MITIGATED NEGATIVE DECLARATION

FOR THE

TOWNEPLACE SUITES

May 2013

Lead Agency:
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Table of Contents

Appendices

TownePlace Suite Mitigated Negative Declaration

Introduction and Purpose

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et. seq.), and the regulations and policies of the City of Foster City. This Initial Study evaluates the potential environmental impacts which might reasonably be anticipated to result from implementation of the proposed TownePlace Suites.

The City of Foster City is the Lead Agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

Project Information

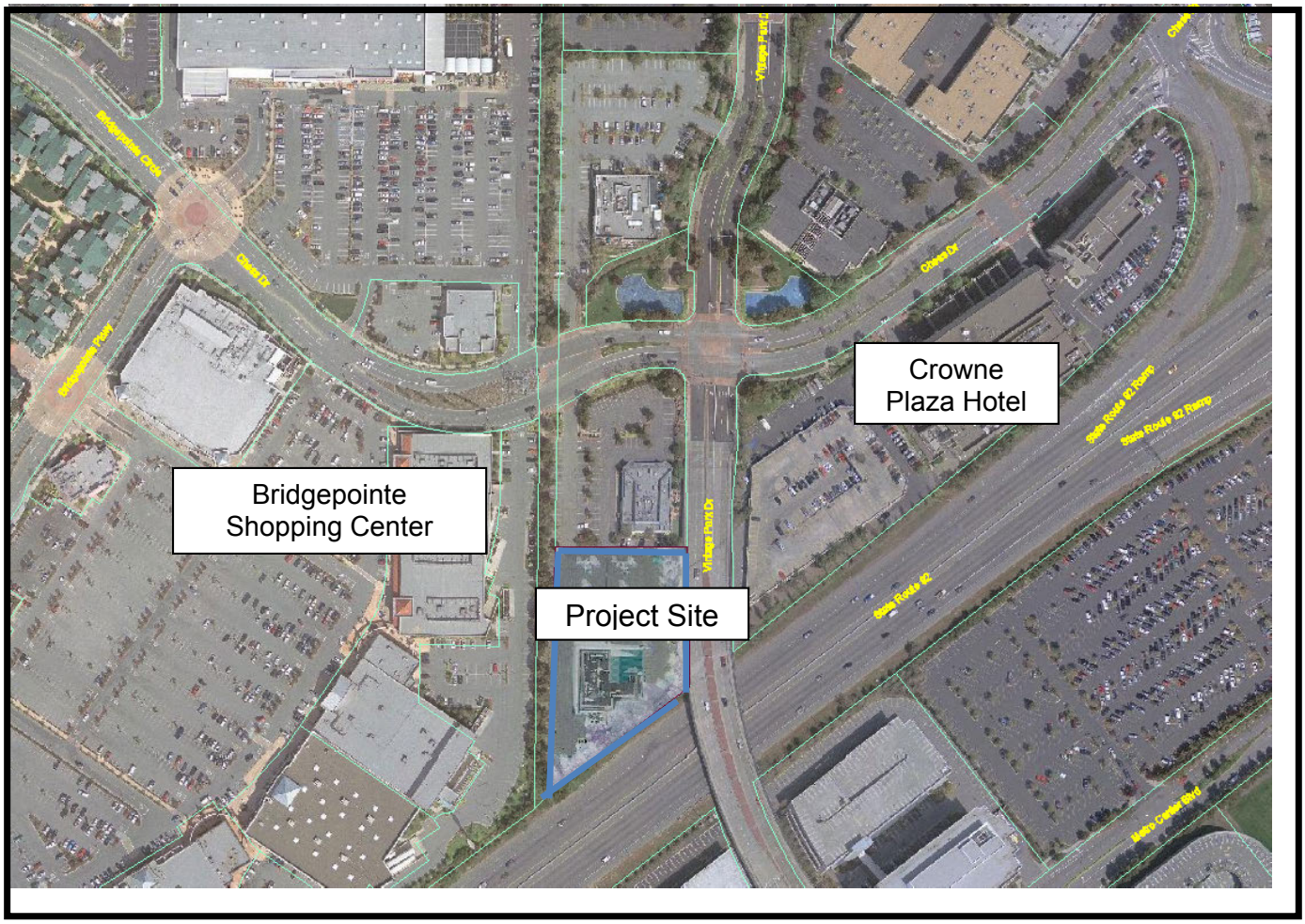
1.	**Project title:**	TownePlace Suites
2.	**Lead agency name and address:**	City of Foster City 610 Foster City Boulevard Foster City, CA 94404
3.	**Contact person and phone number:**	Marlene Subhashini, Assistant Planner, City of Foster City, Planning and Code Enforcement Division (650) 286-3244
4.	**Project location:**	1299 Chess Drive Foster City, CA 94404
5.	**Assessors Parcel Number(s):**	094-901-360
6.	**Project Sponsor:**	Solomon Tsai Fullwel International Group, Inc.
7.	**General Plan Designation:**	Research/Office Park
8.	**Zoning:**	Commercial Mix/Planned Development
9.	**Specific Plan Designation:**	None
10.	**Other public agencies whose approval is required:** (e.g., permits, financing approval, or participation agreement.)	Grading and Building Permits (City of Foster City) Sewer and Water Connections (Estero Municipal Improvement District)

Project Description

Location

The Project site is located at 1299 Chess Drive in the Vintage Park neighborhood. The location of the Project site is shown on the map below.

