

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
Land Use and Planning			
LU-1. Division of an Established Community. The proposed project would not divide an established community.	LTS	None required.	N/A
LU-2. Conflict with the <i>City of San Carlos 2030 General Plan</i> . The proposed project would not conflict with General Plan policies that have been adopted by the City to mitigate significant environmental effects, provided that mitigation measures recommended in this EIR are adopted.	LTS	None required.	N/A
LU-3. Conflict with City Council Resolution Number 2003-79. The proposed project could conflict with Resolution 2003-79 if it inadvertently damages the Historic Depot during construction.	PS	MITIGATION MEASURE. Implementation of Mitigation Measure CR-1.1, involving protective measures, would prevent significant damage to the Historic Depot. Impacts would be less than significant with this mitigation (see Cultural Resources later in this table).	LTS
LU-4. Conflict with the City of San Carlos Municipal Code. The proposed project would not conflict with the City of San Carlos Municipal Code, as the proposed project includes rezoning from Highway Service Commercial Zoning District to Planned Community.	NI	None required.	N/A
LU-5. Conflict with the San Mateo County Comprehensive Airport Land Use Plan. The proposed project would not conflict with the applicable policies of the San Mateo Comprehensive Airport Land Use Plan.	LTS	None required.	N/A
LU-6. Conflict with the City of San Carlos Climate Action Plan. Greenhouse gas emissions from the proposed project would be within the per capita threshold of the City's Climate Action Plan. However, the project as proposed would not include all reduction strategies in the Climate Action Plan and is	S	MITIGATION MEASURE. With implementation of Mitigation Measures AQ-8.1 through AQ-8.4, which require energy saving measures, water conservation measures, recycling programs, and construction-period measures the proposed project would be in compliance with the San Carlos Climate Action Plan policies; therefore, impacts would be less than	LTS

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thus not fully compliant.		significant with mitigation. (See Air Quality later in this table.)	

**Table S-2 (Continued)
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
LU-7. Conflict with a Habitat Conservation Plan or Natural Community Conservation Plan Land Use. The proposed project would not conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan in San Carlos.	NI	None required.	N/A
Visual Quality			
VQ-1. Degradation of Scenic Vistas. The proposed project would not have a substantial adverse effect on a scenic vista.	LTS	None required.	N/A
VQ-2. Damage to Scenic Resources. The proposed project could inadvertently damage the Historic Depot during construction. The proposed project would not damage trees, rock outcroppings, or other resources within a State scenic highway.	PS	MITIGATION MEASURE. (See Cultural Resources later in this table).	LTS
VQ-3. Degradation of Site and Surrounding Visual Character. The proposed project would not substantially degrade existing character or quality on site, at sensitive viewer locations, or along scenic roadways.	LTS	None required.	N/A
VQ-4. Light and Glare. The proposed project would potentially significantly increase light and glare in the project vicinity.	PS	MITIGATION MEASURE. Mitigation Measures VQ-4.1 and VQ-4.2 below would ensure that the proposed project would not result in an excessive amount spillover light onto adjacent light sensitive receptors. As such, impacts would be less than significant with mitigation.	LTS

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		<i>VQ-4.1 Prepare Lighting Plan.</i> The project developer shall prepare a lighting plan for City review and approval prior to issuance of a building permit.	
		<i>VQ-4.2 Install Design Prevention and Control Devices for Exterior Lighting.</i> The project developer shall design the exterior lighting for the proposed project such that illumination is focused and directed in a manner that provides for circulation and security while reducing the incidence of spillover light into adjacent properties. If necessary, to minimize intrusive light and glare effects, the exterior light fixtures shall be equipped with lenses or hoods or equivalent equipment to control spillover light and glare.	
VQ-5. Cumulative Visual Impacts. Cumulative impacts on visual quality would be less than significant.	LTS	None required.	N/A
Transportation			
TR-1. Impacts on Intersection Levels of Service. All of the study intersections would operate at an acceptable LOS C or better under Project Conditions.	LTS	None required.	N/A
TR-2. Freeway Traffic Impacts. The proposed project would not add traffic representing more than one percent of the freeway's capacity to the study freeway segments. In addition, the US 101/Holly Street interchange would continue to operate within capacity under Project Conditions.	LTS	None required.	N/A
TR-3. Impacts on Alternative Transportation. The proposed project would not have an adverse effect on bicycle, pedestrian, or transit facilities.	LTS	None required.	N/A
TR-4. Impacts Related to Site Access. Proposed access to the	LTS	IMPROVEMENT MEASURES. Although the proposed project would not	N/A

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project site from El Camino Real to serve the proposed project would not create circulation conflicts.		<p>result in significant impact related to site access and circulation, there are measures the City could encourage the project developer to implement or consider imposing as conditions of approval.</p> <p>A new southbound left-turn pocket on El Camino Real to Driveway 5 would be required in order to provide full access at the El Camino Real/Cherry Street intersection. The new southbound left-turn pocket would be adjacent (back-to-back) to the northbound left-turn pocket at San Carlos Avenue. It was estimated that under Project Conditions, the southbound left-turn pocket at the El Camino Real/Cherry Street intersection would serve 15 and 5 project trips during the AM and PM peak hour project trips, respectively, for a total of 46 and 33 project trips during the AM and PM peak hour trips, respectively, under Project Conditions. Using Poisson probability distribution (as described earlier and summarized in Table 3.14-15) to estimate the required queue storage capacity for the projected volume, it was calculated that the southbound left-turn lane at the El Camino Real/Cherry Street intersection should provide queue storage capacity for at least three vehicles, or 75 feet long. However, since the new southbound left-turn pocket at Cherry Street would provide access to both passenger vehicles and buses, the City could require the project developer to implement Improvement Measure TR-4.1 to ensure adequate storage capacity at Driveway 5.</p> <p>Also, the City of San Carlos seeks to construct a series of roadway changes that would make pedestrian circulation easier and safer in the vicinity of the project site, in particular at the intersections of El Camino Real/Holly Street and El Camino Real/San Carlos Avenue. These roadway changes are referred to as the San Carlos Avenue Improvements. The San Carlos Avenue Improvements would be a response to the expected increase in demand for pedestrian crossings of El Camino Real as a result of the proposed project. One of the City's objectives for the proposed project is to ensure adequate transportation flow and pedestrian and bicycle connectivity to existing neighborhoods</p>	

