RESOLUTION NO. P- 17 -14

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FOSTER CITY ADOPTING A FINDING THAT THE CHESS HATCH MASTER PLAN ENVIRONMENTAL IMPACT REPORT AND ADDENDUM TO THE CHESS HATCH MASTER PLAN ENVIRONMENTAL IMPACT REPORT ADEQUATELY ANALYZE ENVIRONMENTAL IMPACTS ASSOCIATED WITH UP-13-004 AND APPROVING A USE PERMIT / SPECIFIC DEVELOPMENT PLAN REQUEST FOR DEMOLITION OF NINE OFFICE BUILDINGS, COMPRISING 146,000 SQUARE FEET OF DEVELOPMENT, AND CONSTRUCTION OF 600,000 SQUARE FEET OF OFFICE DEVELOPMENT AREA AND UP TO 5,000 SQUARE FEET OF BUSINESS SUPPORTING USE IN TWO TOWERS AND A CONNECTOR BUILDING, AND CONSTRUCTION OF TWO MULTI-STORY PARKING GARAGES – CHESS DRIVE AND FOSTER CITY BOULEVARD – APN: 094-010-500 AND 094-010-510 – NORTHWESTERN MUTUAL LIFE INSURANCE COMPANY – UP-13-004; EA-07-001B

CITY OF FOSTER CITY PLANNING COMMISSION

WHEREAS, in accordance with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) and implementing guidelines ("CEQA") the City Council by Resolution No. 2009-91 adopted on November 2, 2009, certified a Final Environmental Impact Report, SCH# 2008122065; EA-07-001 ("2009 FEIR") for the 11.89-acre Chess Hatch Master Plan Project ("Master Plan Project") and adopted a Mitigation Monitoring and Reporting Program ("MMRP"); and

WHEREAS, on November 2, 2009, the City Council, by Resolution No. 2009-92, adopted an Amendment to the Foster City General Plan, re-designating the Master Plan Project site from Light Industrial to a new designation of Chess/Hatch Office Research; and

WHEREAS, on August 19, 2013, the City Council by Resolution No. 2013-64 adopted the Addendum to the Chess Hatch Master Plan Final EIR for the Master Plan Project ("2013 Addendum"), EA-07-001A, as a result of minor changes to the proposed Rezoning/General Development Plan; and

WHEREAS, on September 3, 2013, by Ordinance No. 573, the City Council approved a Rezoning/General Development Plan of the Master Plan Project site from M-1/PD (Light Industrial/Planned Development District to a CM/PD (Commercial Mix/Planned Development) District with a General Development Plan (RZ-07-002) to allow up to 800,000 square feet of office, biotechnology, or research and development uses; and

WHEREAS, Northwestern Mutual Life Insurance Company has requested Planning Commission approval of a Use Permit/Specific Development Plan for demolition of nine office buildings, comprising 146,000 square feet of development; and construction of 600,000 square feet of office development area and up to 5,000 square feet of business supporting use in two office buildings (one 9-story 145-foot tower and one 12-story 187-foot tower), and a connector building; and construction of two multi-story parking garages, located at Chess Drive and Foster City Boulevard ("Chess Hatch Office Development, Phase I"); and

WHEREAS, Urban Planning Partners Inc. has prepared an Initial Study for the Chess Hatch Office Development, Phase I (attached hereto as Exhibit C and incorporated herein by reference) in accordance with Section 15063 of the State CEQA Guidelines; and

WHEREAS, the Initial Study concludes that the Chess Hatch Office Development, Phase I project has been sufficiently analyzed in the previously certified 2009 FEIR and 2013 Addendum and that none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a subsequent or supplemental EIR had occurred and no new significant environmental effects would occur and thus no new mitigation measures would be required; and

WHEREAS, on April 17, 2014, the Planning Commission considered the Initial Study for the Chess Hatch Office Development, Phase I project and found that the proposed activities have no new or substantially increased environmental impacts when compared to the impacts identified in the 2009 FEIR and 2013 Addendum and that none of the conditions described in Section 15162 of the State CEQA Guidelines calling for a subsequent or supplemental EIR have occurred; and

WHEREAS, no substantial changes have been made to the Chess Hatch Office Development, Phase I project that require major revisions to the 2009 FEIR and 2013 Addendum due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified impacts; and

WHEREAS, there are no substantial changes with respect to the circumstances under which the Chess Hatch Office Development, Phase I project will be undertaken that require major revisions to the 2009 FEIR or 2013 Addendum due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified impacts; and

WHEREAS, there is no new information received by the City of significance importance which was not known previously and could not, with the exercise of reasonable due diligence now or at the time the 2009 FEIR was certified, have been known that would show that: (a) the Chess Hatch Office Development, Phase I project will have one or more significant effects not discussed in the 2009 FEIR; (b) that significant effects previously examined will be substantially more severe than as shown in the 2009 FEIR; (c) that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the Chess Hatch Office Development, Phase I project, but the project proponent declines to adopt them; or (d) that mitigation measures or alternatives which are considerably different from those analyzed in the 2009 FEIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt them; and

WHEREAS, on September 12, 2013; November 19, 2013; January 16, 2014; and March 20, 2014, the Planning Commission held Study Sessions which were noticed in local newspapers and open to the public and reviewed the proposed site, floor, landscape and architectural elevation plans for the proposed office buildings and parking garages, and at the end of the March 20, 2014 Study Session, the Planning Commission determined that:

- The proposed landscape plan, including proposed plant species, is adequate for the site and consistent with the approved Chess Hatch Design Principles; and

- The proposed office buildings, parking garages, site plan, and use are consistent with the intent of the Chess Hatch Master Plan (General Development

Plan/Rezoning) approved via RZ-07-002 and the approved Chess Hatch Design Principles.

WHEREAS, all pertinent mitigation measures from the 2009 FEIR that are applicable to the Chess Hatch Office Development, Phase I project have been imposed as Exhibit B on the Use Permit attached hereto and incorporated herein by reference; and

WHEREAS, the Chess Hatch Office Development, Phase I are sufficiently setback from the north, south, east and west property lines and consistent with the intent of the setbacks approved in the General Development Plan; and

WHEREAS, the maximum building height of 187 feet is consistent with the approved General Development Plan (RZ-07-002); and

WHEREAS, the architectural elevation plans, including colors and materials of the proposed buildings are generally consistent with the approved Chess Hatch Design Principles and provide overall architectural design reflective of new office buildings; and

WHEREAS, a Notice of Public Hearing was duly posted, published, and mailed for consideration of the Use Permit request at the Planning Commission meeting of April 17, 2014, and on said date the Public Hearing was opened, held and closed.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission, based on facts and analysis in the Staff Report, Initial Study (Exhibit C), written and oral testimony, and exhibits presented, finds:

A. That the 2009 FEIR, as supplemented by the 2013 Addendum and the Initial Study (Exhibit C), is, and remains, an adequate environmental document pursuant to CEQA and CEQA Guidelines for the purposes of analysis and consideration of the Chess Hatch Office Development, Phase I project.

B. The proposal to construct a 9-story 145-foot office building, a 12-story 187-foot office building; a connector building; and two multi-story parking garages, totally 600,000 square feet of office, biotechnology, or research and development area and up to 5,000 square feet of business supporting use, would be consistent with the Foster City General Plan, Chapters 17.28 (CM Commercial Mix District) and 17.36 (PD Planned Development) of Title 17, (Zoning), and Chapter 2.28, (Planning), of Title 2, (Administration and Personnel), of the Foster City Municipal Code, because the proposal, as conditioned in the attached Exhibit A and B, will:

   a. Contribute to the vision of the Chess Hatch Office Research General Plan land use designation and implement General Plan policies LUC-80 and LUC-81, by accommodating office and biotechnology uses, providing mixed-use development, developing the property at a floor area ratio (FAR) of 1.54 (below the 1.55 FAR maximum), and employing site planning that maximizes use of the land, and provides safe circulation and a functional connections to adjacent uses;
   b. Aggregate and redevelop underutilized properties in the Chess Drive/Hatch Drive area with higher intensity uses, as encouraged by General Plan Goal LUC-L;

c. Add 600,000 square feet of job-producing office and business-supporting development that will be available for local residents, the adjacent neighborhood, and the general public, consistent with General Plan Goal LUC-C;
d. Meet the infrastructure requirements of the City of Foster City and the Estero Municipal Improvement District, including sewer, storm sewer, and street system capacity, as stated in General Plan Policy LUC-82 and LUC-83; and
e. Provide adequate parking and development standards, consistent with the Chess Hatch General Development Plan (RZ-07-002) and the provisions the CD/PD combined districts.

C. That the design of the proposal would be compatible with the site's environment with respect to forms, materials, colors, setbacks, location, height, design or similar qualities as specified in Chapter 2.28 (Planning) of Title 2, Administration and Personnel, and Section 17.58.010 of Chapter 17.58 (Architectural Control and Supervision) of Title 17, Zoning, of the Foster City Municipal Code, and that the design of the proposal is appropriate to the city, the neighborhood and the lot in which it is proposed, because the proposal, as conditioned in the attached Exhibit A and B, will:

a. Be compatible in terms of use, roof form, and architectural form with office development directly adjacent to the proposal (to the north), with a generally rectilinear architectural form and flat roof design. The proposal is generally taller in height and greater in building intensity than these adjacent office developments. However, the proposal is consistent with the General Plan vision for future development on and around the site and the standards outlined in the General Development Plan. Setbacks from these adjacent properties and appropriate site planning—which presents a short façade facing these properties and relatively slim towers connected by a common space building—minimize glare, noise, privacy, view, and shadow impacts, and thereby result in a development with harmony and proportions that create compatibility with surrounding uses.
b. Provide quality improvements in terms of the use of glass, ceramic, and metal materials, achievement of a LEED Silver sustainability level, and the provision of new pedestrian facilities and open spaces/plazas, assuring that the project will enhance the site with the highest standards of improvements to the surrounding area, contribute to the enhancement of property values within the city and the neighborhood surrounding the development, and have the potential to encourage improvement of surrounding properties.
c. Provide design and orientation that offers adequate light and air through windows, site planning, and sunshade devices.
d. Incorporate landscaping, plant materials, and lighting that create quality open spaces, reduce the visual prominence of multi-story garages, soften paved sidewalk and plazas areas, and ensure safe access during nighttime hours.
e. Locate entrances and exits on Chess Drive with direct access to the garages and include one drop-off circle, to encourage mobility, create conveniently accessible off-street parking and support vehicular and pedestrian safety by minimizing the number of curb cuts to four.

D. That the proposal would not, under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood of such proposed use, and will not be injurious or detrimental to property and improvements in the neighborhood, property values in the

area, or the general welfare of the City because the impacts likely to result from the proposal:

a. Were adequately analyzed in the 2009 FEIR and 2013 Addendum and all pertinent mitigation measures from the 2009 FEIR that are applicable to the Chess Hatch Office Development, Phase I have been attached as conditions of approval have been attached as Exhibits A and B;
b. Would not cause any significant solar, visual or other adverse long term impacts on adjacent or neighboring properties or adversely affect property values; and
c. Would be compatible with the uses of the surrounding buildings and will comply with the intent and purpose of the zone in which the building is located, consistent with the intent and purpose of the City's Architectural Control and Supervision Ordinance as stated in Section 17.58.010B of the Foster City Municipal Code and the Chess Hatch Design Principals.

BE IT FURTHER RESOLVED that the Planning Commission approves UP-13-004, subject to the conditions in Exhibits A, B, and C, attached hereto and incorporated herein.

PASSED AND ADOPTED by the Planning Commission of the City of Foster City at a Regular Meeting thereof held on April 17, 2014 by the following vote:

AYES, COMMISSIONERS:

NOES, COMMISSIONERS:

ABSTAIN, COMMISSIONERS:

ABSENT, COMMISSIONERS:

DAN DYCKMAN, CHAIRMAN

ATTEST:

CURTIS BANKS, SECRETARY

Resolution No. P- 17 -14
UP-13-004

EXHIBIT A

CHESS HATCH OFFICE DEVELOPMENT (PHASE I)
USE PERMIT CONDITIONS OF APPROVAL

(Conditions attached to approval of UP-13-004 by the Planning Commission on April 17, 2014)

TABLE OF CONTENTS

BOLD: INDICATES SITE SPECIFIC CONDITION

1.0 GENERAL

1.1 The following conditions shall be met prior to the issuance of a building permit except as otherwise specified. Any questions pertaining to these conditions should be directed to the City department indicated.
(BD = Building Inspection Division, CBO = Chief Building Official, CC = City Council, CDD = Community Development Director, CE = City Engineer, E/PW = Engineering/Public Works, FIRE = Fire, P/R = Parks and Recreation, PC = Planning Commission and POL = Police).

1.2 The project shall be built according to plans approved by the Planning Commission on April 17,2014 labeled Chess Hatch Development, sheets G0-00, A0-01, L0-01 - L0-03, A1-01, A1-03, A1-06, A2-01, A2-01A, A2-02, A2-02A, A2-08, A2-08A, P0-01 - P0-06, R0-01 - R0-9, and R0-12 - R0-15, prepared by Valerio Dewalt Train Associates, and received April 7, 2014, and sheets A2-07, A2-07A, R0-10, and R0-11 prepared by Valerio Dewalt Train Associates, and received April 9, 2014. Any modification to the project shall require Planning Commission or Community Development Director review and approval. All materials and colors shall be as approved. Once constructed or installed, all improvements shall be maintained in accordance with the approved plans. Any changes which affect the exterior character of the work shall be resubmitted for approval. The construction or placement of unapproved features or unapproved changes to buildings or structures which were a part of approved plans can and will result in the issuance of a "Stop Work Order" by the City, the need to revise plans and obtain City approval for all changes prior to recommending work, and the possibility of penalty fees being assessed for unauthorized work.
(CDD)

1.2.1 Pursuant to Section 4.5 of the Chess Hatch Master Development Agreement, the project approval shall expire at the expiration of the term of the Chess Hatch Master Development Agreement on September 3, 2020. No extensions of the Use Permit shall be considered or granted except that Use Permits issued in conjunction with a Tentative Subdivision Map for a planned unit development shall expire no sooner than the approved Tentative Map, or any extension thereof, whichever occurs later (Municipal Code Section 17.06.180).
(CDD)

1.2.2 The Use Permit approval will not be in effect until the "Effective Date" of the Chess Hatch Master Development Agreement, as defined in the Development Agreement. The project shall be consistent with the Chess Hatch Master Development Agreement. To the extent of any direct inconsistency between these Conditions of Approval and the terms of the Chess Hatch Master Development Agreement, the Chess Hatch Master Development Agreement shall control.
(CDD)

1.3 This Use Permit may be modified by the implementation of new or revised conditions when, in the judgment of the Planning Commission, imposition of such new or revised conditions is essential in order to protect the public health, safety, morals, or general welfare or to eliminate or minimize unforeseen problems.
(PC)

1.4 Any modifications subsequent to the Planning Commission approval of the Use Permit of the approved unit sizes, elevations and bedroom mix shall be reviewed and approved by the Community Development Director or if the Community Development Director so determines, the Planning Commission.
(CDD, BD)

1.5 A plan for phasing of construction, if any, shall be approved by the Planning Commission.
(PC)

1.6 All exterior kiosks or other landscape features, temporary or permanent, shall be approved by the City prior to installation.
(CDD)

1.7 Prior to commencement of any site work or the introduction of any earth moving equipment or building materials onto the site, the applicant shall insure that a temporary 6 (six) foot tall chain-link fence (no portion of which contains barbed wire) with a dark green (or other color approved by the Community Development Director) vinyl or canvas interior liner placed on the exterior of the fence shall be placed around any yard or any portion of a yard which the Chief Building Official shall identify as requiring such. This fence shall be in place as approved until the Chief Building Official shall allow it to be removed or changed. The fence may only be expanded or contracted in size upon approval of the Chief Building Official. Failure to adhere to this condition of approval shall result in the permit being brought to the Planning Commission for its review and introduction of stricter site and building construction regulations. The gate to the fence shall be locked at all times that the fenced area is left unattended by either the owner or resident, the contractor or subcontractors. All construction materials and equipment, including temporary or portable equipment, such as generators, storage containers or facilities, shall be stored within the interior of the fenced area when construction activities are not occurring. If placed anywhere on site, portable toilets shall be placed within the interior of the fenced area at all times.
(CBO, CDD)

1.8 Prior to placement of any construction trailers, the applicant shall submit a site plan showing placement of the construction trailers and shall agree to abide by all conditions of approval required by the Community Development Director.
(CDD)

1.9 All roll-up doors shall be kept in good repair and painted as frequently as necessary in order to keep them clean and to maintain their approved color.
(CDD)

1.10 Truck arrival and unloading operations shall be conducted in accordance with all applicable City Ordinance requirements. If noise associated with truck arrival or unloading operations becomes a problem, all future site lessees, operators and/or owners shall work with the City to develop a plan to minimize noise, including requiring an adjustment of truck arrival and/or unloading times.
(CDD)

1.11 The applicant shall provide a Waste Management Plan for both the demolition and the new construction with estimated quantities of debris expected to be generated by the project, how it will be recycled/disposed of, and an accompanying deposit in accordance with Chapter 15.44 of the Foster City Municipal Code.
(BD, E/PW)

1.12 Before commencing any work in the City's right-of-way (including trenching of complete streets), the applicant shall obtain an encroachment permit, posting the required bonds and insurance. The City Engineer may require that trenchless methods be used for crossings and connections under streets.
(E/PW)

1.13 The applicant or their assigns shall maintain the landscaping in all of the public rights-of-way abutting the development in accordance with all approved Plans for the development and all applicable City of Foster City/Estero Municipal Improvement District ordinances.
(CDD)

1.14 Should mailboxes be required by the Postal Service and allowed by the City, the applicant shall submit for staff review and approval a mailbox design and its specific placement prior to any installation, meeting the guidelines for mailbox placement and the City's Mailbox Ordinance.
(CDD)

1.15 The applicant shall provide a letter to the City from the Manager, Customer Services, of the United States Postal Service/San Mateo Post Office, stating that the Postal Service has reviewed proposed plans and methods for providing a postal service to the tenants or residents of the proposed building(s) or development and has approved them.
(CDD)

1.16 Prior to issuance of a building permit, the applicant shall contact and discuss with SamTrans the required provision of a bus stop for SamTrans, consistent with Section 3.2.1 of the Chess Hatch Master Development Agreement, as well as providing see-through, covered bus shelters to serve the users of the development. The applicant shall respond in writing to the City with a letter from SamTrans indicating that improvements are not necessary or that the proposed improvements are satisfactory to SamTrans prior to issuance of a building permit.
(CDD, PBP)

1.17 The timing of the installation of the proposed bus system improvements shall be established by the City, in coordination with SamTrans.
(CDD, E/PW)

1.18 The project sponsor shall provide and maintain on-site circulation improvements, including a shuttle stop on Chess Drive (related to the central phase of the project), and other on-site circulation improvements (e.g., sidewalks, driveways), as identified in Section 3.2 of the Chess Hatch Master Development Agreement.
(CDD and E/PW)

1.19 All sanitary sewer improvements are to be constructed to the satisfaction of the Engineering Division.
(E/PW)

1.20 All stormwater improvements shall be constructed to the satisfaction of the Engineering Division.
(E/PW)

1.21 Where any activity would be performed where hazardous materials are known or suspected, the contractor(s) shall prepare a project-specific Health and Safety Plan prior to any project site work. The Plan shall include required worker health and safety provisions for all workers potentially exposed to contaminated materials, identification of hazardous materials present, monitoring to be performed during site activities (as appropriate), required training for workers, identification of appropriate personal protective equipment, and designated personnel responsible for Plan implementation. The Health and Safety Plan shall be filed with the City and regulatory oversight agency (as required).
(FIRE)

1.22 For multi-family residential, voice evacuation shall be provided for all common areas (stairwells, corridors, entry/lobbies, elevator lobbies, etc...)
(FIRE)

1.23 All new buildings/new construction except for Single Family houses (R3) shall install a National Fire Protection Association (NFPA) 13 Fire Sprinkler system.
(FIRE)

1.24 All Mitigation Measures required in the "Chess Hatch Master Plan EIR" and the Mitigation Monitoring and Reporting Program (MMRP) approved by the City Council by Resolution No. 2009-91 shall at all times be in use and adhered to pursuant to Exhibit B attached hereto and incorporated herein.

1.25 The project applicant and/or owner shall defend (with counsel reasonably acceptable to the City), indemnify, and hold harmless City/Estero Municipal Improvement District Parties, from and against, any and all Claims arising directly or indirectly from the project.

1.26 Pursuant to Section 66020 of the California Government Code, the applicant shall have 90 days from date of project approval, to protest any fees, dedications, reservations or other exactions.

1.27 Retail uses allowed in the 5,000 sq. ft. of business supporting use shall be limited to the uses listed in Exhibit D.

