City of Foster City
Housing Element 2015-2023

Draft Initial Study and Negative Declaration

December 16, 2014

Table of Contents

City of Foster City
Initial Study
Housing Element Update (2015-2023)

A. PURPOSE AND AUTHORITY

The proposed Housing Element Update (2015–2023) is a project under the California Environmental Quality Act (CEQA). This Initial Study was prepared by the City of Foster City, Community Development Department. The Initial Study was prepared pursuant to the CEQA (Public Resources Code Sections 21000 et seq.), CEQA Guidelines (Title 14, Section 15000 et seq. of the California Code of Regulations).

This Initial Study checklist was prepared to assess the environmental effects of the proposed Housing Element Update (2015–2023). The Initial Study consists of a depiction of the existing environmental setting, as well as the project description, followed by a description of various environmental effects that may result from the proposed Project. A detailed project description and environmental setting discussion are provided below.

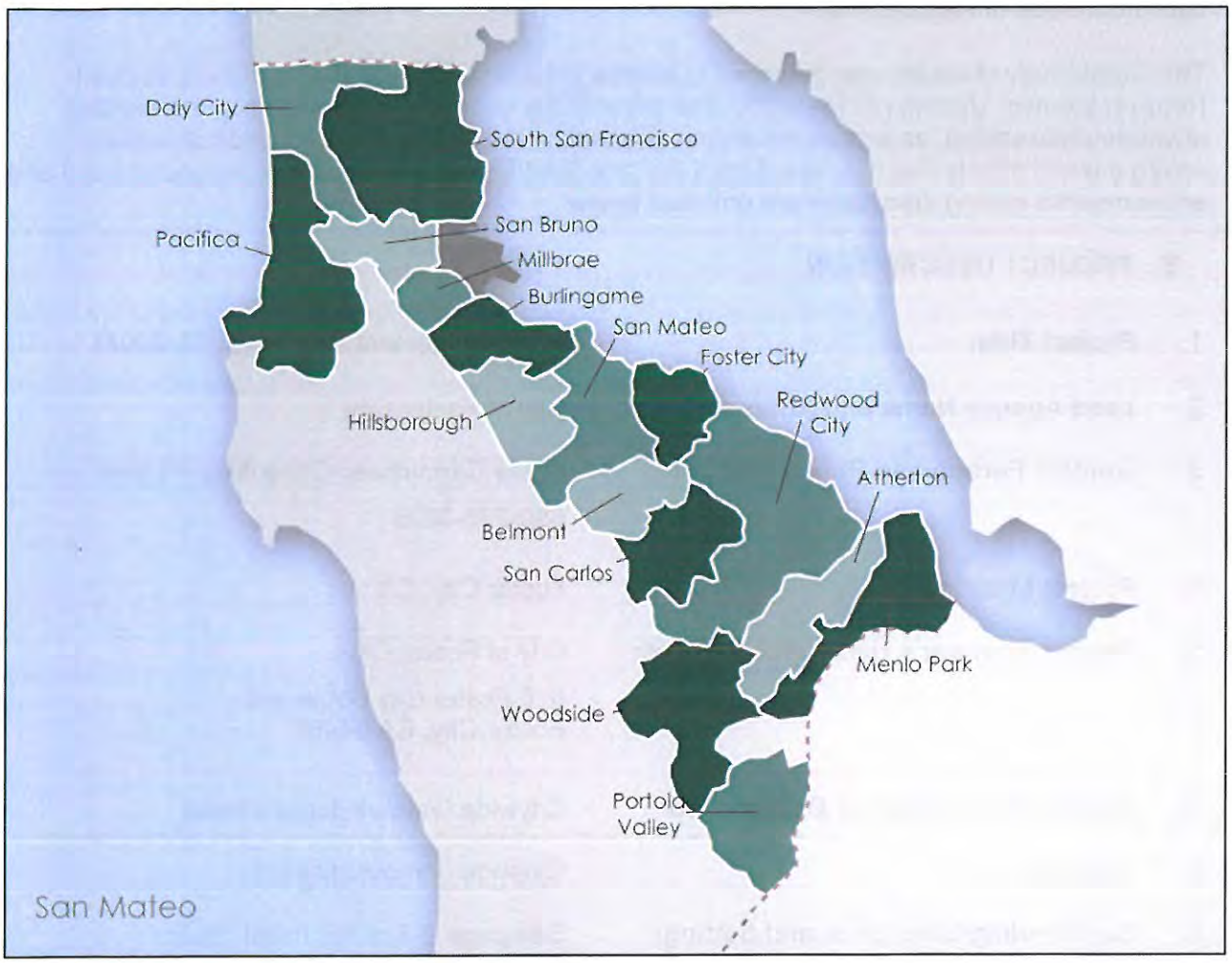
B. PROJECT DESCRIPTION

1.	**Project Title:**	Housing Element Update (2015–2023)
2.	**Lead Agency Name and Address:**	City of Foster City
3.	**Contact Person and Phone Number:**	Leslie Carmichael, Consulting Planner 650-286-3236
4.	**Project Location:**	Foster City, CA
5.	**Project Sponsor's Name and Address:**	City of Foster City 610 Foster City Boulevard Foster City, CA 94404
6.	**General Plan Land Use Designation:**	Citywide (various designations)
7.	**Zoning:**	Citywide (various districts)
8.	**Surrounding Land Uses and Setting:**	See page 2-3 of this Initial Study
9.	**Description of Project:**	See pages 6-9 of this Initial Study
10.	**Other Required Approvals:**	The Project and environmental review will be adopted and approved by the City of Foster City, without oversight or permitting by other agencies. Following City approval, the State Department of Housing and Community Development (HCD) will be asked to certify the City's Housing Element.

11. LOCATION

Foster City is located in the San Francisco Bay Area, in San Mateo County. Figure 1 shows Foster City's regional location. Foster City is situated on the San Francisco Bay Peninsula, approximately 20 miles from San Francisco and 30 miles from San Jose. The city is bordered by San Francisco Bay, San Mateo, Belmont and Redwood City, and covers approximately 12,324 acres, of which 7,726 are part of San Francisco Bay and Belmont Slough, and 2,619 acres are reclaimed marshland. This equates to approximately four square miles of land area.

Figure 1 Map of San Mateo County



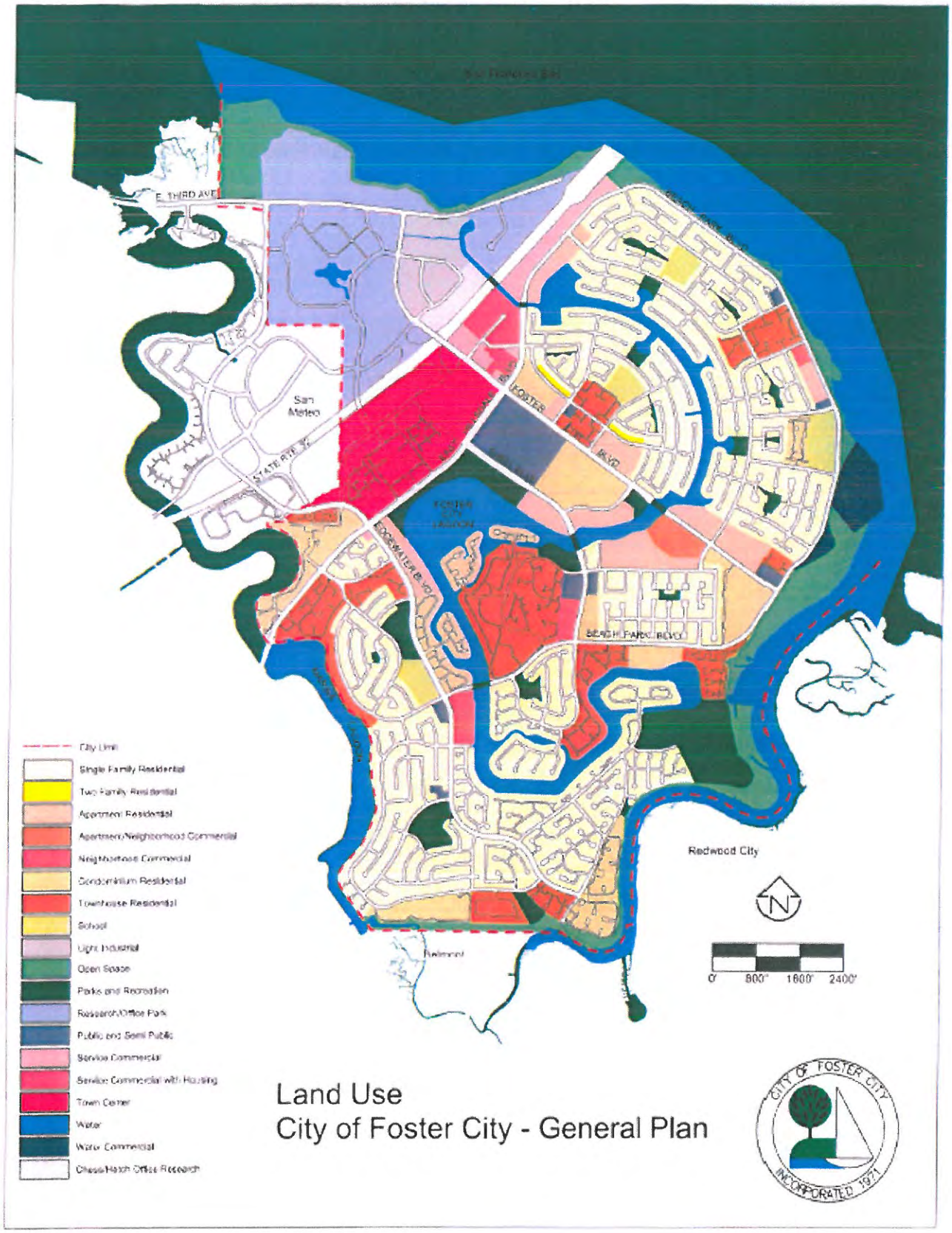
The Foster City Sphere of Influence (SOI) includes incorporated City lands only. The Foster City SOI is regulated by the San Mateo Local Agency Formation Commission (LAFCo), which determines the unincorporated communities that would most likely be best served by city services and hence represent areas with the greater potential for annexation by the City. Because there are no unincorporated lands adjacent to the City boundaries, the SOI does not include any lands outside the current City boundaries.

Highway 101 provides north-south access to San Francisco to the north and San Jose to the south. State Route 92 provides access to the East Bay across the San Mateo Bridge. The nearest

Caltrain station is located at Hillsdale Boulevard and El Camino Real in San Mateo, with service to San Francisco and San Jose. The city is shown in its local context in Figure 2.

The City is surrounded by water on three sides, including San Francisco Bay to the north and northeast, Belmont Slough to the east, O'Neill Slough to the south and Marina Lagoon to the west. The City borders the Mariners Island portion of San Mateo to the northwest, including the San Mateo Centre office development (Gateway Drive), Bridgepointe Shopping Center, and commercial and residential developments in the Mariners Island portion of San Mateo.

Figure 2 Map of Foster City



12. EXISTING SETTING

The proposed project is an update of the City's 2007-2014 Housing Element and covers the planning period from 2015 to 2023.

a. Housing Element Requirements

All California cities and counties are required to have a Housing Element included in their General Plan to establish housing objectives, policies and programs in response to community housing conditions and needs. The 2015-2023 Housing Element is a comprehensive statement by the City of Foster City of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs. The proposed Housing Element is a policy level document. It provides policy direction for the implementation of various programs to accommodate the housing needs of projected population growth, and to encourage the production of housing units in a range of prices affordable to all income groups.

The Housing Element is one of seven State-mandated elements of the Foster City General Plan. Housing Element law requires local jurisdictions to plan for and allow the construction of a share of the region's projected housing needs. This share is called the Regional Housing Needs Allocation (RHNA). State law mandates that each jurisdiction provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community to meet or exceed the City's RHNA. The Association of Bay Area Governments (ABAG), as the regional planning agency, calculates the RHNA for San Mateo County. In 2012, jurisdictions in San Mateo County formed a sub-region to distribute the County's housing allocation for RHNA 5 to the various cities in San Mateo County, including Foster City. The City of Foster City's RHNA allocation for the 2015–2023 planning period, as determined through the San Mateo County sub-RHNA process, is for a total of 430 dwelling units.

The City's 2007-2014 Housing Element was adopted on February 1, 2010. The State Department of Housing and Community Development (HCD) certified the Housing Element on April 6, 2010. The 2007-2014 Housing Element demonstrated that the City had adequate capacity to meet the RHNA requirements for the 2007-2014 planning period of 486 dwelling units.

The Housing Element for the 2015–2023 planning period is required to be adopted by early 2015. Local governments that adopt their Housing Element on time will not have to adopt another housing element for eight years, instead of every four years.

b. Foster City Municipal Code

The City of Foster City Zoning Ordinance is one of the mechanisms used to implement the goals, objectives, and policies of the General Plan and to regulate all land use within the city. The Zoning Ordinance is found in the Foster City Municipal Code, Title 17, Zoning. The Zoning Ordinance establishes various districts within the boundaries of the city, enacts restrictions for erecting, constructing, altering or maintaining certain buildings, and identifies particular trades or occupations that can make use of certain land use designations. The Zoning Ordinance includes development regulations that set forth: height and bulk limits for buildings; open space standards that shall be required around buildings; and other appropriate regulations to be enforced in each district.

13. HOUSING ELEMENT UPDATE PROJECT

The proposed Project is an update to the Foster City Housing Element, adopted February 1, 2010. Under the proposed Project, the City needs to demonstrate that it can accommodate at least 430 housing units in various income categories during the 2015–2023 Housing Element planning period. In compliance with Government Code Section 65580 *et seq.*, the proposed Housing Element update, which supports the goals and policies of the City's current Housing Element, provides policies and implementing programs under which new housing development would be allowed. The proposed Housing Element includes updated policies and programs that are intended to guide the City's housing efforts through the 2015–2023 planning period.

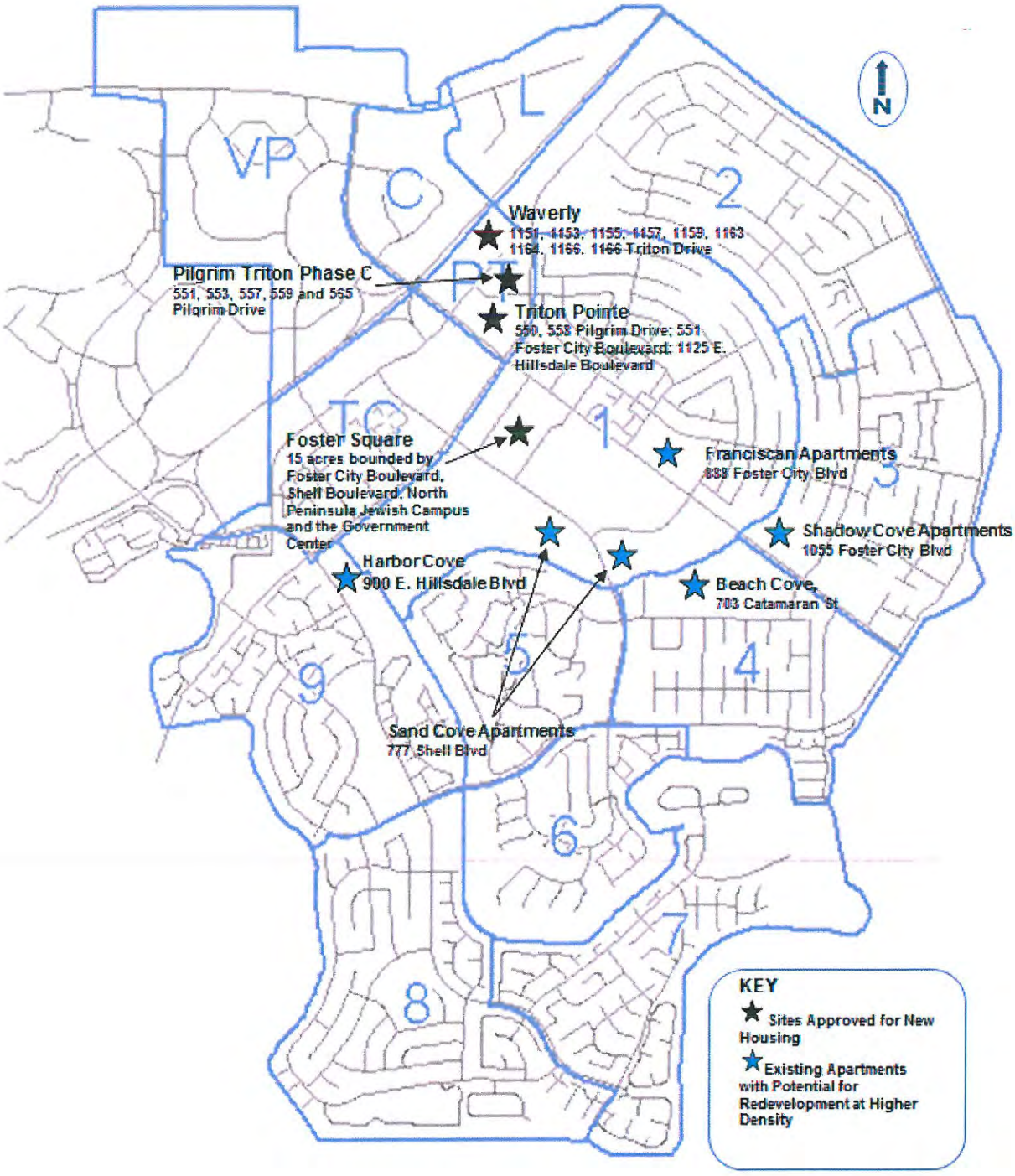
The City of Foster City's RHNA for the 2015–2023 planning period is 430 dwelling units. As shown in Table 1 below, the City can accommodate this housing allocation through a combination of built or approved housing and existing zoning as well as use of a new Affordable Housing Overlay (AHO) Combining District (allowing additional housing at existing developed sites). The AHO zoning would be applied to four existing apartment developments, although it would allow increased density in addition to what is already allowed by the existing zoning at only two of the sites. Potential future housing locations are shown on Figure 3.