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<p>TR-5. Parking Impacts. Based on parking demand projections per the Institute of Traffic Engineers parking rates, the proposed project would provide more residential parking spaces than would be needed, but would provide less retail and office spaces than would be needed. While on-street parking spaces would</p>	PS	<p>in the downtown (see Section 2, Project Description). To help implement this objective, the City could require the project developer to construct components of the San Carlos Improvements, as a condition of project approval. Improvement Measure TR-4.2 below identifies the components of the San Carlos Avenue Improvements that would help enhance pedestrian connectivity from the project site to the downtown area. An evaluation of the San Carlos Improvements in full is provided in the traffic report that is appended to this EIR.</p> <p><i>TR-4.1 Design the Driveway 5 to Ensure Adequate Storage Capacity of the Southbound Left-Turn Pocket.</i> To ensure adequate storage capacity at Driveway 5, it is recommended that the new left-turn pocket be at least 150 feet long, providing sufficient queue storage capacity for up to three buses.</p> <p><i>TR-4.2 Implement Portions of the San Carlos Avenue Improvements.</i> The project developer should remove one of the northbound right-turn lanes on El Camino Real at Holly Street, and widen the east sidewalk on El Camino Real. Also, the project developer should remove the northbound left-turn movement on El Camino Real on westbound Holly Street, and widen the center median on El Camino Real at Holly Street to provide pedestrian refuge. The design specifications should be provided to the City of San Carlos Director of Public Works for approval. The project developer should also obtain all necessary approvals from Caltrans.</p> <p>MITIGATION MEASURE. The City of San Carlos' General Plan identifies a 20 percent trip reduction through Transportation Demand Management (TDM) as the goal reduction to be achieved by all new development within the City. Implementation of Mitigation Measure TR-5.1, involving a parking and transportation demand management</p>	LTS

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supplement parking supply for the proposed project, impacts would be potentially significant without mitigation.		<p>plan for the proposed project, would reduce trips and parking demand from the proposed project, and would ensure that parking-related impacts would be less than significant.</p> <p><i>TR-5.1 Implement a Parking and Transportation Demand Management Program.</i> A parking and transportation demand management program for the proposed project has been designed by Nelson/Nygaard Consulting Associates to reduce the number of project trips to less than 100 peak hour trips. The program includes parking pricing measures as well as subsidized transit that would reduce the proposed project's parking demand. Appropriate measures identified in the program shall be implemented by the project developer to the satisfaction of the San Carlos Director of Public Works. The San Carlos Director of Public Works shall have the authority and discretion to permit modification of the measures provided that the modifications continue to achieve the overall trip reduction objective. The measures include:</p> <ul style="list-style-type: none"> • Subsidized transit passes <ul style="list-style-type: none"> - Caltrain's Go-Pass - SamTrans (currently a pilot program) • Parking pricing <ul style="list-style-type: none"> - Parking cash-out - Unbundled residential parking prices - Priced employee parking <p>The plan also includes more passive measures to further reduce trips:</p> <ul style="list-style-type: none"> • Addition of pedestrian and bicycle facilities 	

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<p>TR-6. Cumulative Impacts on Intersection Levels of Service. Cumulative Conditions would result in two intersections (El Camino Real/Holly Street and Old County Road/Holly Street) operating at unacceptable levels of service. In addition, the proposed project would contribute to an increase in traffic volumes, which would in turn warrant the signalization of the Walnut Street/Holly Street and Laurel Street/Holly Street intersections.</p>	S	<ul style="list-style-type: none"> • Provision of carpool/vanpool/ride-matching services • Provision of transportation information for residents and tenants • Provision of a transportation information center <p>MITIGATION MEASURE. Mitigation Measure TR-5.1, involving implementation a parking and transportation demand management program that would achieve a 20 percent trip reduction, would ensure that the intersections of El Camino Real/Holly Street and Old County Road/Holly Street would continue to operate under the City’s level of service standard.</p> <p>Also, the San Carlos Avenue Improvements would result in a significant impact because the improvements would result in the need for a traffic signal at both the Walnut Street/Holly Street and Laurel Street/Holly Street intersections. According to the traffic study, project traffic would represent approximately 20 percent of the total growth at these intersections. Should the City incorporate a traffic signal at these intersections, with Caltrans approval, the proposed project should thus contribute to the signal installation, as required under Mitigation Measure TR-6.1 below.</p> <p>These measures would reduce project impacts under Cumulative Conditions to less than significant.</p> <p><i>TR-6.1 Contribute Towards the Signalization of the Walnut Street/Holly Street and Laurel Street/Holly Street Intersections.</i> Should the City install a traffic signal at the Walnut Street/Holly Street and Laurel Street/Holly Street intersections, with Caltrans approval, then the project developer shall pay a proportional share towards the signalization.</p>	LTS
<p>TR-7. Cumulative Freeway Traffic Impacts. The proposed project would add traffic representing less than one percent of the</p>	LTS	None required.	N/A