1.28 Prior to the issuance of a building permit, the applicant shall enter into an agreement with the City which shall outline terms, conditions, and amount of revenue that is required to be paid to the City in order to offset the fiscal impacts and costs of the project due to increased traffic within the City caused by or because of the project. Such agreement shall specify the type, location, and cost of traffic-related road improvements named to be the responsibility of the applicant and shall be satisfactory in form and content to the City Attorney and as approved by the City Council.
(CC, PD, E/PW)

1.29 Bonds: Prior to issuance of a building permit, all required bonds shall be submitted and all required fees shall be paid to the City/District as follows:
(E/PW, FIRE)

Public Improvements (utilities & streets) that are part of the Development

1. Applicant shall provide suitable securities acceptable to the City in the amount of 100% (performance), 100% (labor and material) and a 50% (one-year warranty) bond.
2. Applicant shall provide a document verifying the cost of the *public improvements* to the satisfaction of the Engineering Division

Private Site Improvements

1. Applicant shall provide suitable securities acceptable to the City in the amount of 100% (performance), 100% (labor and material) and 50% (one-year warranty) bond.
2. Applicant shall provide a document verifying the cost of the *private improvements* to the satisfaction of the Engineering Division

Landscaping Installation and Maintenance Costs

1. Applicant shall provide suitable securities acceptable to the City, in the amount of 100% (performance), 100% (labor and material), and a 50% (maintenance) of all landscaping installation and maintenance costs guaranteeing the installation of landscaping and related site improvements and maintenance costs for the 12-month period following installation and acceptance.
2. Applicant shall provide a document verifying the cost of both *landscape installation and landscape maintenance* for 12 months (one copy to the Engineering Division and one copy to the Parks and Recreation Department).

1.30 Fees: Prior to or at the time of submittal of design drawings for review, an itemized estimate of the cost of construction of *all public and/or site improvements* must be submitted for review and approval.

The approved estimate will be used for determining the amount required to cover incurred costs for engineering review, plan checking, contract administration, inspection, and testing by the Public Works Department. The minimum deposit amount required is *6 percent of the estimated cost for the public and/or site improvements, or $20,000, as determined by the Public Works Director.*

The deposit must be renewed upon demand, to maintain a minimum balance of $4,000. All costs of plan checking, inspection, and contract administration by the Public Works Department will be charged against this deposit. At any time that the deposit is depleted below a balance of $2,000, plan checking/inspections will stop until the balance has been renewed to above $2,000. The unused balance of the deposit will be returned to the applicant upon completion of the work.(E/PW, PBP)

2.0 PRIOR TO ISSUANCE OF FIRST BUILDING PERMIT

2.1 Prior to issuance of any building permits, six (6) complete sets of construction plan drawings with three (3) flash drives shall be submitted to the Building Inspection Division. All Use Permit conditions of approval shall be included on plan sheet(s) in the drawing set.
(CDD)

2.2 Three (3) sets of a soils report satisfactory to the Chief Building Official, including one electronic or pdf version, shall be submitted containing design recommendations for grading, footings, retaining walls, and provisions for anticipated differential settlement.
(BD)

2.3 Prior to issuance of a building permit, the plans shall demonstrate compliance with the San Mateo Countywide Water Pollution Prevention Program, (see http://flowstobay.org/bs_new_development.php) including, but not limited to, submittal of checklists related to impervious surface and stormwater:
4.3.1 C.3 and C.6 Data Collection Form
4.3.2 Project Applicant Checklist for NPDES Permit Requirements
4.3.3 Stormwater Requirements Checklist
(CDD, BD, E/PW)

2.4 Prior to issuance of a building permit, the Construction Best Management Practices (BMPs) related to stormwater prevention shall be included as notes on the building permit drawings (see http://www.fostercity.org/Services/permits/List-of-Forms.cfm).
(BD, E/PW)

2.5 Prior to issuance of a building permit or the commencement of any site work, the general contractor shall:

a) Along with the project applicant, attend a pre-construction meeting with the Community Development Director, Chief Building Official and other departments the Community Development Director invites to discuss the project conditions of approval, working hours, site maintenance and other construction matters;

b) Acknowledge in writing that they have read and understand the project conditions of approval, particularly those pertaining to construction practices and site safety, and will make certain that all project sub-contractors have read and understand them prior to commencing work and that a copy of the project conditions of approval will be posted on site at all times during construction.
(CDD, CBO, PBP)

2.6 Prior to issuance of a building permit, any development involving one or more acres of total land area must obtain a General Permit from the State Water Resources Control Board. This permit requires the owner/developer to do the following:
a) Submit a Notice of Intent (NOI) to the State Water Resources Control Board prior to commencement of construction activity;
b) Copies of the NOI and the SWPPP must be submitted to the Engineering Division along with proof of compliance.
(E/PW)

2.7 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.
(BD)

**2.8 Prior to issuance of the first permit for building and/or monument signage, the master developer shall develop a Master Sign Program for the entire site, which shall be reviewed and approved by the Planning Commission.
(CDD, PC, PBP)**

**2.9 The applicant shall provide a letter describing the sustainable practices that are included in the project and referencing the sheets in the building permit drawings that demonstrate the inclusion of the sustainable practices, including verification of meeting the following sustainability standard: LEED Silver or its equivalent, as described in Exhibit E of the Chess Hatch Master Development Agreement. The letter will be subject to review and approval by the Community Development Director.
(CDD, PBP)**

3.0 PRIOR TO DEMOLITION PERMIT

3.1 Within sixty (60) days following the completion of the demolition phase of a covered project, and again within sixty (60) days following the completion of the construction phase of a covered project, the contractor shall submit documentation to the Building Inspection Division that demonstrates compliance with Chapter 15.44 of the Foster City Municipal Code. Documentation includes submission of a completed Final Compliance Report with corresponding recycling, salvage, and disposal receipts/tickets from the facilities, to demonstrate where the debris was recycled, salvaged, or disposed.
(BD/PBO)

4.0 PRIOR TO GRADING AND DRAINAGE

4.1 Site and civil drawings with all supporting data, including hydraulic calculations for sewer, water and stormwater. The plans shall be prepared by a registered civil engineer and be approved by the City Engineer.

4.2 Subsequent to issuance of a grading permit by the Building Inspection Division and prior to commencement of any work pertaining to on-site drainage facilities, grading, or paving, or any work in the City's right-of-way, the applicant shall notify the Engineering Division at least forty-eight (48) hours in advance.
(BD, E/PW)

5.0 PRIOR TO UNDERGROUNDING UTILITIES

5.1 Improvement plans for the construction of all public and private improvements in accordance with the latest City Standard Drawings and Specifications. Should the applicant propose the use of development and/or construction standards for any improvements and/or land uses which are different than those presently set forth in the City's Codes and Ordinances, Standard Specifications and Standard Plans, such standards must be presented to and approved by the City. The applicant shall cause Standard Specifications and Standard Drawings to be prepared in a format to be approved by the Engineering Division.
(E/PW)

5.2 Plans and specifications for grease interceptors or similar runoff control equipment, to be reviewed and approved by the City Engineer. The equipment shall be installed by property owners/tenants to the satisfaction of the Public Works Department (Source control inspector). The property owners/tenants are prohibited from discharging any commercial fertilizers, pesticides or herbicides into the lagoon or water features.
(E/PW)

5.3 Due to potential differential settlement, flexible connections shall be provided for gas, electric, sewer, water and other utilities. Hinged, reinforced slabs shall be provided at transitions from building to sidewalks, walkways and driveways.
(BD, E/PW)

5.4 The location and size of all building utility service connections, including water and gas & electric service, fire service and irrigation connections, shall be indicated on the drawings, to be reviewed and approved by the City. All changes to building utility connections shall be approved by the Community Development Department prior to construction. Building utility connections shall be located, sized and screened in such a manner that they have the least possible impact on the design of the building and site. The architect of record shall be directly involved in the design and placement of all site and building service connections and shall sign all plans submitted to the City which locate, size and/or screen building utility connections.
(CDD, PBP)

5.5 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.
(E/PW)

5.6 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.
(E/PW, BD, PBP)

5.7 As stated in Section 3.4 of the Chess Hatch Master Development Agreement, at the request of the Public Works Director, the applicable Developer, at its expense, shall prepare and submit for approval by the Public Works Director gravity sewer pipe flow analysis and pump station flow analysis for the proposed Phase. The applicable Developer, at its sole expense, shall install any necessary infrastructure determined to be required by the approved flow analyses or survey reports for such Phase. Any required infrastructure under this Section 3.4 shall be reasonable, proportional and directly related to the water and sewer requirements for the proposed Phase.
(E/PW, BD, PBP)

5.8 Prior to issuance of a building permit, the improvement plans shall include the design of a wastewater collection system.
(E/PW)

5.9 Collection system items of construction should include at least the following:
5.9.1 The locations and numbers of on-site pump stations with permanent standby power, telemetry system and controls. All shall be as approved by the Engineering Division.
5.9.2 Modification to and addition of permanent standby power to which the proposed system is contributing sewage, if required.
5.9.3 Sanitary sewer mains.
5.9.4 Manholes with manhole frames and covers.
5.9.5 Cleanouts.
5.9.6 Wye branches and laterals.
5.9.7 And together with appurtenances to any or all of the above.
(E/PW)

5.10 Each project building shall include sewer inspection cleanouts at accessible outside locations to allow for wastewater sampling (commercial/industrial only).
(E/PW)

5.11 The applicant shall prepare pre-construction and post-construction CCTV survey reports on the existing wastewater collection system and force mains, to be submitted to the Foster City Public Works Department for review.
(E/PW, PBP)

5.12 Prior to issuance of a building permit, the improvement plans shall include the design for a stormwater collection system generally as required and approved by the City and as specified in Section 3.6.1 of the Chess Hatch Master Development Agreement. All stormwater improvements shall be constructed to the satisfaction of the Engineering Division.
(E/PW, PBP)

5.13 Collection System

5.13.1 Prior to issuance of a building permit, the system shall be designed to be capable of handling a 25-year storm with the hydraulic grade line at least one foot below every grate, to the satisfaction of the Engineering Division.

5.13.2 Calculations and plans showing hydraulic gradelines shall be submitted as part of the improvement plans package.

5.13.3 Items of construction shall include at least the following:

- surface and subsurface storm drain facilities;
- manholes with manhole frames and covers;
- catch basins and laterals;
- construct all catch basins as silt detention basins;
- And together with appurtenances, to any or all of the above.

(E/PW)

5.14 All storm drain lines and related storm drainage appurtenances located both within the property boundaries of the development site and associated offsite private easements shall be privately owned and maintained. Prior to issuance of a building permit, the applicants shall submit to the City Engineer evidence of easements granted for offsite storm drainage facilities. Said easements shall provide the applicants the right at any time, or from time to time, to construct, maintain, operate, replace, remove, and renew all offsite storm drainage facilities, and appurtenant structures in, upon, over and across such easements.
(E/PW)

5.15 Prior to issuance of a building permit, a complete storm drainage study of the proposed development must be submitted showing the amount of runoff, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the Engineering Division. All needed construction improvements will be made by the applicants. No overloading of the existing system will be permitted. A hydrology/hydraulic analysis shall be completed on the existing storm drain system to verify it is adequately sized to handle the run-off from the project.
(E/PW)

5.16 Prior to issuance of a building permit, existing storm drain pipe lines on the development site and downstream thereof shall be televised to verify they have not become filled with sediment. Consistent with Section 3.6.1 of the Chess Hatch Master Development Agreement, the project sponsor shall drain, investigate, and clean all storm water pipes related to the applicable phase of the project.
(E/PW, PBP)

5.17 Prior to issuance of a building permit, should the City determine that the City's storm drain system or storm drain pumping capacity requires expansion or modification as a result of the applicants' development, the applicants shall pay for all necessary improvement costs. The timing and amount of payment shall be as determined by the City.
(CC, E/PW)

5.18 Post-construction survey reports shall be completed on the existing storm drain system. Any necessary repairs to restore the facilities shall be an element of the report. If required, the existing storm drains shall be cleaned as necessary during and at the completion of the project.
(E/PW, BD)

5.19 Prior to the issuance of a building permit, the improvement plans shall include the design of a domestic water system to the satisfaction of the Engineering Division.
(E/PW)

5.20 Distribution System

5.20.1 Water lines shall be designed for fire flows to meet California Fire Code and Fire Department requirements.

5.20.2 Items of construction shall include at least the following:
- backflow prevention devices;
- water mains - minimum main size is 8 in. in any area. Fire flow determined for buildings/areas per "The Guide for Determining Required Fire Flow; Insurance Services Office; Municipal Survey Service".
- valves;
- tees;
- fittings;
- hydrants;
- meters;
- services;
- and together with appurtenances to any or all of the above;
- all water mains serving fire hydrants, shall be a minimum of 8" in diameter

(E/PW, FIRE)

5.21 All City/District-owned water systems and on-site water mains shall be looped and meet the requirements of the State Department of Health Services, the City Public Works Department, and the City Fire Marshal.
(E/PW, FIRE)

5.22 Prior to the issuance of a building permit, the applicant shall submit a design for all required backflow prevention devices in accordance with the Department of Health Services requirements. The size and type of the backflow prevention devices are subject to approval by the City/District Engineer. In addition, the required double check valve assembly shall be located on the drawings and provisions included for screening. All backflow prevention assembly devices that tie into the domestic water

supply must be "lead free" "LF" devices per the California Health and Safety Code (CA H&SC) and installed in accordance to USC specifications.
(BD, E/PW, FIRE, CDD)

5.23 Prior to the issuance of a building permit, fire mains shall be designed to Fire Department specifications. Fire mains shall be constructed according to those specifications.
(FIRE)

5.24 Prior to the issuance of a building permit, the applicant shall indicate on-site hydrants, blue reflective pavement markers and mains at locations approved by the Fire Department. Hydrants shall meet the following requirements:

- Fire hydrants shall be installed not more than 250 ft. apart -in some instances distances may be less and must meet Foster City Fire Department requirements.
- All new fire hydrants or replacement of existing hydrants shall conform with current E/PW standards.
- Placement shall conform to current E/PW standards.

(FIRE, E/PW)

5.25 To properly evaluate necessary improvements, a complete water system capacity study of the on- and off-site water system which services the proposed project shall be paid for by the project developer and prepared by a registered civil engineer retained by the City/District (the City/District may choose to have the developer retain an engineer for this study subject to approval by the City/District) prior to approval of a building permit. The study shall meet the approval of the City/District Engineer and include a fire flow analysis, a system demand analysis, and a system capacity analysis specific to the proposed development.
(E/PW; PBP)

5.25.1 The applicant shall prepare a detailed water pipe hydraulic flow analysis, to be submitted to the Foster City Public Works Department, to determine whether the existing water distribution system is properly sized to meet the projected new water demands on the project site. The analysis shall take account of fire flows and peak hourly flows.
(E/PW, BD, PBP)

5.25.2 As stated in Section 3.4 of the Chess Hatch Master Development Agreement, at the request of the Public Works Director, the applicable Developer, at its expense, shall prepare and submit for approval by the Public Works Director a domestic water flow analysis for the proposed Phase. The applicable Developer, at its sole expense, shall install any necessary infrastructure determined to be required by the approved flow analyses or survey reports for such Phase. Any required infrastructure under this Section 3.4 shall be reasonable, proportional and directly related to the water and sewer requirements for the proposed Phase.
(E/PW, BD)

5.26 Prior to the issuance of a building permit, the applicant shall submit a request for all required water meters, including payment for the meters. The applicant shall provide calculations supporting the size and type of the meters. The size and type of the meters are subject to approval by the City/District Engineer.
(BD, E/PW)

5.27 The applicant shall prepare pre-construction survey report on the existing water distribution system in the vicinity of the project site, to be submitted to the Foster City Public Works Department for review.
(E/PW, BD)

5.28 The applicant shall prepare a post-construction survey report on the existing water distribution system in the vicinity of the project site, to be submitted to the Foster City Public Works Department for review. Any necessary repairs to the existing water supply infrastructure shall be included in this report. The applicant shall be responsible for constructing and financing any such repairs (E/PW, BD, PBO)

5.29 Prior to issuance of a building permit, in order to facilitate water meter installation for commercial spaces and the accommodation for "eateries", the applicant shall provide plans and specifications for a looped water line so it passes along the frontage of all commercial spaces. The utility plan shall indicate the location of the waterline to ensure the line is installed on the private property being developed and not within the City/District right of way. The City/District charges a higher sewer rate based upon water usage for "eateries" and as commercial spaces are modified, there needs to be a mechanism to separately track the differing water usages. Based on the development review, the City/District may consider other options from the applicant that can meet this requirement.

5.30 The developer shall be responsible for the cost of water line inspection ports, as determined by the City Engineer.
(E/PW)

5.31 Prior to the issuance of a building permit, in order to facilitate water meter installation for commercial spaces and the accommodation of "eateries", the applicant shall provide plans and specifications for a looped water line so that it passes along the frontage of all commercial spaces. The utility plan shall indicate the location of the water line to ensure the water line is installed on the private property being developed and not within City/District right of way. The City/District charges a higher sewer rate based upon water usage for "eateries" and as commercial spaces are modified there needs to be a mechanism to separately track the differing water usage. Based on the development review, the City/District may consider other options from the applicant that can meet this requirement.

5.32 Prior to issuance of a building permit, the improvement plans shall include the design required to underground all electric, cable TV, gas and communication lines within the development. Such design and construction shall be to the satisfaction of the affected utilities and the Engineering Division.
(E/PW)

5.33 All utilities within the development shall be underground and shall be constructed in dedicated streets or rights-of-way. They shall include at least the following:
- underground power distribution and service facilities;
- underground communication transmission and service facilities; including Cable TV service to the development;
- underground gas transmission and service lines.

(E/PW)

5.34 Prior to commencement of work, as required by California Government Code 4216, Underground Service Alert shall be contacted by the contractor to provide information on the location of underground utilities prior to earth work activities at the site.
(E/PW)

5.35 Prior to issuance of a building permit, plans shall indicate that all new roadway surfaces or fire lanes shall be capable of providing continuous service for vehicles with a gross vehicle weight of at least 68,000 lbs.
(E/PW, FIRE)

5.36 Prior to installation, the location(s) of all above-ground utility equipment (Post indicating Valves (P.I.V.), Backflow/Cross-Connection Devices, Fire Department Connections (FDC), and other such utilities shall be staked and the locations approved by staffs of the Planning/Code Enforcement Division, Building Inspection Division, Fire Department, and Public Works Department. Prior to installation, the applicant shall arrange a joint field meeting with representatives from each of the Departments/Divisions listed above to confirm and verify locations for each above-ground utility component. (CDD, BD, FIRE, E/PW)

5.37 The project sponsor shall comply with Section 3.6.2 of the Chess Hatch Master Development Agreement regarding acknowledgement of the City Sewer Main and City Water Main which run directly adjacent to the project site, and conformance with the restrictions to construction equipment and pile driving during construction to protect these existing infrastructure systems.
(BD)

6.0 PRIOR TO ARCHITECTURAL AND STRUCTURAL SHELL

6.1 Elevations shall be included in the building permit plans indicating colors and materials, listing manufacturers' names and product identification, and shall be approved by the Community Development Director.

6.2 Details of any trash/recycling enclosures shall be included, showing that the trash/recycling enclosures shall be covered. Plans for trash enclosures and recycling facilities, including truck access to these facilities, shall be reviewed by the service provider and a letter provided from the service provider indicating their comments, if any, have been satisfactorily resolved.
(CDD, E/PW)

6.3 No rooftop equipment of any kind shall be visible from the ground level on the site or from adjacent public rights-of-way or ground level on adjacent properties. At initial project construction and in the future, cross-sections and details of the proposed rooftop equipment, sight line studies demonstrating the visual impact of equipment, and related screening shall be submitted to the Community Development Director for approval.
(CDD)

6.4 Prior to issuance of the architectural/structural shell, all emergency vehicle access and location of building numbers shall be identified to the satisfaction of the City.
(FIRE, POL, CDD)

6.5 The plans shall demonstrate compliance with the Indoor Water Conservation requirements contained in EMID Code Chapter 8.7, including, but not limited to, submittal of the Indoor Water Use Efficiency Checklist. The Checklist shall be updated, if necessary, prior to issuance of the Tenant Improvement.
(BD)

6.6 Elevators shall be sized to meet the gurney requirements.
(FIRE)

6.7 Upon determination by the City that the erection of structures within the development results in decreased performance of the City's existing public safety communications system, the building owner shall: 1) authorize the City to install at two (2) locations on the roof top of the subject building, at the election of the City, a base transmitter/repeater (10" deep X 21" wide X 24" tall), a base antenna (2" diameter X 24" tall), at the City's sole expense; 2) provide reasonably accessible rooftop standard 120 volt AC power supplies; and 3) provide reasonable maintenance access therefore during normal business hours. Decreases in the public safety communications system performance shall be deemed to include a loss of radio contact or other radio interference resulting in a significant reduction in the performance of the public safety communications system.
(CDD, POL, FIRE)

6.7.1 Final development plans shall indicate that access to the buildings' roof area shall be granted to the City, if required, to install auxiliary transmitters and antennae per Condition 6.7.
(CDD, POL, PBP)

7.0 PRIOR TO TENANT IMPROVEMENTS

7.1 The Final Map, including a tract map for condo purposes, if any, shall be recorded. Demolition and grading permits may be issued prior to recordation of the Final Map.
(BD, CDD, PBP)

7.2 Prior to issuance of the building permit, plans for the fire sprinkler system and fire alarm system in accordance with the California Fire Code, Title 15 of the Foster City Municipal Code, and NFPA 13 shall be submitted and approved by the Chief Building Official and Fire Marshal. Installation shall be completed and approved prior to building occupancy.