Table 1: Combination of Existing Approvals, Projected Units and AHO to Address Regional Housing Needs Allocation

	Extremely Low	Very Low	Low	Moderate	Above-Moderate	Total New Units
Approved Units:						
Triton Pointe[1]		10	18	5	133	166
Pilgrim Triton Phase B (Waverly)[1]		8	31	9	192	240
Foster Square[1]	7	59	0	0	331	397
Pilgrim Triton Phase C[2]		2	2	1	12	17
Projected Units:						
Harbor Cove[3]		20	0	0	60	80
Projected Second Units[4]	1	3	1	1	0	6
SUBTOTAL	**8**	**102**	**52**	**16**	**728**	**906**
Sites to be Rezoned with AHO:[5]						
Beach Cove	15	10	71	0	143	239
Franciscan Apartments	5	3	21	0	75	104
Sand Cove	12	9	59	0	220	300
Shadow Cove	6	4	28	0	75	113
SUBTOTAL	**38**	**26**	**179**	**0**	**513**	**756**
TOTAL (EL included in VL)		**174**	**231**	**16**	**1,241**	**1,662**
Excess Low-Income Counted toward Moderate			**-100**	**100**		**0**
TOTAL after counting excess low-income toward moderate		**174**	**131**	**116**	**1,241**	**1,662**
RHNA5: 2014-2022		**148**	**87**	**76**	**119**	**430**
REMAINING NEED (SURPLUS)		**(26)**	**(44)**	**(40)**	**(1,122)**	**(1,232)**

[1]Affordable units required pursuant to Development Agreement and/or conditions of approval.
[2]The last phase of the Pilgrim Triton Master Plan is designated for 17 units by the Pilgrim Triton Master Plan (General Development Plan) but has not yet submitted site, architectural and landscape plans for their final review. The distribution of 20% below market rate (BMR) units among the income ranges is an estimate.
[3]Harbor Cove is included consistent with their application under review.
[4]The distribution of second units by income category is based on "Affordability of Secondary Dwelling Units," prepared by 21 Elements (included in Appendices).
[5]The distribution of affordable units by income category under the AHO is assumed, based on a combination that can achieve 52% increased density (6% very low-income and 17% low-income).

Figure 3 Housing Locations in Foster City



14. POTENTIAL PHYSICAL CHANGES

The proposed Project would enable the City of Foster City to meet its RHNA housing needs for 2015-2023.

The potential future housing permitted under the proposed Project would not add new housing sites in Foster City beyond what was considered in the General Plan and the current Housing Element (2007-2014), but rather would allow for additional housing and secondary dwelling units where residential housing is currently permitted. No land use or zoning changes that would re-designate areas from one use to another (e.g., commercial to residential) would be required to accommodate these uses.

The new Affordable Housing Overlay Zone (AHO) is proposed to be applied to four sites developed with existing apartments. The AHO would increase the allowed density on **two** of the four sites, Franciscan and Sand Cove. The AHO would **not** increase the allowed density on the other two sites, Beach Cove and Shadow Cove, because the R-4/PD zoning already allows up to 35 units/acre. The owners of Beach Cove or Sand Cove could submit applications for additional housing under the existing R-4/PD zoning. This initial study therefore considers Housing Element "Project" to include additional density at only the Franciscan and Sand Cove sites. As indicated in the table below, this results in a potential for 404 additional units.

The four sites are currently zoned R-3 (Medium Density Multiple Family Residence District), R-3/PD (Medium Density Multiple Family Residence District/Planned Development) or R-4/PD (High Density Multiple Family Residence District/Planned Development) as indicated in the table below. R-3 or R-3/PD allows up to 20 units per acre. R-4/PD allows up to 35 units per acre.

Sites With Potential for New Housing

Name/APN	General Plan	Acres	Zoning	Existing Use	Additional Units Allowed Min-Max[1]	Additional Capacity
Beach Cove	Apartment Residential	18.7	R-4/PD	416 units	83-239	239
Franciscan Apartments	Apartment Residential	6.4	R-3	122 units	26-104	104
Sand Cove	Apartment Residential	18.4	R-3/PD	344 units	74-300	300
Shadow Cove	Apartment Residential	7.9	R-4/PD	164 units	33-113	113
Total					**295-756**	**756**

[1]Minimum=20% increase using density bonus; maximum=52% density increase using AHO

Increase in Allowed Density at Two Housing Sites with Affordable Housing Overlay Zone

Existing Apartment Development	Existing Development			Base Density per AHO (23 units/acre or existing, whichever is greater)	Minimum Additional Units Per AHO with 36% Increase		Maximum Additional Units per AHO with 52% Increase	
	Units	Acres	Units/Acre	Units/Acre	Units	Units/Acre	Units	Units/Acre
Franciscan Apartments	122	6.45	18.91	23.00	80	31.25	104	35.00
Sand Cove	344	18.4	18.70	23.00	231	31.25	300	35.00
Total					**311**		**404**	

The General Plan (including the Housing Element) is a regulatory document that establishes goals and polices to guide development, as well as designates various districts within the boundaries of the city and establishes restrictions for erecting, constructing, altering or maintaining certain buildings, identifying certain trades or occupations, and establishes certain uses of lands. No specific development projects are proposed as part of the Project. Therefore, the proposed Project does not directly result in development in and of itself.

When specific implementing projects are identified, the development applications for such individual projects, as required, would be submitted separately to the City for review. All such development is required to: (1) be analyzed for conformance with the General Plan, Zoning Ordinance and other applicable federal, State and local requirements; (2) comply with the applicable requirements of CEQA; and, (3) obtain all necessary clearances and permits. Throughout this Initial Study, applicable General Plan goals, policies and programs are identified to bolster consistency with mandatory regulation and illustrate where the City has already taken action to address a potential impact and support any gray areas where project details are unknown.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

Determination:

On the basis of this initial evaluation:

- ■ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

12/16/14
Date

Curtis Banks, Community Development Director
Printed Name, Title

CHECKLIST OF SOURCES

The following sources are referenced in the Initial Study Checklist, and are hereby incorporated by reference into this document:

Sources

1. City of Foster City General Plan
2. City of Foster City General Plan EIR
3. The 15 Acres Project EIR, May 2013
4. Foster City Snapshot Workbook, 2011
5. City of Foster City Municipal Code & Estero Municipal Improvement District Code
6. Draft City of Foster City 2015-2023 Housing Element
7. City of Foster City 2007-2014 Housing Element
8. State Planning and Zoning Law
9. Subdivision Map Act
10. National Pollution Discharge Elimination System (NPDES) Permit
11. Composite Flood Hazard Areas - HUD National Flood Insurance Program
12. Foster City standard conditions of approval
13. Field Inspection
14. Experience with other projects of this size and nature
15. Aerial Photography
16. USGS Data Contribution
17. California Natural Diversity Database
18. Federal Environmental Standards
    (a) Water Quality Standards - 40 CFR 120
    (b) Low-Noise Emission Standards - 40 CFR 203
    (c) General Effluent Guidelines & Standards - 40 CFR 401
    (d) National Primary & Secondary Ambient Air Quality Standards - 40 CFR 50
19. State/Federal Environmental Standards
    (a) Ambient Air Quality Standards
    (b) Noise Levels for Construction Equipment
20. Bay Area Air Pollution Control District
21. California Natural Areas Coordinating Council Maps
22. U.S. Census
23. Historical Resource Inventory
24. ABAG Projections 2013
25. BAAQMD CEQA Guidelines Assessing the Air Quality Impacts of Projects and Plans
26. Department of Fish & Game
27. US Army Corps of Engineers
28. California Department of Transportation website, Officially Designated State Scenic Highways
29. Caltrans, California Scenic Highway Mapping Program, Route 280 Photo Album, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm,
30. California Department of Conservation, 2010, San Mateo County Important Farmland 2010

31. California Department of Conservation, 2010, California Land Conservation (Williamson) Act 2010 Status Report
32. California Seismic Safety Commission (CSSC), California Geological Survey (CGS), California Emergency Management Agency (CalEMA), and United States Geological Survey (USGS), *Earthquake Shaking Potential for the San Francisco Bay Region*, 2003,
33. Santa Clara County Airport Land Use Commission
34. San Carlos Airport
35. San Francisco International Airport
36. Palo Alto Airport
37. San Mateo County Airport Land Use Commission
38. CalEMA, 2009. *Tsunami Inundation Map for Emergency Planning, State of California – County of San Mateo*
39. Association of Bay Area Governments (ABAG). *Landslide Maps and Information: Earthquake Induced Landslides and Rainfall Induced Landslides*
40. San Francisco Bay Conservation and Development Commission, 2005, "Salt Ponds" Staff Report
41. Fehr & Peers, December 2, 2014. *Foster City Housing Element Update Preliminary Travel Demand Analysis.*
42. Estero Municipal Improvement District. *2010-2015 Urban Water Management Plan.*
43. Estero Municipal Improvement District, November 5, 2012. *Water Supply Assessment, Gilead Integrated Corporate Campus Master Plan Project; 15-Acres Project; 400 Mariners Island Boulevard, City of San Mateo (Tidelands Park) Residential Project; Chess Hotel Project; Chess/Hatch Drive Office Project; Bayside Towers III Project; VISA V Project; Marina Project.*
44. *Draft Foster City Climate Action Plan,* September 2014.
45. Jack Schreder & Associates, August 28, 2014. *Level I Developer Fee Study for San Mateo-Foster City School District.*
46. Enrollment Projection Consultants, February 14, 2014. *Letter Report on Enrollment Forecast Update.*
47. San Mateo Foster City School District, September 15, 2014. *Letter from Molly Barton to Hayley Cox regarding Harbor Cove Apartment Renovation Project.*
48. C/CAG, November 2013. *Final San Mateo County Congestion Management Program.*

Links

49. http://www.abag.ca.gov/
50. http://www.baaqmd.gov/
51. http://www.bart.gov/
52. http://www.catc.ca.gov/
53. http://www.dot.ca.gov/
54. http://www.mtc.ca.gov/
55. http://www.caltrain.com/
56. http://www.commute.org/
57. http://www.samtrans.com/
58. http://www.bcdc.ca.gov/

59. http://www.swrcb.ca.gov/rwqcb2/
60. http://www.smcenergywatch.org/
61. http://planning.smcgov.org/
62. http://www.recycleworks.org/
63. http://www.smcta.com/
64. http://www.flowstobay.org/
65. http://www.statelocalgov.net/state-ca.cfm
66. http://www.sustainablesanmateo.org/
67. http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm
68. http://www.bcdc.ca.gov/pdf/planning/reports/salt_ponds.pdf
69. http://quake.abag.ca.gov/landslides/
70. http://www.sccgov.org/sites/planning/Plans%20-%20Programs/Airport%20Land-Use%20Commission/Documents/PAO- adopted-11-19-08-CLUP.pdf
71. http://quake.abag.ca.gov/earthquakes/sanmateo/

D. ENVIRONMENTAL CHECKLIST

1. AESTHETICS

Would the 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?	☐	☐	■	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?	☐	☐	☐	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	■	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	■	☐

a) Would the project have a substantial adverse effect on a scenic vista? (Sources: 1, 5, 6, 7, 28 and 29)

A substantial adverse effect to visual resources could result in situations where a project introduces physical features that are not characteristic of current development, obstructs an identified public scenic vista or has a substantial change to the natural landscape. Scenic vistas are generally interpreted as long-range views of a specific scenic feature (e.g., open space lands, mountain ridges, bay, or ocean views).

Potential future development permitted under a proposed Project would have the potential to affect scenic vistas and/or scenic corridors if new or intensified development blocked views of areas that provide or contribute to such vistas. Potential effects could include blocking views of a scenic vista/corridor from specific publically accessible vantage points or the alteration of the overall scenic vista/corridor itself. Such alterations could be positive or negative, depending on the characteristics of individual future developments and the subjective perception of observers.

Potential future development permitted under the proposed Housing Element Update Project would occur on already developed sites and would therefore not occur in areas that are part of a "scenic vista" comprising a long-range views of a specific scenic feature, such as open space lands, mountain ridges or ocean views. Existing General Plan policies and Municipal Code provisions would ensure that any potential development is reviewed to ensure that it does not significantly block long-range views of a specific scenic feature.

Compliance with the following general development standards as well as the following General Plan goals and policies identified in the Foster City General Plan would address the preservation of scenic vistas and corridors in the City:

<u>Conservation Goals and Policies</u>

- *Program C-g: Lagoon Views and Recreational Opportunities. Conserve and protect the Foster City Lagoon System by maintaining accessibility for views and recreational opportunities.*

Land Use Goals and Policies

- *Policy LUC-38 City Approach to Design (Architectural) Review. The City will establish a continuing program of civic beautification, tree planting, maintenance of homes and streets, and other measures which will promote an aesthetically desirable environment in order that neighborhood areas appear attractive both within and without The City will use a design review process (called Architectural Review) whereby the design of most public and private development proposals, including those for individual residences, are subject to review and approval by the City. The primary objective of this review is to preserve the character of the neighborhood and community regarding appropriate and acceptable design for property improvements. Design review shall address, among other things, the following issues:*
  - *A. Preservation of the architectural character and scale of neighborhoods.*
  - *B. That the development is well designed, in and of itself, and in relation to surrounding properties.*
  - *C. Preservation of waterfront views.*
  - *D. Minimizing impacts to the privacy and access to sunlight of adjacent properties.*
  - *E. Minimizing impacts due to excessive noise or undue glare.*
  - *F. Screening of unsightly uses including trash, loading docks/areas, roof top equipment and special ventilating systems.*
  - *G. Use of setbacks, open space, and landscaping.*
  - *H. Exterior colors and materials.*

- *Policy LUC-39 Residential Design Review Process. The design review process shall be used to ensure compatibility of new residential projects, or property improvements, including room additions, with existing residential property, with the existing character of the neighborhoods in which they are located, and with respect to architectural style, scale, mass, bulk, color, materials, lot coverage and setbacks. Design review shall be used to ensure that new residential projects are protected from undesirable traffic, noise, or other intrusions, especially along arterial roads.*

Draft 2015-2023 Housing Element Goals and Policies

- *Policy H-B-4 Housing Design. Assure excellence in project design consistent with existing community character (architecture, site planning, and amenities).*

- *Program H-B-4-a Architectural Review. Continue the City's Architectural Review requirements contained in Chapter 17.58 of the Foster City Municipal Code to ensure that development preserve the architectural character and scale of the neighborhoods and community and is well designed.*

The Foster City Municipal Code includes similar provisions regarding protection of views in:

- Chapter 2.28, Planning, of Title 2, Administration and Personnel
- Chapter 17.58, Architectural Control and Supervision, of Title 17, Zoning

Accordingly, the proposed Project would not be expected to significantly alter scenic viewsheds in the zoning districts affected by the proposed Project and overall impacts to scenic corridors and vistas within the city would be *less than significant*. Implementation of the listed General Plan goals and policies would further ensure that impacts on scenic vistas would be ***less than significant***.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway? (Sources: 1, 6, 7, 28 and 29)

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects scenic State highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways. There are no scenic highways in or adjacent to Foster City. The City is located approximately 4.5 miles away from the nearest scenic highway, Highway 280. The City is not visible from this highway. Accordingly, there would be ***no impacts*** related to scenic highways.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?
(Sources: 1, 5, 6, 7, 28 and 29)

The Housing Element includes application of an Affordable Housing Overlay Zone allowing additional units at sites currently developed with apartments. The specific development proposals for any of these sites would be subject to an architectural review that would address the suitability of the proposed development, including consistency with General Plan, zoning regulations and other City codes policies.