Figure 1: Project Location



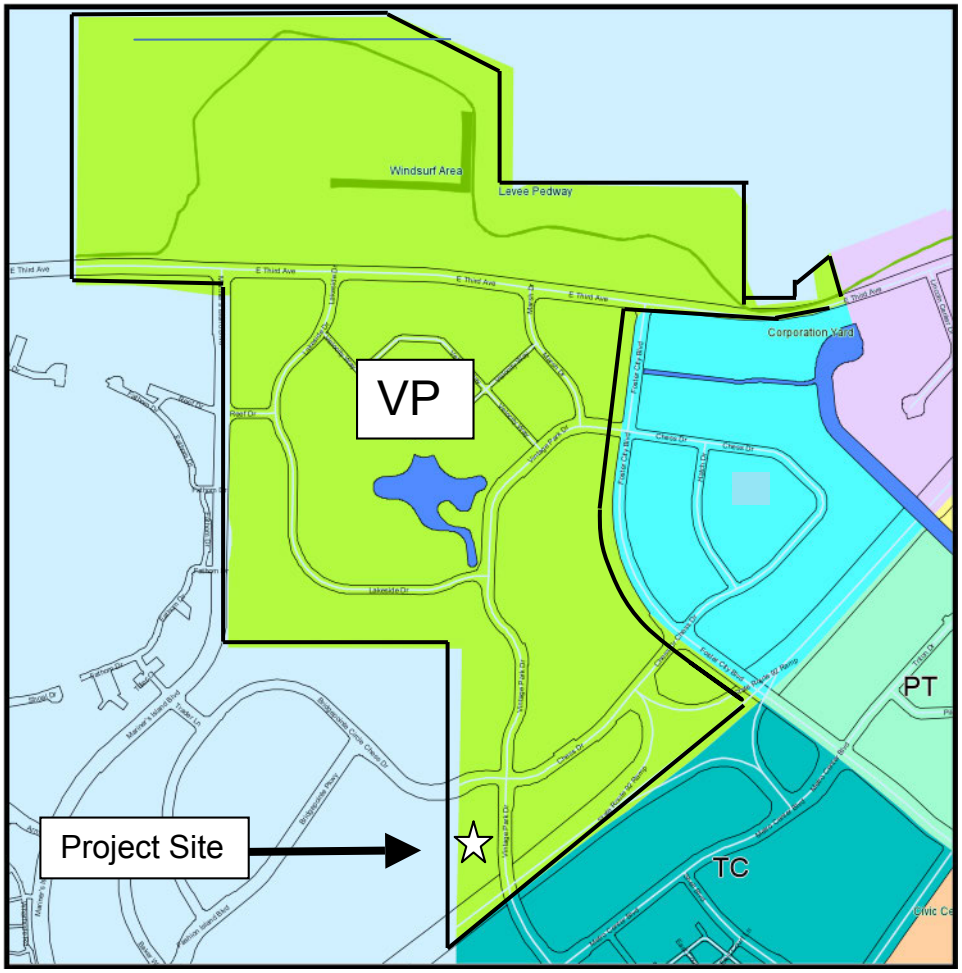
The Project site comprises 1.69 acres. An approximately 9,700 square foot restaurant building was constructed on the site in 1984. The building was occupied by the Black Angus restaurant until the restaurant ceased operations in 2009. The building is currently vacant.

The site has a General Plan Land Use Designation of Research/Office Park. The site is zoned Commercial Mix/Planned Development.

The site is located within a highly urbanized area. Surrounding uses include State Route 92 and commercial uses including the Bridgepointe Shopping Center (in San Mateo), the Harry's Hofbrau restaurant and the Crowne Plaza Hotel.

The Project site is located in the Vintage Park neighborhood. Vintage Park consists of 132 acres within the City and is primarily made up of office and research and development uses. Ancillary uses such as commercial (restaurants) and a hotel are also located in Vintage Park to support the businesses. The Project site is further located within the Vintage Park Development Plan area which regulates 57 acres within Vintage Park.