7.1.1 Fire sprinkler heads shall be included in all elevator pits.
7.1.2 A combination fire sprinkler and fire standpipe system (fire sprinkler risers shall also be fire standpipes) shall be provided for each building.
7.1.3 A fire pump shall be provided to meet the fire sprinkler and standpipe demand(s).
7.1.4 Electric fire pumps are only acceptable with generator backup.
7.1.5 All PIC, OS & Y, Zone vales, etc. must be tamper switched.
7.1.6 All Fire Department connections (FDCs) must be within 50 ft. or less of a water supply (fire hydrant). FDCs must have a minimum of two inlets. Each building shall have an independent fire sprinkler system and FDC.
7.1.7 A voice evacuation system shall be provided in each building to meet high rise building requirements.
7.1.8 The required double check valve assembly shall be located on the drawings and provisions included for screening.
7.1.9 An emergency generator shall be provided for each building [not parking structure].
7.1.10 Fire alarm system(s) shall be zoned by address, floor, area and type of device.
(CBO, FIRE)

7.3 **An active smoke control system shall be provided for each building [not parking structure].**
(FIRE)

7.4 Roof access shall be provided from at least one stair in each building.
(BD, FIRE)

7.5 Prior to such storage or use, individual businesses that intend to store or use hazardous materials must obtain a permit from the Fire Department (in accordance with the adopted California Fire Code).
(FIRE)

7.6 State safety regulations regarding the transport, handling and storage of hazardous materials shall be strictly adhered to. Periodic inspection by State inspectors and city fire marshals is required.
(FIRE)

7.7 Storage of hazardous materials shall be directed to areas in the complex where maximum protection of office and other active work areas can be provided.
(FIRE)

7.8 If cooking is anticipated in the commercial areas, automatic fire extinguishing system(s) shall be required for the protection of all hood, duct, plenum and cooking surfaces.
(FIRE)

8.0 PRIOR TO LANDSCAPE AND FLATWORK

8.1 Documentation showing compliance with Chapter 8.8 of the EMID Code, including, but not limited to submittal of the Outdoor Water Use Efficiency Checklist.
(E/PW, CDD)

8.2 Plant materials used on the exterior of the buildings and site, both in the initial installation and any future modifications, shall be consistent with the Chess Hatch Design Principles Document. Any future modifications shall require review and approval of the Community Development Director.
(CDD, PFM)

8.3 An exterior lighting plan including fixture and standard design, coverage and intensity, to be reviewed and approved by the Community Development Department and the Police Department.
(CDD, POL)

8.4 Details of any fencing, walls and gates and shall be indicated on the drawings, to be reviewed and approved by the Community Development Director and the Chief Building Official.
(CDD, BD)

8.5 A planting plan neatly and accurately drawn to scale, indicating types, quantities, locations and sizes of all plant material including existing major vegetation designated to remain and street trees, method of protecting planting areas from vehicular traffic, and planting areas to be irrigated on separate valves shall be submitted for Planning staff review and approval.
(CDD, PBP)

8.6 The planting plans shall show that the applicant will install and maintain landscaping in the unpaved areas within the public right-of-way abutting the development to the satisfaction of the Planning/Code Enforcement Division.
(CDD, PBP)

8.7 The plans shall show that all trees planted closer than four (4) ft. from any public or private walkway, driveway or major structure shall be shielded with root barriers that are designed to the satisfaction of the Parks and Recreation Department.
(P/R)

8.8 The location of backflow prevention devices for the irrigation system in areas which are not noticeable from view and shall be adequately screened with planting material. Method of screening shall be approved by Planning staff prior to issuance of a building permit. Backflow prevention devices shall be consistent with the most recent list of approved devices maintained by the County Department of Health.
(P/R, CDD, BD, E/PW, PBP)

8.9 Landscape plans shall show all planting areas shall be protected from common vehicular traffic by the provision of a 6-inch high concrete curb. Rolled curbs are not acceptable.
(P/R, PBP)

8.10 Landscape and irrigation plans shall comply with Chapter 8.8 of the EMID Code regarding Outdoor Water Conservation.
(BD, PBP)

8.11 Evidence that a licensed landscape architect registered with the State of California has prepared or reviewed and found acceptable the planting and irrigation plans, cost estimate, and documents describing the existing soil conditions, grading and soil preparation.
(P/R, CDD, PBP)

8.12 Documentation describing the existing soil conditions, proposed grading, and soil preparation as they relate to providing a compatible growing medium for the selected plant material.
(P/R, CDD, PBP)

8.13 At initial planting, all trees shall be a minimum of 15 gallons or larger and shall not be planted until they are inspected for size by the City. At least fifteen percent (15%) of the total number of trees approved as a part of the Landscape Plan shall be 24 inch or larger specimen trees to be planted along public rights-of-way or other locations as determined in the field by the Community Development Director. As and when trees are replaced they will be replaced by trees of the same species which shall be a minimum of 15 gallons or larger and shall not be planted until they are inspected for size by the City. Only specimen size trees shall replace specimen size trees.
(CDD, Prior to planting)

8.14 Prior to issuance of a Building Permit, the applicant shall design a comprehensive pedestrian walkway system throughout the development to the satisfaction of the Engineering Division and in compliance with the General Plan. The pedestrian walkway system shall be constructed according to plan.
(E/PW, CDD)

8.15 Prior to issuance of a Building Permit, provisions shall be made to provide maintenance by the property owner/association of all sidewalks and bike paths constructed.
(E/PW, CDD)

9.0 GENERAL CONSTRUCTION PRACTICES

9.1 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.
(PC, BD, CDD)

9.2 The applicant or any future owner shall provide and conduct regular maintenance of the site in order to eliminate and control the accumulation of trash, excess/waste materials and debris.
(CDD)

9.3 All construction shall be completed and maintained in a professional manner and appearance.
(CDD)

9.4 The property owners/tenants are prohibited from discharging any commercial fertilizers, pesticides or herbicides into the lagoon or water features.
(E/PW, PBP)

9.5 Trash removal shall occur as often as necessary in order to keep all trash containers free of overflowing trash and materials.
(CDD)

9.6 At all times the requirements of the City's Sign Control Ordinance shall be followed. Signs announcing temporary sales or events and all other public convenience signs shall receive all required permits.
(CDD)

9.7 The store service area and parking lots shall at all times be kept free of storage materials, pallets, boxes and other materials. These areas of the store and site shall be policed as often as necessary in order to keep the rear and service area of the store and site neat and clean.
(CDD)

9.8 The applicant/property owners/tenants shall control accumulations of petroleum wastes and other pollutants in the streets and parking areas by frequent sweeping. (CDD)

9.9 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.
(BD, PBP) Mitigation Measure

9.10 The developer's registered Engineer shall notify the City Engineer, in writing, at least 72 hours in advance of all differences between the proposed work and the design indicated on the plans. Any proposed changes shall be subject to the approval of the City before altered work is started. Any approved changes shall be incorporated into the final "as-built" drawings.
(BD, CDD, E/PW)

9.11 The General Contractor shall provide qualified supervision on the job site at all times during construction.
(BD)

9.12 All work shall conform to the applicable City/District codes. Good housekeeping practices shall be observed at all times during the course of construction. Superintendence of construction shall be diligently performed by a person or persons authorized to do so at all times during working hours. The storing of goods and/or materials on the sidewalk and/or the street will not be allowed unless a special permit is issued by the Engineering Division.
(CDD, E/PW)

9.13 The applicant shall require all contractors to obtain any permits required by the City of San Mateo and/or the City of Foster City for hauling on local streets.

9.14 All vehicles hauling materials to the project site that exceed 12,000 pounds gross weight shall follow established truck route streets to the closest point of the job site unless directed otherwise by the City Engineer.
(E/PW)

9.15 All excess fill shall be disposed of in accordance with City requirements. All building debris shall be disposed of outside the City of Foster City, pursuant to Chapter 15.44, Recycling and Salvaging of Construction and Demolition Debris.
(E/PW)

9.16 If the presence of hazardous materials is found on site, site remediation may be required by the applicable state or local regulatory agencies. Specific remedies would depend on the extent and magnitude of contamination and requirements of the regulatory agency(ies). Under the direction of the regulatory agency(ies) and the City, a Site Remediation Plan shall be prepared, as required, by the applicant. The Plan shall: 1) specify measures to be taken to protect workers and the public from exposure to the potential hazards and, 2) certify that the proposed remediation would protect the public health in accordance with local, state, and federal requirements, considering the land use proposed. Excavation and earthworking activities

associated with the proposed project shall not proceed until the Site Remediation Plan has been reviewed and approved by the regulatory oversight agency and is on file with the City.
(E/PW, BD)

9.17 If previously unknown contaminated soil and/or groundwater is encountered at any time during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), the contractor(s) shall ensure that all appropriate response measures are taken to protect human health and the environment. A contingency plan for sampling and analysis of previously unknown hazardous substances shall be prepared by the contractor(s), with the approval of the City, prior to grading and earthwork activities.

As part of this contingency plan, soil and/or groundwater samples shall be collected by a qualified environmental professional (e.g., Professional Geologist, Professional Engineer) prior to further work in the area, as appropriate. The samples shall be submitted for laboratory analysis by a state-certified laboratory under chain-of-custody procedures. The analytical methods shall be selected by the environmental professional and shall be based on the suspected contamination and consideration of work completed under Mitigation Measure HAZ-2a above. The analytical results of the sampling shall be reviewed by a qualified environmental professional and submitted to the City. The professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, state, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.
(E/PW, BD)

9.18 Hazardous materials and wastes generated during demolition activities, such as fluorescent light tubes, mercury switches, and PCB wastes, shall be managed and disposed of in accordance with the applicable universal waste and hazardous waste regulations. Federal and state construction worker health and safety regulations shall apply to demolition activities, and any required worker health and safety procedures shall be incorporated into the contractor's specifications for the project. The disposition of hazardous building material wastes shall also be considered in the preparation of the Waste Management Plan required pursuant to the City's Ordinance 523. Documentation of the surveys and abatement activities shall be provided to the City prior to the demolition of structures located at the project site.
(E/PW)

10.0 PRIOR TO OCCUPANCY

10.1 Prior to occupancy, the Public Works Department shall inspect all public facilities (i.e. curb, gutter, sidewalk, etc.) and any determined to be damaged, settling or uplifting shall be marked by the Department and the development/owner shall replace in kind at owners cost. (E/PW)

10.2 Following utility work in the street, all pavement shall be restored. The City Engineer may require directional drilling.
(E/PW)

10.3 Prior to occupancy, any development involving one or more acres of total land area must file a Notice of Termination to the State Water Resources Control Board at the completion of construction and submit a copy to the Public Works Department.
(E/PW)

10.4 The City shall be provided with Final AutoCAD (latest version) compatible files (DXF or DWG) for all computer generated mapping, construction plans and graphic information related to site/civil drawings for this project.
(E/PW)

10.5 Prior to opening, details of sales office and model homes, including special landscaping, signing, parking and lighting shall be approved by staff.
(CDD)

10.6 The temporary construction fencing and all construction related equipment and materials shall be removed prior to the final inspection and issuance of the Certificate of Occupancy.

10.7 Prior to occupancy, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the City and so reported on the sign-off sheet in the Use Permit file. The project shall be built in substantial compliance with the approved plans on record in the City.
(CDD)

10.8 Prior to occupancy, the applicant shall provide a letter from a third-party evaluator or the project architect documenting the sustainable practices that are included in the project, conforming to the "Sustainable Design Standards" in Exhibit E of the Chess Hatch Mater Development Agreement, Mitigation Measure GCC-1, and the letter describing the sustainable practices as specified in Condition 2.9, for review and approval by the Community Development Director.
(CDD, PBP)

10.9 Prior to occupancy, the applicant must provide recorded easements for access by Police, Fire and Public Work vehicles responding to emergencies or maintaining, exercising, flushing or testing emergency equipment including fire hydrants, fire department connections, and any public utilities on the site. Easements must be to the satisfaction of the City/District Engineer and the Fire Marshal.
(E/PW, FIRE)

10.10 All street addresses shall be clearly visible from the adjacent street. Numerals shall be of a size satisfactory to the Fire and Police Departments. Buildings not fronting on a roadway shall be required to have their locations identified along the vehicle roadway nearest the building or at other locations as determined by the Fire and Police Departments. (CDD, FIRE, POL)

10.11 For commercial buildings, the street number numerals shall be no less than 6 inches in height and shall be of a contrasting color to the background surface to which they are attached. Rear building entrance doors shall also be clearly marked with building number identification so that they can be found quickly in emergencies. All building identification numbers shall be provided with a light source during the hours of darkness.
(CDD, FIRE, POL)

10.12 Prior to occupancy, the applicant shall repair and replace to City standards any streets, curbs, gutters, and sidewalks damaged during construction of the project. (E/PW)

10.13 Prior to final building inspection, the property owner shall submit a Maintenance Agreement for Stormwater Treatment Measures and Hydromodification Management Controls, including a Maintenance Plan pertinent to the type(s) of measures included in the project, pursuant to the San Mateo Countywide Water Pollution Prevention Program (http://flowstobay.org/bs_new_development.php). Following review and approval by City staff, the property owner shall have the Maintenance Agreement recorded prior to building occupancy approval. The Maintenance Agreement shall be made a part of any CC&Rs recorded for the property.
(BD, CDD, E/PW)

10.14 The property owner shall be responsible for conducting all servicing and maintenance as described and required by the approved Maintenance Plan(s). Maintenance of all site design and treatment control measures shall be the owner's responsibility.
(E/PW)

10.15 Site access shall be granted to representatives of the City, the San Mateo County Mosquito and Vector Control District, and the Water Board, at any time, for the sole purpose of performing operation and maintenance inspections of the installed stormwater treatment systems. A statement to that effect shall be made a part of the Maintenance Agreement and/or CC&Rs for the property.
(E/PW)

10.16 Prior to final occupancy, the C.3 and C.6 Project Closeout Form shall be completed by City staff and placed in the project file.
(CDD)

10.17 Additional plant materials may be required by the Community Development Director and shall be planted prior to final occupancy in order to screen utility connections, valves, backflow devices, and all above ground appurtenances, etc. to the satisfaction of the Community Development Director. This determination shall be made in the field after all screen utility connections, valves, backflow devices, and all above ground appurtenances, etc. have been installed and inspected. (CDD)

10.18 Upon occupancy of the project building(s) constructed as part of this Use Permit, the applicant shall be responsible for maintaining all common areas landscaping in a healthy and vigorous condition. All landscape plant material and all hardscape and project amenities shall be maintained as originally approved by the City. Modification

of plant material other than routine pruning or maintenance shall require approval of the City. The integrity of the original landscape plan shall at all times be kept intact. (CDD)

10.19 Prior to occupancy the applicant shall submit a letter from the Foster City Police Department to the Community Development Department that the proposed project complies with all applicable requirements of Chapter 15.28, Burglar Security Ordinance, of the Foster City Municipal Code. (POL)

10.20 Prior to building occupancy, all hydrants shall be identified by a blue dot placed in the street or driveway. (FIRE)

10.21 Prior to building occupancy, all loading zones, fire lanes and restricted parking zones shall be marked in accordance with the California Vehicle Code and the Foster City Municipal Code. All areas not designated as parking stalls shall be marked as a "FIRE LANE" per Section 22500.1 CVC. (POL)

10.22 Prior to building occupancy, Fire Department key boxes with access keys shall be provided at the main entrances and at the garage. (FIRE)

10.23 Within sixty (60) days following the completion of the demolition phase of a covered project, and again within sixty (60) days following the completion of the construction phase of a covered project, the contractor shall submit documentation to the Building Inspection Division that demonstrates compliance with Chapter 15.44 of the Foster City Municipal Code. Documentation includes submission of a completed Final Compliance Report with corresponding recycling, salvage, and disposal receipts/tickets from the facilities, to demonstrate where the debris was recycled, salvaged, or disposed. (BD)

10.24 Prior to issuance of a certificate of occupancy, consistent with Exhibit G of the Chess Hatch Master Development Agreement, and in coordination with implementation of Mitigation Measure TRANS-2, the project sponsor shall contribute a pro rata share to the following improvement: Multi-Project (MP) #3, which will lengthen the northbound left-turn lane on Foster City Boulevard at Chess Drive. The project sponsor is responsible for 100% of the cost of MP #4, MP #7 and MP #8. MP #4 will lengthen the westbound left-turn lane on Chess Drive, east of Foster City Boulevard to 300-feet. MP #7 is the construction of a northbound right-turn lane from Foster City Boulevard to Chess Drive. MP #8 is the construction of a second westbound through lane on Chess Drive, east of Foster City Boulevard. (E/PW)

Resolution No. P- 17 -14
UP-13-004

EXHIBIT B

CHESS HATCH MASTER PLAN EIR
MITIGATION MONITORING AND REPORTING PROGRAM

LSA Associates, Inc.
September 2009

MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

This document describes the Mitigation Monitoring and Reporting Program (MMRP) for ensuring the effective implementation of the mitigation measures required for City of Foster City approval of the Chess Hatch Master Plan (project), located on an 11.89-acre site bounded by Chess Drive to the northwest, the Foster City Lagoon to the northeast, State Route (SR) 92 to the southeast, and Foster City Boulevard to the southwest.

City of Foster City

When a lead agency adopts findings pursuant to Public Resources Code (PRC) Section 21081 and Section 15091 of the *CEQA Guidelines* upon completion of an Environmental Impact Report (EIR), it is required to adopt a reporting and monitoring program pursuant to PRC Section 21081.6 and Section 15097 of the *CEQA Guidelines*. The purpose of the MMRP is to ensure that measures adopted to mitigate or avoid significant environmental impacts are implemented. An MMRP does not need to be included with the EIR as at times the findings which trigger the program are made after considering the EIR. The MMRP will not only direct the implementation of mitigation measures by the specified responsible parties, but also facilitate the monitoring, compliance and reporting activities of the City and any monitors it may designate.

Project Background

The applicant is requesting approval of the Chess Hatch Master Plan, which would result in the demolition of 11 existing commercial/industrial buildings, totaling 190,000 square feet, and phased construction of three new multi-story office buildings, totaling 800,000 square feet, within which there could be up to 5,000 square feet of flexible space for retail uses and/or other amenities. Net new development on the site would total 610,000 square feet of office uses. The new development would be served by a combination of at-grade parking lots and a shared parking structure.

Development envisioned under the proposed Master Plan would require City entitlement actions including demolition, construction, and development permits. Specific entitlements would include: (1) a General Plan Amendment that would change the land use designation of the project site from Light Industrial to a new land use designation entitled Chess/Hatch Office/Research and adopt the *Chess Drive/Hatch Drive Commercial/Industrial Area* policies outlined in Minute Order 970; (2) rezoning from Light Industrial/Planned Development District (M-1/PD) to Commercial Mix/Planned Development (CM/PD) with a General Development Plan for implementation of the Master Plan for the project site; and (3) a Development Agreement between the City and the project sponsor.

The Final EIR for the Chess Hatch Master Plan found that the resulting actions would have potentially significant impacts in the areas of:

- Visual Quality

- Geology, Soils and Seismicity
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Transportation and Circulation
- Noise
- Air Quality
- Global Climate Change
- Cultural and Paleontological Resources

The proposed project would result in the following significant and unavoidable impacts, which mitigation measures included in this MMRP would lessen, but not reduce to a less-than-significant level:

- Conflicts with transportation policies adopted for environmental protection;
- Conflicts with noise policies adopted for environmental protection;
- Unacceptable level of service in the project condition on the southbound segment of US 101 north of East Third Avenue;
- Unacceptable level of service in the cumulative condition on the southbound segment of US 101 north of East Third Avenue;
- Unacceptable level of service in the cumulative condition at the Foster City Boulevard/Chess Drive and Foster City Boulevard/Marlin Avenue intersections;
- Unacceptable level of service in the cumulative condition on eastbound and westbound segments of SR 92 between US 101 and Edgewater Boulevard; and
- Unacceptable noise levels during the construction period.

In addition, no mitigation measures were identified for the following areas as all potential project impacts were determined to be less than significant:

- Land Use
- Population, Employment and Housing
- Public Services, Utilities and Recreation

Roles and Responsibilities

As the lead agency under CEQA, the City of Foster City will be responsible for ensuring full compliance with the provisions of this monitoring program and will have primary responsibility for implementation of the monitoring program. The City of Foster City has the authority to halt any activity associated with the construction and operation of the Chess Hatch Master Plan if the activity is determined to be a deviation from the approved project or the adopted mitigation measures.