As discussed in Section 1(a) above, potential development permitted as a result of the proposed Project would be restricted to the existing built environment. Potential development under the proposed Project would be required to comply with enumerated development standards set forth in the City's Municipal Code, to ensure compatibility with adjoining land uses, including but not limited to:

- Title 15, Buildings and Construction
- Title 16, Subdivisions
- Title 17, Zoning

Additionally, implementation of the General Plan goals and policies, as listed below, would protect the existing visual character or quality of the city and its surroundings.

Conservation Goals and Policies

- *Program C-g: Lagoon Views and Recreational Opportunities. Conserve and protect the Foster City Lagoon System by maintaining accessibility for views and recreational opportunities.*

Land Use Goals and Policies

- *Policy LUC-38 City Approach to Design (Architectural) Review. The City will establish a continuing program of civic beautification, tree planting, maintenance of homes and streets, and other measures which will promote an aesthetically desirable environment in order that neighborhood areas appear attractive both within and without The City will use a design review process (called Architectural Review) whereby the design of most public and private development proposals, including those for individual residences, are subject to review and approval by the City. The primary objective of this review is to preserve the character of the neighborhood and community regarding appropriate and acceptable design for property improvements. Design review shall address, among other things, the following issues:*
    - *A. Preservation of the architectural character and scale of neighborhoods.*
    - *B. That the development is well designed, in and of itself, and in relation to surrounding properties.*
    - *C. Preservation of waterfront views.*
    - *D. Minimizing impacts to the privacy and access to sunlight of adjacent properties.*

- *E. minimizing impacts due to excessive noise or undue glare.*
- *F. Screening of unsightly uses including trash, loading docks/areas, roof top equipment and special ventilating systems.*
- *G. use of setbacks, open space, and landscaping.*
- *H. Exterior colors and materials.*

- *Policy LUC-39 Residential Design Review Process. The design review process shall be used to ensure compatibility of new residential projects, or property improvements, including room additions, with existing residential property, with the existing character of the neighborhoods in which they are located, and with respect to architectural style, scale, mass, bulk, color, materials, lot coverage and setbacks. Design review shall be used to ensure that new residential projects are protected from undesirable traffic, noise, or other intrusions, especially along arterial roads.*

Draft 2015-2023 Housing Element Goals and Policies

- *Policy H-B-4 Housing Design. Assure excellence in project design consistent with existing community character (architecture, site planning, and amenities).*

- *Program H-B-4-a Architectural Review. Continue the City's Architectural Review requirements contained in Chapter 17.58 of the Foster City Municipal Code to ensure that development preserve the architectural character and scale of the neighborhoods and community and is well designed.*

- *Program H-D-2-d Design Criteria for Affordable Housing Overlay District. Develop criteria to be used by the Planning Commission in the review of developments pursuant to the AHO that ensures:*
  - *Site plans, landscaping and structures are developed with a character that is consistent with the quality of the City's neighborhoods.*
  - *Building scale, setbacks and massing and other features are utilized to minimize the impacts on adjacent development.*
  - *In mixed affordability developments, affordable units are dispersed and indistinguishable from market rate units.*

Accordingly, future development permitted under the proposed Project would result in a ***less than significant impact*** to the visual character.

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?
(Sources: 1, 5, 6, and 7)

Substantial light and glare comes mainly from commercial areas, safety lighting, traffic on major arterials and the freeway, and street lights. Future potential development permitted under the proposed Project does not include any land use changes that would re-designate any existing land uses (e.g., residential to commercial, etc.). Light pollution, in most of the city is minimal, and is restricted primarily to street lighting along major arterials streets, and to nighttime illumination of commercial buildings, shopping centers and industrial buildings. Potential secondary dwelling units and new units in existing apartment developments permitted under the proposed Project would occur in already largely built-out residential areas where street and site lighting currently exist and are accounted for in the Foster City General Plan and the Housing Element.

The goals and policies in the General Plan listed above in Sections 1(a) and 1(c) would ensure that light and glare associated with potential future development under the proposed Project are minimized. Similar to the discussions in Sections 1(a) and 1(c) above, potential future development permitted under the proposed Project would be required to comply with enumerated general development standards set forth in the City's Municipal Code, including Chapter 17.68, General Performance Standards, of Title 17, Zoning, of the Foster City Municipal Code to ensure compatibility with adjoining land uses. These factors contribute to a ***less than significant*** impact with respect to light and glare.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the 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?	☐	☐	☐	■
b) Conflict with an existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	■
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as de- fined by Government Code Section 51104(g))?	☐	☐	☐	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farm- land to non-agricultural use or of conversion of forest land to non-forest use?	☐	☐	☐	■

a) Would the project 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? (Sources: 1, 6, 30 and 31)

The City has an established Planning Area/Sphere of Influence boundary, which is the existing city limits. The proposed 2015-2023 Housing Element does not change any boundaries or the potential for agricultural activities. There are no proposals contained in the 2015-2023 Housing Element to convert Prime Farmland or any farmland of unique or Statewide importance. In addition, there is no rezoning or development proposed on forest land or land or timber property zoned Timberland Production. There are also no proposals that would conflict with existing agricultural zoning or a Williamson Act contract, or result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, or conversion or loss of forest land.

Maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency categorize land within the city as primarily Urban and Built-Up Land. There are no agricultural lands identified as Prime Farmland, Unique Farmland, or Farmland of Statewide

Importance within the City of Foster City. Based on the above, the proposed project would result in ***no impact*** on agricultural or forest resources.

b) **Would the project conflict with an existing zoning for agricultural use, or a Williamson Act contract?**
(Sources: 1, 6, 30 and 31)

The California Land Conservation (Williamson) Act 2010 Status Report identifies land in Santa Mateo County that is currently under Williamson Act contract. However, as discussed in response to Section 2(a), there is no agricultural land within Foster City, and, therefore, implementation of the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Consequently, there would be ***no impact***.

c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (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))?**
(Sources: 1, 6, 15, 30 and 31)

According to 2003 mapping data from the California Department of Forestry and Fire Protection, the City does not contain any woodland or forest land cover. Thus, the City does not contain land zoned for Timberland Production and ***no impact*** would occur.

d) **Would the project result in the loss of forest land or conversion of forest land to non-forest use?**
(Sources: 1, 6, 15, 30 and 31)

For the reasons provided in response to Sections 2(a) through 2(c), there would be ***no impact*** in relation to the conversion of forest land to non-forest use.

e) **Would the project 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 of conversion of forest land to non-forest use?**
(Sources: 1, 6 15, 30 and 31)

For the reasons provided in response to Sections 2(a) through 2(c), there would be ***no impact*** in relation to the conversion of farmland to non-agricultural use or forest land to non-forest use.

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	■	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	■	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	■

a) Would the project conflict with or obstruct implementation of the applicable air quality plan? (Sources: 1, 14, 18, 19, 20 and 25)

The project site (City of Foster City) is within the San Francisco Bay Area Air Basin (SFBAAB). The Bay Area Air Quality Management District (BAAQMD) is the regional air quality agency for the San Francisco Bay Area Air Basin, which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties, and the southern portion of Sonoma County and the southwestern portion of Solano County. Accordingly, the City is subject to the rules and regulations imposed by the BAAQMD, as well as the California ambient air quality standards adopted by the California Air Resources Board (CARB) and national ambient air quality standards adopted by the United States Environmental Protection Agency (U.S. EPA).

In September 2010, the BAAQMD adopted the *Bay Area 2010 Clean Air Plan* (CAP) which serves as an update to the previous *Bay Area 2005 Ozone Strategy*. In accordance with the CAP, the BAAQMD subsequently adopted BAAQMD CEQA Air Quality Guidelines in June 2010. The June 2010 thresholds of significance were challenged in a lawsuit alleging that the district had failed to comply with CEQA. As a result, the BAAQMD amended their CEQA Guidelines in May 2012 to remove the June 2010 adopted thresholds including related screening criteria.

Since the adoption process and the scientific soundness of the 2010 Thresholds have not been challenged, the 2010 Thresholds and associated screening criteria are used in this initial study in conjunction with 2012 CEQA Air Quality Guidelines for the evaluation of air quality impacts related to the proposed project.

Potential development permitted under the proposed Project could potentially have significant impacts on air quality through additional automobile trips associated with additional housing units. However, the BAAQMD does not require project specific analysis for projects proposing less than 451 low-rise apartments/condominiums or resulting in less than 2,000 vehicle trips per day. If a project does not exceed either of these thresholds, it is typically assumed to have a less than significant impact on air quality. The proposed Housing Element, including the new Affordable Housing Overlay Zone, would result in the potential increase in capacity for new housing units in the

City of 404 units. This would not result in any potential future development that would meet or exceed the current BAAQMD standards for air quality impacts.

There are a number of City policies intended to address air pollutants and/or odors in the City. The number of dwelling units that would be developed through the 2015-2023 Housing Element would not result in significant cumulative impacts to air quality as growth and land use intensity are consistent with the City's current General Plan and current Zoning, as well as ABAG's Projections 2013.

The traffic and population growth projected for the potential 404 new units would generally be accounted for by the Metropolitan Planning Commission (MTC) and ABAG growth projections in the 2010 Clean Air Plan and, therefore the project would not be expected to hinder or disrupt implementation of the plan. According to the 2012 BAAQMD CEQA Air Quality Guidelines, the project would have a ***less than significant impact*** on the implementation of the applicable air quality plan.

Since the 2015-2023 Housing Element is consistent with ABAG projections and the City's current General Plan and Zoning, development under the Project will not conflict with or obstruct implementation of the applicable air quality plans.

While no specific development projects have been identified or are proposed as part of the proposed Project, potential future development permitted under the proposed Project, subject to discretionary review, would be subject to separate environmental review as required under CEQA.

Given the proposed Project would not exceed BAAQMD standards of significance for air quality impacts and compliance with applicable and mandatory regulation (i.e., CEQA), potential future development permitted under the proposed Project would have ***a less than significant impact*** with respect to air quality.

b) **Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
(Sources: 1, 12, 14, 18, 19, 20 and 25)

See Section 3(a) above. Potential impacts during the construction phase of any project related to air quality violations will be mitigated to a ***less than significant*** level through the application of the City's standard conditions of approval.

c) **Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors) ?**
(Sources: 1, 14, 18, 19, 20 and 25)

The Bay Area 2010 Clean Air Plan is the current control strategy to reduce ozone, particulate matter (PM), air toxins, and greenhouse gases (GHGs) for the City of Foster City. The 2010 Clean Air Plan was based on ABAG population and employment projections for the San Francisco Bay area, including growth that would be accommodated under the City's General Plan. The BAAQMD monitors air quality at several locations in the San Francisco Bay Air Basin. Historically, problematic criteria pollutants in urbanized areas include ozone, particulate matter and carbon monoxide. Combustion of fuels and motor vehicle emissions are a major source of each of these three criteria pollutants. Foster City is within the San Francisco Bay Area Air Ozone non-attainment area as delineated by the U.S. EPA.

As discussed in Section 3(a) above, potential future additional development permitted under the proposed Project, 404 units, would not meet the screening requirements to warrant additional study of criteria pollutants. Therefore, no significant increase of criteria air pollutants would occur as a result of potential future development permitted under the proposed Project and impacts would be ***less than significant***.

d) Would the project expose sensitive receptors to substantial pollutant concentrations? (Sources: 1, 5, 12 and 14)

See Section 3(a) above. Sensitive receptors are most likely nearby residents located on or adjacent to a site being developed with additional housing units. Potential impacts during the construction phase of any project related to air quality violations will be mitigated to a ***less than significant*** level through the application of the City's standard conditions of approval.

e) Would the project create objectionable odors affecting a substantial number of people? (Sources: 1, 5 and 14)

Odors are also an important element of local air quality conditions. Specific activities allowed within each land use category can raise concerns related to odors on the part of nearby neighbors. Major sources of odors include restaurants and wastewater treatment plants. While sources that generate objectionable odors must comply with air quality regulations, the public's sensitivity to locally produced odors often exceeds regulatory thresholds.

The type of housing development that would be permitted under the proposed Project is not considered a major source of odor and would not create objectionable odors to surrounding sensitive land uses. Accordingly, there would be ***no impact***.

4. BIOLOGICAL RESOURCES

Would the 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 a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
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?	☐	☐	■	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
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?	☐	☐	■	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
f) Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (Sources: 1, 14, 16, 17, 21 and 26)

Special status plants include those listed as "Endangered," "Threatened," or "Candidate for Listing" by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS), that are included in the California Rare Plant Ranks, or that are considered special-status in local or regional plans, policies or regulations. Special status animals include those listed as "Endangered," "Threatened," or "Candidate for Listing" by the CDFW or the USFWS, that are designated as "Watch List," "Species of Special Concern," or "Fully Protected" by the CDFW, or that are considered "Birds of Conservation Concern" by the USFWS. There are occurrences of plant and animal species with special-status within the city limits.

Depending on the location, any future urban development in the City has the potential to affect important biological resources by disturbing or eliminating areas of remaining natural communities. This could include: (a) 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 plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; (b) 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 Game or US Fish and Wildlife Service; (c) a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act; or, (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.

The proposed 2015-2023 Housing Element would not modify the location or amount of residential designated lands allowed under the City's current General Plan and Zoning. The additional housing units anticipated in the 2015-2023 Housing Element would be located on sites already approved or developed with housing. All new development under the 2015-2023 Housing Element would be consistent with the City's General Plan and Zoning Ordinance, and would be consistent with local policies or ordinances protecting biological resources, and it will 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. Based on the above, the proposed project would result in ***a less than significant impact*** to biological resources.

The following General Plan goals and policies protect special-status species associated with potential future development. .

Conservation Goals and Policies

- *Goal C-A: Protect and conserve wildlife habitat, energy resources, land resources, air quality, and the quality and quantity of water resources.*

- *Policy C-6: Protect the wildlife habitat located in the wildlife refuge, 100-foot regulated shoreline band, wetland areas and the Foster City Lagoon System.*

Draft 2015-2023 Housing Element Goals and Policies

- *Policy H-A-4: Review Potential Environmental Impacts of New Housing. When a new housing development is proposed, perform a review of potential environmental impacts to ensure that the impacts on existing and prospective residents are considered.*

Implementation of these General Plan policies as well as compliance with federal and State laws, including but not limited to, the Migratory Bird Treaty Act, Clean Water Act, Federal and California Endangered Species Acts, and California Native Plant Protection Act would ensure impacts to special-status species associated with potential future development that could occur through implementation of the proposed Project would be ***less than significant***.

b) Would the project 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? (Sources: 1, 5, 14, 16, 17, 21 and 26)

The recognized sensitive natural communities of Foster City are its wetlands. Potential future development as a result of implementing the proposed Project area would occur on lands that are currently developed. Generally, impacts would be limited to removal of vegetation (to trees or bushes) on already developed lots. This would not increase run-off potential that could directly impact wetlands. Furthermore, wetlands and other waters are protected under the federal Clean Water Act and the State's Porter-Cologne Water Quality Control Act are under the jurisdiction of the U.S. Army Corps of Engineers and the San Francisco Bay Regional Water Quality Control Board. Federal and State regulations require avoidance of impacts to the extent feasible, and compensation for unavoidable losses of jurisdictional wetlands and waters. The General Plan goals and policies, described in Section 4(a) above, would reduce impacts to sensitive habitats (i.e., wetlands). These

goals, policies, and actions provide a comprehensive approach for addressing and mitigating the direct and indirect impacts of anticipated development on or near wetland habitat or other sensitive natural communities. Therefore, implementation of the proposed Project, in combination with the Municipal Code and regulations prohibiting the use of invasive and/or noxious plant species in landscaping, and federal and State laws, would reduce potential impacts to sensitive habitats to a ***less than significant*** level.

c) **Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption or other means? (Sources: 1, 14, 16, 17, 21 and 26)**

See Section 4(b) above. All of the potential housing sites included in the Project are existing developed sites and do not include any federally protected wetlands. Therefore, the Project will have ***no impact*** on federally protected wetlands.

d) **Would the project 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? (Sources: 1, 5, 14, 16, 17, 21 and 26)**

Belmont Slough and wetlands north of East Third Avenue provide a valuable wildlife movement corridor and nursery site within the urbanized setting of the Study Area. As discussed in Sections 4(b) and 4(c), the residential zoning districts affected by the Project are already developed sites near the center of Foster City. Construction of secondary dwelling units and other new housing units would not be on or adjacent to wetlands. Hence, travel of species within the wetland areas would not be obstructed under the proposed Project. There are numerous policies in the Foster City General Plan that serve to protect and enhance sensitive biological resources and the important wildlife habitat the wetlands provide. Therefore, compliance with the goals and policies listed under Sections 4(b) and 4(c) above, in combination with Municipal Code and federal and State laws, would ensure that impacts to the wildlife movement corridor and nursery site that the wetlands supports would be ***less than significant***.

e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1, 5, 14, 16, 17, 21 and 26)**

Potential future development permitted under the proposed Project would have to comply with the General Plan, policies and the Foster City Municipal Code. With adherence to the General Plan policies described in Section 4(a) and the City's Municipal Code, no conflicts are anticipated and impacts would be considered ***less than significant***.

f) **Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan? (Sources: 1, 5, 14, 16, 17, 21 and 26)**

There are no adopted Habitat Conservation Plans (HCPs) or Natural Community Conservation Plans (NCCPs) covering the city. Consequently, there would be ***no impact***.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations Section 15064.5?	☐	☐	■	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations Section 15064.5?	☐	☐	■	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
d) Would the project disturb any human remains, including those interred outside of formal cemeteries?
(Sources: 1, 3, 6, 7, 12, 14, 21 and 23)

The sites affected by the Project are already developed/disturbed lands that do not include any known historical, archaeological or paleontological resources. Historical maps show that the now developed area of Foster City was bay tidal marshland until about 1939. Levees were constructed around Brewer Island (present day Foster City) sometime around 1897 and the land was reclaimed at that time. Filling of the island for residential use began in 1961, using dredged material from the San Bruno Shoal in San Francisco Bay.