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capacity of the study freeway segments. In addition, with implementation of planned capacity increases at the US 101 ramps at Holly Street, the ramps would continue to operate within capacity under Cumulative Conditions.			
Air Quality			
AQ-1. Consistency with an Air Quality Plan. The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. The impact would be less than significant	LTS	None required.	N/A
AQ-2. Construction Air Emissions. Construction activities associated with site development could cause emissions of dust or contaminants from equipment exhaust that could contribute to existing air quality violations or expose sensitive receptors to pollutant concentrations. This would be a temporary but potentially significant impact.	PS	<p>MITIGATION MEASURE. The BAAQMD has identified a set of feasible control measures for all construction activities in the air basin to minimize dust emissions. Implementation of the BAAQMD-recommended measures (outlined in Mitigation Measure AQ-2.1) would reduce the impacts from construction dust to a less-than-significant level.</p> <p><i>AQ-2.1 Implement Feasible Control Measures for Construction Emission of PM₁₀.</i> The project developer shall ensure implementation of the following mitigation measures during project construction, in accordance with BAAQMD standard mitigation requirements:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 	LTS

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AQ-3. Operational Air Emissions. The proposed project would create new area and mobile sources of air pollutants that would	LTS	None required.	N/A

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generate emissions of ROG, NOX, PM ₁₀ , and PM _{2.5} . These emissions would not exceed the BAAQMD's significance thresholds, and so would not contribute substantially to an existing or projected air quality violation. As such, project impacts on criteria air pollutants would be less than significant.			
AQ-4. Localized Traffic Emissions. Project traffic would add to traffic volumes at intersections in the project vicinity. This traffic would increase concentrations of carbon monoxide and other automobile exhausts and fumes around these intersections, but not to the extent that ambient air quality standards would be exceeded. As such, project impacts on localized CO concentrations would be less than significant.	LTS	None required.	N/A
AQ-5. Exposure of Persons to Toxic Air Contaminants. The proposed project would introduce new sensitive receptors adjacent to the Caltrain right-of-way; but would not result in the exposure of persons to substantial concentrations of a toxic air contaminant.	LTS	None required.	N/A
AQ-6. Objectionable Odors. The proposed project would not expose the public to objectionable odors that would affect a substantial number of people.	LTS	None required.	N/A
AQ-7. Cumulative Air Quality. The proposed project would result in emissions from stationary and mobile sources below the identified thresholds. The contribution from the proposed project would not be cumulatively considerable and the cumulative impact would be less than significant.	LTS	None required.	N/A
AQ-8. Greenhouse Gas Emissions and Consistency with the San Carlos Climate Protection Plan (CAP). The proposed project would emit levels of greenhouse gases that would be within the	S	<p>MITIGATION MEASURES. The following measures would ensure that the proposed project is in full compliance with the City's CAP.</p> <p><i>AQ-8.1 Implement Energy Efficiency Measures.</i> Prior to issuance</p>	LTS

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per capita threshold in the City’s CAP. However, without additional mitigation, the proposed project would not comply with all reduction strategies in the Climate Action Plan, and would thus not be consistent and would have a significant impact.		<p>of a building permit, the project developer shall demonstrate that the design of the proposed buildings or structures exceeds current Title 24 requirements (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non-Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 15 percent, subject to review by the City Building Official. Documentation of compliance with this measure shall be provided to the Planning Department and Building Official for review and approval prior to issuance of the permit. Installation of the identified design features or equipment shall be confirmed by the City Building Official prior to issuance of the certificate of occupancy. Any combination of the following design features may be used to fulfill this mitigation provided that the total increase in efficiency meets or exceeds 15 percent:</p> <ul style="list-style-type: none"> • Increase in insulation such that heat transfer and thermal bridging is minimized. • Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption. • Incorporate dual paned or other energy efficient windows. • Incorporate energy efficient space heating and cooling equipment. • Incorporate energy efficient light fixtures. • Incorporate energy efficient appliances. • Incorporate energy efficient domestic hot water 	

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		<p>systems.</p> <ul style="list-style-type: none"> • Incorporate solar panels into the electrical system. • Incorporate cool roofs/light colored roofing, Or other measures that will increase the energy efficiency of building envelope in a manner that when combined with the other options listed above exceeds current Title 24 Standards (Title 24, Part 6 of the California Code of Regulations; Energy Efficiency Standards for Residential and Non Residential Buildings, as amended October 1, 2005; Cool Roof Coatings performance standards as amended September 11, 2006) by a minimum of 30 percent. 	
	AQ-8.2	<p><i>Implement Water Conservation Measures.</i> Prior to issuance of a building permit, the project developer shall ensure that the proposed project would include the following water conservation measures:</p> <ul style="list-style-type: none"> • All showerheads, lavatory faucets, and sink faucets within the residential units comply with the California Energy Conservation flow rate standards. • Low flush toilets shall be installed within all residential units as specified in California State Health and Safety Code Section 17921.3. • Landscape designers shall ensure that project landscaping uses drought tolerant and smog tolerant plants to ensure the long-term viability and conserve water and energy. • Landscape designers shall ensure that the 	

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		Landscape plan includes drought resistant trees, shrubs, and groundcover within the parking lot and perimeter.	
	AQ-8.3	<p><i>Incorporate Waste and Recycling Programs.</i> The project developer shall ensure that design features incorporate waste and recycling programs including, but not limited to:</p> <ul style="list-style-type: none"> • Waste and recycling receptacles along the bike and pedestrian trails throughout the development. • Post and maintain current information on recycling within the proposed buildings. The information may cover cell phone recycling, household battery and hazardous waste recycling, and recycling (composting) of organic waste. • Provide adequate area in building design to accommodate receptacles. 	
	AQ-8.4	<p><i>Incorporate Greenhouse Gas Reduction Measures for Maintenance Activities.</i> The project developer shall ensure that the following measures are implemented during the construction period.</p> <ul style="list-style-type: none"> • The construction contractors shall ensure that electrical outlets are available for use by landscapers. Further, the tenants shall ensure that the hired landscape companies use electric powered equipment where available to a minimum of 30 percent of the equipment used. • The project developer shall ensure that all contractors hired to repaint the facilities use a 	