Figure 2: Vintage Park (VP) Neighborhood and Site Location

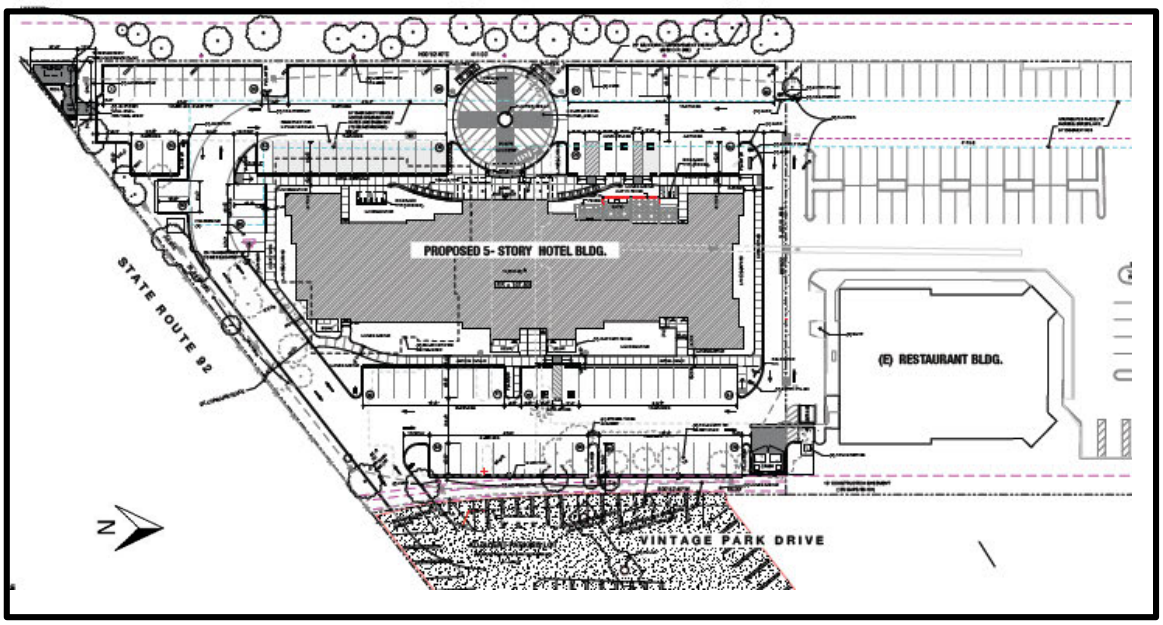


Project Description

The Applicant, Fullwel International Group, Inc. is proposing to demolish the existing building and site improvements and redevelop the existing site with a 121 room extended stay hotel. The proposed hotel building will be 69,715 square feet in size and five stories tall (for a maximum height of 59'0" above grade). The proposed project is consistent with the General Plan Land Use Designation of Research/Office Park. The project site will be accessed from Chess Drive by an ingress/egress driveway located on the adjacent property (the Harry's Hofbrau restaurant). A mutual ingress/egress agreement is currently recorded for the benefit of both properties and will be used for the proposed project as well.

The building will be set back a minimum of 45 feet from State Route 92 (the southern property line), 25 feet from the adjacent property to the north (Harry's Hofbrau), 85 feet from Vintage Park Drive to the east and 75 feet from the west property line (EMID easement/Bridgepointe Shopping Center).

Figure 3: Proposed Site Plan



The modern building design includes cement plaster stucco with reveals in two colors (a base color and a body color). The building will also feature aluminum composite panels for the coping, fascia and soffits. Glazing can be found throughout the building. A clearly defined entrance is provided to the hotel lobby.

Existing landscaping on the site, including mature Eucalyptus and Acacia trees will be removed as a part of this project. Preliminary Landscape Plans were included with the projects plans and indicate that some mature trees will be preserved and new plant materials will be planted throughout the site. A landscape screen is proposed to be planted around the site to provide a visual barrier between surrounding uses and State Route 92 and the new hotel. New trees will be planted in the parking lot and accent plants and trees will be planted throughout.

The project will provide 103 parking stalls, 2 motorcycle stalls and 16 bicycle stalls on site. Additionally, the project Applicant has also proposed to use 51 parking spaces which are located under the Vintage Park Drive overpass (which leads to the Crowne Plaza Hotel and is owned by United Pacific Group). A mutual easement agreement for ingress, egress and parking currently exists between the subject property and the adjacent property at 1297 Chess Drive (Harry's Hofbrau).

The project will also include a shuttle service to transport guests to and from the San Francisco Airport, various businesses in Foster City and the Hillsdale Mall.

The proposed project will require a General Development Plan Amendment/Rezoning to allow an additional hotel in the Vintage Park Development Plan area (a 57-acre portion of the Vintage Park neighborhood) for the reasons described below.

Project Applications

Project applications considered in this Mitigated Negative Declaration (EA-12-003) include a General Development Plan/Rezoning (RZ-12-002) and a Specific Development Plan/Use Permit (UP-12-004).

Vintage Park General Development Plan Amendment/Rezoning

The Applicant has proposed a 121 room hotel on a site located within the Vintage Park neighborhood and within the Vintage Park Development Plan. The Vintage Park General Development Plan limits the number of hotels allowed in the Plan area to one. Therefore, the Applicant is requesting a General Development Plan Amendment/Rezoning (RZ-12-002) to allow up to two hotels, with a total of 475 rooms of up to 353,246 square feet, and up to 18,994 square feet of restaurant space within the Vintage Park General Development Plan area.

Specific Development Plan/Use Permit

A Specific Development Plan/Use Permit (UP-12-004) includes the review of the project plans including floor plans, site plan, landscaping and architectural plans and is required in order to allow construction of the proposed project on the project site.