The types of cultural resources that meet the definition of historical resources under CEQA generally consist of districts, sites, buildings, structures and objects that are significant for having traditional, cultural, and/or historical associations. Commonly, the two main resource types that are subject to impact, and that may be impacted by potential future development allowed any project, are historical archaeological deposits and historical architectural resources, as discussed below.

Cultural resources are protected by federal and State regulations and standards, including, but not limited to, the National Historic Preservation Act, the California Public Resources Code, and CEQA. If the potential future development under the proposed Project or adjacent properties are found to be eligible for listing on the California Register, the development would be required to conform to the current Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating and Restoring Historic Buildings, which require the preservation of character defining features which convey a building's historical significance, and offers guidance about appropriate and compatible alterations to such structures.

Historical and pre-contact archaeological deposits that meet the definition of historical resources under CEQA could be damaged or destroyed by ground-disturbing activities associated with potential future development allowed under the proposed Project. Should this occur, the ability of the deposits to convey their significance, either as containing information important in prehistory or history, or as possessing traditional or cultural significance to Native American or other descendant communities, would be materially impaired.

Although it is possible that the area that is now Foster City was used by indigenous people to gather marine and estuarine resources, prehistorically the area consisted of bay mud and tidal flats and would have been less suitable for habitation. Prehistoric archaeological sites in the general area are located farther inland. It is therefore highly improbable that archaeological deposits and/or architectural resources would be impacted by potential future development of the Project as this development would be located in an area that was bay tidal marshland that was later filled starting in about 1961.

No human remains have been found during previous development activities in Foster City. However, any human remains encountered during ground-disturbing activities are required to be treated in accordance with California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98 and the California Code of Regulations Section 15064.5(e) (CEQA), which state the mandated procedures of conduct following the discovery of human remains. According to the provisions in CEQA, if human remains are encountered at a site, all work in the immediate vicinity of the discovery must cease and necessary steps to ensure the integrity of the immediate area shall be taken.

In the event of discovery of human remains, the San Mateo County Coroner must be notified immediately. The Coroner then determines whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours, who will, in turn, notify the person the NAHC identifies as the Most Likely Descendant (MLD) of any human remains. "Native American Most Likely Descendant' is a term used in an official capacity in *CEQA Guidelines* Section 15064.5(e), and other places, to refer to Native American individuals assigned the responsibility/opportunity by NAHC to review and make recommendations for the treatment of Native American human remains discovered during project implementation. Section 5097.98 of the Public Resources Code and Section 7050.5 of the Health and Safety Code also reference Most Likely Descendants.

Standard conditions of approval applied to development projects provide measures to be taken to protect archaeological and paleontological deposits if they are encountered to address: (1) actions that may disturb such deposits; (2) the preservation and protection of such deposits; (3) the evaluation of unanticipated finds made during construction; and, (4) the protection and respectful treatment of human remains associated with archaeological deposits.

Implementation of the standard conditions of approval identified above, as well as compliance with federal and State laws, would reduce potential impacts to historical, archaeological, paleontological resources to a ***less than significant*** level.

6. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Expose people or structures to 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, mudslides or other similar hazards?	☐	☐	■	☐
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 in Section1803.5.3 of the California Building Code, creating substantial 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?	☐	☐	☐	■

a) Would the project expose people or structures to 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, mudslides, or other similar hazards? (Sources: 1, 5, 6, 7, 12, 14, 16, 32, 38 and 39)

There are no Alquist-Priolo Earthquake Fault Zones that have been mapped within Foster City and the potential for ground rupture is therefore considered low for any potential future housing in the City. The nearest active faults are the San Andreas and Hayward faults, located 5.6 miles southwest and 13 miles northeast, respectively.

In a fact sheet published in 2008, the USGS estimated that there was a 21 percent probability that between 2008 and 2037, a 6.7 or greater magnitude earthquake will occur along the Northern San Andreas Fault. The probability of a 6.7 magnitude or greater earthquake occurring along other loacal active faults was estimated to be 31 percent along the Hayward-Rodgers Creek Fault, and seven percent along the Calaveras Fault.[1]

[1] USGS, 2008. *Forecasting California's Earthquakes – What Can We Expect in the Next 30 Years,* USGS Fact Sheet 2008-3027.

However, in the event of a large, magnitude 6.7 or greater seismic event, much of the City is projected to experience "strong" to "very strong" ground shaking. Those areas underlain by Bay Mud are judged to have a very high potential for seismically-induced liquefaction. However, all future residential development would be subject to existing federal, State, and local regulations and the following General Plan goals and policies:

Safety Goals and Policies and Programs

- *Goal S-A Protect from Seismic and Geologic Hazards. Protect the community from unreasonable risk to life and property caused by seismic and geologic hazards.*
- *Policy S-1 Use Most Current Uniform Codes. The City will use the most current uniform codes to review permits for new and modified structures.*
- *Policy S-2 Educate the Public about Seismic Hazards. The city will offer programs regarding hazardous buildings and conditions and possible mitigation measures to minimize seismic and geologic hazards.*
- *Policy S-3 Protect the City's Infrastructure and Emergency Facilities from Seismic and Geologic Hazards. The City will take measures to prevent damage to the City's infrastructure and emergency facilities resulting from seismic and geologic hazards.*
- *Program S-a Geotechnical and Engineering Reports. The City will require site specific geotechnical and engineering reports for new structures.*
- *Program S-c Seismic Safety Education. The City will include seismic safety education in the Fire Department's public education programs, such as Neighborhood Emergency response Team training and earthquake preparedness training.*
- *Program S-f Protect City's Infrastructure and Facilities. The City will protect the City's infrastructure and facilities from damage due to seismic and geologic hazards through property design and retrofitting older facilities to current standards.*

Draft 2015-2023 Housing Element Goals and Policies

- *Policy H-A-4 Review Potential Environmental Impacts of New Housing. When a new housing development is proposed, perform a review of potential environmental impacts to ensure that the impacts to existing and prospective residents are considered.*
- *Program H-A-4-b Geotechnical Studies. Prior to any residential or retail construction on the project sites, geotechnical studies would be required by the City unless a site-specific study is already on file with the City.*
- *Program H-A-4-c Building Codes. Buildings shall conform to the requirements of the latest adopted edition of the California Building Standards Code to reduce potential seismic-related hazards.*

Compliance with existing federal, State and local regulations, the goals and policies listed above and standard conditions of approval would ensure that the impacts associated with seismic hazards are minimized to the maximum extent practicable. Consequently, associated seismic hazards impacts would be ***less than significant.***

b) Would the project result in substantial soil erosion or the loss of topsoil? (Sources: 1, 5, 6, 7, 12, 14, 16, 32, 38 and 39)

Substantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern of nearly all development under the proposed Project. However, compliance with existing regulatory requirements, such as implementation of erosion control measures as specified in the City of Foster City's grading and drainage control requirements, would reduce impacts from erosion and the loss of topsoil. Examples of these control measures include hydro-seeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences or other inlet protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures. Furthermore, the future development permitted by the proposed Project would be concentrated on highly urban sites, where development would result in limited soil erosion or loss of topsoil. Therefore, adherence to existing regulatory requirements would ensure that impacts associated with substantial erosion and loss of topsoil during the future development of the housing sites would be ***less than significant***.

c) Would the project 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? (Sources: 1, 5, 6, 7, 12, 14, 16, 32, 38 and 39)

Unstable geologic units are known to be present within the Study Area. The impacts of such unstable materials include, but may not be limited to, subsidence in the diked baylands, where the underlying fill has been described as highly compressible. Areas underlain by thick colluvium or poorly engineered fill as well as low-lying areas along the Bay margins may also be prone to subsidence. Potential housing locations that lie atop mapped artificial fill could be at greater risk for subsidence. Compliance with City application processes, adopted codes and the General Plan policies noted above, which requires site-specific geologic and geotechnical studies for land development or construction in areas of potential land instability as shown on the State and/or local geologic hazard maps, or identified through other means, would reduce the potential impacts to future development from an unstable geologic unit or soil to a ***less than significant*** level.

e) Would the project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property? (Sources: 1, 5, 6, 7, 12, 14, 16, 32, 38 and 39)

The Bay Mud underlying Foster City is subject to shrink-swell expansive behavior in response to change in water content. However, development of housing would be subject to the California Building Code (CBC) regulations and provisions, as adopted in the City's Municipal Code Chapter 15, Buildings and Construction, and enforced by the City during plan review prior to building permit issuance. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, and also regulates grading activities, including drainage and erosion control. Furthermore, requirements for geologic/geotechnical reports at development locations identified as potential problem areas supported by various goals, programs and policies in the General Plan as listed under Section 6(a) above. Thus, compliance with existing regulations and policies would ensure impacts to the future development permitted under the proposed Project would be reduced to a ***less than significant*** level.

f) Would the project 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?
(Sources: 1, 5, 6, 7, 14, 16, 32, 38 and 39)

Potential future development under the proposed Project would occur in the existing built areas of the City. Connection to the sewer system is available in these areas and, therefore, ***no impact*** regarding the capacity of the soil in the area to accommodate septic tanks or alternate wastewater disposal systems would occur.

7. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?	☐	☐	■	☐

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
(Sources: 1, 5, 6, 7, 12, 14 and 44)

In 2006, California adopted Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 established a statewide GHG emissions reduction goal to reduce statewide GHG emissions levels to 1990 levels by 2020. Assembly Bill 32 established a legislative short-term (2020) mandate for State agencies in order to set the State on a path toward achieving the long-term GHG reduction goal of Executive Order S-03-05 to stabilize carbon dioxide (CO_2) emissions by 2050. The City of Foster City has prepared a draft Climate Action Plan to ensure consistency with statewide efforts to reduce GHG emissions under AB 32.

The General Plan Housing Element and the Zoning Ordinance are regulatory documents that establish goals and polices that guide development, as well as outline various districts within the boundaries of the city and restrictions for erecting, constructing, altering or maintaining certain buildings, identifying certain trades or occupations, and determining uses of land. The proposed Project does not directly result in development in and of itself. Before any development can occur in the city, all such development is required to be analyzed for conformance with the Foster City General Plan, Zoning Ordinance, other applicable local and State requirements, and must comply with the requirements of CEQA and obtain all necessary clearances and permits.

Future development in Foster City could contribute to global climate change through direct and indirect emissions of GHG from transportation sources, energy (natural gas and purchased energy), water/wastewater use, waste generation, and other off-road equipment (e.g., landscape equipment, construction activities). Potential future development under the proposed Project would increase development potential in Foster City by up to 404 housing units.

The anticipated development will occur on already developed properties. GHG emission-reducing design requirements will be required pursuant to the California Building Code, Foster City Municipal

Code including, but not limited to requirements for low water use features, recycling and many other programs in place as described in the Draft Climate Action Plan. In addition, the sites are located adjacent to public transit stops. It is expected that any potential increase in traffic generation and air quality impacts will be offset by the availability of transit to accommodate some of the transportation needs of future residents.

Plan Bay Area is a long-range integrated transportation and land use/housing strategy through 2040 for the San Francisco Bay Area. The goals, policies and programs included in *Plan Bay Area* are projected to obtain or exceed applicable GHG reduction targets. One of the key features of the strategy is to encourage compact growth within existing urbanized areas. This will reduce the need for longer distance commuting between residences and jobs and therefore slow the growth of vehicle miles traveled (VMT) for the region, resulting in less greenhouse gas emissions. The Regional Housing Need Allocations (RHNA) developed for each jurisdiction are consistent with the projected growth in *Plan Bay Area*. The proposed Project is in response to State Housing Element law that requires each jurisdiction to plan for its Regional Housing Needs Allocation (RHNA). The proposed Housing Element will therefore not contribute substantially to climate change impacts if it is consistent with the regional goals and programs in *Plan Bay Area*.

Consequently, implementation of the proposed Project would result in a ***less than significant*** impact related to contributing to GHG emissions that could have a significant effect on the environment and conflicting with an applicable plan adopted for the purpose of reducing GHG emissions.

b) Would the project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs? (Sources: 1, 5, 6, 7, 14 and 44)

See Section 7(a) above.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the 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?	☐	☐	■	☐
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?	☐	☐	■	☐
c) Emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	☐	☐	■	☐
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?	☐	☐	■	☐
e) For a project located within 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 result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are inter-mixed with wildlands?	☐	☐	■	☐

a) Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials? (Sources: 1, 5, 6, 7, 12 and 14)

State-level agencies, in conjunction with the U.S. EPA and Occupational Safety and Health Administration (OSHA) regulate removal, abatement, and transport procedures for asbestos-containing materials. Asbestos-containing materials (ACMs) are materials that contain asbestos, a naturally occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. Releases of asbestos from industrial operations, demolition or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, State and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. LBP has been banned by the Federal Consumer Product Safety Commission since 1978. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual.

Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACMs, LBP generally does not pose a health risk to building occupants when left undisturbed. However, deterioration, damage, or disturbance will result in hazardous exposure.

The U.S. EPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority new electrical equipment starting in 1979, and initiated a phase-out for most existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act, 15 U.S.C. Section 2601 et seq. (TSCA). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste. These regulations require that such materials be treated, transported and disposed in a safe manner. At lower concentrations for non-liquids, regional water quality control boards may exercise discretion over the classification of such wastes.

The California Division of Occupational Safety and Health's (Cal OSHA) Lead in Construction Standard is contained in Title 8, Section 1532.1 of the California Code of Regulations. The regulations address all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection (MRP); employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Potentially hazardous building materials (i.e., ACM, lead-based paint, PCBs, mercury) may be encountered during the demolition of existing structures, if required under the proposed Project. The removal of these materials (if present) by contractors licensed to remove and handle these materials in accordance with existing federal, State, and local regulations would insure that risks associated with the transport, storage, use and disposal of such materials would be ***less than significant***.

Common cleaning substances, building maintenance products, paints and solvents, and similar items would likely be stored, and used, at future housing developments that could occur under the proposed Project. These potentially hazardous materials would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment. Consequently, associated impacts from implementation of the proposed Project would be ***less than significant***.

b) Would the project 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?
(Sources: 1, 5, 6, 7 and 14)

As described in Section 7(a) above, the storage and use of common cleaning substances, building maintenance products and paints and solvents in the potential development planned for under the proposed Project could likely occur. However, these potentially hazardous substances would not be of a type or occur in sufficient quantities on-site to pose a significant hazard to public health and safety or the environment.

Furthermore, compliance with the following General Plan goal and policies would ensure impacts would be minimized.