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low VOC (10 percent reduction) paint.			
Noise and Vibration			
NO-1. Construction Noise. Construction of the proposed project would temporarily generate noise levels above the ambient levels in the general vicinity of the project site, but would not significantly affect nearby sensitive receptors. Impacts from construction noise would be less-than-significant.	LTS	<p>IMPROVEMENT MEASURE. Although the proposed project would not result in significant construction noise on a project level, there are measures the City could encourage the project developer to implement or consider imposing as conditions of approval. The following additional measures would reduce construction noise to the maximum feasible extent.</p> <p><i>NO.1-1 Implement Best Management Practices to Reduce Construction Noise.</i> The project developer should incorporate the following practices into the construction documents to be implemented by the project contractor, and these practices should be provided to the appropriate City Building Official for approval prior to the issuance of grading permits. The physical separation between noise generators and noise receptors should be maximized. Such practices include, but are not limited to, the following measures, which shall be applied as appropriate to the conditions prevailing during the various stages of project construction:</p> <ul style="list-style-type: none"> • Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site; • Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors; • Locate stationary equipment on portions of the project site distant from nearby residential areas to minimize noise impacts on the community; • Minimize backing movements of equipment; 	LTS

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<p>NO-2. Construction Vibration. Activities associated with construction phases of the proposed project could generate groundborne vibration in excess of 90 VdB at the Historic Depot. Such vibration impacts at the Historic Depot would be potentially significant.</p>	PS	<ul style="list-style-type: none"> • Select and use the quieter from among available construction equipment whenever possible; and • Designate a “noise disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site. <p>MITIGATION MEASURE. The Mitigation Measure CR-1.1 in Section 3.7, Cultural Resources, would require the preparation of a protection plan for the Historic Depot that provides for 100 percent protection from any damage to its structure or architectural features for the duration of the construction activities. This mitigation measure would reduce construction-related vibration impacts on the Historic Depot to a less-than-significant level.</p>	LTS
<p>NO-3. Permanent Ambient Noise Exposure. Exterior noise levels throughout the site are now and would continue to be greater than 65 dBA Ldn, exceeding the Normally Acceptable multi-family residential compatibility standards presented in the Noise Element. Thus, interior average noise levels could exceed 45 dBA Ldn and interior single event levels from train operations could exceed 50 dBA in bedrooms and 55 dBA in other rooms. Thus, operational noise exposures on the project site would be significant.</p>	S	<p>MITIGATION MEASURE. Mitigation Measures NO-3.1 and NO-3.2 below would reduce the impacts to a less-than-significant level.</p> <p><i>NO-3.1 Install Sound-Attenuating Courtyard Walls.</i> When finalizing the project’s site plan, locate noise-sensitive on-site, outdoor common areas as far as possible from adjacent transportation-noise sources and shield noise-sensitive common areas with on-site buildings or walls whenever possible. Preliminary studies show that with the inclusion of 6-foot walls around courtyard areas facing El Camino Real, noise levels in courtyard areas that are shielded from railroad noise would be at or less than 60 dBA L_{dn}, while courtyard areas exposed to both El Camino Real and railroad noise would be about 65</p>	LTS

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		<p>dBa.¹ Due to the elevated configuration of the railroad, it is recommended that all exterior on-site, common use areas be shielded from the railroad by on-site structures. When the proposed project's final design and site plan are completed, the heights, locations, and effectiveness of these barriers shall be completed before the final grading plan is submitted to the City for approval;</p>	
		<p><i>NO-3.2 Conduct Acoustical Analysis.</i> A project-specific acoustical analysis should be conducted once project plans and residential structural components are finalized prior to building permit submittal to insure that interior noise levels would be maintained at 45 dBA L_{dn} or lower and that single event noise levels generated during train pass-bys would be maintained at 50 dBA or less in bedrooms and 55 dBA or less in other occupied rooms. Preliminary acoustical studies suggest that an overall structural acoustical attenuation rating of 30 dBA or greater could be required to meet this goal.² The project developer shall implement the recommendations of the study as needed.</p>	
<p>NO-4 Groundborne Vibration from Trains. Groundborne vibration from the adjacent Caltrain rail operations would not exceed the FTA's (and the Noise Element's) 75 VdB annoyance threshold for occasional events. No component of the Caltrain vibration spectrum would exceed FTA criteria for frequent train events (72 VdB). Thus, the impact of train-induced ground borne vibration would be less than significant.</p>	LTS	None required.	N/A
<p>NO-5. Operational Noise Emissions. The proposed project's</p>	LTS	None required.	N/A

¹ Illingworth & Rodkin, Inc., *San Carlos Train Depot Site Noise and Vibration Assessment*, San Carlos, California. August 8, 2006.

² Illingworth & Rodkin, Inc., *San Carlos Train Depot Site Noise and Vibration Assessment*, San Carlos, California. August 8, 2006.