Mitigation Monitoring and Reporting Program

The attached table presents a compilation of the mitigation measures in the Final EIR, together with the required monitoring and reporting actions, effectiveness criteria, and timing. The attached table includes columns that show: (1) each impact identified in the Final EIR; (2) each mitigation measure included in the Final EIR; (3) the procedure for implementing each mitigation measure; (4) the responsible entity and procedure for monitoring and reporting implementation of each mitigation measure; (5) the timing for implementation of each mitigation measure; and (6) the date of completion and signature of the monitoring entity.

Table 1: Mitigation Monitoring and Reporting Program

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
PLAN-1: The proposed Master Plan would conflict with transportation policies in the General Plan, and this conflict would result in an environmental impact.	PLAN-1: Implement Mitigation Measures TRANS-2a and -2b and TRANS-3a and -3b (see Section V.G, Transportation and Circulation).	See Mitigation Measures TRANS-2a and -2b and TRANS-3a and -3b.	See Mitigation Measures TRANS-2a and -2b and TRANS-3a and -3b.	See Mitigation Measures TRANS-2a and -2b and TRANS-3a and -3b.	Date: Signature:
PLAN-2: The proposed Master Plan would conflict with noise policies in the General Plan, and this conflict would result in an environmental impact.	PLAN-2: Implement Mitigation Measure NOI-1a and NOI-1b (see Section V.H, Noise).	See Mitigation Measures NOI-1a and NOI-1b.	See Mitigation Measures NOI-1a and NOI-1b.	See Mitigation Measures NOI-1a and NOI-1b.	Date: Signature:
A. LAND USE					
There are no significant Land Use impacts.					
B. VISUAL QUALITY					
VIS-1: The proposed project would create additional sources of day and nighttime light and glare in Foster City.	VIS-1a: The specific reflective properties of project building materials shall be assessed by the City during Design Review prior to approval of each Specific Development Plan for the proposed project. Design review shall ensure that the use of reflective exterior materials is minimized and that proposed reflective material would not create a substantial source of glare that would adversely affect day or nighttime views in the area.	The project sponsor shall provide the City of Foster City Community Development Department with a list of exterior project building materials.	The Community Development Department shall review the specific reflective properties of project building materials during the Design Review process to ensure that additional day and nighttime glare is minimized.	Prior to approval of the Specific Development Plan.	Date: Signature:
	VIS-1b: Specific lighting proposals shall be submitted for each new building on the project site and shall be assessed by the City as part of Design Review prior to approval of each Specific Development Plan for the proposed project. This review shall ensure that any outdoor night lighting for the project is downward facing and shielded so as not to create substantial light or glare that would adversely affect nighttime views in the area and that lighting conforms to the performance standards established by Section 17.68.080 of the Zoning Code.	The project sponsor shall provide the Community Development Department with specific lighting proposals that include the specifications, height and placement, and design of proposed exterior lighting fixtures.	The Community Development Department shall review and approve the specific lighting proposals as part of the Specific Development Plan for each new building on the project site to ensure that additional nighttime glare is not created and that required performance standards are met.	Prior to issuance of a building permit.	Date: Signature:
C. POPULATION, EMPLOYMENT AND HOUSING					
There are no significant Population, Employment and Housing impacts.					

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
D. GEOLOGY, SOILS AND SEISMICITY					
GEO-1: Project occupants would be subject to seismic shaking hazards.	GEO-1: Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation, in compliance with Foster City guidelines, shall be prepared by a licensed professional and submitted to the City Building Inspection Division for review, approval, and a finding that the proposed development fully complies with the CBC, as amended by Foster City ordinances and Building Inspection Division guidance. The report shall determine the proposed project's geotechnical conditions and address potential seismic hazards. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the following guidance for the design-level geotechnical investigation shall be addressed: • Analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the *Guidelines for Evaluating Seismic Hazards in California*. Briefly, the guidelines recommend that the report include: a site screening evaluation; evaluation of on- and off-site geologic hazards; quantitative evaluation of hazard potential; detailed field investigation; estimation of ground-motion parameters; evaluation of landslide, liquefaction, lateral-spreading and ground-displacement hazards; and recommendations to reduce identified hazards. • All recommendations, design criteria, and specifications set forth in the design-level geotechnical investigation shall be implemented as a condition of project approval.	The project applicant shall retain a licensed professional to prepare a final design-level geotechnical investigation for the proposed project. The report shall be submitted to and approved by the Building Inspection Division and shall meet the requirements of Mitigation Measure GEO-1. All recommendations in the report shall be incorporated into plans for specific development projects.	The Building Inspection Division shall review and approve the final-design level geotechnical investigation to ensure that all recommendations, design criteria, and specifications set forth in the report are adequate and will be implemented to reduce the risk of seismic shaking hazards.	Prior to issuance of site-specific grading or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
GEO-2: Damage to structures or property related to man-made fill, unstable soils, or unstable subsurface materials resulting in settlement or differential settlement could occur.	GEO-2: In addition to the requirements of all other GEO mitigation measures in this section, the designers of the proposed project's building foundations and improvements (including sidewalks, roads, driveways, parking areas, and utilities) shall consider the site to be underlain by Bay Mud and/or non-engineered fill. The design-level geotechnical investigation shall include measures to ensure that potential damage related to compressible materials or soils and non-uniformly compacted fill are minimized. Mitigation options may range from removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill, to design and construction of improvements to withstand the forces exerted during the expected settlement. All recommendations, design criteria, and specifications set forth in the site-specific design-level geotechnical report, and the City of Foster City Building Inspection Division standards shall be followed to reduce impacts associated with problematic soils and unstable subsurface materials.	The project applicant shall retain a licensed professional to prepare a final design-level geotechnical investigation for the proposed project. The report shall be submitted to and approved by the Building Inspection Division and shall meet the requirements of Mitigation Measure GEO-2. All recommendations in the report shall be incorporated into plans for specific development projects.	The Building Inspection Division shall review and approve the final design-level geotechnical investigation to ensure that all recommendations, design criteria, and specifications set forth in the report are adequate and will be implemented to reduce the risk of settlement.	Prior to issuance of site-specific grading or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
GEO-3: Damage to structures or property of the proposed project related to expansive (shrink-swell) and corrosive soils could occur.	GEO-3a: In addition to the requirements of all other GEO mitigation measures in this section, in locations underlain by soils of unknown character, the designers and engineers of proposed building foundations and improvements (including piles, sidewalks, roads, driveways, parking areas, and utilities) shall consider the site's potential to be underlain by soils with high shrink-swell potential. The site-specific design-level geotechnical investigation, prepared by a licensed professional and submitted to the City Building Inspection Division for review and confirmation that the proposed development fully complies with the CBC, as amended by Foster City ordinances and Building Inspection Division guidance, shall include measures to ensure potential damage related to expansive soils and non-uniformly compacted fill and engineered fill are minimized. Mitigation options may range from removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill, to design and construction of improvements to withstand the forces exerted during the expected shrink-swell cycles and settlements. All design criteria and specifications set forth in the design-level geotechnical investigation shall be implemented to reduce impacts associated with problematic soils.	The project applicant shall retain a licensed professional to prepare a final design-level geotechnical investigation for the proposed project. The report shall be submitted to and approved by the Building Inspection Division and shall meet the requirements of Mitigation Measure GEO-3a. All recommendations in the report shall be incorporated into plans for specific development projects.	The Building Inspection Division shall review and approve the final design-level geotechnical investigation to ensure that all recommendations, design criteria, and specifications set forth in the report are adequate and will be implemented to reduce the risk of impacts associated with expansive soils.	Prior to issuance of site-specific grading or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
GEO-3 *Continued*	GEO-3b: In addition to the requirements of all other GEO mitigation measures in this section, the design-level geotechnical investigation shall include an evaluation of the potential for corrosive soils on the site and be submitted to the City Building Inspection Division for review and confirmation that the proposed development fully complies with the CBC, as amended by Foster City ordinances and Building Inspection Division guidance. If the results indicate corrosive soil conditions, appropriate measures to mitigate these conditions shall be incorporated into the design of project improvements that may come into contact with site soils. Wherever corrosive soils are found in sufficient concentrations, recommendations shall be made to protect steel and concrete (and any other material that may be placed in the subsurface) from long-term deterioration caused by contact with corrosive on-site soils. In general, these recommendations are expected to include, but not be limited to, the following provisions. All recommendations of the geotechnical investigations shall be implemented. • Protect buried iron, steel, cast iron, ductile iron, galvanized steel, and dielectric coated steel or iron (including all buried metallic pressure piping) against corrosion from soil. • Protect buried metal and cement structures in contact with earth surfaces from chloride ion concentrations. • Use sulfate-resistant concrete mix for all concrete in contact with the ground. • Consult a corrosion expert during the project's detailed design phase to design the most effective corrosion protection.	The project applicant shall retain a licensed professional to prepare a final design-level geotechnical investigation for the proposed project. The report shall be submitted to and approved by the Building Inspection Division and shall meet the requirements of Mitigation Measure GEO-3b. All recommendations in the report shall be incorporated into plans for specific development projects.	The Building Inspection Division shall review and approve the final design-level geotechnical investigation to ensure that all recommendations, design criteria, and specifications set forth in the report are adequate and will be implemented to reduce the risk of impacts associated with corrosive soils.	Prior to issuance of site-specific grading or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
E HYDROLOGY AND WATER QUALITY					
HYD-1: Construction period and operation period Master Plan activities could result in degradation of water quality in the Foster City Lagoon and San Francisco Bay by reducing the quality of storm water runoff.	HYD-1a: In compliance with the terms of the Construction General Permit, the project sponsor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction period of each and any individual development project, or group of projects, built as part of the proposed project. It is not required that the SWPPP be submitted to the Regional Water Quality Control Board (Water Board), but it must be maintained on-site and made available to Water Board or City staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At a minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, and adhesives) with storm water. The SWPPP shall specify properly-designed centralized storage areas that keep these materials out of the rain. BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, fiber rolls, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season because disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End-of-pipe sediment control measures (e.g., basins and traps) shall be used	1) The project applicant shall prepare a SWPPP which includes specific and detailed BMPs and measures designed to mitigate construction-related pollutants, and adheres to the requirements of Mitigation Measure HYD-1a. 2) The Construction Site Supervisor shall conduct regular meetings of site personnel to ensure SWPPP guidelines are observed by on-site personnel. 3) The project applicant shall retain an independent monitor to conduct weekly inspections and provide written monthly reports to the City Planning and Code Enforcement Divisions to ensure compliance with the SWPPP.	1) The Building Inspection Division shall review the SWPPP for consistency with the requirements of Mitigation Measure HYD-1a prior to approval. 2) The Building Inspection Division shall conduct periodic inspections of the project site during wet and dry days to ensure compliance with the SWPPP.	1) Prior to issuance of any site-specific demolition, grading, or building permit. 2) Periodically through the construction and period, at the discretion of the Building Inspection Division.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
HYD-1 *Continued*	only as secondary measures. Ingress and egress from construction sites shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and shall include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring shall be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff." The project sponsor shall retain an independent monitor to conduct weekly inspections and provide written monthly reports to the City Planning and Code Enforcement Division to ensure compliance with the SWPPP. Water Board personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.				