Safety Goals and Policies

- *Goal S-C Protect from Fire and Dangerous Conditions. Protect the community from unreasonable risk to life and property caused by fires and dangerous conditions.*

- *Policy S-7 Hazardous Materials. The City will protect the community from unreasonable risks associated with hazardous materials.*

Draft 2015-2023 Housing Element Goals and Policies

- *Policy H-A-4 Review Potential Environmental Impacts of New Housing. When a new housing development is proposed, perform a review of potential environmental impacts to ensure that the impacts on existing and prospective residents are considered.*

- *Program H-A-4-d Site Investigation. When a site-specific development is proposed for a site that was previously used for commercial or industrial uses, a Phase I and II Site investigation shall be conducted to identify the extent of contamination and the clean-up measures necessary to meet the requirements of the Department of Toxic Substances Control and the Regional Water Quality Control Board.*

Consequently, overall, associated hazardous materials impacts would be ***less than significant.***

c) Would the project emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school? (Sources: 1, 5, 6, 7, 28 and 29)

The nearest schools to the Franciscan Apartments and Sand Cove Apartments are Brewer Island Elementary at 1151 Polynesia Avenue, Bowditch Middle School at 1450 Tarpon Street and Foster City Elementary at 461 Beach Park Blvd. The only site within one-quarter mile of a school is the Franciscan Apartments, which is .13 mi. from Brewer Island School. The implementation of the proposed Project and allowances for new secondary dwelling units will occur in residential zoning districts where residential uses currently exist and are accounted for in the 2007-2014 Housing Element. As such, there would be no increase in the risk of hazardous emissions as discussed in Sections 7(a) and 7(b) above. As a result, impacts to schools would be ***less than significant***.

d) Would the project 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? (Sources: 1, 5, 6, 7 and 14)

Records searches of the Envirostor database identify that there are locations within the City that are listed under the Spills, Leaks, Investigation, and Cleanups (SLIC) program and as locations of former Leaking Underground Fuel Tanks (LUFTs). However, because implementation of the proposed Project and any secondary dwelling units that could be permitted under the proposed Project would occur on sites where existing residential uses currently exist, potential future residential land uses would not be located on a site with hazardous materials and no impact would occur. Continued compliance with applicable federal, State and local regulations, (see Section 7(a)) and implementation of the following General Plan goals and policies would ensure that associated impacts are reduced to the maximum extent practicable.

Safety Goals and Policies

- Goal S-C Protect from Fire and Dangerous Conditions. Protect the community from unreasonable risk to life and property caused by fires and dangerous conditions.

- Policy S-7 Hazardous Materials. The City will protect the community from unreasonable risks associated with hazardous materials.

Draft 2015-2023 Housing Element Goals and Policies

- Policy H-A-4 Review Potential Environmental Impacts of New Housing. When a new housing development is proposed, perform a review of potential environmental impacts to ensure that the impacts on existing and prospective residents are considered.

- Program H-A-4-d Site Investigation. When a site-specific development is proposed for a site that was previously used for commercial or industrial uses, a Phase I and II Site investigation shall be conducted to identify the extent of contamination and the clean-up measures necessary to meet the requirements of the Department of Toxic Substances Control and the Regional Water Quality Control Board.

Therefore, any potential future development that could occur under the proposed Project would not create a significant hazard to the public or the environment by virtue of being identified as a hazardous materials site and impacts related to existing hazardous material sites would be ***less than significant***.

e) For a project 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, would the project result in a safety hazard for people residing or working in the project area?
(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

The Franciscan and Sand Cove project sites are located approximately three miles northwest of the San Carlos Airport and approximately 6.4 miles southeast of the San Francisco International Airport (SFO), and are located within the Airport Influence Area (AIA) of both airports.

Given the distances from the nearest public use airports and the fact that these sites are already developed with housing, the Project sites would not be subject to any airport safety hazards. The proposed Project would also not have an adverse effect on aviation safety or flight patterns. Thus, there would be ***less than significant impact*** related to public airport hazards.

g) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

The Project sites are not within the vicinity of a private airstrip. Thus, there would be *no impact* related to private airstrip hazards.

h) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
(Sources: 1, 5, 6, 7 and 14)

The proposed Project does not include potential land use changes that would impair or physically interfere with the ability to implement the City's Multi-Hazard Functional Plan or the City's Community Evacuation Plan. The implementation of the proposed Project and allowances for new secondary dwelling units will occur in residential zoning districts where residential uses currently exist and are accounted for in the 2007-2014 Housing Element. Therefore, the potential future development under the proposed Project would result in a ***less than significant*** impact with respect to interference with an adopted emergency response plan or emergency evacuation plan.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
(Sources: 1, 5, 6, 7, 14 and 15)

The Project is located in a highly urbanized area on already developed sites and is not surrounded by woodlands or vegetation that would provide fuel load for wildfires. As determined by CALFIRE's Wildlife Urban Interface Fire Threat data, Foster City is not designated as having high, very high or extreme fire threat. All housing sites are located on already developed sites and contain a limited amount vegetation. They are also neither located on or directly adjacent to forested areas that could contribute to hazardous fire conditions.

All development included in the Project would be required to conform to the California Fire Code, California Building Code and other local regulations to reduce the potential for fires. The resulting risk from wildland fires and impacts would be ***less than significant***.

9. HYDROLOGY AND WATER QUALITY

Would the 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?	☐	☐	■	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	☐	☐	■	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	■	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	■	☐
f) Otherwise substantially degrade water quality?				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	■	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	■	☐
i) 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?	☐	☐	■	☐
j) Expose people or structures to a significant risk of inundation by seiche, tsunami, or mudflow?	☐	☐	■	☐

a) Would the project violate any water quality standards or waste discharge requirements?
(Sources: 1, 5, 6, 7, 10, 12, 14 and 18)

As previously stated in the Project Description, no specific projects have been identified or are proposed as part of the Project. However, potential future development, redevelopment or modifications associated with development permitted by the proposed Project could affect drainage patterns and increase the overall amount of impervious surfaces, thus creating changes to stormwater flows and water quality. Increasing the total area of impervious surfaces can result in a greater potential to introduce pollutants to receiving waters. Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediments and pesticide residues from roadways, parking lots, rooftops and landscaped areas and deposit them into an adjacent waterway via the storm drain system. New construction could also result in the degradation of water quality with the clearing and grading of sites, releasing sediment, oil and greases and other chemicals to nearby water bodies.

Future development permitted by the proposed Project would be located in the urbanized areas of Foster City, all of which have already been developed and currently have a high percentage of impervious surfaces.

Water quality in stormwater runoff is regulated locally by the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP), which include the C.3 provisions set by the San Francisco Bay Regional Water Quality Control Board (RWQCB). Adherence to these regulations requires new development or redevelopment projects to incorporate treatment measures, an agreement to maintain them, and other appropriate source control and site design features that reduce pollutants in runoff to the maximum extent practicable. Many of the requirements consider Low Impact Development (LID) practices, such as the use of on-site infiltration through landscaping and vegetated swales that reduce pollutant loading. Incorporation of these measures can even improve on existing conditions.

In addition, the potential housing will be required to comply with the National Pollutant Discharge Elimination System (NPDES) Permit and implementation of the construction Storm Water Pollution Prevention Plan (SWPPP) that require the incorporation of Best Management Practices (BMPs) to control sedimentation, erosion and hazardous materials contamination of runoff during construction.

The following policies identified in the Land Use and Circulation Element would further ensure potential impacts to water quality would not occur with the implementation of the proposed Project.

Conservation Goals and Policies

- *Goal C-A Protect and conserve wildlife habitat, energy resources, land resources, air quality, and the quality and quantity of water resources.*
- *Policy C-2 Water Quality Monitoring. Continue to monitor the water quality of the lagoon.*
- *Program C-e Water Quality. Continue existing programs to conserve and protect water quality in accordance with accepted standards.*
- *Program C-f Lagoon Water Quality. Continue to implement the Lagoon Management Plan in order to conserve and protect lagoon water by exchanging water with the Bay, testing and monitoring the water quality in the lagoon system.*
- *C-I Water Quality Discharge. Conserve and protect the quality of the water that is discharged into the San Francisco Bay through implementation of the Lagoon Management Plan.*

- *C-bb national Pollution Discharge Elimination System (NPDES) Stormwater Management Plan. Continue working with the county-wide task force to develop and implement a stormwater management plan to satisfy NPDES requirements.*

While the proposed Project would permit new housing and secondary dwelling units to occur in Foster City, it does not contain any policies that would directly or indirectly result in violations of water quality standards. Therefore, implementation of the proposed Project would have a ***less than significant*** impact on water quality.

b) **Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?**
(Sources: 1, 5, 6, 7, 10 and 14)

Potential future development under the proposed Project would have a significant environmental impact if it would result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Physical changes that could occur as a result of implementing the proposed Project would occur within the existing built environment in areas where existing development occurs and would not interfere with groundwater recharge. Consequently, impacts would be ***less than significant***.

c) **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**
(Sources: 1, 5, 6, 7, 12 and 14)

The proposed Project would result in a significant environmental impact if it would require modifications to drainage patterns that could lead to substantial erosion of soils, siltation, or flooding. Such drainage pattern changes could be caused by grade changes, the exposure of soils for periods of time during which erosion could occur, or alterations to creekbeds. Potential future development as a result of the proposed Project would occur within already developed areas and would not involve the direct modification of any watercourse. If unforeseen excessive grading or excavation were required then, pursuant to the State Water Quality Control Board (SWQCB) Construction General Permit, a SWPPP would be required to be prepared and implemented for the qualifying projects under the proposed Project, which would ensure that erosion, siltation and flooding is prevented to the maximum extent practicable during construction. Overall, construction associated with potential future development permitted under the proposed Project would not result in substantial erosion, siltation or flooding either on-or off-site, and associated impacts would be ***less than significant.***

d) **Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial flooding on-or off-site?**
(Sources: 1, 5, 6, 7, 12 and 14)

See Section 10(c) above.

e) **Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?**
(Sources: 1, 5, 6, 7, 10, 12 and 14)

Physical changes that could occur as a result of implementing the proposed Project could increase impervious surfaces that could create or contribute to runoff water that would exceed the City's stormwater drainage systems. However, since the type of anticipated development associated with the proposed Project would be restricted to the existing built environment, the impacts related to stormwater drainage runoff would be ***less than significant***.

f) Would the project provide otherwise substantially degrade water quality? (Sources: 1, 5, 6, 7, 10 and 14)

A principal source of water pollutants is stormwater runoff containing petrochemicals and heavy metals from parking lots and roadways. Given that the proposed Project would not create such surfaces or increase vehicular use of existing parking lots and roadways, implementation of the proposed Project would not contribute to these types of water pollutants. As discussed under Section 9(c) and 9(d), where excessive construction related grading or excavation is required, pursuant to the SWQCB Construction General Permit, a SWPPP would be required to be prepared and implemented for the qualifying projects under the proposed Project. This would reduce polluted runoff to the maximum extent practicable during construction phases. Furthermore, implementation of the proposed Project would be subject to the oversight and review processes and standards outlined in Section 9(a). As such, compliance with these existing regulations would result in ***less than significant*** water quality impacts.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources: 1, 5, 6, 7, 11 and 14)

The Project would not place any structures within a 100-year flood hazard area. This would result in ***no impact***.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 1, 5, 6, 7, 11 and 14)

See Section 9(g) above.

i) Would the 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? (Sources: 1, 5, 6, 7, 11, 14, 38 and 39)

Foster City is protected by a levee system from coastal hazards, such as extreme high tides, sea level rise, seiche and tsunami. The City of Foster City/Estero Municipal Improvement District maintains the levee system. In a letter dated July 23, 2007, FEMA notified the City that it had certified the Foster City Levee, identified as levee P771, as meeting the criteria outlined in Title 44, Code of Federal Regulations Section 65.10.

According to mapping compiled by ABAG, portions of Foster City are within the Lower Crystal Springs Dam (LCSD) inundation zone. Dam inundation zones are based on the highly unlikely scenario of a total catastrophic dam failure occurring in a very short period of time. LCSD is approximately 5 miles west of Foster City. The Foster City Public Works Department estimates that a failure of LCSD would result in a maximum flood height of about 2 feet at the County fairgrounds in the City of San Mateo, located approximately one mile west of the City of Foster City. This flood height is below the crest height (6 feet) of a levee along Marina Lagoon in Foster City, and

therefore it is highly improbably that Lower Crystal Springs Dam failure would cause an inundation of Foster City.

Given, the unlikely nature of dam failure, the regulatory oversight by the California Department of Water Resources, Division of Safety of Dams (DSOD), and the protection provided by the existing levee system, the impact of flooding as a result of the failure of a dam or levee is considered to be ***less than significant.***

j) Would the project potentially be inundated by seiche, tsunami, or mudflow? (Sources: 1, 5, 6, 7, 11, 14, 38 and 39)

A seiche is the oscillation of a body of water. A seiche of approximately 4 inches occurred during the historic 1906 earthquake. It is unlikely that the Bay Region will experience a larger earthquake than the 1906 event, and therefore a seiche larger than 4 inches is unlikely.

Tsunamis are water waves caused by underwater seismic events, volcanic eruptions or landslides. According to the tsunami map provided by the ABAG Earthquake and Hazards Maps, the area of Foster City inside the levee system is not subject to a tsunami inundation zone.

In addition, the city is outside of the impacted zones for earthquake-induced landslides or rainfall-induced landslides. There is no expectation of mudflows or debris slides to occur within Foster City or at potential housing sites. In addition, Therefore the potential for the project sites to be inundated by seiche, tsunami or mudflow would be at a ***less than significant*** level.

10. LAND USE

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	☐	☐	☐	■
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	■

a) Would the project physically divide an established community? (Sources: 1, 5, 6, 7 and 14)

Implementation of the proposed Project would not involve any structures, land use designations or other features (i.e., freeways, railroad tracks) that would physically divide an established community. The type of anticipated development associated with the proposed Project would be restricted to the existing built environment in areas and would not physically divide an established community. Thus, ***no impact*** would occur.

b) Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local

coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
(Sources: 1, 5, 6, 7 and 14)

The General Plan and Zoning Ordinance are the primary planning documents for the City of Foster City. The proposed Project would enable the City of Foster City to meet its housing needs as required by State law. Future potential development permitted under the proposed Project does not include any land use or zoning changes that would re-designate land uses. As previously described in the Project Description earlier in this document, the purpose of the proposed Project is to permit future development that would allow for residential development and secondary dwelling units consistent with the areas already designated in the City's General Plan for housing. Therefore, impacts regarding conflicts with applicable plans, policies or regulations would be ***less than significant***.

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**
(Sources: 1, 14, 16, 17, 21 and 26)

As discussed above in Section 4(f) above, there are no habitat conservation plans or natural community conservation plans within the city limits. Therefore, implementation of the proposed Project will not conflict with any such plans. Consequently, there would be ***no impact***.

11. MINERAL RESOURCES

Would the 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 of value to the region or the state?	☐	☐	☐	■
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?	☐	☐	☐	■

a) **Would the project result in the loss of availability of a known mineral resource that would be of value to the region or the state?**
(Sources: 1, 5, 6, 7, 14 and 16)

While the proposed Project would permit additional development on sites already developed with housing, it would not result in the loss of known mineral resources or substantially limit the availability of mineral resources. The developed areas of Foster City consist of fill over 30 to 40 feet of Bay Mud. No other soil types or mineral resources are known to exist within Foster City. Therefore, there would be ***no impact*** to known mineral resources.

b) **Would the project 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?**
(Sources: 1, 5, 6, 7, 14 and 16)

See Section 9(a) above.

12. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?	☐	☐	■	☐
b) Exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	■	☐
e) For a project located within 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?	☐	☐	■	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	■	☐

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or other applicable standards of other agencies?
(Sources: 1, 5, 6, 7, 12, 14, 18 and 19)

The type of anticipated development associated with residential development and secondary dwelling units would be restricted to the existing built environment in areas where residential and non-residential uses are currently permitted. The current Housing Element (2007-2014) and the Foster City General Plan anticipated residential developments in these areas. The provisions of the proposed Project would not conflict with any aspects of the General Plan, including land use designations, noise limits or other restrictions that address noise impacts. Though future potential development permitted under the proposed Project may potentially be noise-generating during their construction phase, all potential future development under the proposed Project would be subject to the oversight and review processes and standards that are required by the Foster City General Plan, established within the City Municipal Code, Chapter 17.68, General Performance Standards, and/or otherwise required to be addressed by the State and federal regulations.

The General Plan Noise Element includes the goals, policies and programs to guide public and private planning to attain and maintain acceptable noise levels, summarized below.