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increase in equipment or traffic noise levels along roadways in the project vicinity would not exceed Noise Element criteria. Thus, operational noise impacts would be less than significant.			
NO-6. Airport Noise. Residential uses developed at the project site would be located in a compatible aircraft noise environment in the vicinity of the San Carlos Airport. Thus, the aircraft noise impact would be less than significant.	LTS	None required.	N/A
NO-7. Cumulative Noise Emissions. Cumulative traffic and stationary source noise impacts from the proposed project in combination with other development projects, including the proposed High Speed Rail project, could be significant, but the proposed project's contribution to the total noise impact would be less than cumulatively considerable.	LTS	None required.	N/A
NO-8. Cumulative Vibration. Cumulative operational vibration impacts from the proposed project in combination with other local development projects would be less than significant.	LTS	None required.	N/A
NO-9. Cumulative Construction Noise and Vibration. Cumulative construction noise and vibration from the proposed project in combination with other development projects would be less than significant.	LTS	None required.	N/A

Cultural Resources

CR-1. Historical Resources. The proposed project would not directly alter the Historic Depot, although the proposed project could inadvertently cause damage to the Historic Depot during construction and would thus have a potentially significant impact.	PS	MITIGATION MEASURE. The following measure would reduce potential construction-related impacts on the Historic Depot to a less-than-significant level. <i>CR-1.1 Prepare and Implement Protective Measures for Historic Depot During Project Construction.</i> The project developer shall retain a qualified Preservation Architect to	LTS
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CR-2. Archaeological Resources. Construction of the proposed project could cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.	PS	<p>prepare a construction protection plan for the Historic Depot. The plan shall include provisions for 100 percent protection of the Historic Depot for the duration of construction activities. As determined appropriate and necessary by the Preservation Architect, the plan should include temporary coverage of the Historic Depot to protect against damage from equipment impact and dust or debris; protections for windows, doors, and other sensitive architectural features; and the appropriate level of construction monitoring by a qualified professional who shall be empowered to temporarily halt construction activities if necessary. The protection plan shall be submitted for approval to the City of San Carlos prior to construction. The project developer shall be required to adhere to all provisions of the City-approved protection plan.</p> <p>MITIGATION MEASURE. The following measure would reduce the potential impacts on unknown cultural resources to a less-than-significant level.</p> <p><i>CR-2.1 Implement Procedures to Protect Cultural Resources.</i> If potential historical or unique archaeological or paleontological resources are discovered during excavation or construction of the proposed project, the following measures shall be implemented.</p> <p>a. If potential historical or unique archaeological or paleontological resources are discovered during construction, all work in the immediate vicinity shall be suspended and alteration of the materials and their context shall be avoided pending site investigation by a qualified archaeological, paleontological, or cultural resources consultant retained by the project</p>	LTS

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		<p>developer. The immediate vicinity wherein work shall be suspended shall be approximately 50 feet from the discovery or within an appropriate distance to be determined by the retained archaeologist or consultant. Construction work shall not commence again until the archaeological, paleontological, or cultural resources consultant has been given an opportunity to examine the findings, assess their significance, and offer proposals for any additional exploratory measures deemed necessary for the further evaluation of and/or mitigation of adverse impacts to any potential historical resources or unique archaeological or paleontological resources that have been encountered.</p> <p>b. If the find is determined to be a historical or unique archaeological or paleontological resource, and if avoidance of the resource would not be feasible, the archaeological or cultural resources consultant shall prepare a plan for the methodical excavation of those portions of the site that would be adversely affected. The plan shall be designed to result in the extraction of sufficient volumes of non-redundant archaeological data to address important regional research considerations. The work shall be performed by the archaeological or cultural resources consultant, and shall result in detailed technical reports. Such reports shall be submitted to the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS). Construction in the vicinity of the find shall be accomplished in accordance with current professional standards and shall not recommence</p>	

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		<p>until this work is completed.</p> <p>c. To avoid illegal tampering or extraction of significant resources, the project developer shall assure that project personnel are informed that collecting significant historical or unique archaeological resources discovered during development of the proposed project is prohibited by law.</p> <p>d. If human remains are discovered, there shall be no further excavation or disturbance of the discovery site or any nearby area reasonably suspected to overlie adjacent human remains until the project developer has complied with the provisions of State CEQA Guidelines Section 15064.5(e). In general, these provisions require that the County Coroner shall be notified immediately. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours. The most likely descendant of the deceased Native American shall be notified by the City and given the chance to make recommendations for the remains. If the City is unable to identify the most likely descendent, or if no recommendations are made within 24 hours, remains may be reinterred with appropriate dignity elsewhere on the property in a location not subject to further subsurface disturbance. If recommendations are made and not accepted, the Native American Heritage Commission will mediate the problem.</p>	
CR-3. Paleontological Resources. Development at the project site could disturb paleontological resources and consequently result in potentially significant impacts.	PS	MITIGATION MEASURE. Mitigation Measure CR-2.1 above would reduce potentially significant impacts resulting from disruption of unique paleontological resources to a less-than-significant level.	LTS

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
CR-4. Human Remains. Development at the project site could encounter human remains and consequently could result in potentially significant impacts.	PS	MITIGATION MEASURE. Mitigation Measure CR-2.1 above would reduce potentially significant impacts resulting from discovery of human remains within the project site to a less-than-significant level.	LTS
CR-5. Cumulative Cultural Resources Impacts. The proposed project, in combination with approved and foreseeable development, would not cumulatively affect historical resources, but would result in potentially significant cumulative impacts to archaeological and paleontological resources. The proposed projects' potential contribution would be cumulatively considerable and thus potentially significant.	PS	MITIGATION MEASURE. Mitigation Measures CR-1.1 and CR-2.1, above, would reduce the proposed project's contribution to less than cumulatively considerable.	LTS
Biological Resources			
BR-1. Impacts on Sensitive Species. The proposed project would not impact special status wildlife species.	NI	None required.	N/A
BR-2. Impacts on Sensitive Habitat. The proposed project is not anticipated to result in substantial adverse effects to any riparian habitat or other sensitive natural community identified in local plans and policies, or by the CDFG and/or USFWS.	NI	None required.	N/A
BR-3. Impacts on Protected Wetlands. Potential for siltation into federally- or State-protected wetlands as defined by Section 404 of the Clean Water Act and Porter-Cologne Water Quality Control Act during construction would be less than significant due to required National Pollutant Discharge Elimination System permitting for the proposed project.	LTS	None required.	N/A
BR-4. Disturbance of Wildlife Movement. The proposed project would not result in the significant interference with the movement of any native resident or migratory fish or wildlife species, or with established wildlife corridors, or impede the use	NI	None required.	N/A