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
HYD-1 *Continued*	HYD-1b: The project sponsor shall fully comply with the San Mateo Countywide Water Pollution Prevention Program, which maintains compliance with the NPDES Stormwater Discharge Permit. Responsibilities include, but are not limited to, designing Best Management Practices (BMPs) into project features and operations to reduce potential impacts to surface water quality associated with operation of specific development projects undertaken as part of the proposed Master Plan. These features shall be included in the drainage plan and final development drawings for individual projects. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. All requirements of the San Mateo Countywide Water Pollution Prevent Program, previously called the San Mateo Water Pollution Prevention Program – Part C.3, as outlined in the San Mateo County Stormwater Handbook, shall be incorporated. The final design team for each development project shall also review and incorporate as many concepts as practicable from *Start at the Source, Design Guidance Manual for Storm-water Quality Protection.* Passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred in all areas. Higher-maintenance BMPs may only be used if the development of at-grade treatment systems is not possible, or would not ade-quately treat runoff. Funding for long-term maintenance of all BMPs must be specified (as the City will not assume maintenance responsibilities for these features). The project sponsor shall establish a self-perpetuating drainage system maintenance program for the life of the project (to be managed by a	1) The project applicant shall prepare a final drainage plan that includes measures designed to mitigate potential water quality degradation of runoff and adheres to the requirements of Mitigation Measure HYD-1b. 2) The project applicant shall establish a self-perpetuating drainage system maintenance program for the life of the project that includes annual inspections of any storm water detention devices and drainage inlets.	1) The Building Inspection Division shall review the final drainage plan for consistency with the requirements of Mitigation Measure HYD-1b. 2) The Public Works Department and/or Building Inspection Division shall review and approve the annual report documenting the inspection and any remedial action conducted.	1) Prior to issuance of any site-specific demolition, grading, or building permit. 2) Annually throughout the post-construction period.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
HYD-1 *Continued*	business and/or property-owners association or similar entity) that includes annual inspections of any storm water detention devices and drainage inlets. Any accumulation of sediment or other debris would need to be promptly removed. In addition, an annual report documenting the inspection and any remedial action conducted shall be submitted to the Public Works Department and/or Building Inspection Division for review and approval. The Public Works Department and/or Building Inspection Division shall ensure that the SWPPP and drainage system maintenance plan are approved by the City prior to approval of the grading plan.				
	HYD-1c: The project sponsor shall comply with all requirements of the City's Standard Conditions of Approval (COA). At a minimum, a hydrology/hydraulic analysis shall be completed on the existing storm drain system to verify it is adequately sized to accommodate the runoff from the project. The existing storm drains shall be cleaned as necessary. Pre-construction and post-construction survey reports shall be completed on the existing storm drain system. Any necessary repairs to restore the facilities shall be an element of the report. Required pre-construction reports documenting work performed in compliance with the COAs shall be submitted to the Public Works Department and/or Building Inspection Division for review and approval prior to the issuance of grading and building permits. Required post-construction reports shall be submitted to the Public Works Department and/or Building Inspection Division for review and approval prior to the issuance of occupancy permits.	1) The project applicant shall prepare a hydrology/hydraulic analysis on the existing storm drain system to verify it is adequately sized to accommodate the runoff from the project. 2) The project applicant shall prepare pre-construction and post-construction survey reports for the existing storm drain system. The drains shall be cleaned as necessary.	1) The Building Inspection Division shall review the hydrology/hydraulic analysis for the existing storm drain system as required by Mitigation Measure HYD-1c. 2) The Public Works Department and/or Building Inspection Division shall review and approve the pre-construction and post-construction survey reports to ensure that the storm drain system is adequately sized.	1) Prior to issuance of any site-specific demolition, grading, or building permit. 2) Reports shall be prepared for both the pre- and post-construction period prior to issuance of certificate of occupancy permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
F. HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1: Upset and accidents involving hazardous materials releases and transport and use during construction activities could result in adverse effects to public health or the environment.	HAZ-1a: The contractor(s) shall designate storage areas suitable for material delivery, storage, and waste collection. These locations must be as far away from catch basins, gutters, drainage courses, and water bodies as feasible. All hazardous materials and wastes used or generated during project site development activities shall be labeled and stored in accordance with applicable local, State, and federal regulations. In addition, an accurate up-to-date inventory, including Material Safety Data Sheets, shall be maintained on-site to assist emergency response personnel in the event of a hazardous materials incident. All maintenance and fueling of vehicles and equipment shall be performed in a designated, bermed area, or over a drip pan that will not allow run-off of spills. Vehicles and equipment shall be regularly checked and leaks shall be repaired promptly at an off-site location. Secondary containment shall be used to catch leaks or spills any time that vehicle or equipment fluids are dispensed, changed, or poured.	The construction contractor shall ensure that the provisions for the handling, treatment, and storage of hazardous wastes and vehicle maintenance on the project site are implemented as described in Mitigation Measure HAZ-1a.	The Building Inspection Division shall periodically monitor the handling, storage, treatment, and storage measures for hazardous materials and vehicle maintenance on the project site. The City shall also confirm that the Material Safety Data Sheets are maintained on-site.	Throughout the construction period.	Date: Signature:
	HAZ-1b: Emergency preparedness and response procedures shall be developed by the contractor(s) for emergency notification in the event of an accidental spill or other hazardous materials emergency during project site preparation and development activities. These procedures shall include evacuation procedures, spill containment procedures, and required personal protective equipment, as appropriate, in responding to the emergency. The contractor(s) shall submit these procedures to the City for approval prior to demolition or development activities.	The construction contractor shall develop emergency procedures identified in Mitigation Measure HAZ-1b. These procedures shall be submitted to the City for review and approval.	The Building Inspection Division shall review and approve the emergency preparedness and procedures plan to ensure that the appropriate measures will be implemented in an emergency involving hazardous materials release.	Prior to issuance of any site-specific demolition, grading, or building permit.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
HAZ-1 *Continued*	Compliance with these mitigation measures may occur in coordination with compliance with the Storm Water Pollution Prevention Plan and Best Management Practices required for the proposed project (See Section V.E., Hydrology and Water Quality, for additional detail).				
HAZ-2: Construction workers and the public may be exposed to existing or previously unknown contamination in soil and/or groundwater, or other safety hazards encountered during site preparation, grading, and excavation activities.	HAZ-2a: If previously unknown contaminated soil and/or groundwater is encountered at any time during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), the contractor(s) shall ensure that all appropriate response measures are taken to protect human health and the environment. A contingency plan for identification, sampling, and analysis of previously unknown hazardous substances shall be prepared by the contractor(s), with the approval of the City, prior to grading and earthwork activities. As part of this pre-approved contingency plan, soil and/or groundwater samples shall be collected by a qualified environmental professional (e.g., Professional Geologist, Professional Engineer) prior to further work in the area, as appropriate, in case of discovery of unknown contamination. The samples shall be submitted for laboratory analysis by a State-certified laboratory under chain-of-custody procedures. The analytical results of the sampling shall be reviewed by a qualified environmental professional and submitted to the appropriate regulatory agency. The professional shall provide recommendations,	The construction contractor shall prepare a contingency plan for sampling and analysis of previously unknown hazardous substances that adheres to the requirements of Mitigation Measure HAZ-2a.	The Building Inspection Division shall review and approve the contingency plan to ensure that appropriate measures will be implemented in the event that previously unknown contaminated soil and/or groundwater is encountered on-site during construction activities.	Prior to issuance of any site-specific demolition, grading, or building permit.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
HAZ-2 *Continued*	as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, State, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.				
	HAZ-2b: Engineering fill to be brought on-site shall be demonstrated, by analytical testing, not to pose an unacceptable risk to human health or the environment. Threshold criteria for acceptance of engineered fill shall be selected based on screening levels and protocols developed by regulatory agencies for protection of human health and groundwater (e.g., Water Board Environmental Screening Levels (ESLs)). The engineered fill shall be characterized by a qualified environmental professional via representative sampling in accordance with U.S. EPA's SW-846 Test Methods, and demonstrated to meet the threshold criteria above. The results of the sampling and waste characterization shall be submitted by the contractor(s) to the City Building Inspection Division for approval prior to transporting engineering fill onto the project site.	The construction contractor shall submit the results of sampling and waste characterization for engineered fill to the City Building Inspection Division.	The Building Inspection Division shall review and approve the results of the sampling and waste characterization analysis to ensure that engineered fill brought onto the site does not pose an unacceptable risk to human health or the environment.	Prior to issuance of site-specific grading or building permits.	Date: Signature:
	HAZ-2c: The contractor shall prepare a Waste Disposal and Hazardous Materials Transportation Plan prior to construction activities where hazardous materials or materials requiring off-site disposal would be generated. The Plan shall include a description of analytical methods for characterizing wastes and handling methods required to minimize the potential for exposure, and shall establish procedures for the safe storage of contaminated materials, stockpiling of soils,	The construction contractor shall prepare a Waste Disposal and Hazardous Materials Transportation Plan that adheres to the requirements of Mitigation Measure HAZ-2c.	The Building Inspection Division shall review and approve the Waste Disposal and Hazardous Materials Transportation Plan to ensure that it complies with the requirements of Mitigation Measure HAZ-2c.	Prior to issuance of site-specific demolition, grading, or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
HAZ-2 *Continued*	and storage of dewatered groundwater. The required disposal method for contaminated materials (including any lead-based paint, asbestos, or other hazardous building materials requiring disposal; see Mitigation Measure HAZ-3, below), the approved disposal site, and specific routes used for transport of wastes to and from the project site shall be indicated. The Plan shall be prepared prior to commencement of demolition or development activities and submitted to the City for approval. The Waste Disposal and Hazardous Materials Transportation Plan may be prepared as an addendum to the Waste Management Plan required by Ordinance 523.				
	HAZ-2d: If the project would result in disturbance of soils within 30 feet of SR 92 then, prior to excavation or earthworking activities, the applicant shall hire a qualified professional to characterize the lead content of the soils to be disturbed within 30 feet of SR 92 by undertaking soil sampling. If the results of the studies indicate that lead in the soil is present above regulatory action levels, the soils shall be removed and disposed of at an approved offsite facility in accordance with all applicable regulations. The findings of the investigation and remediation shall be documented in a written report and shall be submitted the City for review and approval.	The project applicant shall retain a qualified professional to characterize the lead content of soils that would be disturbed within 30 feet of SR 92 (if the project would disturb soils within 30 feet of SR 92).	The Building Inspection Division shall review and approve the findings of the investigation and remediation documentation to ensure compliance with the requirements of Mitigation Measure HAZ-2d.	Prior to issuance of site-specific grading or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
HAZ-3: Demolition activities may result in the exposure of construction workers and the general public to added health risk from lead, asbestos, and other hazardous building materials.	HAZ-3: Prior to the issuance of any demolition permit for structures located on the project site, a lead-based paint, hazardous building materials survey (PCBs, mercury), and asbestos survey shall be performed by a qualified environmental professional. Based on the findings of the survey, all loose and peeling lead-based paint, and identified asbestos hazards shall be abated by a certified contractor in accordance with local, State, and federal requirements (including the requirements of the BAAQMD, District Regulation 11, Rule 20) and requirements for worker health and safety. Other hazardous materials and wastes generated during demolition activities, such as fluorescent light tubes, mercury switches, and PCB wastes, shall be managed and disposed of in accordance with the applicable universal waste and hazardous waste regulations. Federal and State construction worker health and safety regulations shall apply to demolition activities, and any required worker health and safety procedures shall be incorporated into the contractor's specifications for the proposed project. The disposition of hazardous building material wastes shall also be considered in the preparation of the Waste Management Plan required pursuant to the City's Ordinance 523 (see also Mitigation Measure HAZ-2c, above). Documentation of the surveys and abatement activities shall be provided to the City prior to the demolition of structures located at the project site.	The project applicant shall retain a qualified environmental professional to conduct a lead-based paint, hazardous building materials survey (PCBs, mercury), and asbestos survey and adhere to the requirements of Mitigation Measure HAZ-3.	The Building Inspection Division shall review and approve the findings of the lead-based paint, hazardous building materials survey (PCBs, mercury), and asbestos survey and ensure compliance with the results of the surveys as described in Mitigation Measure HAZ-3.	Prior to issuance of a demolition permit.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
G. TRANSPORTATION AND CIRCULATION					
TRANS-1: The addition of project traffic would increase the volume on the freeway segment of southbound US 101 north of East Third Avenue by over 1 percent of its capacity.	TRANS-1: The City/County Association of Governments (C/CAG) is the Congestion Management Agency for San Mateo County that develops the Congestion Management Program (CMP). As part of the land use element of the CMP, all projects that generate 100 or more net new trips during the AM or PM peak hour are required to implement TDM programs that have the capacity to reduce the demand for new peak-hour trips. The project sponsor shall develop and maintain an appropriate TDM Program (as outlined in C/CAG, 2004. *Guidelines for the Implementation of the Land Use Component of the Congestion Management Program.* September 21.) for the life of the Master Plan. This TDM Program shall be updated as requested by the City, and subject to City approval.	The project applicant shall develop and maintain an appropriate TDM Program for the life of the Master Plan.	The Community Development Department shall review and approve the TDM Program and periodically review for needed updates.	Prior to issuance of a certificate of occupancy and for the life of the Master Plan.	Date: Signature:
TRANS-2: The addition of project traffic would increase the average delay by more than 4 seconds at the intersection of Foster City Boulevard/Chess Drive during the PM peak hour, which is expected operate at unacceptable LOS F under Cumulative Conditions.	TRANS-2a: The project sponsor shall contribute a pro rata share to the following improvements: • Close the driveway on the north side of Chess Drive at the Westbound SR 92 Ramps. Although relatively low traffic volumes use this driveway, each time the signal phase associated with this driveway is actuated, crucial traffic flows are restricted onto westbound SR 92, causing the system of intersections to deteriorate. Closure of this driveway would not eliminate access to the development it serves, as there are other driveways just to the west on Chess Drive and to the north on Vintage Park Drive.	The project applicant shall contribute a pro rata share (as described in the Engineering Feasibility Analysis) to the improvements outlined in Mitigation Measure TRANS-2.	The Community Development Department shall verify the pro rata fee has been paid.	Prior to issuance of a certificate of occupancy.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
TRANS-2 *Continued*	• Implement REC-1, REC-2, and REC-6, and REC-9. REC-1 is reconstruction of the on-ramp to Westbound SR 92 from Chess Drive; REC-2 is the installation of signal interlock for signals on Chess Drive at Foster City Boulevard and Westbound SR 92 Ramps; REC-6 is construction of a second eastbound through lane on Metro Center Boulevard and Triton Drive at Foster City Boulevard. REC-9 includes the construction of a 200-foot northbound right-turn lane on Foster City Boulevard at Chess Drive and the addition of a northbound right-turn overlap signal phase. These are a subset of improvements listed as recommendations to achieve acceptable LOS under Baseline Conditions and under conditions with the Chess-Hatch project in place. These recommendations, particularly those that involve changes to Caltrans-operated facilities would require planning, further study, and ultimate approval by Caltrans prior to being deemed feasible.				
	TRANS-2b: Implement Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	Date: Signature:
TRANS- 3: The addition of project traffic would increase the average delay by more than 4 seconds at the intersection of Foster City Boulevard/Marlin Avenue, which is expected to operate at unacceptable LOS F under Cumulative Conditions.	TRANS-3a: The project sponsor shall contribute a pro rata share to implement REC-8. REC-8 is the installation of a new traffic signal at the intersection of Foster City Boulevard/Marlin Avenue. Installation of a traffic signal at this location would improve LOS at this intersection to acceptable levels. However, this all-way stop controlled intersection would not meet peak hour traffic signal warrants, which describe the general correlation between the planned level of future development and the need to install new traffic signals. Ultimately, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic	The project applicant shall contribute a pro rata share (as described in the Engineering Feasibility Analysis) to installation of a traffic signal at the Foster City Boulevard/Marlin Avenue intersection.	The Community Development Department shall verify the pro rata fee has been paid and the Public Works Department shall undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of warrants, in order to prioritize program intersections for signalization.	Prior to issuance of a certificate of occupancy.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
TRANS-3 *Continued*	data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The City of Foster City shall undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.				
	TRANS-3b: Implement Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	Date: Signature:
TRANS-4: The addition of project traffic would increase the volume on the freeway segment of southbound US 101 north of East Third Avenue by over 1 percent of its capacity.	TRANS-4: Implement Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	Date: Signature:
TRANS-5: The addition of project traffic would increase the volume on the freeway segment of eastbound SR 92 between US 101 and Edgewater Boulevard (which is expected to exceed its CMP LOS standard) by more than 1 percent of its capacity.	TRANS-5: Implement Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	Date: Signature:
TRANS-6: The addition of project traffic would increase the volume on the freeway segment of westbound SR 92 between US 101 and Edgewater Boulevard (which is expected to exceed its CMP LOS standard) by more than 1 percent of its capacity.	TRANS-6: Implement Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	See Mitigation Measure TRANS-1.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
TRANS-7: The project would increase demand for shuttles that are over-capacity.	TRANS-7: The project sponsor shall fund expansion of existing shuttle services or provide new shuttle services to local transit hubs such as the East Hillsdale Caltrain Station and the Millbrae BART/Caltrain station at a level commensurate with the project's transit demand. The project sponsor shall prepare an analysis of the project's projected shuttle ridership, determine the number of added shuttles needed to accommodate the added ridership, develop a financing and operations plan, and submit it to the City for approval.	1) The project applicant shall prepare an analysis of projected shuttle ridership and develop a plan on how it will be accommodated. 2) The project applicant shall contribute to the expansion of existing shuttle services as required by Mitigation Measure TRANS-7.	The Community Development Department shall review and approve the shuttle ridership plan and ensure that the project applicant develops or funds its fair share of improvements to the shuttle system.	Prior to approval of a Specific Development Plan.	Date: Signature:
TRANS-8: The proposed driveway in the southwest corner of the site that connects to the intersection of Foster City Boulevard/Chess Drive could reduce the operation of the intersection and create hazards associated with truck ingress/egress.	TRANS-8: The proposed service driveway in the southwest corner of the site shall be removed from development plans. Access to the service road shall be provided via one of the other three proposed driveways in the site.	The project applicant shall remove the service driveway in the southwest corner of the site from the development plans.	The Community Development Department shall verify that the noted driveway is removed from the development plans.	Prior to approval of a Specific Development Plan.	Date: Signature:
TRANS-9: Construction activities could interfere with circulation patterns.	TRANS-9: During the use permit process, the project applicant shall develop and submit a construction management plan for City approval that specifies measures that would reduce impacts to motor vehicle, bicycle, pedestrian, and transit circulation. The construction management plan shall include the following: • Location of construction staging areas for materials, equipment, and vehicles. • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.	The project applicant shall develop and submit a construction management plan that specifies measures that would reduce impacts to the circulation system during the construction period, as required by Mitigation Measure TRANS-9.	The Public Works Department and/or Building Inspection Division shall review and approve the construction management plan to ensure that it adheres to Mitigation Measure TRANS-9.	Prior to issuance of site-specific demolition, grading, or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
TRANS-9 *Continued*	• Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant. • Provisions for removal of trash generated by project construction activity. • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager. The measures outlined in the construction plans shall be to the satisfaction of the City and shall be devised to reduce circulation impacts during the construction period to the maximum extent feasible.				
H. NOISE					
NOI-1: Construction period activities could create significant temporary noise impacts on existing noise sensitive land uses adjacent to the site.	NOI-1a: The construction contractor(s) 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. A notice shall be mailed to all affected residents within 1,000 feet of the construction site.	The construction contractor shall designate a noise disturbance coordinator to receive and resolve noise complaints throughout the construction period, and adhere to the notification procedures required by Mitigation Measure NOI-1a.	The Building Inspection Division shall maintain the name and contact information for the noise disturbance coordinator on file throughout the construction period.	Prior to issuance of site-specific demolition, grading, or building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
NOI-1 *Continued*	NOI-1b: The construction contractor(s) shall implement the following measures at the project site during all demolition and construction activities: • During all project site excavation and on-site grading, fit all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA. • 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. • Utilize "quiet" air compressors and other stationary noise sources where such technology exists. • Route all construction traffic to and from the project site via designated truck routes and prohibit construction related heavy truck traffic in residential areas where feasible.	The construction contractor shall implement a series of noise reduction measures during all demolition and construction activities, as required by Mitigation Measure NOI-1b.	The Building Inspection Division shall conduct regular site inspections throughout the construction period to ensure that the noise reduction measures listed in Mitigation Measure NOI-1b are implemented on the site.	Throughout the construction period.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
NOI-1 *Continued*	• Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project site. • Prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities. • Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. • Use multiple pile driving rigs to expedite this phase of construction. • Use "acoustical blankets" to shroud the pile hammer.				
NOI-2: Mechanical equipment proposed as part of the project may generate noise levels that would exceed the noise level standards in the Foster City Municipal Code.	NOI-2: At the time that specific buildings envisioned under the Master Plan are proposed, conduct a design level acoustical analysis to ensure that mechanical equipment noise resulting from the project complies with applicable General Plan policies and Municipal Code noise level limits. The acoustical analysis shall include a calculation of noise levels resulting from the proposed equipment at the nearest sensitive receiving land uses, an assessment of noise levels relative to applicable standards, and recommendations to control noise levels in accordance with the applicable limits. The report shall be completed and submitted to the Community Development Department for approval prior to the issuance of building permits.	The project applicant shall conduct a design-level acoustical analysis to ensure that mechanical equipment noise resulting from the project would comply with applicable General Plan policies and Municipal Code noise level limits. The analysis shall adhere to the requirements of Mitigation Measure NOI-2 and shall be submitted to the Community Development Department.	The Building Inspection Division shall review and approve the acoustical analysis to ensure that the mechanical equipment on the project site would comply with applicable General Plan policies and Municipal Code noise level limits.	Prior to issuance of building permits.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
I. AIR QUALITY					
AIR-1: Construction period activities could generate significant dust, exhaust, and organic emissions.	AIR-1a: The construction contractor(s) shall implement the following measures to control construction dust emissions. Implementation of the measures recommended by the Bay Area Air Quality Management District (BAAQMD) and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Analysis by the BAAQMD indicates that implementation of these measures would reduce particulate matter construction impacts by 90 percent. Measures to reduce diesel particulate matter and $PM_{2.5}$ from construction (measures that would reduce PM_{10} would also reduce $PM_{2.5}$ since PM_{10}, by definition, includes $PM_{2.5}$) are also required to ensure that short-term health impacts to nearby sensitive receptors would be avoided. • Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences shall be kept damp at all times. • Cover all hauling trucks or maintain at least 2 feet of freeboard. • Pave, apply water at least twice daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas.	The project sponsor shall ensure that the construction contractor fully implements all air quality dust control measures as required by the BAAQMD and Mitigation Measure AIR-1a.	The Building Inspection Division shall conduct periodic site inspections throughout the construction period to ensure that construction period air pollution control measures are being implemented on the site.	Throughout the construction period.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
AIR-1 *Continued*	• Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads. • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (i.e., previously-graded areas that are inactive for 10 days or more). • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles. • Limit traffic speeds on any unpaved roads to 15 mph. • Replant vegetation in disturbed areas as quickly as possible. • Suspend construction activities that cause visible dust plumes to extend beyond the construction site.				
	AIR-1b: The construction contractor(s) shall implement the following measures to control construction diesel exhaust emissions: • Diesel equipment standing idle for more than 5 minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously as long as they are onsite. • Properly tune and maintain equipment to reduce emissions. • Avoid staging equipment within 100 feet of active land uses.	The project applicant shall ensure that the construction contractor fully implements all diesel exhaust control measures listed in Mitigation Measure AIR-1b.	The Building Inspection Division shall conduct periodic site inspections throughout the construction period to ensure that construction period air pollution control measures are being implemented on the site.	Throughout the construction period.	Date: Signature:
J. PUBLIC SERVICES, UTILITIES AND RECREATION					
There are no significant Public Services, Utilities and Recreation impacts.					

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
K. GLOBAL CLIMATE CHANGE					
GCC-1: Implementation of the Master Plan could result in greenhouse gas emission levels that would substantially conflict with implementation of the greenhouse gas reduction goals under AB 32 or other State regulations.	GCC-1: To the extent feasible, commercially-available, and cost effective (as reasonably determined by the Community Development Director), the measures identified in Table V.K-6 in the column titled "MM GCC-1" shall be incorporated into the design and construction of the Master Plan (including specific building projects): ***Energy Efficiency Measures*** • Comply with the updated Title 24 standards for building construction. • Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping; • Install efficient lighting and lighting controls/systems. Use daylight as an integral part of lighting systems in buildings; • Install light colored "cool" roof areas; • Install energy efficient heating and cooling systems, appliances and equipment, and control systems; • Install efficient lighting and controls for new outdoor lighting (e.g., fluorescent or LED, dusk to dawn sensors); • Consider developing an On-Site Renewable Energy System that consists of solar, wind, geothermal, biomass and/or bio-gas strategies. This system should reduce grid-based energy purchases and provide at least 2.5 percent of the project energy cost from renewable energy. Such a strategy can include installation of photovoltaic panels, wind turbines, and solar and tankless hot water heaters; and	The project applicant shall incorporate the measures listed in column MM-GCC-1 on Table V.K-6 into each Specific Development Plan.	The Community Development Department shall ensure that appropriate greenhouse gas reduction measures are incorporated into the project.	Prior to approval of a Specific Development Plan.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
GCC-1 *Continued*	• Install light colored "cool" pavements for pathways, plazas, and sidewalks, where appropriate given the characteristics of those areas; • Incorporate ENERGY STAR or better rated appliances and electrical equipment; and • Design all buildings to exceed California Building Code's Title 24 energy standards, as follows: o Increase insulation such that heat transfer and thermal bridging is minimized to the extent consistent with the overall health and safety functioning of the building; and o Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption to the extent consistent with the overall safe and healthy functioning of the building. • Design, construct and operate all newly constructed buildings as equivalent to "LEED Silver" or higher standards (e.g., "LEED Gold"); • Use locally produced and/or manufactured building materials for construction of the project, subject to consideration of quality, cost, and availability; • Develop a sustainability design checklist based upon green building rating systems to guide significant facility renovation projects by deploying newer construction and operating practices that conserve energy, water and materials while providing a reasonable return on investment; and				

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
GCC-1 *Continued*	• Incorporate "Green Building Materials," such as those materials which are resource efficient, have recycled content, and/or are manufactured in an environmentally friendly way, including low Volatile Organic Compound (VOC) materials. ***Water Conservation and Efficiency Measures*** • Create water-efficient landscapes within the development and/or landscape with native and drought-tolerant plants; • Install water-efficient irrigation systems and devices such as soil moisture-based irrigation controls, timers, and/or drip irrigation; • Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and low-flow urinals; • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and • Consider using reclaimed water for landscape irrigation within the project, if reclaimed water is made available by the City. ***Solid Waste Reduction Measures*** • Use best efforts to reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard); • Provide adequate interior and exterior storage areas for recyclables; • Provide employee education about reducing waste and available recycling services; and • Provide adequate storage areas for green waste, to the extent needed in light of the actual operations of the facility.				

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
GCC-1 *Continued*	***Transportation and Motor Vehicle Measures*** • Specific regional emission targets for transportation emissions do not directly apply to this project. The proposed project would be required to implement a Transportation Demand Management (TDM) program as discussed in Mitigation Measure TRANS-1 of Section V.G and the Final MPTA The specific measures that could be implemented include a shuttle service to the nearby rail station, bicycle racks and lockers, on-site amenities, showers and lockers, video conferencing center, preferential parking for carpoolers and vanpoolers, commute assistance center, employee transportation surveys, assistance to employees looking for housing near work, bicycle share program, and local hiring preferences. • New refrigerant systems installed at the project site (after implementation of the high GWP gases reduction measures) shall comply with future CARB rules and regulations as these new rules and regulations are implemented by the agency.				

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
L. CULTURAL AND PALEONTOLOGICAL RESOURCES					
CULT-1: Ground-disturbing activities associated with site preparation and the construction of building foundations and underground utilities could adversely affect archaeological cultural resources.	CULT-1: If deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the find, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone-milling equipment (e.g., mortars, pestles, handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse. Project personnel shall not collect or move any archaeological materials or human remains and associated materials. It is recommended that adverse effects to such deposits be avoided by project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing in the California Register. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, avoidance of project impacts on the deposit shall be the preferred mitigation. If adverse effects on the deposits cannot be avoided, such effects must be mitigated.	1) If prehistoric or historical archaeological materials are encountered during project activities the project sponsor shall halt work within 25 feet of the find and retain a qualified archaeologist to assess the finds. 2) The project sponsor shall comply with the recommendations of the archaeologist.	1) The Community Development Department shall verify that construction activities halt in the event archaeological materials are discovered. 2) The Community Development Department shall review the archaeology report and verify that the recommended measures – if warranted – are undertaken.	Throughout the construction period, in the event that prehistoric or historical archaeological materials are encountered.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
CULT-1 *Continued*	Mitigation can include, but is not necessarily limited to: excavation of the deposit in accordance with a data recovery plan (see CEQA Guidelines Section 15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; preparation of a brochure for public distribution that discusses the significance of the archaeological deposit; an interpretive display of recovered archaeological materials at a local school, museum, or library; and public lectures at local schools and/or historical societies on the findings and significance of the site and recovered archaeological materials. The City shall ensure that any mitigation involving excavation of the deposit is implemented prior to the resumption of actions that could adversely affect the deposit. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results of the analysis, and provide recommendations for the treatment of the archaeological deposits discovered. The report shall be submitted to the project applicant, the Foster City Community Development Department and the Northwest Information Center.				