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

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

DETERMINATION:

On the basis of this initial evaluation:

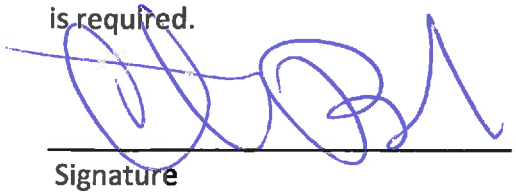
_____ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

__**X**__ I find that although the proposed project could have a significant effect on the environment, beyond those previously identified, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

_____ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

_____ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

_____ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

5/8/13

Date

Curtis Banks, Community Development Director
Community Development Department

City of Foster City

Environmental Checklist and Discussion of Impacts

I. Aesthetics

The project site is currently developed with a one-story 9,700 square foot restaurant building which will be demolished to allow the construction of the hotel project. The project site is in an urbanized area and surrounded by several buildings of varying heights including the Crowne Plaza Hotel which is five stories tall.

The original master plan for the community divided the City into neighborhoods. The project site is located in the Vintage Park neighborhood. Vintage Park consists of 132 acres with primarily office and research and development land uses. Ancillary uses such as restaurants and a hotel are also located in Vintage Park.

The Vintage Park General Development Plan encompasses 57 acres within Vintage Park and includes the project site. The Vintage Park General Development Plan area allows the construction of one hotel (the Crowne Plaza Hotel is currently located within the Plan), 202,158 square feet of office, 112,368 square feet of research and development and 28,194 square feet of restaurant space. The proposed project includes an amendment to the Vintage Park General Development Plan to allow a total of two hotels in the Plan area and up to 18,994 square feet of restaurant space.

The Vintage Park Design Guidelines were created to implement the principles of the Vintage Park Master Plan. During the Design Review process, these Guidelines are used by the City, when reviewing projects located in the Vintage Park, to ensure that the proposed project is consistent with the design principles and architectural detail provided in the Guidelines. The Guidelines contain several policies related to the architecture, landscape and site planning of hotels and restaurants.

The Foster City General Plan includes Land Use and Circulation Goal LUC-B which requires new developments to "ensure high quality site planning and architectural design."

The project site is visible from Vintage Park Drive and State Route 92. The existing site is partially blocked from view by the existing trees located on the site. Surrounding uses and buildings are described below:

- North of the Project Site: Immediately north of the project site is the Harry's Hofbrau restaurant. This building is one-story tall and has tan stucco siding with blue awnings. No distinguishing architectural elements are present on the building. Further north of the project site is the El Torrito restaurant (a one-story, stucco sided building), one and two story office buildings and a shopping center in San Mateo.
- South of the Project Site: Immediately south of the project site is State Route 92. On the other side of the freeway (and still in Foster City) are the headquarters to Visa

International. The buildings in this area are 6 – 9 stories tall and are constructed with a contemporary design. Expansive use of glass with metal accents can be found on these buildings. Further beyond the Visa buildings is the Foster City Tower building which is the tallest building in the City.

- East of the Project Site: The Vintage Park Overpass can be found immediately east of the project site. Beyond the Overpass is the Crowne Plaza Hotel which is five stories tall. This hotel is constructed out of tan stucco and steps down towards the Overpass.
- West of the Project Site: The Bridgepoint Shopping Center is located west of the project site and includes a variety of architectural designs. Buildings in the Shopping Center are designed to accommodate "big box" users and therefore the height of the buildings is significantly larger than a typical one-story commercial user.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	1, 3,10
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	1, 3,4,9,10
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1, 3,4,10
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐	1, 3,4,9

Visual and Aesthetic Impacts

The proposed project will modify the view of the existing site from State Route 92. The proposed project, however is not located within a scenic vista and the portion of State Route 92 located in the vicinity of the site is not designated as a Scenic Highway.

As a part of the project, most of the existing landscaping on the site will be removed. Several trees located adjacent to State Route 92 will be removed and new evergreen trees and shrubs will be planted along the perimeter of the site to provide screening. The proposed evergreen trees will provide year round screening of the building from State Route 92. The preliminary landscape plans included with the project submittal include three types of trees adjacent to State Route 92. These trees include the Australian Willow, Cajeput and Brisbane Box tree. At maturity the proposed trees should reach a height between 30 feet to 45 feet which will provide a landscape screen, when viewed from several points on State Route 92, of most of the building (the building is proposed to be 59 feet in height). Figures 4 and 5 below show views of the site from State Route 92 once the project is complete and trees reach full maturity. As shown, the project will be largely screened from view on the westbound side and will be more visible from eastbound State Route 92. As shown in Figure 4, the proposed hotel building will be similar in height to buildings in the area and the proposed hotel will not block a valuable viewshed.

Figure 4: View from Eastbound Side of State Route 92

Figure 5: View from Westbound State Route 92

As shown on Figure 6, when viewed from, the Vintage Park Drive overpass, a portion of the building will be visible from the overpass. Once the trees have reached full maturity, the trees will provide screening of the building. Additionally, although the proposed hotel building is more visible from the overpass, the building is similar in height to the Crowne Plaza Hotel (discussed in further detail below).