Noise Goals and Policies

- *Goal N-A: Assure that the Noise Impacts of New Development or Redevelopment of Property is Done in a Manner that is Compatible with Existing Land Uses. Assure the appropriateness of new development with the noise environment of Foster City and establish mitigation measures for any changes in land use as are reasonably necessary to assure compatibility with the surrounding area.*

- *Goal N-B: Preserve and Improve the "Quiet Ambiance" Within Existing Neighborhoods. Protect neighborhoods by providing an acceptable noise level throughout the community and by identifying and alleviating or minimizing existing noise problems where possible.*
- *Policy N-1: Land Use Compatibility Standards. New development exposed to transportation noise sources must meet acceptable exterior noise level standards.*
- *Policy N-5: Mitigating Impacts on Surrounding Uses. The City will require proposals to reduce noise impacts on adjacent properties.*
- *Policy N-7: Compliance with State Noise Insulation Standards. The adopted Noise Element will serve as a guideline for compliance with the State's noise insulation standards.*
- *Policy N-8: Protecting Existing Residential Areas. Protect the noise environment in existing residential areas.*
- *Policy N-13: Noise Ordinance. The City will apply the quantitative noise ordinance standards (Chapter 17.68, General Performance Standards) throughout the City.*
- *Policy N-14: Vehicle Noise. The City will strive to reduce traffic noise levels, especially as they impact residential areas and will continue enforcement of vehicle noise standards through noise readings and enforcement actions.*

The Foster City Municipal Code, Chapter 17.68, General Performance Standards, regulates excessive sound and vibration in residential areas of the City. Section 17.68.030, Noise, establishes the following noise limits:

Foster City Noise Limits

		Exterior Noise Level Standards (dBA)	
Receiving Land Use Category	**Time Period**	**Any time duration greater than 3 minutes**	**Any time duration less than 3 minutes**
One- or two-family residential*	10 pm – 7:30 am 7:30 am – 10 pm	50 60	55 65
Multiple family, public space	10 pm – 7:30 am 7:30 am – 10 pm	55 60	60 65
Commercial, office	10 pm – 7:30 am 7:30 am – 10 pm	60 65	65 70
Light industrial	10 pm – 7:30 am 7:30 am – 10 pm	65 70	70 75

Notes:
*Air conditioning condenser units placed inside yards in accordance with the provisions of Section 17.53.080 shall not generate noise levels in excess of 82 dBA as measured twelve inches from the source.
Source: Foster City Municipal Code 17.68.030(B)

Foster City has standard conditions of approval for large new and redevelopment projects to reduce noise impacts:

- Three (3) sets of an acoustical analysis, including one electronic or pdf version, shall be submitted, prepared by a licensed professional, specifying the manner in which interior noise levels will be reduced to the required Community Noise Equivalency Level (CNEL) per Title 24 of the California Administrative Code. The details of noise attenuation

recommended in the report will be subject to the review and approval of the Chief Building Official.

- The construction contractor shall designate a "noise disturbance coordinator" who shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaints (e.g., beginning work too early, bad muffler) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site. The construction contractor shall protect all downstream sanitary sewer lines from construction debris while performing sanitary sewer construction. Means to prevent construction debris must be used and shall be inspected by the construction inspector.

- Construction activities shall be limited to the hours of 8 a.m. to 5 p.m. on weekdays unless deviations from this schedule are approved in advance by the City. Nonconstruction activities may take place between the hours of 7 a.m. and 8 a.m. on weekdays and 9 a.m. and 4 p.m. on Saturdays but must be limited to quiet activities and shall not include the use of engine-driven machinery. No actual construction activities may take place between 7 a.m. and 8 a.m., except when post-tension slab foundations are being poured, the concrete pumper may be set up but no concrete may be poured. Forklifts shall be allowed to operate onsite between the hours of 5 p.m. and 6:30 p.m. on weekdays. The Planning Commission reserves the right to rescind this condition and further restrict construction activities in the event that the public health, safety and welfare are not protected due to noise levels emanating from the construction project.

- In order to minimize construction noise impacts, all engine-driven construction vehicles, equipment and pneumatic tools shall be required to use effective intake and exhaust mufflers; equipment shall be properly adjusted and maintained; all construction equipment shall be equipped with mufflers in accordance with OSHA standards.

- The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.

- The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

- Construction noise levels shall not exceed the interior noise level of 50 dBA L_{eq} (hourly average) or the maximum noise level of 70 dBA L_{max} within occupied noise sensitive land uses.

Compliance with existing regulations would ensure that the proposed Project would neither cause new noise impacts nor exacerbate existing impacts. Accordingly, noise impacts associated with implementing the proposed Project would be ***less than significant***.

b) Would the project result in exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?
(Sources: 1, 5, 6, 7, 14, 18 and 19)

Potential future development associated with the proposed Project would not include any new roads or transportation infrastructure and therefore would not itself result directly in any new transportation-related sources of vibration. The new housing and secondary dwelling units would not include

vibration-generating equipment and would not result in long-term operational vibration impacts. *No impact* related to long-term vibration would occur. Any impacts associated with construction would be temporary and short-term. General Plan policies to reduce potential vibration impacts are included in the policies related to noise in a) above.

Compliance with General Plan policies, Chapter 17.68 and standard conditions of approval together with no long-term vibration impacts would ensure impacts would be ***less than significant.***

c) **Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
(Sources: 1, 5, 6, 7, 14, 18 and 19)

The type of residential development envisioned under the proposed Project would be compatible with nearby residential land uses that are either already developed and/or are in close proximity to existing residential and residential-serving development. As discussed above in Section 12(a), because residential uses are not typically associated with high levels of stationary noise generation and would largely be developed and located near other residential uses, it is unlikely that any residential development under the proposed Project would directly contribute to an increase in ambient noise levels in their surrounding areas.

Potential noise impacts from future residential development would stem mainly from the addition of vehicles along roadways in the city. The traffic analysis prepared by Fehr & Peers concludes that the Housing Element Update is unlikely to create new significant traffic impacts. These minor additional volumes are also unlikely to cause a noticeable difference in the traffic-related noise generated.

In addition, implementation of General Plan policies, including those listed under Section 12(a) and standard conditions of approval would ensure the impacts identified above would be ***less than significant.***

d) **Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**
(Sources: 1, 5, 6, 7, 12, 14, 18 and 19)

Development of the future potential housing units associated with the proposed Project could cause temporary noise impacts during construction at adjacent land uses. The future residential development and secondary dwelling units could be located in proximity of noise-sensitive residential areas. Specific site plans and construction details have not been developed. Construction would be localized and would occur intermittently for varying periods of time. Because specific project-level information is not available at this time, it is not possible to quantify the construction noise impacts at specific sensitive receptors.

Construction is performed in distinct steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. However, despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise level ranges to be categorized by work phase. The highest noise impacts from construction activity would occur from operation of heavy earthmoving equipment and truck hauling that would occur with construction. Except for emergency work of public service utilities or by variance, the City restricts the hours of construction activities to the least noise-sensitive portions of the day (i.e., between 8:00 a.m. and 5:00 p.m. on Monday through Friday).

Prior to construction of each development consistent with the proposed Project, for projects that are not subject to separate environmental review, construction noise impacts would be addressed through compliance with the City's General Plan and Zoning Ordinance through the City's building permitting process. Several methods can be implemented to reduce noise during construction, such as equipment selection and selecting staging areas as far as possible from nearby noise sensitive uses.

Implementation of the General Plan goals, policies, and programs, Municipal Code and standard conditions of approval listed in Section 12(a) through 12(c) would ensure these impacts identified above are ***less than significant***.

e) For a project located within 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?
(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

The Franciscan and Sand Cove project sites are located approximately three miles northwest of the San Carlos Airport and approximately 6.4 miles southeast of the San Francisco International Airport (SFO), and are located within the Airport Influence Area (AIA) of both airports. Although noise from both airports can be heard throughout Foster City, all of Foster City lies beyond the 65 CNEL noise contour for San Francisco International Airport and all but a small area near Belmont Slough lies beyond the 55 CNEL noise contour for San Carlos Airport. Therefore, implementation of the proposed Project would not result in exposure to excessive aircraft noise levels and the impact would be ***less than significant***.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?
(Sources: 1, 5, 6, 7, 33, 34, 35, 36 and 37)

There are no private airstrips located within Foster City. There would be ***no impact*** related to excessive noise levels related to private airstrips.

13. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	■	☐
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
(Sources: 1, 5, 6, 7 and 24)

The proposed Project would be considered to result in a substantial and unplanned level of growth if estimated build-out exceeded local and regional growth projections. The proposed Project is consistent with projections under the Foster City General Plan and ABAG Projections and would not extend roads or other infrastructure, and thus would not indirectly induce substantial population growth. Thus, a ***less than significant*** impact would occur in relation to population growth.

b) Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?
(Sources: 1, 5, 6, 7 and 24)

The Project would result in a net of new housing units and therefore would not permanently displace housing units. It is possible that during the construction phase, some temporary relocations might be necessary, but this cannot be determined at this time without a site-specific project. Because the proposed Project only involves changes to the permitting of uses and in no way mandates how new housing units would be accommodated on a specific site, nothing in the Project would serve to displace housing or people. Consequently, impacts with respect to displacing housing units or residents would be ***less than significant***.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
(Sources: 1, 5, 6, 7 and 24)

See Section 13(b) above.

14. PUBLIC SERVICES

Would the project result in:	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, 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?	☐	☐	■	☐
Other public facilities?	☐	☐	■	☐

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically 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:
(Sources: 1, 5, 6, 7, 14, 45, 46 and 47)

The primary purpose of a public services impact analysis is to examine the impacts associated with physical improvements to public service facilities required to maintain acceptable service ratios, response times or other performance objectives. Public service facilities need improvements (i.e., construction of new, renovation or expansion of existing) as demand for services increases. Increased demand is typically driven by increases in population. The proposed Project would have a significant environmental impact if it would exceed the ability of public service providers to adequately serve the residents of the city, thereby requiring construction of new facilities or modification of existing facilities. The proposed Project does not include the construction of any new public service facilities or expansion of existing facilities.

Fire Protection Services
Implementation of the Project may result in an incremental increased demand for fire protection and emergency services. However, the Project is located within an already developed area in close proximity to existing fire protection services. This project, together with other potential projects in Foster City could impact response time goals and/or require increased staffing and facility needs in the future. The Project's individual impact related to the provision of fire services would be ***less than significant***.

Police Protection Services.
Implementation of the Project may result in increased demand for police services, but this increase would not be substantially greater than the existing demand for police services in the area since the potential housing sites are within the current service area and the Project would not substantially increase the number of residents. The Project's impact related to the provision of police services would be ***less than significant***.

Schools
School services in Foster City are provided by the San Mateo-Foster City School District (SMFCSD) and the San Mateo Union High School District (SMUHSD). Although important to the quality of life, impacts to schools from increased development do not necessarily result in impacts to the physical environment. In *Goleta Union School District v. Regents of the University of California* (2d Dist. 1995) (37 Cal. App. 4th 1025, 1032, 1995), the Court of Appeal found that "Classroom overcrowding, per se, does not constitute a significant effect on the environment." This means that classroom overcrowding is not an environmental impact pursuant to the California Environmental Quality Act. As discussed below, new developments are required to pay school impact fees, which provide mitigation for impacts to schools from new development.

The student generation rates to estimate the number of elementary students anticipated to be generated by residential development range from a high of 0.5 students per dwelling unit based on State-wide student yield averages calculated by the Office of Public School Construction[2] to a rate of 0.1students per dwelling unit within the SMFCSD for new multi-family housing[3] (i.e., one student in every ten units). The February 2014 enrollment projections prepared for SMFCSD states that "a 0.10 TK[transitional kindergarten]-8 SGR[student generation rate] is reasonable to apply to the updated projections of Regular ATT [areas of market-rate attached units-apartments, condos, townhouses and plexes] units that are mainly apartments, condos and high-density townhomes."[4]

---

[2] Jack Schreder & Associates, Inc., August 28, 2014. *Level I Developer Fee Study for San Mateo-Foster City School District*, p. 5.
[3] SMFCSD, Letter to Hayley Cox from Molly Barton, September 15, 2014. *Letter regarding Harbor Cove Apartment Renovation Project*, p. 2.
[4] Enrollment Projection Consultants, February 14, 2014. *Letter Report to SMFCSD*, p. 14. (Also available at:

For the 404 additional housing units that could be allowed by the Project, this would result in approximately 40-202 elementary students.

The SMFCSD appointed a "Next Steps Advisory Committee" in February 2014 following the failure of Measure P in November 2013. Measure P addressed school capacity challenges, updating classroom technology, and improving energy efficiency at each school. The Next Steps Committee's charge is to engage the external and internal communities of the San Mateo-Foster City School District and listen to other options for addressing school capacity and equity issues created as student enrollment continues to grow.

The SMUHSD provides high school education to the communities of Burlingame, Foster City, Hillsborough, Millbrae, San Mateo and San Bruno. The SMUHSD operates six high schools, one continuation high school, one alternative education school and one adult school. Aragon High School, Hillsdale High School and San Mateo High School, all located in San Mateo, are the primary public high schools attended by Foster City students. SMUHSD's enrollment in 2014-15 is 8,200 with an enrollment capacity of 8,910. The SMUHSD uses a student generation factor of 0.2 per unit. [5]

Pursuant to California Education Code Section 17620(a)(1), the SMUHSD has established and currently collects an impact fee for both SMUHSD and the SMFCSD. The combined SMUHSD and SMFCSD fees for the Cities of San Mateo and Foster City are $3.30 per square foot of residential development as of November 18, 2014. Any impact on the provision of school services is mitigated through the payment of development impact fees pursuant to the Leroy F. Green School Facilities Act. Impact fee contributions will help to mitigate potential impacts by funding the construction of new facilities.

Based on the provision of impact fees and the *Goleta* case cited above, the impact of the Project on schools would therefore be ***less than significant***.

Parks

The City of Foster City has 20 parks and recreational facilities (plus two under construction) within the 4 square miles comprising the City. In addition, the City has 212 acres of recreational waterways. Almost all residents live within walking distance or ¼ mile, of a park or private recreational facility.

New residential developments would typically include a range of on-site recreation amenities for the residents. Because of this, residents of new developments would not be expected to contribute to a significantly increased use of existing neighborhood parks and recreation facilities to such an extent that the these facilities would be physically degraded or their substantial physical deterioration be accelerated. The impact on parks would therefore be ***less than significant***.

The provisions of the proposed Project would not contravene any aspects of the General Plan, including land use designations and allowed building intensities that could significantly impact demand for City services. Implementation of the proposed Project would therefore neither cause new impacts in regard to provision of City services nor exacerbate any existing impacts. Thus, impacts would be ***less than significant*** would occur.

https://smfc-ca.schoolloop.com/Next_Steps_Committee.)

[5] SMUHSD, December 16, 2014. Email from Pam Chavez.

15. RECREATION

Would the 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?	☐	☐	■	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an ad- verse effect on the environment?	☐	☐	■	☐

a) Would the project 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? (Sources: 1, 5, 6, 7 and 14)

As discussed above in Section 14, the residents of the Project would not be expected to significantly increase the use of existing neighborhood or regional parks and recreation facilities to such an extent that these facilities would be physically degraded or that substantial physical deterioration would be accelerated. The impact on recreational facilities would therefore be ***less than significant.***

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment? (Sources: 1, 5, 6, 7 and 14)

See Section 15(a) above.

16. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	■	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	■
e) Result in inadequate emergency access?	☐	☐	☐	■
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise de- crease the performance or safety of such facilities?	☐	☐	☐	■

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?
(Sources: 1, 5, 6, 7 and 41)

The proposed Housing Element Update will not directly result in construction of any development or infrastructure although future residential development supported by the Housing Element Update is expected to produce additional traffic. The analysis prepared by Fehr & Peers estimates the number of new vehicles that would use the Foster City and regional roadway networks. The study also includes an analysis of existing intersection operations and a qualitative review of the potential for the Housing Element Update to cause significant traffic impacts. The traffic analysis estimates that the Project would generate 206 AM peak hour trips and 258 PM peak hour trips, using trip generation rates from the Institute of Transportation Engineers (ITE). The ITE trip generation rates are approximately 10% higher in the AM peak hour and more than double in the PM peak hour when compared to actual counts collected at the Harbor Cove development taken in May 2014. This indicates that by using the ITE trip generation rates, the results represent a conservative estimate of future conditions. The analysis concludes that the level of added peak hour traffic generated by the Housing Element Update Project "would be relatively small and is unlikely to worsen traffic operations beyond the current levels. In addition, the Housing Element Update would increase traffic by less than one percent of total capacity on each mainline freeway segment, meaning that the Housing Element Update would not trigger a significant impact under

C/CAG Congestion Management Plan Guidelines."[6] Because the Project would not cause a change in the intersection Levels of Service, the potential conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system is ***less than significant***.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources: 1, 5, 6, 7, 41 and 48)

The City/County Association of Governments (C/CAG) of San Mateo County is the County's Congestion Management Agency. It prepares a Congestion Management Plan (CMP) which identifies improvements and strategies to relieve congestion on regional transportation facilities, and sets funding priorities. C/CAG also provides guidelines for the analysis of land use project and their impacts to the designated CMP roadway system. The CMP facilities in Foster City include US 101 and SR 92. The LOS Standards for these facilities vary by roadway segment:

- SR 92 from US 101 to Alameda County Line: LOS E
- US 101 from Peninsula Avenue to SR 92: LOS F
- US 101 from SR 92 to Whipple Road: LOS E

As indicated in Section 16a) above, the Housing Element Update would increase traffic by less than one percent of total capacity on each mainline freeway segment, meaning that the Housing Element Update would not trigger a significant impact under C/CAG Congestion Management Plan Guidelines. The potential conflict with an applicable congestion management program is ***less than significant***.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources: 1, 5, 6, 7 and 14)

The proposed Project does not include any strategy or measure that would directly or indirectly affect air traffic patterns. Therefore, ***no impact*** would result.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) ? (Sources: 1, 5, 6, 7 and 14)

The proposed Project does not include any strategy that would promote the development of hazardous road design features or incompatible uses. Therefore, ***no impact*** would occur.

e) Would the project result in inadequate emergency access? (Sources: 1, 5, 6, 7 and 14)

No part of the proposed Project would result in the development of uses or facilities that would degrade emergency access. Therefore, there would be ***no impact***.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources: 1, 5, 6, 7 and 14)

[6] Fehr & Peers, December 2, 2014. *Foster City Housing Element Update Preliminary Travel Demand Analysis*, p. 12.