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
of native wildlife nursery sites.			
BR-5. Impacts on Nesting Birds. The proposed project could result in construction activity that could disturb trees that may be used by nesting birds, which could disturb nesting activity. Depending on the timing and species affected, construction activities could result in a potential violation of the Fish and Game Code (Sections 3503, 3513, or 3800) or the Migratory Bird Treaty Act if it results in destruction of bird nests or disruption of nesting efforts.	PS	<p>MITIGATION MEASURE. Mitigation Measure BR-5.1 below would reduce potential impacts to nesting birds on and in the vicinity of the project site to a less-than-significant level.</p> <p><i>BR-5.1 Conduct Pre-construction Surveys for Nesting Birds and Implement Protective Measures if Identified.</i> The disturbance of trees in the project site that could be used as nesting sites shall be avoided during the February 1 through August 31 bird nesting period, to the extent feasible. If no disturbance³ of potential nesting trees in the project site is proposed during this period, no surveys shall be required. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no sooner than 14 days prior to the start of construction activities that may disturb nesting vegetation. Survey results shall be valid for 21 days following the survey. If construction or operational activities are not started within 21 days of the survey, another survey shall be required. The area surveyed shall include all construction sites, access roads, and staging areas, as well as areas within 150 feet of the proposed sites that may contain nesting vegetation.</p> <p>In the event that an active nest is discovered in an area adjacent to the project site, or in habitats within 150 feet of the proposed activities, construction shall be postponed for at least two weeks until a wildlife biologist has determined that the young have fledged, the nest is vacated, and there is no evidence of a second nesting</p>	LTS

³ Disturbance of potential nesting vegetation refers to any construction activity that could result in nest abandonment, including, but not limited to pavement removal, heavy equipment operation, and demolition within 150 feet of the vegetation.

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
BR-6. Significant Tree Removal or Disturbance. While the proposed project could remove on-site significant trees, the proposed project would be subject to the requirements of the City’s Tree Preservation Ordinance, which would render impacts less than significant.	LTS	None required. attempt.	N/A
BR-7. Conflict with Adopted Conservation Plans. The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.	NI	None required.	N/A
BR-8. Cumulative Biological Impacts. The proposed project could have a cumulatively considerable contribution to cumulative impacts on nesting birds.	PS	MITIGATION MEASURE. Mitigation Measure BR-5.1 would reduce the proposed project’s potential contribution to cumulative impacts on nesting birds to less than cumulatively considerable.	LTS
Geology			
GS 1. Exposure to Hazards from Fault Rupture. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving 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.	NI	None required.	N/A
GS 2. Exposure to Hazards from Groundshaking. The proposed project could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, from strong seismic groundshaking; however, required compliance with the City Building Code would reduce this potential impact to less than significant.	LTS	None required.	N/A

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
GS 3. Exposure to Hazards from Liquefaction. The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, from seismic-related ground failure, including liquefaction and associated lateral spreading or subsidence.	LTS	None required.	N/A
GS-4. Exposure to Hazards from Landslides. The proposed project would not expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death, from seismically induced landslides.	LTS	None required.	N/A
GS-5. Exposure to Hazards from Erosion. The proposed project would include excavations and other construction activities that could expose soil to erosion; however, compliance with the City Building Code and the requirements of the NPDES permitting process would reduce this potential impact to less than significant.	LTS	None required.	N/A
GS-6. Exposure to Hazards from Unstable Soils and Shallow Groundwater Conditions. The proposed project could expose people or structures to potentially substantial adverse effects including the risk of loss, injury, or death from expansive soils or unstable geologic or soil units; however, required compliance with the California Building Code and the City Building Code would reduce this potential impact to less than significant.	LTS	None required.	N/A
GS-7. Exposure of Existing Structures to Hazards from Unstable Soils (Caltrain Station, Historic Depot, and Caltrain railroad embankment). The proposed project would involve construction activities such as excavation, trenching, and possibly temporary dewatering adjacent to existing features, which could result in unstable soil conditions that could affect the structural integrity of the Caltrain Station, Historic Depot, and	LTS	None required.	N/A

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
the railroad embankment. However, compliance with the City Building Code and design recommendations would reduce the impact to less than significant.			
GS-8. Exposure to Hazards from Inadequate Percolation for Septic Tanks. The proposed project would not involve the construction of leach fields in 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.	NI	None required.	N/A
GS-9. Cumulative Geologic Impacts. The proposed project, in combination with other foreseeable development, would not result in significant cumulative impacts to geology, soils, or seismicity.	LTS	None required.	N/A
Hydrology			
HY-1. Violation of Water Quality Standards or Discharge Requirements. The proposed project would not violate any water quality standards or waste discharge requirement.	LTS	None required.	N/A
HY-2. Groundwater Depletion or Interference. The proposed project would not substantially deplete groundwater supplies or degrade groundwater quality.	LTS	None required.	N/A
HY-3. Erosion. The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or a river, in a manner which would result in substantial erosion or siltation on or off site.	LTS	None required.	N/A
HY-4. Flooding Inducement. The proposed project would not substantially alter the existing drainage pattern of the site or area,	LTS	None required.	N/A