Figure 6: View from the Vintage Park Drive Overpass

Construction of the TownePlace Suites project would change the character of the site from a restaurant parcel in close proximity to commercial buildings to a five-story hotel building. The new building will increase the total height of the building on the site from one-story to five stories (59 feet above grade). The height of the new building will be similar in height to the existing five-story Crowne Plaza Hotel located adjacent to the project site (across Vintage Park Drive). Buildings located across State Route 92, from the project site are 6 to 9 stories in height and therefore are taller than the proposed project. When viewed from the south to the north, the heights of the buildings start with the Foster City Tower, which is the tallest building in Foster City, and step down from 9 stories to 6 stories for the Visa International Buildings and then five stories to the proposed hotel and the existing Crowne Plaza Hotel.

Although the overall appearance of the site will change, the proposed Hotel is consistent with the height of the buildings in the area.

As discussed under the background section, the proposed project is located within the Vintage Park General Development Plan Area and Design Guidelines were developed to guide the architecture of projects with the Plan Area. The following discussion is provided on the proposed project's consistency with the Design Guidelines:

- Building Orientation: The proposed project is positioned so that the dominate elevation of the building is set back an average of 85' from the Vintage Park Overpass. The overpass and proposed landscaping will create a significant buffer between the street and the building, consistent with the requirements of the Design Guidelines.
- Design: The design of the building provides some articulation on all sides, decorative elements, visible building entries and a complementary design that is consistent with the Vintage Park Design Guidelines.
- Screening of Parking Lot: The Design Guidelines require screening of parking areas. As proposed, the parking lot will be screened from view by the proposed building, location of the Vintage Park Drive Overpass and evergreen trees and shrubs proposed as part of the landscaping plan.
- Colors and Materials: The building includes stucco siding with a base color and a body color. Metal accents are also proposed on the building. Glass is also proposed throughout the building. The use of these materials is encouraged by the Vintage Park Design Guideline.
- Landscaping: The proposed landscape materials which include a variety of trees, shrubs and fescue are consistent with the plant palette in the Design Guidelines. An adequate landscape buffer has been provided around the site and building and in the parking lot.

The proposed design, landscaping and orientation of the project is consistent with the Vintage Park Design Guidelines. The project is in substantial conformance with the Vintage Park Design Guidelines and would not substantially alter the character of the project area. Therefore, impacts to visual resources would be less than significant.

Light and Glare

The existing site is developed with an illuminated parking lot and building lights, light emitted from the site is obscured by mature trees and landscaping on and around the project site. With the construction of the 5 story hotel, during nighttime hours, parking lot lights and other lighting fixtures would introduce new sources of light to the sky. In order to reduce impacts related to light emissions from the project, the following mitigation measure has been included.

> **Mitigation Measure Aesthetics-1:** The Building Permit Plans shall include a Lighting Plan which provides specifications on all exterior lighting including coverage and intensity for review and approval by the Police Department and Community Development Department. All exterior lighting shall be downward facing and shielded so as not to create additional nighttime glare and shall also conform to the performance standards established by Section 17.68.080 of the Zoning Ordinance.

The exterior of the building includes glass (windows), aluminum and plaster materials. Due to the orientation of the building and the surrounding streets and State Route 92, most of the building will be obscured by landscape materials. The proposed materials that are visible will not significantly reflect lighting or the sun due to the nature of the materials and the proposed earth and gray tones of the building.

Conclusion

The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed Hotel is consistent with the Vintage Park Design Guidelines and with implementation of the above Mitigation Measure Aesthetics-1 related to light and glare, development of the proposed project would have a less than significant impact to visual resources.

II. Agricultural and Forestry Resources

The existing site is developed with a one-story restaurant building which was constructed in 1984. The project is not located on Prime Farmland, Unique Farmland or Farmland of Statewide Importance as identified by the Farmland Mapping and Monitoring Program of the California Resources Agency. The proposed project site is not located on land which is zoned for or used as forestland or timberland.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☐	☐	☒	4,9,11
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	4,5,9

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	4,9
d) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	4,9
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?	☐	☐	☐	☒	4,9

The area has not been used for agricultural purposes for at least fifty years, and no Williamson Act Land Conservation Agreement exists on the project site. The site has never been used for timberland or forest land. The project site is located in a highly urbanized area, is surrounded by commercial buildings and State Route 92, and is completely isolated from any agricultural or forestry resources. Additionally, the site is not located on Prime Farmland, Unique Farmland or Farmland of Statewide Importance as identified by the Farmland Mapping and Monitoring Program of the California Resources Agency. The site is zoned Commercial Mix/Planned Development and forest land and timberland uses are not included as an allowable use in this zoning classification.

Conclusion

The proposed project would have no impact on agricultural land, agricultural activities, or forest resources.

III. Air Quality

Foster City is located in the San Francisco Bay Area Air Basin. Within the Basin, state and federal standards for nitrogen dioxide, sulfur dioxide and lead are met. Standards for other airborne pollutants, including ozone and suspended particulate matter (PM_{10} and $PM_{2.5}$) are in non-attainment status in at least a portion of the Basin.