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
CULT-2: Ground-disturbing activities associated with site preparation and the construction of building foundations and underground utilities could adversely affect paleontological resources.	CULT-2: If paleontological resources are discovered during project activities, all work within 25 feet of the discovery shall be redirected and a qualified paleontologist shall be contacted to asses the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa, and vertebrate fossils such as fish, whale, and sea lion bones. Fossil vertebrate land animals may include bones of reptiles, birds, and mammals. Paleontological resources also include plant imprints, petrified wood, and animal tracks. It is recommended that adverse effects to paleontological resources be avoided by project activities. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, adverse effects on the resources shall be avoided, or such effects shall be mitigated. Mitigation can include, but is not necessarily limited to: excavation of paleontological resources using standard paleontological field methods and procedures; laboratory and technical analyses of recovered materials; production of a report detailing the methods, findings, and significance of recovered fossils; curation of paleontological materials at an	1) If paleontological materials are encountered during project activities the project sponsor shall halt work within 25 feet of the find and retain a qualified paleontologist to assess the finds. 2) The project sponsor shall comply with the recommendations of the paleontologist.	1) The Community Development Department shall verify that construction activities halt in the event paleontological materials are discovered. 2) The Community Development Department shall review the paleontological report and verify that the recommended measures – if warranted – are undertaken.	Throughout the construction period, in the event that paleontological materials are encountered.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
CULT-2 *Continued*	appropriate facility (e.g., the University of California Museum of Paleontology) for future research and/or display; an interpretive display of recovered fossils at a local school, museum, or library; and public lectures at local schools on the findings and significance of the site and recovered fossils. The City shall ensure that any mitigation involving excavation of the resource is implemented prior to project construction or actions that could adversely affect the resource. Upon completion of the assessment, the paleontologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the paleontological resources discovered. This report shall be submitted to the project applicant, the Foster City Community Development Department, and the paleontological curation facility.				
CULT-3: Ground-disturbing activities associated with site preparation and the construction of building foundations and underground utilities could disturb human remains, including those interred outside of formal cemeteries.	CULT-3: If human remains are encountered, work within 25 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The project applicant shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the	1) If human remains are encountered by project activities the project applicant shall ensure that the construction contractor notifies the City of Foster City and the County Coroner promptly.	1) The Community Development Department shall verify that, in the event human remains are discovered, the appropriate agencies are contacted, and an archaeologist is retained to evaluate the materials. 2) The Community Development Department shall review and approve the archaeological report as adequate.	Throughout the construction period, in the event that human remains are encountered.	Date: Signature:

Table 1 *Continued*

Environmental Impact	Mitigation Measure	Implementing Procedure	Responsible Party/Monitoring Action	Timing	Date Completed/ Signature
CULT-3 *Continued*	assessment, the archaeologist shall prepare a report documenting the methods and results and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the project applicant, the Foster City Community Development Department, the MLD, and the Northwest Information Center.	2) The project sponsor shall retain a qualified professional archeologist to recover scientifically valuable data if the remains are of Native American origin. If the remains are of Native American origin, the Coroner shall promptly notify the NAHC.			

Source: LSA Associates, Inc., 2009.

Resolution No. P- 17 -14
UP-13-004

EXHIBIT C

CHESS HATCH OFFICE DEVELOPMENT (PHASE I)
INITIAL STUDY

April 2014

Project Description

1.	**Project Title:**	Chess Hatch Office Development (Phase I)
2.	**Lead Agency Name and Address:**	City of Foster City Community Development Department 610 Foster City Boulevard Foster City, CA 94404
3.	**Contact Person and Phone Number:**	Curtis Banks, Community Development Director 650-286-3239
4.	**Project Location:**	Approximately 8.75 acres of the 11.89-acre Chess Hatch Master Plan site, bounded by Chess Drive to the north, Foster City Lagoon to the east, Foster City Boulevard to the west and State Route (SR) 92 to the south.
5.	**Project Sponsor:**	Northwestern Mutual Life Insurance Company
6.	**General Plan Designation:**	Chess Hatch Office Research
7.	**Zoning:**	CM/PD: Commercial Mix/Planned Development

8. **Description of Project:**

The proposed Chess Hatch Office Development (Phase I) project (UP-13-004/Chess Hatch Phase I project) is the first phase of buildings proposed for construction as part of the Chess Hatch General Development Plan, approved by the City Council on September 3, 2013. The General Development Plan allows for development of up to 800,000 square feet of office, biotechnology or research and development use, including up to 5,000 square feet of business-supporting use in three (3) multi-story buildings and one connector building. The proposed Development Agreement allows 600,000 square feet to be developed on the Northwestern Mutual Life Insurance portion of the Master Plan site (south and center phases—the Chess Hatch Phase I project and the subject of this Initial Study) and 200,000 square feet on the Sea Cliff properties portion of the site (north phase—not included as part of this use permit and therefore this initial study).

The Chess Hatch Phase I project includes demolition of 146,000 square feet of commercial/industrial uses in nine (9) buildings and replacement with 600,000 square feet of office, biotechnology, or research and development use, and 5,000 square feet of business-supporting use, in two multi-story office buildings and one connector building. Tower A on the west side of the office complex is proposed to be 9 stories (145 feet), containing 295,000 square feet of office uses. Tower B on the east side of the office complex is proposed to be 12 stories (187 feet), containing 305,000 square feet of office uses. The connector building is proposed as one story (29 feet) with a rooftop plaza. The total building square footage is within the office, biotechnology or research and development square footage allowed under the approved General Development Plan.

Garage A, on the west side of the property is proposed as a 5-story structure (46 feet) and provides 978 parking spaces, including 20 accessible spaces. Garage B on the east side of the property is proposed as a 7-story structure (66 feet) and provides 1,028 parking spaces, including 21 accessible spaces. The proposed parking, meets the required number of spaces proposed in the General Development Plan: 900-1,100 and 1,000-1,200 parking spaces for Garage A and Garage B, respectively.

The two office buildings and one connector building are located in the interior of the site, surrounded by open space and plazas. Parking will be provided in two parking structures, one on each side of the office buildings. The landscaping around the existing buildings would be removed, although some of the landscaping and trees on the south side of the property, along Highway 92 would be retained.

Vehicular access to the property would be from Chess Drive. There are two driveways, one to each of the garages, and one circular one-way drop-off/pick-up driveway, accessed from Chess Drive and dropping off in front of the common area lobby entrance. In addition, a driveway entrance to the service road/fire lane is located on the east end of Chess Drive and encircles most of the site, providing emergency vehicle and service access to the rear and sides of the property. The existing vehicle storage business west of the Chess Hatch Phase I project site will continue to have access to their property from a pass-through roadway on the west end of the site.

The City of Foster City prepared an Chess Hatch Master Plan (EIR) for the Chess Hatch Master Plan (SCH#: 2008122065) that analyzed the impacts of the Master Plan project and include mitigation measures to reduce some potentially significant impacts to a less-than-significant level. Additionally, the Master Plan EIR found the following significant unavoidable environmental impacts:

- Conflicts with traffic and noise-related General Plan policies adopted for environmental protection;
- Unacceptable congestion in the project and cumulative conditions on the freeway segment of southbound US 101 north of East Third Avenue;
- Unacceptable congestion in the cumulative condition at the intersections of Foster City Boulevard/Chess Drive and Foster City Boulevard/Marlin Avenue;
- Unacceptable congestion in the cumulative condition on the eastbound and westbound segments of SR 92 between US 101 and Edgewater Boulevard; and
- Unacceptable noise levels during the construction period.

The City Council certified the Master Plan Final EIR on November 2, 2009 and adopted a Statement of Overriding Considerations for the nine significant unavoidable environmental impacts based on the benefits of the Master Plan project. An Addendum to the Master Plan EIR was prepared for the General Development Plan/Rezoning in order to augment the information contained in the Master Plan EIR to address changes that have been made to the General Development Plan since the Master Plan EIR was prepared. The Master Plan EIR Addendum concluded that the proposed General Development Plan changes in the Master Plan project would not result in significant environmental impacts beyond those identified in the 2009 FEIR. The City Council approved the Master Plan EIR Addendum on August 19, 2013.[1]

[1] Unless otherwise noted, "Master Plan EIR" refers to the Environmental Impact Report for the Chess Hatch Master Plan (SCH# 2008122065), consisting of the Draft EIR dated March 2009, the Response to Comments Document dated September 2009, and the Addendum dated February 2013.

Following the approval of the EIR Addendum, the applicant revised the site plan for the proposed Specific Development Plan/Use Permit when compared to the approved General Development Plan. Changes are as follows:

- Garage A is more rectangular in shape, as opposed to angled parallel to Foster City Boulevard.
- Both garages moved closer to Chess Drive (Garage A moved 17 feet closer and Garage B moved 6 feet closer).
- The Service Road/Fire Lane parallels Foster City Boulevard and encircles most of the site.
- A circular drop-off space is located in front of (north of) the common building and as a result the common building has shifted closer toward Chess Drive.

The development program for UP-13-004 remains consistent and unchanged compared with the approved General Development Plan and the analysis and findings included in the Master Plan Final EIR.

The City also adopted a Mitigation Monitoring and Reporting Program (MMRP) based on the findings of the Master Plan EIR. The MMRP complies with Section 15097 of the State CEQA Guidelines, which required the City to "adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects." The MMRP lists mitigation measures recommended in the Master Plan EIR and identifies mitigation monitoring requirements. These requirements are provided only for mitigation measures that would reduce or avoid significant impacts of the project.

Although the Master Plan EIR included analysis of the entire 11.89-acre Master Plan site, the purpose of this Initial Study is to assess whether UP-13-004 would trigger subsequent environmental review pursuant to the standards set forth in Public Resources Code Section 21166 and the State CEQA Guidelines Section 15162. In general, these standards require further environmental review when there have been any substantial changes in the project or the circumstances under which the project is undertaken that result in new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts. Therefore, the Initial Study analyzes whether any new or substantially greater impacts would result from the development of UP-13-004, or whether new or substantially different mitigation measures would be required as compared to the analysis, findings, and mitigation measures discussed in the Master Plan EIR for the entire Master Plan project. It also assesses whether there are any new impacts from changes or alterations in the proposed development that were not discussed in the Master Plan EIR. Should any new or previously undisclosed impacts be found, additional mitigation measures would be identified to reduce any impacts to a less-than-significant level.

The analysis presented in this Initial Study has concluded that no substantial project changes have occurred and no additional significant impacts have been identified beyond those already identified in the EIR. In addition, the mitigation measures discussed in this Initial Study were those identified in the Master Plan EIR and subsequently adopted by the City as part of the MMRP. Their incorporation as project conditions of approval will reduce any potential impacts from the UP-13-004 project to a less-than-significant level. The resource areas requiring the imposition of the mitigation measures previously identified in the EIR are marked in this initial Study as "Less than Significant with Mitigation Incorporated." Additionally, the same significant and avoidable impacts identified in the Master Plan EIR would occur and no new significant impacts would result; no new mitigation measures or substantially different mitigation measures are necessary. Therefore, no new environmental document is required for this project per the requirements of CEQA.

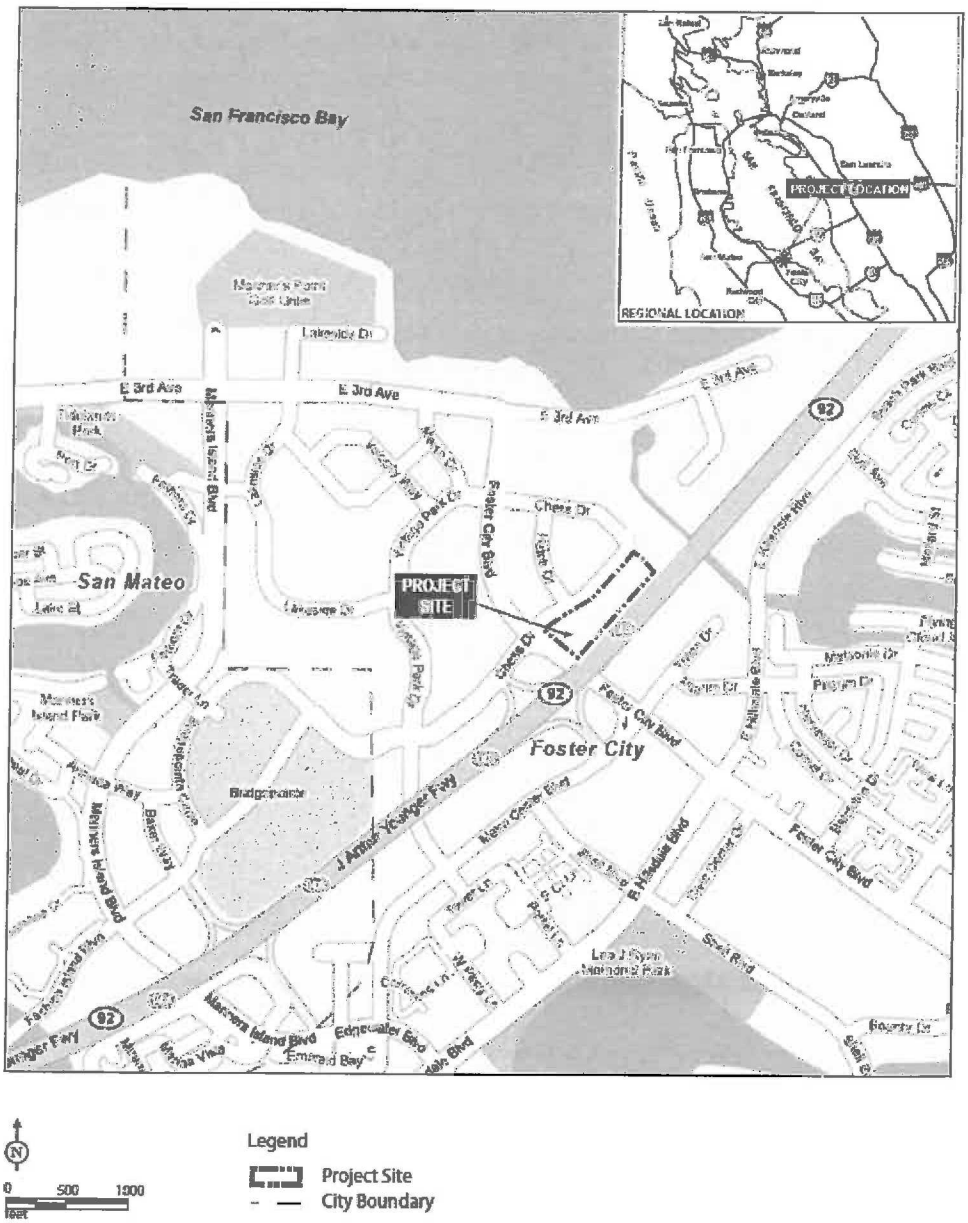
9. **Surrounding Land Uses and Setting: Briefly describe the project's surroundings:**

The Chess Hatch Phase I project site is located in an urbanized area and is bounded by SR 92 to the south, Foster City Lagoon and light industrial uses to the east, Foster City Boulevard to the west, and Chess Drive and light industrial/commercial uses to the north. The area immediately surrounding the proposed building contains commercial and light industrial uses. New residential uses are located south of SR 92.

10. **Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement).**

Estero Municipal Improvement District

Figure 1 – Location Map



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

DETERMINATION: (To be completed by the Lead Agency)

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 adequately analyzed and addressed in an earlier EIR pursuant to applicable standards, (b) have been avoided or mitigated to the extent feasible pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project and (c) there are no new significant impacts or other changes pursuant to Section 15162 of the State CEQA Guidelines, therefore no Subsequent or Supplement to the EIR is required.

Signature _____ Date _____

Curtis Banks, Community Development Director
Printed name

City of Foster City, Community Development Department
For *(Lead Agency)*

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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?	☐	☑	☐	☐

The Master Plan EIR analyzed the Master Plan project's impacts on visual resources on the site and in the surrounding area. The EIR determined that, with mitigation, all potential impacts related to visual quality would be less than significant.

The visual simulations included in the Master Plan EIR Addendum were based on maximum building height of 187 feet. (The Master Plan EIR had analyzed a building up to 195 feet.) Therefore the maximum height of 187 feet (12 stories) proposed in UP-13-004 was anticipated and within the building height data analyzed in the Master Plan EIR and would not add or intensify impacts on visual resources due to building heights. The Master Plan EIR analysis found that the proposed project would not obstruct views from key viewpoints to the south of the site; that it would be visually compatible with existing structures; would not adversely alter the City's skyline; and would be consistent with General Plan policies.

The Master Plan EIR did conclude that the Master Plan project would include new sources of light and glare in Foster City. To ensure that the Chess Hatch Phase I project will not create a source of substantial light or glare, the following Mitigation Measures identified in the Master Plan EIR will be imposed as conditions of approval on UP-13-004 to reduce any impacts to a less-than-significant level:

> *Mitigation Measure VIS-1a: The specific reflective properties of project building materials shall be assessed by the City during Design Review prior to approval of each Specific Development Plan for the proposed project. Design review shall ensure that the use of reflective exterior materials is minimized and that proposed reflective material would not create a substantial source of glare that would adversely affect day or nighttime views in the area.*

The proposed building materials for the towers include: clear glass and back-painted spandrel glass, aluminum panels, and ceramic panels. The ceramic panels break up the otherwise glass façade at each floor level. Sunshades proposed on the south-facing building façade would reduce glare for occupants on the aspect with the most solar access. The resulting glass-to-opaque ratio of building materials is 62%/38%, which is generally consistent with and meets the intent of the Chess Hatch Design Principles' target of 60%/40% glass to opaque materials.

The project plans for UP-13-004 include horizontal articulated lighting bars at the tops of the towers, providing downward-facing and shielded lighting that would illuminate the building, but not the surrounding area. At the

pedestrian-level, the project plans and landscape narrative include step lighting and pedestrian column lights which seek to provide safety and comfort without contributing spillover light. The sustainability narrative specifies full cut-off fixtures, which limits spill light onto adjacent property and reduces glare. No light is emitted directly from the fixture into the sky. More detailed lighting proposals, including light direction, wattage, and aesthetic factors, shall be reviewed by the Community Development Department as part of the building permit submittal process for conformance with this mitigation from the Master Plan EIR:

> *Mitigation Measure VIS-1b: Specific lighting proposals shall be submitted for each new building on the project site and shall be assessed by the City as part of Design Review prior to approval of each Specific Development Plan for the proposed project. This review shall ensure that any outdoor night lighting for the project is downward facing and shielded so as not to create substantial light or glare that would adversely affect nighttime views in the area and that lighting conforms to the performance standards established by Section 17.68.080 of the Zoning Code.*
>
> *The project sponsor shall provide the Community Development Department with specific lighting proposals that include the specifications, height and placement, and design of proposed exterior lighting fixtures. The Community Development Department shall review and approve the specific lighting proposals as part of the Specific Development Plan for each new building on the project site to ensure that additional nighttime glare is not created and that required performance standards are met.*

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board: Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 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 1220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined 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 Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

The Master Plan project site is developed with industrial and warehouse uses and is located in an urban area. No agricultural uses exist on the site or in the site vicinity. As a result, agricultural resources was a topic included in "Effects Found Not To Be Significant" of the Master Plan EIR. The Chess Hatch Phase I project does not include any changes that would alter these findings.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

The Master Plan EIR analyzed Air Quality impacts and concluded that, with mitigation, all impacts related to air quality would be less than significant. This conclusion would not change with implementation of the Chess Hatch Phase I project, primarily because the changes to the project would not substantially alter construction

activity patterns within the project site or traffic generated by on-site development. Emissions of criteria pollutants (reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter (PM10 and PM2.5)) from new vehicle trips associated with the Chess Hatch Phase I project, including operational activities, would be below the applicable standards established by the Bay Area Air Quality Management District (BAAQMD), which the City uses to identify significant impacts of development projects related to air quality. The Chess Hatch Phase I project would also not produce offensive odors.

However, construction of the Chess Hatch Phase I project could generate significant dust, exhaust, and organic emissions. To ensure that temporary air quality impacts associated with construction activities will be reduced to a less-than-significant level, the following Mitigation Measure identified in the Master Plan EIR will be imposed as a condition of approval on UP-13-004:

Mitigation Measure AIR-1a: The construction contractor(s) shall implement the following measures to control construction dust emissions. Implementation of the measures recommended by the Bay Area Air Quality Management District (BAAQMD) and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Analysis by the BAAQMD indicates that implementation of these measures would reduce particulate matter construction impacts by 90 percent. Measures to reduce diesel particulate matter and PM2.5 from construction (measures that would reduce PM10 would also reduce PM2.5 since PM10, by definition, includes PM2.5) are also required to ensure that short-term health impacts to nearby sensitive receptors would be avoided.

- *Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences shall be kept damp at all times.*
- *Cover all hauling trucks or maintain at least 2 feet of freeboard.*
- *Pave, apply water at least twice daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas.*
- *Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.*
- *Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (i.e., previously-graded areas that are inactive for 10 days or more).*
- *Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles.*
- *Limit traffic speeds on any unpaved roads to 15 mph.*
- *Replant vegetation in disturbed areas as quickly as possible.*
- *Suspend construction activities that cause visible dust plumes to extend beyond the construction site.*

Mitigation Measure AIR-1b: The construction contractor(s) shall implement the following measures to control construction diesel exhaust emissions:

- *Diesel equipment standing idle for more than 5 minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously as long as they are onsite.*
- *Properly tune and maintain equipment to reduce emissions.*
- *Avoid staging equipment within 100 feet of active land uses.*

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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 Game 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 the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

The Master Plan project site is developed with buildings, parking lots, and landscaping, and has low biological value. As a result, biological resources was a topic included in "Effects Found Not To Be Significant" of the Master Plan EIR. The Chess Hatch Phase I project does not include any changes that would alter these findings.

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☑

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §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?	☐	☑	☐	☐

The Master Plan project area consisted of tidal marsh during the Holocene Epoch (10,000 years ago to present) and up until about 1939, and would have been unsuitable for prehistoric human habitation (p. 280 of the Master Plan EIR). There is a low possibility of encountering prehistoric archaeological deposits during buildout. No historic structures are located on the site. Nonetheless, the Master Plan EIR included mitigations measures in the unlikely event that archaeological resources are encountered during construction. The Chess Hatch Phase I project does not include any changes that would alter the Master Plan EIR findings and thus would not add new or intensify already-identified impacts on cultural resources.

Mitigation Measure CULT-1: If deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the find, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone-milling equipment (e.g., mortars, pestles, handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.