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
including through the alteration of the course of a stream or a river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site.			
HY-5. Degradation of Water Quality. Through required best management practices, the proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.	LTS	None required.	N/A
HY-6. Flooding-Related Impacts. The proposed project would not place structures in a 100-year floodplain hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, nor would the proposed project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	LTS	None required.	N/A
HY-7. Inundation by Seiche, Tsunami, or Mudflow. The proposed project would not result in inundation by seiche, tsunami, or mudflow.	NI	None required.	N/A
HY 8. Cumulative Hydrology and Water Quality Impacts. Development of the proposed project in combination with other foreseeable development would not result in significant cumulative hydrology and water quality impacts.	LTS	None required.	N/A
Hazards and Hazardous Materials			
HM-1. Creation of a Significant Hazard to the Public or the Environment through Transportation. Implementation of the proposed project could involve the routine use, storage, transport, or disposal of hazardous materials, but no significant hazard to	LTS	None required.	N/A

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
<p>the public or the environment is anticipated to occur. Compliance with local, State, and federal regulations would ensure that this impact would remain less than significant.</p>			
<p>HM-2. Construction-Related Hazardous Materials Disturbance. Project-related demolition could disturb hazardous materials in existing building components and thereby cause adverse health or safety effects. However, existing health and safety programs, limit the potential for exposure to hazardous materials by workers, other individuals on site, the community, and the environment.</p>	LTS	None required.	N/A
<p>HM-3. Exposure to Contaminated Soil and/or Groundwater. Site grading, excavation, and construction of proposed building foundations could expose construction personnel and the public to existing contaminated soil and/or groundwater, and would have a potentially significant impact.</p>	PS	<p>MITIGATION MEASURE. Implementation of the following mitigation measure, and adherence to all local, State and federal regulations would reduce potentially significant impacts associated with the potential exposure of unknown hazardous materials through future project construction activities to a less-than-significant level by ensuring remediation of contaminated soils containing hazardous materials prior to construction of the proposed project, and by providing supplemental procedures in the event of unanticipated discoveries of contaminants.</p> <p><i>HM-3.1 Prepare and Implement Risk Management Plan.</i> In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction on the project site, construction activities in the immediate vicinity of the contamination shall cease immediately. A qualified environmental specialist (e.g., a licensed Professional Geologist [PG], a licensed Professional Engineer [PE] or similarly qualified individual) shall conduct an investigation to identify and to determine the level of soil and/or groundwater contamination. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that</p>	LTS

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		(1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers, and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Belmont-San Carlos Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	
		<i>HM-3.2 Implement the Site Management Plan.</i> The Site Management Plan prepared for the proposed project shall be implemented in order to properly control and manage any exposures to the contaminated soil and groundwater. As required, all construction personnel shall adhere to the soil and groundwater management protocols of the Site Management Plan.	
HM-4. Emission of Hazardous Emissions or Handling Hazardous Materials. Implementation of the proposed project would not result in the handling of acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school. There would be no impact.	NI	None required.	N/A
HM-5. Occur on a Site Included on the Cortese List, a List of Hazardous Materials Sites. Implementation of the proposed	NI	None required.	N/A

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
project would not place the project site within a listed hazardous materials site compiled pursuant to Government Code Section 65962.5. There would be no impact.			
HM-6. Airport Safety Hazards. The proposed project would be located on a site within the San Mateo County Comprehensive Airport Land Use Plan, but would not result in a safety hazard.	LTS	None required.	N/A
HM-7. Occur on a Site within the Vicinity of a Private Airstrip, and Result in a Safety Hazard. The proposed project would not be located within the vicinity of a private airstrip.	NI	None required.	N/A
HM-8. Interference with an Emergency Response and Evacuation Plan. The proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan related to hazardous material spill response.	LTS	None required.	N/A
HM-9. Wildland Fire Risk. The proposed project would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires.	LTS	None required.	N/A
HM-10 Hazards Associated with Caltrain Operations. Operation of the proposed project would not expose people or structures to a substantial risk of loss, injury, or death involving diesel trains.	LTS	None required.	N/A
HM-11. Cumulative Hazards. Project-related hazardous materials use would not contribute to cumulative human and environmental health and safety issues, including hazardous waste generation and disposal.	LTS	None required.	N/A

Population, Housing, and Employment

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
PH-1. Direct Population Increase. The proposed project would result in a direct increase of residential population and employment in San Carlos, but the increases would not be substantial and would be within the population forecasts for the City.	LTS	None required.	N/A
PH-2. Indirect Population Increase. The increase in on-site employment and housing due to the proposed project would have less-than-significant secondary growth effects resulting on employment, population, and housing demand.	LTS	None required.	N/A
PH-3. Displacement of Housing and People. The proposed project would not necessitate construction of replacement housing because it would not displace any existing housing or people.	NI	None required.	N/A
PH-4. Cumulative Population and Employment Increase. Direct population, housing, and employment growth from cumulative development would be within the City's planned growth as identified in the City's General Plan. As such, cumulative impacts related to direct population, housing, and employment growth would be less than significant.	LTS	None required.	N/A
PH-5. Cumulative Induced Housing Demand. The proposed project, in combination with other foreseeable development, would not result in a significant indirect demand for housing in the City.	LTS	None required.	N/A
Public Services			
PS-1. Police Demand. Development of the proposed San Carlos Transit Village would result in a less-than-significant physical environmental impact associated with new or altered	LTS	None required.	N/A