Federal and State Air Quality Standards

The Federal and California ambient air quality standards are summarized in the table below for criteria pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both federal and state standards are intended to avoid health related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent.

Table 1: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	Federal Standards
Ozone (O_3)	1 Hour	0.09 ppm	---
	8 Hour	0.070 ppm	0.075 ppm
Respirable Particulate Matter (PM_{10})	24 Hours	50 ug/m	150 ug/m
	Annual	20 ug/m	---
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	---	35 ug/m
	Annual	12 ug/m	12 ug/m (primary) 15 ug/m (secondary)
Carbon Monoxide (CO)	1 Hour	20 ppm	35 ppm
	8 Hour	9 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	0.100 ppm
	Annual	0.030 ppm	0.053 ppm
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	75 ppb
	3 Hour	---	0.5 ppm
	24 Hours	0.04 ppm	
Lead	30 Day Average	1.5 ug/m	---
	3 Month Average	---	0.15 ug/m

Source: California Air Resource Board and the U.S. Environmental Protection Agency (as of 1/29/2013)
Ppm = parts per million
Ug/m^3 = micro grams per cubic meter

Regional Air Quality Standards

The Bay Area Air Quality Management District (BAAQMD) is the regulatory agency responsible for maintaining and improving air quality throughout the Bay Area Air Basin.

On September 15, 2010, the Air District Board of Directors adopted the Clean Air Plan (CAP) for the region which provides a multi-pollutant strategy to improve air quality and protect the climate.

The BAAQMD published revised CEQA Guidelines in 2011 (dated May 2010). The Air District no longer recommends that the Thresholds be used to measure a project's significant air quality impacts due to ongoing litigation. However, CEQA does grant local agencies the ability to develop their own thresholds of significance or to rely on previously adopted thresholds of significance. In light of this, the City of Foster City has determined that for Foster City, the thresholds of significance for Air Quality are those that were established in the 2010 CEQA Guidelines. These thresholds are based on best available scientific data. The following thresholds of significance for operational emissions are established for this project.

Table 2: Operational Thresholds of Significance

Pollutant/Precursor	Maximum Annual Emissions (tons per year)	Average Daily Emissions (pounds/day)
ROG	10	54
NO_x	10	54
PM_{10}	15	82
$PM_{2.5}$	10	54

Greenhouse Gas Emissions related to this project and the thresholds of significance related to the BAAQMD CEQA Guidelines are discussed in detail under Section VII, Greenhouse Gas Emissions.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	4,12
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐	4,12,24

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	4,12
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	1,4,6
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	4,6

Project specific air quality emissions were estimated using the URBEMIS (urban emissions) program. The URBEMIS program is used to estimate construction, area source and operational air pollutant emissions generated by a specific land use project. The urban emissions estimated to be generated by this project are discussed below and can also be found in Appendix D.

Operational Related Impacts

The proposed project would generate additional vehicular trips associated with the new land uses proposed onsite. These vehicular trips would generate carbon monoxide, reactive organic gasses, nitrogen oxide, sulfur dioxide and particulate matter (PM_{10}). For information on traffic assumptions, please refer to the Focused Transportation Analysis in Appendix C of this Initial Study.

The following Table shows the emissions estimated to be generated by the existing restaurant and the proposed Hotel project. As shown on this table, the net new emissions anticipated to be generated by the project are less than the thresholds of significance identified in the general information section above.

Table 3: Daily Project Emissions (Area Source and Operational Emissions) in Pounds Per Day*

	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	Respirable Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
Existing Restaurant (9,700 square foot building)	.04	0.34	0.14	0.04
Proposed Hotel Project	0.91	1.13	2.30	0.43
Net New Emissions	.87	0.79	2.16	0.39
BAAQMD Significance Threshold	54	54	82	54
Project Result in a Significant Impact?	No	No	No	No

Source: URBEMIS Model (Appendix D)

As shown on the above table, the proposed Hotel project would generate more emissions than a 9,700 square foot restaurant; however, the proposed project will not exceed the BAAQMD significance threshold. Additionally, as discussed above, the proposed project represents smart growth in that it is an "infill" project located in close proximity to public transportation. Additionally, the hotel is located within an employment area, which is comprised of office and research uses and will provide a service to visitors to those businesses as well as residents in the City. The emissions estimated to be generated from the Project are less than significant.

The proposed project would not conflict with the local Clean Area Plan (CAP) adopted by the BAAQMD because the proposed Project focuses development in an existing urbanized area which is served by an existing roadway network, sidewalks and public transit and will result in the intensification of a developed parcel. The Project site is connected to other sites (dwellings, restaurants and offices) through public transit (SamTrans) and a bus stop is located within walking distance to the site. The public transit system also provides connections to cities in San Mateo County as well as the San Francisco International Airport, BART and Caltrains. Therefore, the project conforms to and would not conflict with or obstruct implementation of the Clean Air Plan.