The proposed Project will have no impact on policies, plans or programs regarding public transit, bicycle or pedestrian facilities. While future development consistent with the proposed Project may include provisions that are dependent on the location of public transit stops, potential development consistent with the proposed Project will only be reactive to the location of bus stops and will have no effect on the placement of bus stops or any other aspect of the public transportation system. Therefore, ***no impact*** will occur.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	■	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	■
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	■	☐
d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	■	☐
e) 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?	☐	☐	■	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	■	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	■

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
(Sources: 1, 3, 5, 6, 7, 12 and 14)

The Estero Municipal Improvement District provides wastewater collection and conveyance services to Foster City. Wastewater from the City of Foster City is treated at the jointly owned wastewater treatment plant located in San Mateo. Sanitary wastewater treatment requirements are established in the NPDES Permit issued by the San Francisco Bay RWQCB. The NPDES Permit also sets out a framework for compliance and enforcement.

EMID owns 25 percent of the treatment plant's average daily flow capacity, or approximately 4.3 million gallons per day (MGD). The treatment plant's maximum daily wet weather capacity is 39.3 MGD and its maximum daily dry weather capacity is 22.0 MGD. The treatment plant's 1 hour peak wet weather capacity is 60 MGD and its 1 hour peak dry weather capacity is 39.5 MGD. The average daily wastewater flow in 2012 (up to July 31) was 15.7 MGD. The City's average daily flow as of 2012 was 2.30 MGD (approximately 53% of the allocated daily flow capacity).

Wastewater from the Project would be directed to existing facilities, which would continue to comply with all provisions of the NPDES program, as enforced by the Regional Water Quality Control Board. Compliance with the requirements described in Section 9, Hydrology and Water Quality, which include the preparation of a Storm Water Pollution Prevention Plan, would ensure that the project would not result in an exceedance of wastewater treatment requirements. The impact of the Project would therefore be ***less than significant***.

b) **Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
(Sources: 1, 3, 5, 6, 7, 12 and 14)

As part of the City's standard conditions of approval, the applicant for a site-specific project will be required to prepare a sewer system capacity study, sewer flow projection study and hydraulic capacity study and implement any necessary improvements as a condition of approval.

- Prior to issuance of a building permit, the applicants, at their expense, shall have a registered civil engineer prepare a complete sewer system capacity study of the on- and off-site sewer system (including lift stations) which services the project (both upstream and downstream). The study shall meet the approval of the City Engineer. All needed construction improvements shall be installed by the applicants at applicants' sole cost. No on-site or downstream overloading of existing sewer system will be permitted.

- The applicant shall prepare a sewer flow projection study and a hydraulic capacity study, to be submitted to the Foster City Public Works Department for review, to verify that the existing sewer system is properly sized to meet the projected increase in wastewater generation on the project site. The studies shall show the new connecting points to the existing sewers and model the estimated flows and peaking factors, as they relate to the changes in land use for the proposed project.

It is also expected that newer requirements for water conserving fixtures and landscape could reduce to some extent, the amount of water demand and wastewater generated if existing units/landscaping are renovated.

Given that the City's wastewater flow is well below (53%) the allocated capacity, and that any site specific development would be subject to the City's standard conditions and current codes and regulations, the Project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The impact of the Project would therefore be ***less than significant.***

c) **Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**
(Sources: 1, 5, 6, 7, 12 and 14)

Any site specific projects would occur on already developed sites and be served by existing storm drain lines. The City's storm drainage system is connected to the Foster City lagoon system, which functions as a drainage detention basin. The redevelopment of existing developed sites would be subject to the C.3 stormwater regulations, which reduce and improve the quality of stormwater entering the City's storm drainage system. Therefore the overall volume of runoff would not be

expected to significantly increase. The Project would therefore have a ***less than significant impact*** on stormwater drainage facilities.

d) Would the project have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 1, 5, 6, 7, 42 and 43)

EMID supplies water to Foster City, which is purchased from the San Francisco Public Utilities Commission (SFPUC). The SFPUC supplies water to wholesale suppliers through the "Master Supply Agreement between the City and County of San Francisco and Wholesale Customers in Alameda County, San Mateo County and Santa Clara County" (WSA), entered into in July 2009. EMID's Individual Supply Guarantee with the San Francisco Public Utilities Commission (SFPUC) is 5.9 million gallons per day (mgd) or approximately 6,600 acre feet per year, assuming no significant supply disruptions or prolonged drought conditions. Although the WSA and accompanying Water Supply Contract expire in 2034, the Supply Assurance (which quantifies SFPUC's obligation to supply water to its individual wholesale customers) survives their expiration and continues indefinitely. The SFPUC's supply assurance to EMID until the year 2030 factored in existing and anticipated future redevelopments within EMID's service area.

In the event of prolonged drought conditions, EMID would implement the Water Shortage Contingency Plan contained in the 2010-2015 Urban Water Management Plan, which would result in reduced water demand of up to 20 percent within the service area. The Water Shortage Contingency Plan would thus ensure an adequate water supply within the EMID service area if the SFPUC reduces water deliveries to EMID by 10 to 20 percent, as would occur during a prolonged drought.

The amount of new development anticipated in the Housing Element Update is not sufficient to trigger the requirement for a Water Supply Assessment pursuant to Water Code, Section 10912. The Public Works Department estimates, based on the current consumption at Sand Cove and Franciscan, that the 404 additional units will generate a water demand of 105 acre feet per year.[7]

The most recent Water Supply Assessment, approved on November 5, 2012, prepared for the combination of several proposed or anticipated developments, concluded that EMID will have sufficient water supply to serve the existing customers and the proposed projects under consideration until 2034 when the existing contract with SFPUC expires. The conclusion of sufficient supply is based on the assumption that the demand reduction programs mandated by the SFPUC and EMID's water shortage contingency plan are implemented during drought years, in addition to SFPUC meeting its contract obligations. The excess supply during a normal year for 2030 is approximately 250 acre feet of the guaranteed allocation. Therefore, EMID will need to monitor and continue to be diligent in conserving water to reduce system-wide demand in the future. Based on the relatively small increase in housing units and the projected excess supply, the project will have a ***less than significant*** impact.

e) Would the project 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? (Sources: 1, 3, 5, 6, 7 and 14)

See Sections 17(a) and 17(b) above.

[7] Allan Shu, Senior Engineer, December 16, 2014. Email communication.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
(Sources: 1, 3, 5, 6, 7 and 14)

After solid waste is collected and sorted at the Shoreway Environmental Center, it is transported to the Ox Mountain Sanitary Landfill, located in Half Moon Bay. The closure date of the Ox Mountain Landfill is anticipated to be January 1, 2018.

The City's construction and demolition ordinance requires that a minimum of half of all demolition and construction debris be recycled. Chapter 15.44 required contractors to take their construction and demolition debris to a facility that processes these materials for recycling. Most of these facilities yield recycling rates in excess of 80 percent. The typical residual that would then be delivered to the landfill is 10 to 15 percent of the debris. This would not substantially decrease the available capacity at the Ox Mountain Sanitary Landfill.

The California State Integrated Waste Management Board (CIWMB) estimates an average waste generation rate of 5 pounds per multi-family residential unit per day. The 404 new residential units possible under the Project would generate approximately 2,020 pounds of additional waste per day, or approximately 1 ton. This represents approximately .03 percent of the total daily permitted throughput for the Shoreway Environmental Center, which is permitted for 3,000 tons of solid waste and recyclables, and an even lower percentage of the Ox Mountain Sanitary Landfill's total daily throughput. The amount of solid waste generated by both construction and operation of the project would not exceed landfill capacity and would have a ***less than significant*** impact.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?
(Sources: 1, 3, 5, 6, 7 and 14)

The California Integrated Waste Management Act of 1989 (AB 939) required local cities and counties to adopt an Integrated Waste Management Plan to establish objectives, policies and programs relative to waste disposal, management, source reduction and recycling. AB 939 mandates that each jurisdiction adopt a Source Reduction and Recycling Element to specify how the community will meet the 50 percent waste diversion goal by 2000. The City of Foster City reached the 50 percent or greater diversion goal in 1997, 1998 and 2006.

In compliance with State Law Senate Bill 1016, the City would continue to aim for the California Integrated Waste Management Board (CIWMB) target of 7.5 pounds of waste per person per day through the source reduction, recycling and composting programs coordinated by RethinkWaste. Foster City's disposal rate in 2011 was 2.7 pounds of waste per resident per day, which was well below the California Integrated Waste Management Board target of 7.5 pounds of waste per person per day. The City should be able to continue to meet or perform better than the State mandated target through continued implementation of the various waste reduction policies and programs that are currently in place.

Additionally, Foster City has adopted a Source Reduction and Recycling Element (SRRE), a Household Hazardous Waste Element (HHWE) and a Non-Disposal Facility Element (NDFE) in compliance with the California Integrated Waste Management Act.

Implementation of strategies and programs from these plans allowed the City to meet the State mandated waste diversion goal of 50 percent in 2011. These programs are sufficient to ensure that

any potential future development in Foster City, consistent with the Project, would not compromise the ability to meet or perform better than the State-mandated target. Implementation of the proposed Project would not conflict with any applicable plan, ordinance or policy that establishes measures of effectiveness for the performance of the solid waste disposal and recycling system. Thus, there would be ***no impact*** to compliance with federal, state and local statues and regulations related to solid waste as a result of implementing the proposed Project.

18. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	■	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	■	☐

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The Project would not contravene any aspects of the Foster City General Plan and is consistent with the Land Use Plan designations allowed under the current General Plan. Development pursuant to the Project would be on already developed sites and not cause impacts to wildlife, cumulative effects or other substantial adverse effects on human beings. All structures, programs and projects pursued under the proposed Project would adhere to the vision established within the Foster City General Plan and the land use designations contained in the Foster City Zoning Ordinance. Implementation of the proposed Project would, therefore, neither cause new impacts in regard to these issues nor would it exacerbate any existing impacts.

Through mandatory regulatory compliance and consistency with General Plan policies, implementation of the proposed Project would have a ***less than significant*** impact with regards to the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The Project will also not have impacts that are individually limited but cumulatively considerable. Nor does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) ?

See Section 18(a) above.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

See Section 18(a) above.

FEHR & PEERS

MEMORANDUM

Date:	December 2, 2014
To:	Leslie Carmichael, City of Foster City
From:	Matt Goyne and Teresa Whinery, Fehr & Peers
Subject:	**Foster City Housing Element Update Preliminary Travel Demand Analysis**

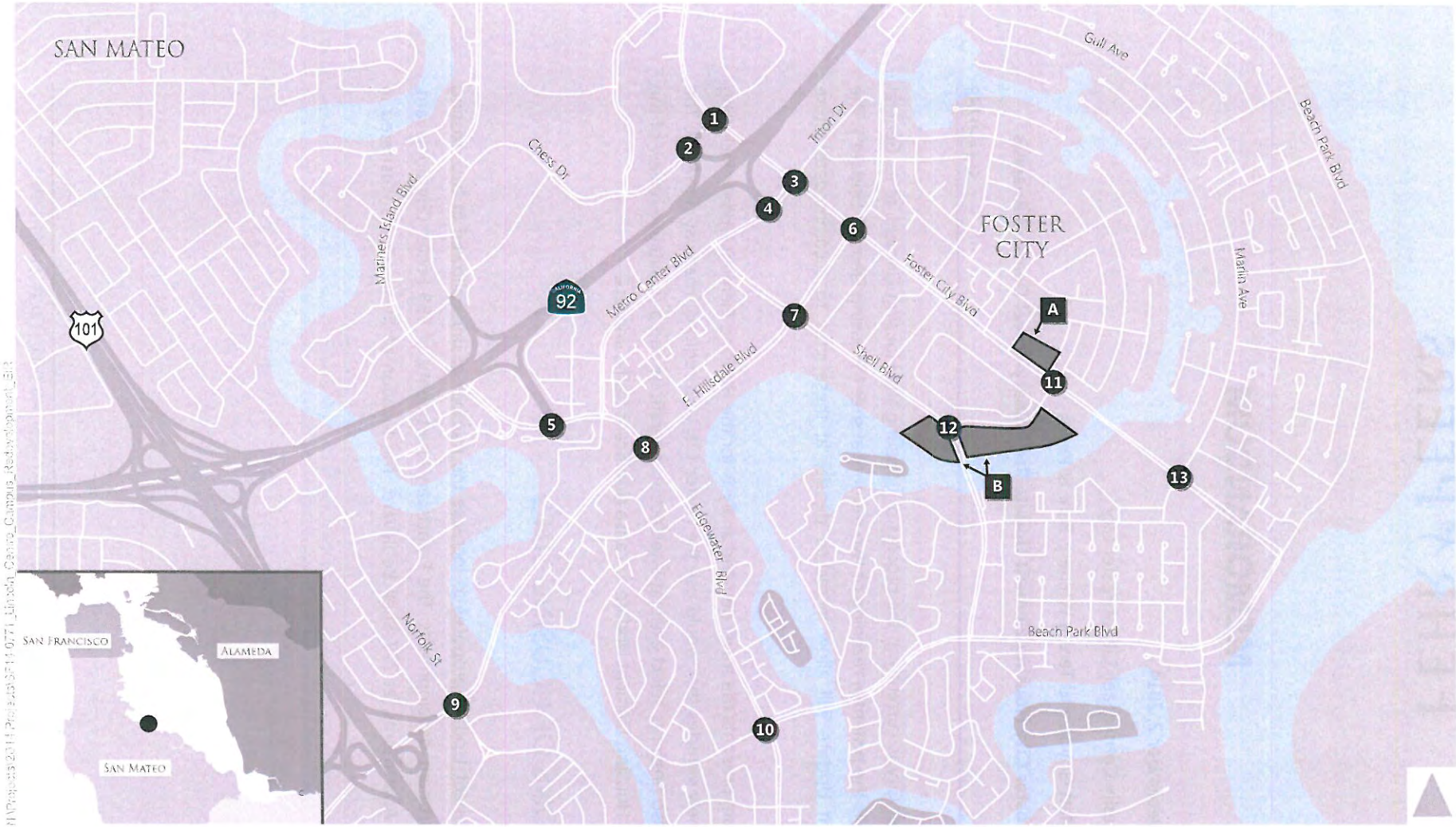
SF14-0788

The City of Foster City is currently in the process of updating the Housing Element of its General Plan, which entails the potential rezoning of two residential sites ("Housing Element Update"). The Housing Element Update will allow increased density at these sites to accommodate future housing growth.

This memorandum presents the travel demand analysis for the Housing Element Update including the number of new vehicles that would use the Foster City and regional roadway networks. The memorandum also presents select existing intersection operations and a qualitative review of the potential for the Housing Element Update to cause significant traffic impacts.

DESCRIPITONS OF HOUSING SITES

The Housing Element Update proposes to increase the number of units allowed at two existing multi-family apartment developments: The Franciscan Apartments, at 888 Foster City Boulevard, and Sand Cove Apartments, at 777 Shell Boulevard. The location of these sites is illustrated in Figure 1.



Study Intersection

A The Franciscan Apartments

Project Site

B Sand Cover Apartments

Figure 1

Study Intersections and Project Location

The proposed Housing Element Update would rezone each of these sites, potentially adding 104 additional housing units to the Franciscan Apartments and 300 additional housing units to the Sand Cove Apartments, for a total increase of 404 permitted housing units citywide. Of these units, 109 would be designated affordable for low-income or very low-income households.

TRIP GENERATION ESTIMATES

Based on the Institute of Transportation Engineers (ITE) 9th Edition *Trip Generation Manual*, these 404 units would generate 206 new vehicle trips during the AM peak hour, and 258 new vehicle trips during the PM peak hour. Details on trip generation estimates are presented in Table 1.

