

Table of Improvement Measures

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<p>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. (Source: FEIR Table S-2)</p> <p>The proposed project would include extensive landscaping along the eastern perimeter of the project site and between Old County Road and the elevated train track as illustrated in Figures 2-6g and 2-6h which will provide a buffer between land uses and soften the visual impacts of the buildings. (Source: FEIR page 3.3-35)</p>	<p>IMPROVEMENT MEASURE. Regardless of whether the proposed project would result in significant impact or substantially degrade surrounding visual character there are measures the City could encourage the project developer to implement or consider imposing as conditions of approval.</p> <p><i>VQ-3.1 Provide landscape screening, to the greatest extent possible.</i> To ensure adequate landscape buffering of the project from single family residential east of Old County Road, the developer shall develop and submit for approval (along with the PD Plan and Development Standards application) landscape plans for the entire site with specific emphasis on the eastern perimeter of the project site and for the area between Old County Road and the elevated train track, depicting at a minimum, species, height at maturity, and number of trees, shrubs and ground cover. (Source: Planning Commission recommendation.)</p>
<p>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 Mixed Use-Station Area and Mixed Use-South Boulevard Zoning Districts to Planned Development. (Source: FEIR Errata)</p>	<p>IMPROVEMENT MEASURE. Regardless of whether the proposed project and the intended rezoning of the remainder of the Railroad Corridor would conflict with the Municipal Code there are measures the City could encourage the property owner to implement or consider imposing as conditions of approval.</p>

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In addition to the proposed project, the City will rezone the remainder of the Railroad Corridor south of the project site in accordance with Resolution 2003-79.
(Source: DEIR page 3.2-21 and FEIR Errata)

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 thus not fully compliant.
(Source: DEIR page 3.2-22 and FEIR Errata.)

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LU-4.1 Implement a Plan for the vacant Railroad Corridor property.
The property owner should prepare a design for submittal with the PD Plan and Development Standards application to be considered with the City initiated rezoning of the Railroad Corridor land south of the proposed project. The submittal shall include a description of interim land uses and a landscaping plan.
(Source: Planning Commission recommendation.)

IMPROVEMENT MEASURE. Regardless of whether the proposed project would result in less than significant impacts with implementation of Mitigation Measures AQ-8.1 through AQ-8.4, there are Climate Action Plan reduction strategies or other measures the City could encourage the project developer to implement or consider imposing as conditions of approval.

LU-6.1 Incorporate Climate Action Plan reduction strategies into the Project. The proposed project developer should prepare an analysis of Climate Action Plan reduction strategies for submittal with a PD Plan and Development Standards application. The measures considered should include, among others:

- On-site Telecommunications Center
- Day care facility
- Bike friendly path
- Bike parking
- Transit incentives
- Use of green building materials
- Installation of solar facilities
- Electric charging station
- Sustainable landscaping

(Source: Planning Commission recommendation.)

LU-8. Cumulative Land Use. The proposed project would have no impact related to division of an established community, and as such would have no potential to contribute to such a cumulative impact. Although the construction schedule for the HST project

IMPROVEMENT MEASURE. Regardless of whether the proposed project would result in any significant Land Use impacts and although it is not expected that the HST project including the Caltrain Electrification project would require additional widening of the existing

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<p>would occur later and would not coincide with construction of the proposed project, the developer in developing site plans for the proposed project considered the development of the HST project to the extent that information on the HST project was available. The Caltrain Electrification project would convert the existing Caltrain line from diesel-electric locomotive power source to a fully electric rolling stock with installation of an overhead contact system for the distribution of electric power. The Caltrain Electrification project in considered in the cumulative scenario.</p> <p>(Source: DEIR, page 3.1-5 and page 3.2-23, FEIR pages 3-46 through 3-50 and FEIR pages 3-59 through 3-61.)</p>	<p>Caltrain right-of-way of Old County Road, the City could encourage the submittal of a plan to address disruption of Old County Road.</p> <p><i>LU-8.1 Minimize the disruption of Old County Road.</i> Prior to the Planning Commission's consideration of the project entitlements, the applicant shall submit or propose plans addressing how to eliminate (or should that not be possible, to minimize) the risk that Old County Road will be disrupted by HSR or Caltrain Electrification (due, for example, to construction staging, additional rails and/or poles) because of the proposed project.</p> <p>(Source: Planning Commission recommendation.)</p>
<p>TR-3. Impacts on Alternative Transportation. The proposed project would not have an adverse effect on bicycle, pedestrian, or transit facilities.</p> <p>(Source: DEIR pages 3.4-37 through 3.4-40 and FEIR Errata and Table S-2)</p>	<p>IMPROVEMENT MEASURE. Regardless of whether the proposed project would result in a significant impact related to bicycle facilities, there are measures the City could encourage the project developer to implement or consider imposing as conditions of approval.</p>
<p>TR-4. Impacts Related to Site Access. Proposed access to the project site from El Camino Real to serve the proposed project would not create circulation conflicts.</p> <p>(Source: DEIR, page 3.4-40 through page 3.4-45, FEIR page 6.16 and 6.18 and FEIR Errata and Table S-2.)</p>	<p><i>TR-3.1 Design bicycle travel ways within the development.</i> To ensure adequate bicycle access within the project and to transit and designated bike routes, the developer shall develop and submit for approval (along with the PD Plan and Development Standards application) plans depicting bicycle routes and access.</p> <p>(Source: Planning Commission recommendation.)</p>
	<p>IMPROVEMENT MEASURES. Regardless of whether the proposed project would not 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</p>

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.