Construction Related Impacts

As discussed above, the project will not violate any long-term air quality standards. Demolition of the site as well as construction of the building and site improvements could result in a temporary exceedance of air quality standards due to dust and equipment emissions on a temporary basis. In Table 3-1 of the 2010 CEQA Guidelines, states that hotel projects with fewer than 554 rooms are not considered to create significant construction related emissions.

The following measures are recommended to be implemented for all project activities in order to minimize air quality emissions associated with demolition, site prep and hotel construction. With implementation of construction controls, air pollutant emissions for construction activities would be considered less than significant.

The following mitigation measure has been included in the project to reduce emissions related to the demolition and construction of the site to a less-than-significant level.

Mitigation Measure Air Quality-1: The construction contractor(s) shall implement the following measures to control construction dust emissions. Implementation of these 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.

- Water all exposed surfaces (parking areas, staging areas, soil piles, etc.) at least twice daily.
- All haul trucks transporting soil, sand or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads will be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All roadways, driveways and sidewalks to be paved shall be completed as soon as possible. The building pad shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting off equipment when not in use or reducing the maximum idling time to 5 minutes. Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. The person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Sensitive Receptors

The project is not anticipated to generate substantial pollution and is not located in an area with known existing sources of toxic air contaminants. The BAAQMD defines sensitive receptors as facilities where sensitive population groups (i.e. children, the elderly, and the acutely or chronically ill) are likely to be located. Land uses where sensitive receptors are likely to be located include residences, school playgrounds, child-care centers, retirement homes, convalescent homes, hospitals and medical clinics. The project is not located in proximity to these land uses. Therefore the Project, which consists of a hotel will not expose sensitive receptors to substantial pollutant concentrations.

Odors

As a hotel, the proposed project is not expected to create objectionable odors. At operation the subject project will not generate objectionable odors. The proposed project will have no impacts to air quality resulting from objectionable odors affecting a substantial number of people.

Conclusion

The proposed project will not have a cumulative air quality impact because; 1) it does not have an individual significant air quality impact, 2) the City's General Plan is consistent with the CAP and 3) the proposed project is consistent with the City's adopted General Plan. The proposed project will not generate operational emissions which are greater than the emissions limit provided in the 2010 BAAQMD CEQA Guidelines. With implementation of Mitigation Measure Air Quality-1, construction related air quality impacts will be reduced to a less than significant level.

IV. Biological Resources

The project site is in an urbanized area and is developed with a building, native and non-native grasses, shrubs and trees. The project site is surrounded by an Estero Municipal Improvement District easement/shopping center, restaurant, roadways and State Route 92. No wetlands or other bodies of water are present on or adjacent to the project site.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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 Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1,4,7,9
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	1,4,7,9
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?	☐	☐	☐	☒	1,4,7,9

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	1,4,7,9
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	1,4,5,6,7,9
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?	☐	☐	☐	☒	1,4,7,9

As discussed above, the existing site is currently developed and is in an urbanized area. There are no wetlands or any other bodies of water on the site and therefore, the project will not impact any species or riparian habitat or wetlands.

The project plans include a Landscape Plan which shows that new landscaping will be planted throughout the site consistent with the approved landscape palette for the Vintage Park General Development Plan area. The site is not located within the boundaries of any Habitat Conservation Plan. The City does not have a tree preservation ordinance or regulations.

Conclusion

No impacts related to biological resources are expected to occur as a result of this Project.

V. Cultural Resources

The project site is developed with a restaurant building which was constructed in the mid 1980's. Prior to that, the area was a reclaimed marshland used for dairy farming and salt ponds. No cultural resources remain on the graded surface of the site. Since the on-site building is less than 30 years old or newer, no historic resources exist on the site.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☒	1,4,7,9
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☒	☐	☐	1,4,7,9, 30
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	1,4,7,9
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	1,4,7,9, 30

The project site is developed with a one-story restaurant building with a design which is typical of other Black Angus restaurant buildings and does not have any significant architectural qualities. The State of California Office of Historic Preservation recommends cities take into consideration of the potential historical resources provided by buildings which are over 45 years old and the existing building is only 30 years old.

The land area surrounding the project site was formed when Brewer Island was filled in and compacted in order to create Foster City. The project site consists of 4 to 5 feet of fill materials, underlain by Bay Mud. Because of this, the project is not expected to have any impact on cultural, archaeological, or paleontological resources.

Searches have been conducted of records and inventories pertaining to cultural and historical resources in conjunction with recent Environmental Impact Reports in the area. These searches included the project site (Gilead Sciences Corporate Campus Master Plan EIR, SCH #2008122064) as well as site located in close proximity to the site. The records search, including consultation with the Native American Heritage Commission, did not find any cultural resources recorded in the area or on the project site.

Although it is unlikely that archaeological, paleontological or human remains will be found on the site, there is a potential that they could be encountered during the ground disturbing activities on the project site. Therefore, the following mitigation measure has been included to reduce this potential impact to a less than significant level.