Project personnel shall not collect or move any archaeological materials or human remains and associated materials. It is recommended that adverse effects to such deposits be avoided by project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing in the California Register. If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, avoidance of project impacts on the deposit shall be the preferred mitigation. If adverse effects on the deposits cannot be avoided, such effects must be mitigated.

Mitigation can include, but is not necessarily limited to: excavation of the deposit in accordance with a data recovery plan (see CEQA Guidelines Section 15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; production of a report detailing the methods, findings, and significance of the archaeological site and associated materials; curation of archaeological materials at an appropriate facility for future research and/or display; preparation of a brochure for public distribution that discusses the significance of the archaeological deposit; an interpretive display of recovered archaeological materials at a local school, museum, or library; and public lectures at local schools and/or historical societies on the findings and significance of the site and recovered archaeological materials. The City shall ensure that any mitigation involving excavation of the deposit is implemented prior to the resumption of actions that could adversely affect the deposit.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results of the analysis, and provide recommendations for the treatment of the archaeological deposits

discovered. The report shall be submitted to the project applicant, the Foster City Community Development Department and the Northwest Information Center.

Mitigation Measure CULT-2: If paleontological resources are discovered during project activities, all work within 25 feet of the discovery shall be redirected and a qualified paleontologist shall be contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Paleontological resources include fossil plants and animals, and evidence of past life such as trace fossils and tracks. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa, and vertebrate fossils such as fish, whale, and sea lion bones. Fossil vertebrate land animals may include bones of reptiles, birds, and mammals. Paleontological resources also include plant imprints, petrified wood, and animal tracks.

It is recommended that adverse effects to paleontological resources be avoided by project activities. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, adverse effects on the resources shall be avoided, or such effects shall be mitigated. Mitigation can include, but is not necessarily limited to: excavation of paleontological resources using standard paleontological field methods and procedures; laboratory and technical analyses of recovered materials; production of a report detailing the methods, findings, and significance of recovered fossils; curation of paleontological materials at an appropriate facility (e.g., the University of California Museum of Paleontology) for future research and/or display; an interpretive display of recovered fossils at a local school, museum, or library; and public lectures at local schools on the findings and significance of the site and recovered fossils. The City shall ensure that any mitigation involving excavation of the resource is implemented prior to project construction or actions that could adversely affect the resource.

Upon completion of the assessment, the paleontologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the paleontological resources discovered. This report shall be submitted to the project applicant, the Foster City Community Development Department, and the paleontological curation facility.

Mitigation Measure CULT-3: If human remains are encountered, work within 25 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate. The project applicant shall also be notified. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to the project applicant, the Foster City Community Development Department, the MLD, and the Northwest Information Center.

VI. GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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?	☐	☐	☑	☐
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 Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☑	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑

The Master Plan EIR analyzed geology, soils and seismicity. The nearest active or potentially active fault to the Master Plan project site is the San Andreas Fault peninsula segment, approximately 5.75 miles to the southwest (p. 105 of the Master Plan EIR). Implementation of the Master Plan project would not be expected to be affected by surface rupture of a known active or potentially active fault. However, the Master Plan project would be subject to seismic shaking hazards. The Master Plan EIR concluded that potential impacts related to seismic hazards and soil stability could be mitigated to a less-than significant level. The Chess Hatch Phase I project does not include any changes that would alter these findings and would thus not add new or intensify already-identified impacts on geology and soils.

To ensure that any potential impacts related to seismic hazards and soil stability are mitigated to a less-than-significant level, the following Mitigation Measures identified in the Master Plan EIR will be imposed on the Chess Hatch Phase I project.

Mitigation Measure GEO-1: Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation, in compliance with Foster City guidelines, shall be prepared by a licensed professional and submitted to the City Building Inspection Division for review, approval, and a finding that the proposed development fully complies with the CBC, as amended by Foster City ordinances and Building Inspection Division guidance. The report shall determine the proposed project's geotechnical conditions and address potential seismic hazards. The report shall identify building techniques appropriate to minimize seismic damage. In addition, the following guidance for the design-level geotechnical investigation shall be addressed:

- *Analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the Guidelines for Evaluating Seismic Hazards in California. Briefly, the guidelines recommend that the report include: a site screening evaluation; evaluation of on- and off-site geologic hazards; quantitative evaluation of hazard potential; detailed field investigation; estimation of ground-motion parameters; evaluation of landslide, liquefaction, lateral-spreading and ground-displacement hazards; and recommendations to reduce identified hazards*
- *All recommendations, design criteria, and specifications set forth in the design-level geotechnical investigation shall be implemented as a condition of project approval.*

Mitigation Measure GEO-2: In addition to the requirements of all other GEO mitigation measures in this section, the designers of the proposed project's building foundations and improvements (including sidewalks, roads, driveways, parking areas, and utilities) shall consider the site to be underlain by Bay Mud and/or non-engineered fill. The design-level geotechnical investigation shall include measures to ensure that potential damage related to compressible materials or soils and non-uniformly compacted fill are minimized. Mitigation options may range from removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill, to design and construction of improvements to withstand the forces exerted during the expected settlement. All recommendations, design criteria, and specifications set forth in the site-specific design-level geotechnical report, and the City of Foster City Building Inspection Division standards shall be followed to reduce impacts associated with problematic soils and unstable subsurface materials.

Mitigation Measure GEO-3a: In addition to the requirements of all other GEO mitigation measures in this section, in locations underlain by soils of unknown character, the designers and engineers of proposed building foundations and improvements (including piles, sidewalks, roads, driveways, parking areas, and utilities) shall consider the site's potential to be underlain by soils with high shrink-swell potential. The site-specific design-level geotechnical investigation, prepared by a licensed professional and submitted to the City Building Inspection Division for review and confirmation that the proposed development fully complies with the CBC, as amended by Foster City ordinances and Building Inspection Division guidance, shall include measures to ensure potential damage related to expansive soils and non-uniformly compacted fill and engineered fill are minimized. Mitigation options may range from removal of the problematic soils, and replacement, as needed, with properly conditioned and compacted fill, to design and construction of improvements to withstand the forces exerted during the expected shrink-swell cycles and settlements. All design criteria and specifications set forth in the design-level geotechnical investigation shall be implemented to reduce impacts associated with problematic soils.

Mitigation Measure GEO-3b: In addition to the requirements of all other GEO mitigation measures in this section, the design-level geotechnical investigation shall include an evaluation of the potential for corrosive soils on the site and be submitted to the City Building Inspection Division for review and confirmation that

the proposed development fully complies with the CBC, as amended by Foster City ordinances and Building Inspection Division guidance. If the results indicate corrosive soil conditions, appropriate measures to mitigate these conditions shall be incorporated into the design of project improvements that may come into contact with site soils. Wherever corrosive soils are found in sufficient concentrations, recommendations shall be made to protect steel and concrete (and any other material that may be placed in the subsurface) from long-term deterioration caused by contact with corrosive on-site soils. In general, these recommendations are expected to include, but not be limited to, the following provisions. All recommendations of the geotechnical investigations shall be implemented.

- *Protect buried iron, steel, cast iron, ductile iron, galvanized steel, and dielectric coated steel or iron (including all buried metallic pressure piping) against corrosion from soil.*
- *Protect buried metal and cement structures in contact with earth surfaces from chloride ion concentrations.*
- *Use sulfate-resistant concrete mix for all concrete in contact with the ground.*
- *Consult a corrosion expert during the project's detailed design phase to design the most effective corrosion protection.*

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☑	☐	☐

The Master Plan EIR analyzed global climate change and greenhouse gas emissions. The Master Plan EIR concluded that, with mitigation, all impacts related to global climate change would be less than significant. The Master Plan project could conflict with implementation of the greenhouse gas reduction goals under Assembly Bill 32 or other State regulations. However, Mitigation Measure GCC-1 from the Master Plan EIR would reduce this impact to a less-than-significant level. The Chess Hatch Phase I project does not include any changes that would alter these findings and would thus not add new or intensify already-identified impacts on greenhouse gas emissions.

Mitigation Measure GCC-1: To the extent feasible, commercially-available, and cost effective (as reasonably determined by the Community Development Director), the measures identified in Table V.K-6 [bulleted below] in the column titled "MM GCC-1" shall be incorporated into the design and construction of the Master Plan (including specific building projects):

Energy Efficiency Measures

- *Comply with the updated Title 24 standards for building construction.*
- *Provide a landscape and development plan for the project that takes advantage of shade, prevailing winds, and landscaping;*

- *Install efficient lighting and lighting controls/systems. Use daylight as an integral part of lighting systems in buildings;*
- *Install light colored "cool" roof areas;*
- *Install energy efficient heating and cooling systems, appliances and equipment, and control systems;*
- *Install efficient lighting and controls for new outdoor lighting (e.g., fluorescent or LED, dusk to dawn sensors);*
- *Consider developing an On-Site Renewable Energy System that consists of solar, wind, geothermal, biomass and/or bio-gas strategies. This system should reduce grid-based energy purchases and provide at least 2.5 percent of the project energy cost from renewable energy. Such a strategy can include installation of photovoltaic panels, wind turbines, and solar and tankless hot water heaters; and*
- *Install light colored "cool" pavements for pathways, plazas, and sidewalks, where appropriate given the characteristics of those areas;*
- *Incorporate ENERGY STAR or better rated appliances and electrical equipment; and*
- *Design all buildings to exceed California Building Code's Title 24 energy standards, as follows:*
    - *Increase insulation such that heat transfer and thermal bridging is minimized to the extent consistent with the overall health and safety functioning of the building; and*
    - *Limit air leakage through the structure or within the heating and cooling distribution system to minimize energy consumption to the extent consistent with the overall safe and healthy functioning of the building.*
- *Design, construct and operate all newly constructed buildings as equivalent to "LEED Silver" or higher standards (e.g., "LEED Gold");*
- *Use locally produced and/or manufactured building materials for construction of the project, subject to consideration of quality, cost, and availability;*
- *Develop a sustainability design checklist based upon green building rating systems to guide significant facility renovation projects by deploying newer construction and operating practices that conserve energy, water and materials while providing a reasonable return on investment; and*
- *Incorporate "Green Building Materials," such as those materials which are resource efficient, have recycled content, and/or are manufactured in an environmentally friendly way, including low Volatile Organic Compound (VOC) materials.*

Water Conservation and Efficiency Measures

- *Create water-efficient landscapes within the development and/or landscape with native and drought-tolerant plants;*
- *Install water-efficient irrigation systems and devices such as soil moisture-based irrigation controls, timers, and/or drip irrigation;*
- *Design buildings to be water-efficient. Install water-efficient fixtures and appliances, including low-flow faucets, dual-flush toilets, and low-flow urinals;*
- *Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff; and*

- *Consider using reclaimed water for landscape irrigation within the project, if reclaimed water is made available by the City.*

Solid Waste Reduction Measures

- *Use best efforts to reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard);*
- *Provide adequate interior and exterior storage areas for recyclables;*
- *Provide employee education about reducing waste and available recycling services; and*
- *Provide adequate storage areas for green waste, to the extent needed in light of the actual operations of the facility.*

Transportation and Motor Vehicle Measures

Specific regional emission targets for transportation emissions do not directly apply to this project. The proposed project would be required to implement a Transportation Demand Management (TDM) program as discussed in Mitigation Measure TRANS-1 of Section V.G and the Final MPTA The specific measures that could be implemented include a shuttle service to the nearby rail station, bicycle racks and lockers, on-site amenities, showers and lockers, video conferencing center, preferential parking for carpoolers and vanpoolers, commute assistance center, employee transportation surveys, assistance to employees looking for housing near work, bicycle share program, and local hiring preferences.

New refrigerant systems installed at the project site (after implementation of the high GWP gases reduction measures) shall comply with future CARB rules and regulations as these new rules and regulations are implemented by the agency.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 or acutely 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 materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it 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 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?	☐	☐	☑	☐
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 intermixed with wildlands?	☐	☐	☐	☑

The Master Plan EIR analyzed hazards and hazardous materials and concluded that, with mitigation, all impacts related to hazardous materials would be less than significant. Three potentially significant impacts were noted, regarding hazardous materials and exposure during construction and demolition activities. Upset and accidents involving hazardous material releases and transport and use of hazardous materials during the Master Plan project construction period could result in adverse effects to public health or the environment. Building demolition, excavation, and construction activities could expose construction workers and the public to existing or previously unknown contamination in soil and/or groundwater, and added health risk from lead, asbestos, and other hazardous building materials. These potential impacts were mitigated to less-than-significant levels through the Master Plan EIR Mitigation Measures below.

The Chess Hatch Phase I project does not include any changes that would alter these findings and would thus not add new or intensify already-identified impacts on hazardous materials.

> *Mitigation Measure HAZ-1a: The contractor(s) shall designate storage areas suitable for material delivery, storage, and waste collection. These locations must be as far away from catch basins, gutters, drainage courses, and water bodies as feasible. All hazardous materials and wastes used or generated during project site development activities shall be labeled and stored in accordance with applicable local, State, and federal regulations. In addition, an accurate up-to-date inventory, including Material Safety Data Sheets, shall be maintained on-site to assist emergency response personnel in the event of a hazardous materials incident.*
>
> *All maintenance and fueling of vehicles and equipment shall be performed in a designated, bermed area, or over a drip pan that will not allow run-off of spills. Vehicles and equipment shall be regularly checked and leaks shall be repaired promptly at an off-site location. Secondary containment shall be used to catch leaks or spills any time that vehicle or equipment fluids are dispensed, changed, or poured.*
>
> *Mitigation Measure HAZ-1b: Emergency preparedness and response procedures shall be developed by the contractor(s) for emergency notification in the event of an accidental spill or other hazardous materials emergency during project site preparation and development activities. These procedures shall include evacuation procedures, spill containment procedures, and required personal protective*

equipment, as appropriate, in responding to the emergency. The contractor(s) shall submit these procedures to the City for approval prior to demolition or development activities.

Compliance with these mitigation measures may occur in coordination with compliance with the Storm Water Pollution Prevention Plan and Best Management Practices required for the proposed project (See Section V.E., Hydrology and Water Quality, for additional detail).

Mitigation Measure HAZ-2a: If previously unknown contaminated soil and/or groundwater is encountered at any time during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), the contractor(s) shall ensure that all appropriate response measures are taken to protect human health and the environment. A contingency plan for identification, sampling, and analysis of previously unknown hazardous substances shall be prepared by the contractor(s), with the approval of the City, prior to grading and earthwork activities.

As part of this pre-approved contingency plan, soil and/or groundwater samples shall be collected by a qualified environmental professional (e.g., Professional Geologist, Professional Engineer) prior to further work in the area, as appropriate, in case of discovery of unknown contamination. The samples shall be submitted for laboratory analysis by a State-certified laboratory under chain-of-custody procedures. The analytical results of the sampling shall be reviewed by a qualified environmental professional and submitted to the appropriate regulatory agency. The professional shall provide recommendations, as applicable, regarding soil/waste management, worker health and safety training, and regulatory agency notifications, in accordance with local, State, and federal requirements. Work shall not resume in the area(s) affected until these recommendations have been implemented under the oversight of the City or regulatory agency, as appropriate.

Mitigation Measure HAZ-2b: Engineering fill to be brought on-site shall be demonstrated, by analytical testing, not to pose an unacceptable risk to human health or the environment. Threshold criteria for acceptance of engineered fill shall be selected based on screening levels and protocols developed by regulatory agencies for protection of human health and groundwater (e.g., Water Board Environ-mental Screening Levels (ESLs)). The engineered fill shall be characterized by a qualified environmental professional via representative sampling in accordance with U.S. EPA's SW-846 Test Methods, and demonstrated to meet the threshold criteria above. The results of the sampling and waste characterization shall be submitted by the contractor(s) to the City Building Inspection Division for approval prior to transporting engineering fill onto the project site.

Mitigation Measure HAZ-2c: The contractor shall prepare a Waste Disposal and Hazardous Materials Transportation Plan prior to construction activities where hazardous materials or materials requiring off-site disposal would be generated. The Plan shall include a description of analytical methods for characterizing wastes and handling methods required to minimize the potential for exposure, and shall establish procedures for the safe storage of contaminated materials, stockpiling of soils, and storage of dewatered groundwater. The required disposal method for contaminated materials (including any lead-based paint, asbestos, or other hazardous building materials requiring disposal; see Mitigation Measure HAZ-3, below), the approved disposal site, and specific routes used for transport of wastes to and from the project site shall be indicated. The Plan shall be prepared prior to commencement of demolition or development activities and submitted to the City for approval. The Waste Disposal and Hazardous Materials Transportation Plan may be prepared as an addendum to the Waste Management Plan required by Ordinance 523.

Mitigation Measure HAZ-2d: If the project would result in disturbance of soils within 30 feet of SR 92 then, prior to excavation or earthworking activities, the applicant shall hire a qualified professional to characterize the lead content of the soils to be disturbed within 30 feet of SR 92 by undertaking soil sampling. If the results of the studies indicate that lead in the soil is present above regulatory action levels, the soils shall be removed and disposed of at an approved offsite facility in accordance with all applicable regulations. The findings of the investigation and remediation shall be documented in a written report and shall be submitted the City for review and approval.

Mitigation Measure HAZ-3: Prior to the issuance of any demolition permit for structures located on the project site, a lead-based paint, hazardous building materials survey (PCBs, mercury), and asbestos survey shall be performed by a qualified environmental professional. Based on the findings of the survey, all loose and peeling lead-based paint, and identified asbestos hazards shall be abated by a certified contractor in accordance with local, State, and federal requirements (including the requirements of the BAAQMD, District Regulation 11, Rule 20) and requirements for worker health and safety.

Other hazardous materials and wastes generated during demolition activities, such as fluorescent light tubes, mercury switches, and PCB wastes, shall be managed and disposed of in accordance with the applicable universal waste and hazardous waste regulations. Federal and State construction worker health and safety regulations shall apply to demolition activities, and any required worker health and safety procedures shall be incorporated into the contractor's specifications for the proposed project. The disposition of hazardous building material wastes shall also be considered in the preparation of the Waste Management Plan required pursuant to the City's Ordinance 523 (see also Mitigation Measure HAZ-2c, above). Documentation of the surveys and abatement activities shall be provided to the City prior to the demolition of structures located at the project site.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
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 storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☑	☐	☐
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) Inundation by seiche, tsunami, or mudflow?	☐	☐	☑	☐

The Master Plan EIR analyzed hydrology and water quality and concluded that, with mitigation, all impacts related to hydrology and water quality would be less than significant. The changes to the Chess Hatch Phase I project would not add new impacts or increase the severity of already-identified impacts to hydrology and water quality, primarily because the Chess Hatch Phase I project would not substantially change the amount or configuration of impervious surfaces, or the overall capacity of the storm drainage system, from that assumed under the Master Plan EIR. However, as described in the Master Plan EIR, both short-term construction and long-term operational activities associated with the Chess Hatch Phase I project could result in degradation of water quality in the Foster City Lagoon and San Francisco Bay by reducing the quality of storm water runoff. The following Mitigation Measures in the Master Plan EIR would reduce these impacts to less-than-significant levels.

> *Mitigation Measure HYD-1a: In compliance with the terms of the Construction General Permit, the project sponsor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction period of each and any individual development project, or group of projects, built as part of the proposed project. It is not required that the SWPPP be submitted to the Regional Water Quality Control Board (Water Board), but it must be maintained on-site and made available to Water Board or City staff upon request. The SWPPP shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. At a minimum, BMPs shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, and adhesives) with storm water. The SWPPP shall specify properly-designed centralized storage areas that keep these materials out of the rain.*

BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, fiber rolls, and sediment basins. The potential for erosion is generally increased if grading is performed during the rainy season because disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Ingress and egress from construction sites shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional during both dry and wet conditions.

To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.

The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and shall include both dry and wet weather inspections. In addition, in accordance with State Water Resources Control Board Resolution No. 2001-046, monitoring shall be required during the construction period for pollutants that may be present in the runoff that are "not visually detectable in runoff." The project sponsor shall retain an independent monitor to conduct weekly inspections and provide written monthly reports to the City Planning and Code Enforcement Division to ensure compliance with the SWPPP. Water Board personnel, who may make unannounced site inspections, are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented.

Mitigation Measure HYD-1b: The project sponsor shall fully comply with the San Mateo Countywide Water Pollution Prevention Program, which maintains compliance with the NPDES Stormwater Discharge Permit. Responsibilities include, but are not limited to, designing Best Management Practices (BMPs) into project features and operations to reduce potential impacts to surface water quality associated with operation of specific development projects undertaken as part of the proposed Master Plan. These features shall be included in the drainage plan and final development drawings for individual projects. Specifically, the final design shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development.