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 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.

TR-4.1 Design the Driveway 5 to Ensure Adequate Storage Capacity of the Southbound Left-Turn Pocket. 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.

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TR-4.2	<p><i>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>(Source: FEIR Table S-2)</p>
	<p>Further, to help implement the City’s objectives for the proposed project, to ensure adequate transportation flow and pedestrian and bicycle connectivity to existing neighborhoods in the downtown (see Section 2, Project Description), enhancement of other crosswalks could be considered.</p>
	<p><i>TR-4.3 Design crosswalk improvements for El Camino Real crossings at Cherry Street and Arroyo Avenue.</i> The project developer shall prepare design specifications for and construct crosswalk improvements that would help enhance pedestrian connectivity from the project site to the downtown area including decorative paving and adequate lighting. The design specifications shall be submitted to the City of San Carlos Director of Public Works for approval. The project developer shall also obtain all necessary approvals from Caltrans.</p>
	<p>(Source: Planning Commission recommendation.)</p>
<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>	<p>IMPROVEMENT MEASURES. Regardless of whether implementation of Mitigation Measure TR-5.1 would ensure that parking related impacts from the proposed project would be less than significant, there are measures the City could encourage the project developer to implement or consider imposing as conditions of approval.</p>

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supplement parking supply for the proposed project, impacts would be potentially significant without mitigation.
(Source: FEIR Table S-2)

While the proposed project's parking deficiency is addressed in Mitigation Measure TR-5.1 and the proposed project complies with the City of San Carlos Climate Action Plan goals for transportation and land use, other parking measures could be considered such as: a parking management plan for commercial users; measures to replace lost on-street parking on the east side of El Camino Real south of the Depot; measures to address transit user and project based parking in residential neighborhoods east of Old County Road; and the parking lot design could be enhanced with attributes that encourage maximum use of the parking lot by transit riders.

(Source: DEIR page 3.4-45 through page 3.4-48, FEIR page 6.16 through 6.19 and FEIR Errata.)

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TR-5.2 Implement a Transit Parking Lot Design Plan. The project developer shall prepare a parking lot design for submittal with a PD Plan and Development Standards application. The plan shall include landscape, trees, shade and other features for purposes of enhancing pedestrian travel from parking spaces to the transit station.
(Source: Planning Commission recommendation.)

TR-5.3 Designate commercial parking spaces for the Project within the parking garages. The proposed project developer shall prepare a parking garage design for submittal with a PD Plan and Development Standards application. The plan shall designate parking spaces within the parking garages for commercial users, specifically employee parking.

(Source: Planning Commission recommendation.)

TR-5.4 Replace lost on-street parking. The proposed project developer shall prepare a parking lot design for the "multi-use" area depicted on Figure 2-4 of the DEIR for submittal with a PD Plan and Development Standards application. The plan shall include landscape, trees, shade and other features. The spaces shall be made available to the public through a shared parking agreement between the property owner and the City of San Carlos.

(Source: Planning Commission recommendation.)

TR-5.5 Residential permit parking. The proposed project developer shall contribute its proportional fair share of funding toward a residential parking permit program should such a program be implemented after a study by the City.

(Source: Planning Commission recommendation.)

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

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

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<p>from construction noise would be less-than-significant. (Source: FEIR Table S-2)</p>	<p>additional measures would reduce construction noise to the maximum feasible extent.</p> <p><i>NO.1-1</i> <i>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; • 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.

(Source: FEIR)

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NO-5. Operational Noise Emissions. The proposed project's 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.

Source: FEIR Table S-2)

While the project's potential to reflect train noise does not exceed the significance threshold and therefore no mitigation is required under CEQA, to attenuate the project's potential to reflect train noise an improvement measure is appropriate and should be imposed as a condition of approval or incorporated into the project.

(Source: DEIR pages 3.6-18 through page 3.6-20 and FEIR page 6-20.)

NO-5.1 Include noise attenuating construction material in the east facing façade of the proposed project. A project-specific acoustical analysis should be conducted once project plans and residential structural components are finalized prior to building permit submittal to ensure that exterior noise levels as a result of reflection from the project would not contribute to dBA L_{eq}. The project developer shall implement any noise attenuating measures recommended by the study. A post construction project-specific acoustical analysis shall be conducted to determine the effectiveness of the noise attenuating measures and the project developer shall make any alterations recommended by the post construction analysis to ensure that exterior noise levels as a result of reflection from the project would not contribute to dBA L_{eq}.

(Source: Planning Commission recommendation.)

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.

(Source: FEIR Table S-2)

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.

UT-7.1 Include Techniques of Water Conservation in the San Carlos Transit Village Buildings and Landscaping. 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:

- a. Install water-conserving dishwashers and washing machines, and water-efficient centralized cooling systems.

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	<ul style="list-style-type: none">b. Install water-conserving irrigation systems (e.g., drip irrigation and automated irrigation systems).c. Design landscaping with drought-resistant and other low-water-use plants.d. Install water-saving devices such as water-efficient toilets, faucets, and showerheads.

(Source: FEIR)