

FOSTER CITY MARINA CENTER PROJECT DESCRIPTION (DECEMBER, 2014)

This document describes the proposed Foster City Marina Center project (the “Project”), a mixed-use residential, commercial, and marina development adjacent to the San Francisco Bay in Foster City (the "City"). A description of the Project, its objectives, and its regional and local context, planning context, and background is provided below, along with a discussion of project approvals and entitlements that may be required.

PROJECT OBJECTIVES

The Project objectives include the following:

- Maximize public access to the San Francisco Bay by creating a unique bayside destination with a mixed-use development of commercial, residential, marina, and other recreational uses, while also protecting and conserving sensitive natural resources in the adjacent wetland and aquatic habitats as open space.
- Develop new recreational facilities such as a: (i) new segment of the San Francisco Bay Trail (“Bay Trail”), (ii) launching and landing site for the San Francisco Bay Water Trail, (iii) public pier, (iv) marina, and (v) non-motorized small boat access site and support facilities to increase and facilitate the public's use and enjoyment of the San Francisco Bay.
- Provide passive recreation opportunities including benches, observation areas, and pathways to enhance the accessibility and views of the shoreline and the San Francisco Bay.
- Cluster more intensive uses of the Project within the Development Area and away from the sensitive habitat in the open space area along the Bay shoreline.
- Provide a public access site and support center for non-motorized small boats and boards (such as kayaks, sailboats, dragon boats, and stand up paddleboards), consistent with plans for the San Francisco Bay Area Water Trail.
- Implement the City’s General Plan vision for developing a destination Waterfront Commercial site with a sufficient density and range of uses that can financially support the proposed public and private improvements, including a public pier and an extension of the Bay Trail.

- Increase the City's supply of affordable housing for people who work and live in the City by providing a mixture of affordable and market rate housing units at a sufficient density that is economically viable for the Project, including the cost of the public amenities.
- Promote establishment of waterfront commercial uses. Commercial uses will be oriented to businesses that cater to outdoor activities, support tourism, and promote recreational access to the San Francisco Bay. Businesses such as restaurants, kayak and sailboard rental facilities, running and bike shops would be promoted. These waterfront commercial uses would also generate additional tax revenues for the City.

PROJECT SITE

The following section describes the location of the Project, surrounding land uses, individual site characteristics, and existing General Plan and Zoning designations.

Location and Surrounding Land Uses

The Project site is on the east side of Beach Park Boulevard at Swordfish Street (the "Project Site"), on the eastern edge of the City. The Project Site is located approximately 1.4 miles south of the San Mateo Bridge (SR-92), 2.3 miles east of US Highway 101, and 1.6 miles east of the Foster City Town Center. The land uses surrounding the Project Site include:

- To the south: the City's undeveloped Destination Park and the Redwood Shores Ecological Preserve.
- To the west (across Beach Park Boulevard): single-family residential neighborhoods and Bowditch Middle School.
- To the north (north of Tarpon Street): a church and multifamily residential housing development.
- To the east and north: State Tidelands and the San Francisco Bay.

See Figure 1, Regional Location, and Figure 2, Project Site.

Site Characteristics and Current Site Conditions

The Project Site comprises approximately 62 acres of undeveloped private land held by Foster City Marina Center, LLC ("FCMC, LLC") (Assessor's Parcel Numbers 096-170-180 and 096-150-230), and approximately 10 acres of publicly owned waters of the San Francisco Bay where the proposed marina, pier, and boat channel are proposed.

The west side of the site is bordered by a levee adjacent to Beach Park Boulevard. A segment of the Bay Trail, a paved multi-use trail, is located on top of the levee. The levee elevation is approximately 108 feet¹. The Development Area is generally at elevations ranging from 105 to 108 feet. These elevations are higher than elevations along Beach Park Boulevard which are in the range of 102.5 to 104.5 feet.

Existing Use and Habitat

The proposed commercial and residential Development Area, including the proposed shoreline buffer portions of the site, cover approximately 13 acres and are dominated by ruderal vegetation dominated by sweet fennel and non-native annual grasses. The lower elevation areas of the site that are located next to the Bay shoreline are predominantly vegetated with typical salt marsh species. This wetland area covers approximately 6 acres, and is contiguous with the State-owned tidelands that feed into the Bay.

The northern side of on the property contains a 20 to 30 foot wide “beach” composed primarily of old oyster shells. The remainder of the FCMC, LLC property, approximately 43 acres, is composed of submerged lands of the San Francisco Bay. This portion of the property is characterized by open water during high tides and intertidal mudflats during low tides.

The Foster City sign is located in the middle of the site. The horizontal in-ground sign is comprised of approximately 60 foot long letters composed of poured-in-place concrete and is primarily visible from the air by pilots and passengers. The sign has occupied the site since the mid to late 1960s.