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
police facilities.			
PS-2. Fire Protection Demand. The proposed San Carlos Transit Village would result in a less-than-significant physical environmental impact associated with new or altered fire protection facilities.	LTS	None required.	N/A
PS-3. School Demand. Development of the proposed San Carlos Transit Village would result in a less-than-significant impact associated with new or altered school facilities.	LTS	None required.	N/A
PS-4. Parks and Recreation Demand. Development of the proposed San Carlos Transit Village would result in an increased demand for park and recreation services; however, potential increased use of nearby parks would not trigger the need for new park facilities, and thus impacts would be less than significant.	LTS	None required.	N/A
PS-5. Cumulative Police and Fire. Cumulative development could increase demand for police protection, fire protection, and emergency response services; however, no construction of new facilities would be needed and cumulative impacts would be less than significant.	LTS	None required.	N/A
PS-6. Cumulative School Impacts. Cumulative development would be required to pay school impact fees, which are considered to be full and complete mitigation for school impacts. Consequently, there would be a less-than-significant cumulative impact.	LTS	None required.	N/A
PS-7. Cumulative Parkland Impacts. Cumulative development would be subject to in-lieu fees and parkland development fees under the Municipal Code. These fees would apply towards park acquisition and maintenance, as would ensure that cumulative	LTS	None required.	N/A

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
impacts related to parks would be less than significant.			
Utilities			
UT-1. Demand on Water Supply. The proposed project would not have a significant impact on available water supplies from existing entitlements and reserves.	LTS	None required.	N/A
UT-2. Demand on Water Treatment Facilities. The proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, which could cause significant environmental effects. Therefore, the proposed project would have a less-than-significant impact on water supply facilities.	LTS	None required.	N/A
UT-3. Regional Wastewater Quality Requirements. The proposed project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities, nor result in a determination by the wastewater treatment provider that serves the project area that it has inadequate capacity to serve the project's expected demand in addition to the provider's existing entitlements. Therefore, this impact would be less than significant.	LTS	None required.	N/A
UT-4. Solid Waste Generation. The proposed project would be served by the Shoreway Recycling and Disposal Center and the Ox Mountain Sanitary Landfill, each with sufficient permitted capacity to accommodate projected solid waste from the proposed San Carlos Transit Village. The proposed project would comply with federal, State, and local statutes and regulations related to solid waste. Therefore, the proposed project would	LTS	None required.	N/A

**Table S-2
Summary of Impacts and Mitigation or Improvement Measures**

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
have a less-than-significant solid waste impact.			
UT-5. Stormwater Generation. The proposed project could potentially create or contribute runoff water over pre-development conditions. However, impacts would be less than significant as the proposed project's runoff would not exceed the capacity of existing stormwater drainage systems.	LTS	None required.	N/A
UT-6. Gas and Electricity Demand. The proposed project would be served by PG&E, which has sufficient capacity to accommodate the projected gas and electric demand; therefore, the proposed project would have a less-than-significant energy demand impact.	LTS	None required.	N/A
UT-7 Cumulative Water Supply. The proposed project, in combination with other development within the City of San Carlos, would have sufficient water supplies available to serve the project from existing entitlements under normal, dry, and multiple dry years. Therefore, this is a less-than-significant cumulative impact.	LTS	<p>IMPROVEMENT MEASURE. While the proposed project's effect on cumulative water supply is not a significant effect under CEQA, there are measures that the City could encourage the project developer to implement or impose as conditions of approval. Improvement Measure UT-7.1 below would reduce the proposed project's contribution to the total CWSC water demand.</p> <p><i>UT-7.1 Include Techniques of Water Conservation in the San Carlos Transit Village Buildings and Landscaping.</i> The project developer should include methods of water conservation in the proposed project's buildings and landscaping. These methods should include, but not be limited to the following:</p> <ol style="list-style-type: none"> a. Install water-conserving dishwashers and washing machines, and water-efficient centralized cooling systems. b. Install water-conserving irrigation systems (e.g., drip irrigation and automated irrigation systems). c. Design landscaping with drought-resistant and 	LTS

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
		other low-water-use plants.	
		d. Install water-saving devices such as water-efficient toilets, faucets, and showerheads.	
UT-8 Cumulative Water Treatment. The proposed project, in combination with other development within the City of San Carlos, would not require or result in the construction of new water treatment facilities or the expansion of existing facilities, which could cause significant environmental effects. Therefore, this impact would be less than significant.	LTS	None required.	N/A
UT-9 Cumulative Wastewater Treatment Demand. The proposed project, in combination with other development within the service area, would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities, nor result in a determination by the wastewater treatment provider that serves or may serve the project area that it has inadequate capacity to serve the project's expected demand in addition to the provider's existing entitlements. Therefore, this cumulative impact would be less than significant.	LTS	None required.	N/A
UT-10 Cumulative Solid Waste Generation. The proposed project, combined with other development within the service area, would be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs, and the proposed project would comply with federal, State, and local statutes and regulations related to solid waste. Therefore, this cumulative impact would be less than significant.)	LTS	None required.	N/A
UT-11 Cumulative Stormwater Generation. Due to State, regional, and City requirements, cumulative development would	LTS	None required.	N/A

Table S-2
Summary of Impacts and Mitigation or Improvement Measures

Impacts	Impact Significance Without Mitigation	Mitigation/Improvement Measures	Impact Significance With Mitigation
have less-than-significant impacts related to stormwater capacity.			
UT-12 The proposed project, in combination with other development served by PG&E, would not exceed existing gas and electric supply capacity. Therefore, this cumulative impact would be less than significant.	LTS	None required.	N/A