TABLE 1: HOUSING ELEMENT UPDATE TRIP GENERATION (FROM ITE)

Site	Size	Units	ITE Code	Rate or Equation	Trips						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
The Franciscan	104	du	220	Equation	754	11	44	55	49	26	75
Sand Cove	300	du	220	Equation	1,942	30	121	151	119	64	183
Net New External Trips					**2,696**	**41**	**165**	**206**	**168**	**90**	**258**

Source: Fehr & Peers, 2014; Institute of Transportation Engineers, *Trip Generation Manual*, 9th Ed.

Fehr & Peers conducted driveway vehicle counts at a similar site (Harbor Cove Apartments) to ensure that the national ITE rates are appropriate for Foster City. The Harbor Cove Apartment complex includes a total of 400 dwelling units. As shown in Table 2, there were 158 observed vehicle trips to and from of the study site during the weekday morning peak hour and 100 observed vehicle trips to and from the study site during the PM peak hour. However, these driveway counts did not account for vehicles parking on-street adjacent to Harbor Cove. These on-street parking spaces comprised approximately 10% of all occupied spaces on the days of

study (with 45 vehicles parked on street, and 398 parked in on-site lots).[1] Adjusting the driveway vehicle counts to account for the on-street parking would result in 176 AM peak hour vehicle trips and 112 PM peak hour vehicle trips generated by the study site.

The vehicle trip estimates using national ITE trip generation rates for suburban apartments are 200 AM and 238 PM peak hour trips. Therefore, the ITE trip generation rates are approximately 10 percent higher in the AM peak hour and more than double in the PM peak hour when compared to the counts collected at the study site. These results indicate that by using the ITE trip generation rates for the Initial Study, the City can expect any results to represent a conservative estimate of future conditions.

TABLE 2: OBSERVED VEHICLE TRIPS AND ITE-FORCASTED VEHICLE TRIPS

	Observed (2014, Harbor Cove Apartments)		ITE Forecasts	
Peak Hour	7:30 – 8:30 AM	5:00 – 6:00 PM	7:30 – 8:30 AM	5:00 – 6:00 PM
Observed Vehicle Trips	158	100	200	238
Forecasted Vehicle Trips (Adjusted for On-street Parking)[1]	176	112	200	238
Total Units	400	400	400	400
Trip Rates (Trips / Dwelling Unit)	0.44	0.28	0.50	0.60

Source: Fehr & Peers, 2014
[1]Vehicle Trips were adjusted upward by 11% to account for occupied on-street parking spaces adjacent to the study site. Trips departing or arriving to these spaces would not be counted during driveway counts.

TRIP DISTRIBUTION

Trip distribution refers to the directions the trips generated by the Housing Element Update would use to approach and depart the site and the percentage of traffic using each direction. Fehr & Peers utilized American Community Survey journey-to-work data and the C/CAG Travel Demand model to distribute trips to and from the proposed project sites, using methodology

[1] Harbor Cove Initial Study, Fehr & Peers, 2014 (Ongoing)

originally developed for the 2008 Multi-Project Traffic Analysis and refined for the Harbor Cove Initial Study. Trip distribution is shown in Table 3.

TABLE 3: PEAK HOUR TRIP DISTRIBUTION

Origin / Destination	% of Residential Trips
US 101 North	25%
US 101 South	20%
SR 92 East	5%
SR 92 West	10%
San Mateo (Local)	15%
Foster City (Local)	25%

Source: Fehr & Peers, 2014

TRIP ASSIGNMENT

New vehicle trips generated by the Housing Element Update were dispersed across both the local and regional traffic network based on the distribution presented in Table 3. Because the Housing Element Update would generate more than 100 new peak hour vehicle trips, the City is required to evaluate the plan's effects on the regional transportation network as designated by the County of San Mateo's Congestion Management Plan (CMP). To that end, this analysis also considers approximate numbers of trips added to freeway segments near Foster City.

The resulting trip assignment shows where the City can expect increased traffic among the following potential study intersections and freeway segments:

Potential Study Intersections

1. Chess Drive / Foster City Boulevard
2. Chess Drive / SR 92 Ramps
3. Metro Center Drive / Triton Drive / Foster City Boulevard
4. Metro Center Drive / SR 92 Ramps
5. Edgewater Boulevard / Mariner's Island Boulevard / SR 92 Ramps
6. East Hillsdale Boulevard / Foster City Boulevard

7. East Hillsdale Boulevard / Shell Boulevard
8. East Hillsdale Boulevard / Edgewater Boulevard
9. East Hillsdale Boulevard / Norfolk Street (San Mateo)
10. Edgewater Boulevard / Beach Park Boulevard
11. Bounty Drive / Foster City Boulevard
12. Bounty Drive / Shell Boulevard
13. Marlin Avenue / Foster City Boulevard

Potential Study Freeway Segments

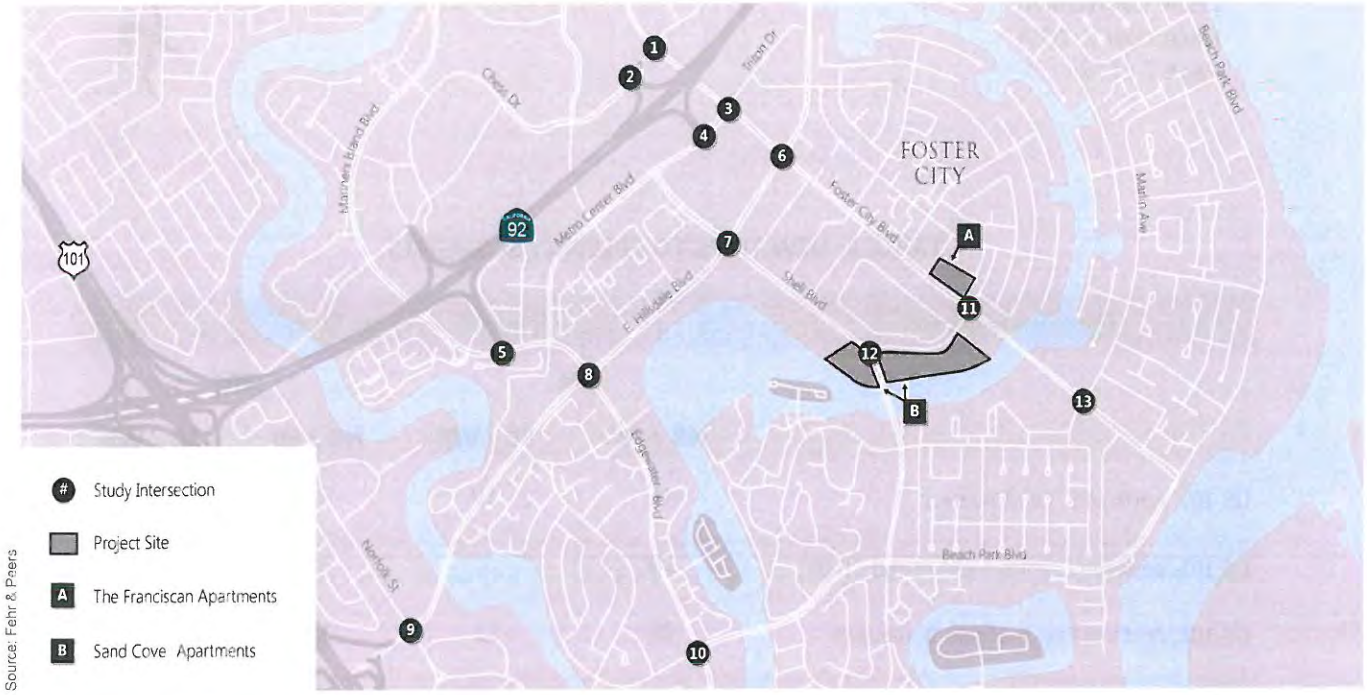
A. US 101, north of East Third Avenue
B. US 101, between East Third Avenue and SR 92
C. US 101, north of East Hillsdale Boulevard
D. US 101, south of East Hillsdale Boulevard
E. SR 92, between US 101 and Mariners Island Boulevard
F. SR 92, east of Foster City Boulevard

Figure 2 shows the expected Housing Element Update trip assignment for local intersections, while Table 4 shows the expected peak hour volumes added to each freeway study segment. None of the individual freeway segments are expected to see more than 42 additional peak hour trips; this represents an increase of less than one percent of total capacity on each segment, meaning that the Housing Element Update would not trigger a significant impact under C/CAG Congestion Management Plan guidelines.

TABLE 4: NEW TRIPS TO FREEWAY SEGMENTS

Freeway Segment	New Peak Hour Trips			
	AM		PM	
	NB / EB	SB / WB	NB / EB	SB / WB
US 101, north of E. Third Avenue	41	10	23	42
US 101, between E. Third Avenue and SR 92	29	7	16	30
US 101, north of East Hillsdale Boulevard	26	11	18	28
US 101, south of East Hillsdale Boulevard	8	33	34	18
SR 92, between US 101 and Mariners Island Boulevard	6	25	25	13
SR 92, east of Foster City Boulevard	8	2	5	8

Source: Fehr & Peers, 2014.



Source: Fehr & Peers

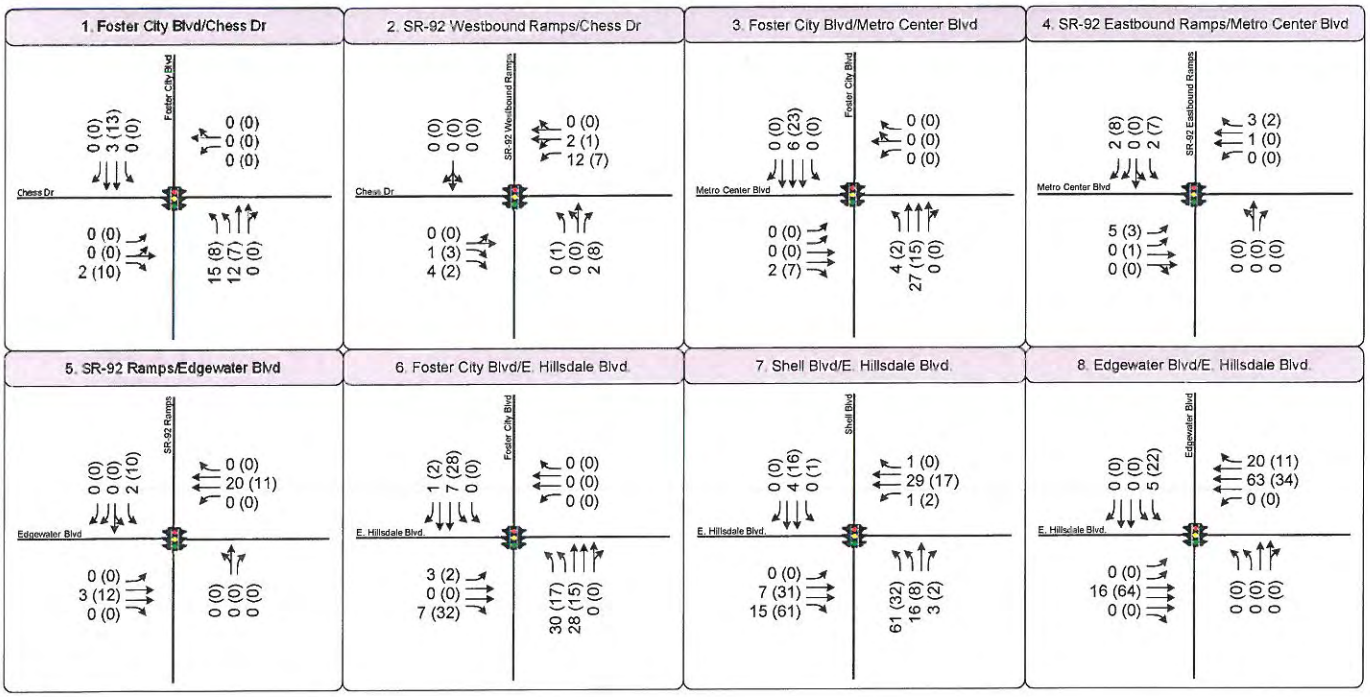


Figure 2-A

Preliminary Trip Assignment

Figure 2b – Trip Assignment

EXISTING TRAFFIC OPERATIONS

Existing intersection operations from other on-going studies were reviewed to evaluate the potential for new vehicle trips generated by the Housing Element Update to impact traffic operations. Table 5 presents the available AM and PM peak hour traffic operations. These traffic operations are based on volumes collected in May 2014 and September 2014 for the Harbor Cove Transportation Initial Study and the Lincoln Centre Campus Redevelopment EIR.

Overall, all of the intersections considered in this memorandum are currently operating at an acceptable LOS D or better except for Chess Drive at Foster City Boulevard in the PM peak hour, which operates at LOS E. The Housing Element is unlikely to worsen operations significantly at the study locations that currently operate at LOS D or better. The Housing Element Update would add an additional 38 vehicle trips to the Foster City Boulevard / Chess Drive intersection during the PM peak hour. This includes 15 new vehicles on the northbound approach, 10 new vehicles on the westbound approach, and 13 new vehicles on the southbound approach. The northbound and westbound approaches are currently relatively uncongested; however, the southbound approach is overcapacity due to the large number of vehicles using East Third Avenue and Foster City Boulevard to bypass congestion on US 101. The Housing Element would increase traffic on the congested southbound approach and overall at the intersection by approximately one percent compared to the existing traffic volumes. This level of added traffic is unlikely to worsen the average delay at this intersection (currently 70 seconds) by four seconds, Foster City's threshold for a significant impact.

TABLE 5: EXISTING LOS FROM CONCURRENT TRAFFIC STUDIES*

Intersection	Existing LOS			
	AM		PM	
	Delay	LOS	Delay	LOS
1. Chess Drive / Foster City Boulevard	26	C	**70**	**E**
2. Chess Drive / SR 92 Ramps	20	C	24	C
3. Metro Center Drive / Triton Drive / Foster City Boulevard	32	C	44	D
4. Metro Center Drive / SR 92 Ramps	17	B	30	C
5. Edgewater Boulevard / Mariner's Island Boulevard / SR 92 Ramps	15	B	15	B
6. East Hillsdale Boulevard / Foster City Boulevard	34	C	40	D
7. East Hillsdale Boulevard / Shell Boulevard	19	B	24	C
8. East Hillsdale Boulevard / Edgewater Boulevard	32	C	36	D
9. East Hillsdale Boulevard / Norfolk Street (San Mateo)	31	C	29	C
10. Edgewater Boulevard / Beach Park Boulevard	43	D	20	C
11. Bounty Drive / Foster City Boulevard**	No Data			
12. Bounty Drive / Shell Boulevard**	No Data			
13. Marlin Avenue / Foster City Boulevard**	No Data			

Source: Fehr & Peers 2014

*Existing Conditions taken from concurrent traffic studies for Lincoln Centre and Harbor Cove Redevelopment Projects.
**No recent counts were available for intersections 11, 12, and 13; data collection is required to calculate existing LOS.

Potential additional study intersections include Bounty Drive / Shell Boulevard, Bounty Drive / Foster City Boulevard, and Foster City Boulevard / Marlin Avenue. *The 15 Acres Project Draft Environmental Impact Report* (May 2013, Urban Planning Partners Inc.) studied Foster City Boulevard / Marlin Avenue and Bounty Drive / Foster City Boulevard and concluded these intersections operate acceptably under existing (2012) and future conditions. Based on traffic counts collected in 2014 for the Lincoln Centre and Harbor Cove Redevelopment Projects, traffic operations at other nearby study intersections have not changed substantially since 2012. Therefore, it likely that traffic operations have not changed substantially at these additional study intersections.

The intersection of Foster City Boulevard / Marlin Avenue was found to operate near the threshold for unacceptable operations (LOS D to E) during the AM peak hour due to school traffic on Marlin Avenue. The Housing Element Update is expected to increase traffic at the entire intersection by approximately one percent during the AM peak hour, including the addition of one vehicle trip to the congested eastbound approach. This level of added traffic is unlikely to create a significant traffic impact at this location. As is standard practice for Foster City, City staff will continue to monitor traffic conditions at this and other intersections to ensure traffic operations do not worsen to unacceptable levels.

CONCLUSIONS

Based on an assessment of 2012 and 2014 traffic operations at potential study intersections, the Housing Element Update is unlikely to create new significant traffic impacts. The level of added traffic generated by the Housing Element Update would be relatively small and is unlikely to worsen traffic operations beyond the current levels. In addition, the Housing Element Update would increase traffic by less than one percent of total capacity on each mainline freeway segment, meaning that the Housing Element Update would not trigger a significant impact under C/CAG Congestion Management Plan guidelines. The traffic generated by the Housing Element Update will be included in the traffic analysis for other on-going environmental studies in Foster City. A project-level environmental review, including a traffic analysis with an existing baseline set at the time of the Notice of Preparation, would be required for each of the Housing Element Update sites.