General Plan & Zoning Designations

General Plan

The Foster City General Plan designates the site Waterfront Commercial, and defines the permitted uses as follows:

“This designation allows only for commercial development which is directly related to, and enhances the public use of the waterfront without damaging environmental effects. Appropriate commercial uses would avoid impacting wetlands and could include restaurants, commercial recreation, marine-related retail and offices and marina berths. The site could also be used to expand the wetland areas in order to provide mitigation for off-site projects. At the present time, only the proposed Foster City Marina site is designated for waterfront commercial uses.”

¹ All land elevations are reported in Foster City Datum of National Geodetic Vertical Datum (NGVD29) +100 unless otherwise noted.

Because the Project proposes residential housing, it would require a General Plan Amendment.

Zoning

The zoning designation for the property is C-M/PD (Commercial Mix/Planned Development) District. The C-M/PD zoning allows flexibility so that the City's development standards can be tailored to each development (Section 17.36.010, Foster City Municipal Code). The specific parameters of the development would be established in a General Development Plan (GDP), which would become a part of the zoning map for the site. A GDP followed by a Specific Development Plan/Use permit would be required for the Project.

PROJECT BACKGROUND

A marina was envisioned as part of Foster City's master plan even before its incorporation in 1971. The City has made several attempts to develop a marina and related commercial facilities at the Project Site between 1977 and 1987. Plans for each of these previous marina projects were ultimately abandoned for a variety of reasons including financing and concerns from State and Federal regulatory agencies.

The General Plan's land use designation for the Project Site has been amended various times from "Open Space Conservation" to "Commercial" and now currently "Waterfront Commercial." The Zoning Designation was last amended in May 1985 from Open Space Conservation District to Commercial Mix/Planned Development.

PROPOSED PROJECT

The Project includes a mix of residential, commercial, recreational, and open space uses. The majority of the proposed development would occupy approximately 13 acres of the Project Site, at the intersection of Beach Park Boulevard and Swordfish Street (the "Development Area"). The proposed marina would be located offshore of the Development Area next to the existing Belmont Slough ("Marina Site"). An approximately 600-foot long pier would connect the Development Area to the Marina Site. The Development Area would be ringed by a new perimeter levee and recreational trail separating it from the Open Space and boating areas. See attached Site Plan.

Proposed Uses

Commercial and Residential Uses

The Project includes 20,500 square feet of commercial floor area in three separate buildings. Two single-story commercial buildings and one three-story mixed-use building, with ground floor commercial space and upper level residential uses would flank a public plaza with outdoor seating and views of the San Francisco Bay. A single story 4,500 square foot

commercial building would be located on the north side of the entrance driveway. Four four-story residential buildings are plotted on the south side of the Development Area. A total of 160 residential units would be provided in the Development Area, with a mix of studio, one bedroom, and two bedroom units.

Land Use Summary Table

Building Number	Land Use	Floor Area (sq.ft)	Residential Units	Floors
1	Commercial	4,500	0	1
2	Commercial	8,000	0	1
3	Mixed-Use (commercial & residential)	26,000	12	3
4	Residential	82,000	46	5
5	Residential	82,000	46	5
6	Residential	39,000	28	4
7	Residential	39,000	28	4
8	Recreation – Harbor Master & Boat Rental	2,500	0	1
9	Recreation – Boat Storage	1,000	0	1
	TOTAL		160	

The Project's location adjacent to San Francisco Bay necessitates design considerations to minimize impacts to the Bay's resources. The Project's architecture would incorporate bird-friendly design features, such as:

- UV-reflective glass, laminated glass with a patterned UV-reflective coating, or UV-absorbing and UV-reflecting films on glass.
- Decorative grills, screens, netting or louvers, with openings no more than 2 inches horizontally, 4 inches vertically or both adjacent to clear glass. Internal screens or external grills over non-reflective glass shall be installed as close to the glass as possible for birds to perceive windows as solid objects.
- Awnings, overhangs, sunshades or light shelves directly adjacent to clear glass.
- Glass panes angled toward the ground or sky so that the reflection is not in a direct line-of-sight.
- Structural features to break-up large expanses of glass.
- No antennas, guy wires, and other rooftop structures would be included.

- Building designs shall avoid creating horizontal surfaces and covered nooks, cavities, and crevices which can provide perch and nesting sites for birds. Where horizontal surfaces cannot be avoided, these surfaces shall be fitted with bird-roosting deterrent devices.