All requirements of the San Mateo Countywide Water Pollution Prevent Program, previously called the San Mateo Water Pollution Prevention Program – Part C.3, as outlined in the San Mateo County Stormwater Handbook, shall be incorporated. The final design team for each development project shall also review and incorporate as many concepts as practicable from Start at the Source, Design Guidance Manual for Storm-water Quality Protection. Passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred in all areas. Higher-maintenance BMPs may only be used if the development of at-grade treatment systems is not possible, or would not adequately treat runoff. Funding for long-term maintenance of all BMPs must be specified (as the City will not assume maintenance responsibilities for these features). The project sponsor shall establish a self-perpetuating drainage system maintenance program for the life of the project (to be managed by a business and/or property-owners association or similar entity) that includes annual inspections of any storm water detention devices and drainage inlets. Any accumulation of sediment or other debris would need to be promptly removed.

In addition, an annual report documenting the inspection and any remedial action conducted shall be submitted to the Public Works Department and/or Building Inspection Division for review and approval. The Public Works Department and/or Building Inspection Division shall ensure that the SWPPP and drainage system maintenance plan are approved by the City prior to approval of the grading plan.

Mitigation Measure HYD-1c: The project sponsor shall comply with all requirements of the City's Standard Conditions of Approval (COA). At a minimum, a hydrology/hydraulic analysis shall be completed on the existing storm drain system to verify it is adequately sized to accommodate the runoff from the project. The existing storm drains shall be cleaned as necessary. Pre-construction and post-construction survey reports shall be completed on the existing storm drain system. Any necessary repairs to restore the facilities shall be an element of the report.

Required pre-construction reports documenting work performed in compliance with the COAs shall be submitted to the Public Works Department and/or Building Inspection Division for review and approval prior to the issuance of grading and building permits. Required post-construction reports shall be submitted to the Public Works Department and/or Building Inspection Division for review and approval prior to the issuance of occupancy permits.

X. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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?	☐	☐	☑	☐

The Master Plan EIR analyzed potential land use impacts and concluded that the Master Plan project would not result in any significant impacts. The Master Plan project would not physically divide an established community as the proposed land uses would not remove an existing means of access through the project site. The Master Plan project would be generally consistent with applicable land use plans and policies and the Chess Hatch Phase I project site is not located within any habitat conservation plan or natural community conservation plan area. UP-13-004 does not include any changes that would alter these findings and would thus not add new or intensify already-identified impacts on land use and planning. The three proposed office towers, one connector building, and two parking structures that comprise the Chess Hatch Phase I project would not be incompatible with surrounding uses which are comprised of light industrial, commercial, office, outdoor storage, and research and office park uses.

XI. MINERAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of 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?	☐	☐	☐	☑

There are no known mineral resources at or adjacent to the Master Plan project site. Therefore, the Chess Hatch Phase I project will have no impact on mineral resources. Mineral resources was a topic included in "Effects Found Not To Be Significant" in the Master Plan EIR. The Chess Hatch Phase I project does not include any changes that would alter these findings.

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 applicable standards of other agencies?	☐	☑	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity due to construction activities 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 two 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?	☐	☐	☐	☑

The Master Plan EIR analyzed potential noise impacts in the Noise and Planning Policy sections of the EIR and concluded that while several potential impacts were less than significant, there could be a significant and

unavoidable impact due to construction noise that could not be reduced to a less-than-significant level, even after mitigation. Since the Chess Hatch Phase I project would not substantially change construction activity patterns within the project site, the configuration of on-site noise-generating equipment, or traffic generated by onsite development, the conclusions of the Master Plan EIR with regard to noise effects would be applicable to UP-13-004. The Chess Hatch Phase I project would not add new impacts or increase the severity of already-identified noise impacts, described below.

Under the Chess Hatch Phase I project, groundborne vibration levels generated by construction activities would not generally be perceptible at adjacent buildings because of the distance separating these buildings from vibration-producing activities and the attenuation of vibration effects across distance. In addition, the Chess Hatch Phase I project would not noticeably increase traffic noise levels at sensitive land uses adjoining roadways that serve the site. Lastly, the project site is not within an airport land use plan or within 2 miles of airport.

Construction activities could create significant temporary noise impacts on existing sensitive receptors within the vicinity and adjacent to the site (including adjacent offices, or other commercial, retail, and institutional uses with interior spaces sensitive to noise). While Mitigation Measure NOI-1 would lessen the effect, the impact would remain significant and unavoidable, consistent with the impact identified in the Master Plan EIR. Mechanical equipment (e.g., emergency diesel engine generators, cooling towers, heating, ventilation, and air conditioning systems, and exhaust fans) proposed as part of the Chess Hatch Phase I project may generate noise levels that would exceed standards in the Foster City Municipal Code and General Plan. Mitigation Measure NOI-2 would reduce this impact to a less-than-significant level.

> *Mitigation Measure NOI-1a: The construction contractor(s) 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. A notice shall be mailed to all affected residents within 1,000 feet of the construction site.*
>
> *Mitigation Measure NOI-1b: The construction contractor(s) shall implement the following measures at the project site during all demolition and construction activities:*
>
> - *During all project site excavation and on-site grading, fit all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.*
> - *Locate stationary noise generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by 5 dBA.*
> - *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.*
> - *Utilize "quiet" air compressors and other stationary noise sources where such technology exists.*
> - *Route all construction traffic to and from the project site via designated truck routes and prohibit construction related heavy truck traffic in residential areas where feasible.*

- *Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project site.*
- *Prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.*
- *Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.*
- *Use multiple pile driving rigs to expedite this phase of construction.*
- *Use "acoustical blankets" to shroud the pile hammer.*

Mitigation Measure NOI-2: At the time that specific buildings envisioned under the Master Plan are proposed, conduct a design level acoustical analysis to ensure that mechanical equipment noise resulting from the project complies with applicable General Plan policies and Municipal Code noise level limits. The acoustical analysis shall include a calculation of noise levels resulting from the proposed equipment at the nearest sensitive receiving land uses, an assessment of noise levels relative to applicable standards, and recommendations to control noise levels in accordance with the applicable limits. The report shall be completed and submitted to the Community Development Department for approval prior to the issuance of building permits.

XIII. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

The Master Plan EIR analyzed project effects on population, employment and housing. The Master Plan EIR determined that the jobs generated by the Master Plan project could generate housing demand, but that regional housing growth is sufficient to satisfy this demand. In addition, no residential uses are located on the Master Plan project site. Therefore, no housing or residential population would be displaced by implementation of the Master Plan project. As a result, the Chess Hatch Phase I project's impacts to population and housing would be less than significant. The Chess Hatch Phase I project does not propose to increase the number of employees on the site beyond that identified in the Master Plan EIR and would thus not add new or intensify already-identified impacts on population and housing.

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

The Master Plan EIR addresses potential impacts on public services and concluded that all potential impacts to public services would be less than significant. This conclusion would also apply to the Chess Hatch Phase I project, which would not increase the number of employees on the site nor associated indirect population growth in surrounding areas beyond that identified in the Master Plan EIR. Likewise, demand for public services would not increase beyond that identified in the Master Plan EIR. Fire and police services are currently operating within acceptable service standards and are expected to be able to accommodate the proposed increase in development intensity at the Chess Hatch Phase I project site. While a modest number of new school enrollees in Foster City could be indirectly generated by the Chess Hatch Phase I project, there would be capacity available at schools within the San Mateo-Foster City School District and the San Mateo Union High School District that could accommodate new students.

Therefore, the Chess Hatch Phase I project development at the site would not result in the need for new public service facilities, the construction of which could cause significant environmental impacts, or the substantial deterioration of an existing facility. The Chess Hatch Phase I project does not include any changes that would alter these findings and would thus not add new or intensify already-identified impacts on public services.

XV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☑	☐

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

The Master Plan EIR analyzed potential impacts on open space and recreation and concluded that there would be less than significant impacts related to open space and recreation. By creating new jobs, implementation of the Master Plan project could indirectly induce population growth within Foster City and surrounding communities who may use open spaces and recreation facilities. In addition, the new employees might use open space and recreational facilities before work, at lunch, and after work. The Chess Hatch Phase I project would increase the amount of open space within the project site to primarily serve the employees of the new office development (although the open space areas would be accessible to the public). The open space areas proposed by UP-13-004 would not include the construction of recreational facilities.

Any impacts to open space and recreational facilities resulting from increases in the local population would be addressed through payment of fees and/or dedication of land in connection with new residential developments. These fees and/or land dedications would ensure that existing open space and recreational facilities would not experience substantial physical deterioration due to potential increases in the residential population that may result from implementation of the Chess Hatch Phase I project. The Chess Hatch Phase I project does not include any changes that would alter the Master Plan EIR findings and would thus not add new or intensify already-identified impacts on recreation.

XVI. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 parking capacity?	☐	☐	☑	☐
f) Result in inadequate emergency access?	☐	☐	☑	☐
g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☑	☐	☐

The Master Plan EIR analyzed transportation and circulation impacts in the Transportation and Planning Policy sections of the Master Plan EIR. The EIR concluded that impacts related to the disruption of bicycle and transit service and facilities and emergency vehicle access would be less than significant. The Master Plan EIR evaluated parking for informational purposes and not as an environmental issue pursuant to CEQA. The parking proposed for UP-13-004—2,006 spaces—falls within the range approved for the Master Plan and below the 2,386 spaces evaluated in the EIR. With implementation of mitigation measures, impacts related to demand for transit service, on-site circulation, and the interference of project construction activities with circulation patterns would also be less than significant. However, several potentially significant traffic impacts were identified as described below.

As discussed in the Master Plan EIR, the additional traffic that would result from implementation of the 2009 Master Plan would increase the volume on the southbound segment of the US 101 freeway north of East Third Avenue, and the eastbound and westbound segments of SR 92 between US 101 and Edgewater Boulevard by over 1 percent of the capacity of these segments. The additional traffic would also increase the average delay by more than 4 seconds at the intersection of Foster City Boulevard/Chess Drive during the PM peak hour, and at the intersection of Foster City Boulevard/Marlin Avenue during the AM and PM peak hours. These intersections are expected to operate at unacceptable LOS F under Cumulative Conditions. While Mitigation Measures TRANS-1 through TRANS-6 in the Master Plan EIR would lessen the effects of these impacts, the impacts would remain significant and unavoidable. The City adopted a Statement of Overriding Considerations for these impacts. Mitigation Measure TRANS-7 in the Master Plan EIR reduces the impact on demand for transit shuttle capacity to a less-than-significant level.

As described in the project description, the UP-13-04 site plan consolidates three parking driveways and one service road/fire lane entrance from the General Development Plan into two driveways, one of which would also provide access to the service road/fire lane. In addition, the UP-13-04 site plan would add an off-street circular pick-up/drop-off area, adding two one-way driveway curb cuts. As a result, the total number of curb cuts on Chess Drive would remain the same, at four cuts, and impacts to bicycles and pedestrians associated with conflicts at curb cuts would be the same as those in the General Development Plan, which would constitute a less-than-significant impact. The effect of providing pick-up and drop-off activity off-street as opposed to on-street is expected to have a slight benefit to traffic operations on Chess Drive, as the conflicts associated with vehicles pulling out of the road would be consolidated to the driveways instead of a longer linear area along the curb frontage. The Chess Hatch Phase I project does not include any other changes that would alter the findings from the Master Plan EIR.

The Master Plan EIR also identified that a driveway proposed in the 2009 Master Plan at the intersection of Foster City Boulevard/Chess Drive could reduce the operation of the intersection and create hazards associated with truck ingress and egress (Impact TRANS-8). Mitigation Measure TRANS-8 in the Master Plan EIR would reduce this impact to a less-than-significant level by requiring the removal of the service driveway in the southwest corner of the site from the project plans. The plans for UP-13-004 do not include a service driveway extending from Foster City Boulevard into the Chess Hatch Phase I project site; therefore, Mitigation Measure

TRANS-8 has already been implemented and Impact TRANS-8 would no longer apply to the Chess Hatch Phase I project.

No impact findings in the Master Plan EIR would not be exacerbated with implementation of the Master Plan project. The Chess Hatch Phase I project, which would maintain the same amount of development as analyzed in the Master Plan EIR for this portion of the total Master Plan site, and thus would generate the same proportional number of trips. In addition, the distribution of these trips would be the same as anticipated in the Master Plan EIR since the Chess Hatch Phase I project would establish site ingress and egress at Chess Drive. The changes to site circulation proposed for UP-13-004 as compared to the 2009 Master Plan, including the removal of the service access driveway at the Foster City Boulevard/Chess Drive intersection and the addition of an off-street drop-off area, would not result in new circulation-related hazards.

The long-term local and regional roadway improvements expected to be implemented under cumulative conditions are likely to change in accordance with shifting budget priorities and other variables. In cases where implementation of such improvements was not certain and not under the control of the City, and where such improvements would function to mitigate Chess-Hatch Master Plan impacts, the associated impacts were identified as significant and unavoidable in the Master Plan EIR. Such impact findings would not need to change to reflect the cancellation or re-prioritization of improvements under the control of agencies other than the City.

Therefore, the Chess Hatch Phase I project would not add new impacts or increase the severity of already-identified impacts to the transportation and circulation system.

Mitigation Measure TRANS-1: The City/County Association of Governments (C/CAG) is the Congestion Management Agency for San Mateo County that develops the Congestion Management Program (CMP). As part of the land use element of the CMP, all projects that generate 100 or more net new trips during the AM or PM peak hour are required to implement TDM programs that have the capacity to reduce the demand for new peak-hour trips. The project sponsor shall develop and maintain an appropriate TDM Program (as outlined in C/CAG, 2004. Guidelines for the Implementation of the Land Use Component of the Congestion Management Program. September 21.) for the life of the Master Plan. This TDM Program shall be updated as requested by the City, and subject to City approval.

Mitigation Measure TRANS-2a: The project sponsor shall contribute a pro rata share to the following improvements:

- *Close the driveway on the north side of Chess Drive at the Westbound SR 92 Ramps. Although relatively low traffic volumes use this driveway, each time the signal phase associated with this driveway is actuated, crucial traffic flows are restricted onto westbound SR 92, causing the system of intersections to deteriorate. Closure of this driveway would not eliminate access to the development it serves, as there are other driveways just to the west on Chess Drive and to the north on Vintage Park Drive.*

Implement REC-1, REC-2, and REC-6, and REC-9. REC-1 is reconstruction of the on-ramp to Westbound SR 92 from Chess Drive; REC-2 is the installation of signal interlock for signals on Chess Drive at Foster City Boulevard and Westbound SR 92 Ramps; REC-6 is construction of a second eastbound through lane on Metro Center Boulevard and Triton Drive at Foster City Boulevard. REC-9 includes the construction of a 200-foot northbound right-turn lane on Foster City Boulevard at Chess Drive and the addition of a northbound right-turn overlap signal phase. These are a subset of improvements listed as recommendations to achieve acceptable LOS under Baseline Conditions and

under conditions with the Chess-Hatch project in place. These recommendations, particularly those that involve changes to Caltrans-operated facilities would require planning, further study, and ultimate approval by Caltrans prior to being deemed feasible.

Mitigation Measure TRANS-2b: Implement Mitigation Measure TRANS-1.

Mitigation Measure TRANS-3a: The project sponsor shall contribute a pro rata share to implement REC-8. REC-8 is the installation of a new traffic signal at the intersection of Foster City Boulevard/Marlin Avenue. Installation of a traffic signal at this location would improve LOS at this intersection to acceptable levels. However, this all-way stop controlled intersection would not meet peak hour traffic signal warrants, which describe the general correlation between the planned level of future development and the need to install new traffic signals. Ultimately, the full set of warrants should be investigated based on field-measured, rather than forecast, traffic data and a thorough study of traffic and roadway conditions. Furthermore, the decision to install a signal should not be based solely upon the warrants, since the installation of signals can lead to certain types of collisions. The City of Foster City shall undertake regular monitoring of actual traffic conditions and collision data, and timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.

Mitigation Measure TRANS-3a: Implement Mitigation Measure TRANS-1.

Mitigation Measure TRANS-4: Implement Mitigation Measure TRANS-1.

Mitigation Measure TRANS-5: Implement Mitigation Measure TRANS-1.

Mitigation Measure TRANS-6: Implement Mitigation Measure TRANS-1.

Mitigation Measure TRANS-7: The project sponsor shall fund expansion of existing shuttle services or provide new shuttle services to local transit hubs such as the East Hillsdale Caltrain Station and the Millbrae BART/Caltrain station at a level commensurate with the project's transit demand. The project sponsor shall prepare an analysis of the project's projected shuttle ridership, determine the number of added shuttles needed to accommodate the added ridership, develop a financing and operations plan, and submit it to the City for approval.

Mitigation Measure TRANS-8: The proposed service driveway in the southwest corner of the site shall be removed from development plans. Access to the service road shall be provided via one of the other three proposed driveways in the site.

Mitigation Measure TRANS-9: During the use permit process, the project applicant shall develop and submit a construction management plan for City approval that specifies measures that would reduce impacts to motor vehicle, bicycle, pedestrian, and transit circulation. The construction management plan shall include the following:

- *Location of construction staging areas for materials, equipment, and vehicles.*
- *Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.*
- *Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets*

used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project applicant.

- *Provisions for removal of trash generated by project construction activity.*
- *A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager.*
- *The measures outlined in the construction plans shall be to the satisfaction of the City and shall be devised to reduce circulation impacts during the construction period to the maximum extent feasible.*

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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 storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient 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?	☐	☐	☑	☐

The Master Plan EIR addressed potential impacts on utilities and concluded that all potential impacts to utilities would be less than significant. This conclusion would also apply to the Chess Hatch Phase I project, which would not increase the number of employees on the site nor associated indirect population growth in surrounding areas beyond that identified in the Master Plan EIR. The Master Plan project is an infill redevelopment project located in an urban area already served by existing utilities systems. Demand for utilities would not increase beyond that identified in the Master Plan EIR. Water, wastewater, and solid waste services

are currently operating within acceptable service standards and would accommodate the development intensity at the Master Plan project site. In addition, the Master Plan project would be served by landfills with the capacity to handle solid waste generated by the demolition and operational phases of the project. Therefore, development at the site would not result in the need for new utility facilities, the construction of which could cause significant environmental impacts, or the substantial deterioration of an existing facility. The Chess Hatch Phase I project does not include any changes that would alter these findings and would thus not add new or intensify already-identified impacts on utilities.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	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?	☐	☐	☑	☐

Cumulative impacts are addressed in Chapter VII of the Master Plan Draft EIR. The Master Plan EIR analyzed traffic and circulation impacts and noise impacts of the Chess Hatch Master Plan and found cumulative significant impacts that could not be mitigated to a less-than-significant level, as described in the relevant topics above. Therefore, a Statement of Overriding Considerations was adopted. The project would not have a cumulatively considerable contribution to any other environmental topics or impacts.

As described above, the Chess Hatch Phase I project is the first phase of the already approved Chess Hatch Master Plan. The City has already approved changes to the Zoning district to reflect changes in use and increased densities on the property. In addition, the City has certified the Master Plan Final EIR which analyzed the potential impacts of the Master Plan project and has adopted a Mitigation Monitoring and Reporting Program to address these impacts and, where feasible, reducing them to a less-than-significant level.

The analysis presented in this Initial Study has concluded that no substantial project changes have occurred and no additional significant impacts have been identified beyond those already identified in the Master Plan EIR. In addition, the Mitigation Measures discussed above were those identified in the Master Plan EIR and subsequently adopted by the City, and their incorporation as project conditions of approval will reduce any

potential impacts to a less-than-significant level. Therefore, no new environmental document is required for this project per the requirements of CEQA, and the lead agency can approve the UP-13-004 project as being within the scope of the Master Plan project covered by the Master Plan EIR.

This Initial Study has discussed potential impacts from the development of UP-13-004 only. Additional environmental analysis may be warranted for future phases of the Chess Hatch Master Plan as they are considered by the City of Foster City.

ATTACHMENT A – List of References

Chess Hatch Phase 1: UP-13-004, City of Foster City

1. Chess-Hatch Master Plan Response to Comments and Final Environmental Impact Report, September 2009. SCH# 2008122065
2. Chess-Hatch Master Plan Public Review Draft Environmental Impact Report, March 2009. SCH# 2008122065
3. Resolution No. 2009-91, November 2, 2009, Adopting a Mitigation Monitoring and Reporting Program.
4. Resolution No. 2009-93, November 2, 2009, Adopting a Statement of Findings under the California Environmental Quality Act and a Statement of Overriding Considerations for the Chess-Hatch Master Plan Project
5. Resolution No. 2013-64, August 19, 2013, adopting an Addendum to the Final Environmental Impact Report for the Chess Hatch Master Plan.
6. Use Permit Submittal Plan Set by Valerio Dewalt Train Associates, April 3, 2014.
7. Landscape Design Narrative for Chess Hatch, dated October 25, 2013, from the Guzzardo Partnership, Inc.
8. City of Foster City, Foster City General Plan
9. City of Foster City, Municipal Code

EXHIBIT D

Chess Hatch Office Development (Phase I) Retail Uses

The following uses shall be considered allowed uses in the retail space:

- Restaurants
- Retail
- Other uses deemed similar by the Community Development Director

The following uses shall be prohibited uses in the retail space:

- Housing
- Schools
- Day Care
- Other uses serving primarily children are prohibited
- Other uses deemed similar by the Community Development Director