensitive species and habitat as identified in the General Plan.⁴ Therefore, there would be *no impact* to candidate, sensitive, or special species in local or regional plan policies or regulations; riparian habitat or other sensitive natural community; or state or protected wetlands.
- d) This threshold will be assessed within the full project EIR.
- e) The San Carlos Municipal Code includes regulations for “protected trees” which are defined as “heritage” or “significant” trees. Removal of any protected tree requires approval by the Community

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

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

ENVIRONMENTAL ANALYSIS

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

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

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

MITIGATION MEASURES

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

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

ENVIRONMENTAL ANALYSIS

V. CULTURAL RESOURCES

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

DISCUSSION

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

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

VI. ENERGY

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

DISCUSSION

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

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

VII. GEOLOGY AND SOILS

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

DISCUSSION

- a) This threshold will be assessed within the full project EIR.
- b) This threshold will be assessed within the full project EIR.
- c) This threshold will be assessed within the full project EIR.
- d) This threshold will be assessed within the full project EIR.
- e) This threshold will be assessed within the full project EIR.
- f) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

VIII. GREENHOUSE GAS EMISSIONS

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

DISCUSSION

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

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

DISCUSSION

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

ENVIRONMENTAL ANALYSIS

- f) This threshold will be assessed within the full project EIR.
- g) The proposed project site is not located ted within a very high fire-hazard severity zone.⁵ Therefore, construction of the proposed project would have *no impact* related to wildland fire.

MITIGATION MEASURES

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

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

ENVIRONMENTAL ANALYSIS

X. HYDROLOGY AND WATER QUALITY

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

DISCUSSION

- a) This threshold will be assessed within the full project EIR.
- b) This threshold will be assessed within the full project EIR.
- c) This threshold will be assessed within the full project EIR.
- d) This threshold will be assessed within the full project EIR.
- e) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

XI. LAND USE AND PLANNING

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

DISCUSSION

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

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

XII. MINERAL RESOURCES

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

DISCUSSION

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

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

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

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

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

ENVIRONMENTAL ANALYSIS

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

MITIGATION MEASURES

None required.

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

ENVIRONMENTAL ANALYSIS

XIII. NOISE

Would the proposed project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION

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

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

XIV. POPULATION AND HOUSING

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

DISCUSSION

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

MITIGATION MEASURES

No mitigation required.

ENVIRONMENTAL ANALYSIS

XV. PUBLIC SERVICES

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING CONDITIONS

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

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

DISCUSSION

a.) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, and other public facilities?*

i,ii) Police and Fire Protection Services

ENVIRONMENTAL ANALYSIS

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

At capacity, the proposed project could result in approximately 235 temporary residents in San Carlos¹⁰ for up to 188 guest rooms projected by the proposed project and 30 employees. Because the proposed project would result in new transient population on a site that is currently limited commercial uses, the proposed project would represent a more intense use of the site. Although the relationship is not directly proportional, more intense uses of land typically result in the increased potential for fire and emergency incidents. Thus, the proposed project would create an increased demand for fire and police protection services.

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

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

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

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

MITIGATION MEASURES

None required.

ENVIRONMENTAL ANALYSIS

XVI. RECREATION

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION

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

MITIGATION MEASURES

None required.

ENVIRONMENTAL ANALYSIS

XVII. TRANSPORTATION

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

DISCUSSION

- a) This threshold will be assessed within the full project EIR.
- b) This threshold will be assessed within the full project EIR.
- c) This threshold will be assessed within the full project EIR.
- d) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

XVIII. TRIBAL CULTURAL RESOURCES

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

DISCUSSION

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

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

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

XIX. UTILITIES AND SERVICE SYSTEMS

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

DISCUSSION

- a) This threshold will be assessed within the full project EIR.
- b) This threshold will be assessed within the full project EIR.
- c) This threshold will be assessed within the full project EIR.
- d) This threshold will be assessed within the full project EIR.
- e) This threshold will be assessed within the full project EIR.

MITIGATION MEASURES

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

ENVIRONMENTAL ANALYSIS

XX. WILDFIRE

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

DISCUSSION

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

MITIGATION MEASURES

None required.

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

4.2 REPORT PREPARERS

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

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