The Project's outdoor lighting would incorporate the following design guidelines:

- Provide outdoor lighting for nighttime safety, utility, security, and enjoyment while preventing light trespass into natural areas surrounding the Project Site. Lighting will generally follow the International Dark-Sky Association guidelines for minimizing light pollution.
- No net increase in ambient lighting into the marshes and associated Bay/mudflat habitats and outer 50 feet of the buffer area adjacent to the commercial and residential areas.
- All external lighting would meet the "full-cutoff" classification defined by the Illuminating Engineering Society of North America (IESNA).
- Bayside trail safety lighting, if needed, would be limited to low-bollard style lights that limit illumination to the trail surface.

Marina

The Project proposes two significant aquatic components to increase the public's access to the San Francisco Bay: (i) a launch and landing site for non-motorized small boats, and (ii) a 214 slip commercial marina.

(i) Non-Motorized Small Boats ("NMSB")

The NMSB marina component is intended to provide launching, landing, and support facilities to contribute to the San Francisco Bay Water Trail². The vision for the San Francisco Bay Area Water Trail Project is to:

“to create a network of launch and landing sites, or “trail heads,” to allow people in human-powered boats and beachable sail craft to enjoy the historic, scenic and environmental richness of San Francisco Bay through continuous, multiple-day and single-day trips on the Bay. The trail will promote safe and responsible use of the Bay, while protecting and increasing appreciation of its environmental resources through education and coordinated, strategic access to the Bay.”

² California State Coastal Conservancy 2011. Enhanced San Francisco Bay Area Water Trail Plan. Oakland.

Access to the San Francisco Bay would be supported at the site by a small marina connected to the deeper waters by an approximately 600-foot long pier. Amenities to support the NMSBs would include a small boat ramp, shore-launching area, rental shop and storage facilities, public restrooms, beach, lawn and laydown area. These facilities would be managed by a commercial or non-profit operator. The NMSB marina is intended to accommodate sailboards, kiteboards, kayaks, paddleboards, small sail boats, and similar small watercraft. The facility would enhance public access to the Bay and support the San Francisco Bay Water Trail.

To ensure direct access to water during all tide conditions, a channel paralleling the public pier would be dredged from shore to Belmont Slough. The channel would be approximately 200 feet wide and designed to provide 2 to 4 feet of water at low tide. The channel would terminate at the shore in a small excavated lagoon and beach near the foot of the public pier. A constructed channel from the reconstructed wetlands would drain into the lagoon area and help prevent the accumulation of sediments. Establishment of this channel and basin would require dredging of 15,000 to 20,000 cubic yards of material.

(ii) Commercial Marina and Pier

A sheltered marina of approximately 214 berths for vessels up to fifty (50) feet in length is proposed. Several alternative locations were considered for the commercial marina. The proposed alternative involves locating the marina offshore on the eastern side of the Belmont Slough channel. This location was selected in order to reduce effects to high use shorebird feeding areas on the near shore mudflats and to minimize the amount of required dredging. A fixed breakwater is provided at the northern end and along the eastern edge of the marina to provide wave protection from wind waves from the north and southeast. The entrance channel is provided at the northern end of the marina to minimize the distance to deeper water.

Access to the marina from shore would be provided by a public pier connecting to support facilities within the Development Area. The general layout of the marina, breakwaters and access pier are provided on the attached Site Plan. Relevant dimensions for the marina are summarized below:

Marina Area (acres)	10
Northern Breakwater Length (feet)	500
Eastern Breakwater Length (feet)	1400
Marina Depth (feet, MLLW)	-10
Entrance Channel Width (feet)	150
Entrance Channel Depth (feet,	-10
Entrance Channel Length (feet)	3500
Access Pier Length (feet)	600

To accommodate the desired recreational boats, the marina basin and entrance channels will require dredging to provide a minimum water depth of 6 feet; when allowance is made for minus tides (-2 feet Mean Lower Low Water [MLLW]) and for sediment accumulation due to anticipated shoaling (which should not be allowed to infringe on the minimum water depth), the basin would be dredged to elevation -10 feet MLLW (86.1 feet Foster City datum).

Shoaling can be anticipated to infill the marina basin and entrance channel and shore boat channel and basin. These areas will require periodic maintenance dredging. The rough order of magnitude dredge quantities are 351,000 cubic yards for initial construction and 80,000 cubic yards for maintenance dredging every 3 to 5 years.

Site Access and Circulation

Access to the Project Site would be via a driveway at the intersection of Beach Park Boulevard and Swordfish Street. The driveway would slope up from Beach Park Boulevard to the Development Area's higher elevation. The existing segment of the Bay Trail along the levee would be redesigned to slope down to a stop-controlled crossing at the driveway. In addition, a new segment of the Bay Trail, approximately three-quarters of a mile long, would ring the Development Area along the top of a new perimeter levee.

Grading and Elevations

Construction of the entrance driveway would breach the existing levee along Beach Park Boulevard. Flood control for the Development Area would be provided by a general increase in the existing grade to an elevation of 109 to 111 feet. In order to bring the existing ground elevations up to proposed surface elevations, including accommodations for expected settlement, approximately 88,000 cubic yards of fill is required from an off-site source. This includes raising the outer edges of the Development Area to a projected elevation of 112 feet³ to provide flood protection from projected sea level rise and storm surge. Surface elevations from the outboard side of the new levee trail toward the San Francisco Bay will be regarded to slope gently (1:10 maximum) until the elevations return to the existing grade at approximately a 106-foot elevation.

Utilities and Infrastructure

Installation of utilities and related infrastructure such as electricity, water, sewer, and storm drains will be constructed within the site and connected to existing infrastructure adjacent to the site.

³ FEMA Flood Control protection standards are under revision and are expected to increase elevation requirements for flood control because of projected sea level rise. The 112-foot elevation is anticipated as the possible revised standard and is 4 feet higher than the current flood control levee.

Landscaping

Within the Development Area, landscaping will be designed, installed, and maintained consistent with Bay Friendly Landscaping & Gardening Principles. In addition, the following landscape guidelines will apply to protect shorebird wildlife:

- Low-growing vines or other dense shrubby cover will be avoided to minimize cover for pest species.
- Acceptable trees will have at least two of the following characteristics in order to minimize potential for raptor and raven nesting: generally less than 25 feet in height at maturity, columnar shape, fine limbs, or a close dense crown structure. No palm trees will be planted.

Landscape areas in parking lots will also function as rain gardens for water retention and treatment prior to discharge into the Bay or storm drain system.

The existing and highly degraded shoreline band area will be restored with native vegetation to provide a natural buffer between the Development Area and adjacent wetlands.

The "Foster City" sign will be reconstructed in the open space area of the site, if desired by the City and allowed by the agencies with jurisdiction over the land adjacent to the San Francisco Bay. In place of the existing concrete letters, the sign would be constructed of light-colored pervious landscape materials such as shells, light gravel, or functionally similar materials.

Passive Recreational and Open Space Uses

Bay Trail Segment. A three-quarter mile extension of the Bay Trail would loop around the perimeter of the site on the new levee system separating the Development Area from the Open Space Areas. The loop would connect with the existing Bay Trail on Beach Park Boulevard. Seating and viewing overlooks with interpretive displays would be constructed at intervals along the trail. Designated paths would connect from the trail to the shoreline where accessible to the public.

Habitat Restoration. The wetland and upland habitat in the open space areas of the Project Site between the Development Area and Shoreline buffer as well as adjacent public lands to the south are degraded by current public use, placement of fill material, invasive plant species and poor water circulation with the Bay. The roughly 6-acre wetland area on the Project Site will be restored and enhanced as part of the project. New tidal channels will be created to improve tidal flow into the wetland areas. In addition, vegetation restoration will remove and replace invasive plant species with native vegetation, resulting in enhanced

habitat for wildlife. A natural buffer will be planted between the proposed development and adjacent wetlands. The restored habitat will improve the environmental quality of the Bay, enhancing both habitat and views. Landscaping in the buffer area will also comply with the following guidelines:

- Native and naturalized non-native species that are not identified as problematic invasive species by the California Invasive Plant Council's Invasive Plant Inventory.
- Buffer-landscaping will be limited to native bayside herbaceous and sub-shrub species.

RESPONSIBLE AGENCIES AND REQUIRED PERMITS

A number of permits and approvals would be required before implementation of the proposed project could proceed. The following is a list of the public agencies with jurisdiction over components of the project, and their anticipated permits.

The following agencies are expected to review the Project:

Local Agency Permits

City of Foster City

- Preparation and Certification of an Environmental Impact Report pursuant to the California Environmental Quality Act ("CEQA");
- General Plan Amendment: to allow housing at the site;
- General Development Plan / Rezoning: provides the development parameters and zoning for the property;
- Vesting Tentative and Final maps (or Vesting Tentative and Final Parcel maps): to subdivide the property;
- Specific Development Plan / Use Permit; and
- Grading, construction and building permits.

Estero Municipal Improvement District

- To be determined.

State Agency Permits

San Francisco Bay Conservation and Development Commission (“BCDC”)

- BCDC permit.

Regional Water Quality Control Board (San Francisco Bay)

- Section 401 Certification/Waste Discharge Requirements.

State Lands Commission (for the public pier and marina).

- Submerged lands lease for the Marina and Pier.

Federal Agency Permits

U.S. Army Corps of Engineers

- Section 10 permit; and
- Section 404 permit, including:
 - Endangered Species Act Section 7 consultation with U.S. Fish and Wildlife Service and National Marine Fisheries Service; and
 - Essential Fish Habitat consultation with National Marine Fisheries Service.