Mitigation Measure Cultural-1: There is a possibility that undetected archaeological or prehistoric resources or human remains might exist on the site and a contingency plan shall be prepared in accordance with CEQA Guidelines Section 15064.5 to handle any discoveries during project construction. In the event that any archeological or prehistoric material is discovered, work shall be halted in the vicinity of the site until a qualified archaeologist inspects the discovery, and, if necessary implement a plan for further evaluative testing and/or retrieval of endangered material. If human remains are encountered, work within the vicinity of the site shall be halted and the County Coroner and an archaeologist shall be contacted immediately. If human remains are of Native American origin, the Native American Heritage Commission shall be notified within 24 hours of the identification in accordance with Public Resources Code Sections 5097.94 and 5097.98.

Conclusion

Implementation of Mitigation Measure Cultural-1 would reduce impacts to cultural resources, due to project development, to a less than significant level.

VI. Geology and Soils

A geotechnical review was prepared for the property in 2011 by Rockridge Geotechnical (incorporated herein as Appendix A). This review determined that the construction of the project was feasible on the site from a geotechnical standpoint.

Seismic

The project area is part of the San Francisco Bay Area, a seismically active region. The significant earthquakes that occur in the Bay Area are generally associated with crustal movement along well-defined, active fault zones of the San Andreas Fault system, which regionally trend in a northwesterly direction. The San Andreas Fault, which generated the San Francisco earthquake of 1906, passes southwest of the site. The other major active fault in the area is the Hayward Fault (several miles northwest of the site). The project site is not located within an Earthquake Fault Zone for active faults and no faults are mapped on the site. The activate faults located within 40 kilometers of the site are shown on the table below.

Table 4: Regional Faults and Seismicity

Fault Segment	Approximate Distance from Site (km)	Direction from Site	Mean Characteristic Moment Magnitude*
San Andreas – 1906 Event	8	West	8.1
San Andreas – Peninsula	8	West	7.2
Monte Vista – Shannon	14	South	6.5
San Gregorio Connected	20	West	7.5
Total Hayward	23	Northeast	7.0
Total Hayward – Rodgers Creek	22	Northeast	7.3
Total Calaveras	34	East	7.0
N. San Andreas – North Coast	36	Northwest	7.5
Mount Diablo Thrust	40	Northwest	6.7

*Moment magnitude is an energy based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture.

Source: Geological Review, Rockridge Geotechnical (October 2011)

The California Geological Survey has prepared a Probabilistic Seismic Hazards Mapping Ground Motion map which estimates the peak ground acceleration (PGA) for the State. The CGS estimates that the expected PGA for the City is 0.51 (g) (longitude -122.2725, Latitude 37.5655) or a 50% probability of exceeding a certain ground motion.

The U.S. Geological Survey's 2007 Working Group on California Earthquake Probabilities has compiled the earthquake fault research for the San Francisco Bay Area in order to estimate the probability of fault segment rupture. They have determined that there is a 63 percent probability of a moment magnitude of 6.7 occurring in the Bay Area during the next 30 years. The highest possibility for rupture is assigned to the Hayward/Rodgers Creek Fault (31 percent probability) and the northern segment of the San Andreas Fault (21 percent probability).[1]

Soil

The project site and the surrounding area were originally part of Brewer's Island, a tidal marshland. This area was eventually diked and drained and used for salt ponds and dairy farming in the late 1890's. Ground breaking for the first reclamation and development projects for the new Foster City Community began in 1961. The engineering firm of Wilsey Ham developed a plan to raise the elevation of Foster City by providing 4 to 5 feet of fill throughout the area. Approximately 18 million cubic yards of unknown fill material was necessary to provide gradient for stormwater runoff, cover for utilities and support for buildings. A central drainage system, the Foster City lagoon system, was also constructed to serve as a runoff storage system for the City.

The project site is comprised of 4 to 5 feet of fill consisting of medium dense to dense sand with shells underlain by a very soft to medium stiff highly compressible marine clay deposit, commonly referred to as Bay Mud, which extends to a depth of approximately 40 to 50 feet below the ground surface. Consolidation tests of Bay Mud in the site vicinity indicate the Bay Mud is normally consolidated. The Bay Mud is underlain by medium stiff to very stiff clay with varying sand content that extends to at least 100 feet below the ground surface. Below a depth of 100 feet below the ground surface, the subsurface conditions are expected to consist of stiff to hard clay with occasional layers of dense to very dense sand.

Regional mapping classifies the soils of the project site as: Urban land-Orthents, reclaimed complex, 0 to 2 percent slopes.[2]

[1] USGS, 2008

[2] Web Soil Survey, Natural Resource Conservation System

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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 described 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.)	☐	☐	☒	☐	4,7,14
ii) Strong seismic ground shaking?	☐	☒	☐	☐	4,7,14,29
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐	4,7,14,29
iv) Landslides?	☐	☐	☐	☒	4,7,14
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	4,7,14
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?	☐	☒	☐	☐	4,7,14,19,29

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☒	☐	☐	4,7,14,19,29
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?	☐	☐	☐	☒	1,4

Ground Shaking

The project site has the potential to be subject to ground shaking caused by a number of regional faults. Under moderate to severe seismic events, which are probable in the Bay Area, buildings, utilities and other improvements could be subject to damage caused by ground shaking.

The project site is not located within the Alquist-Priolo Earthquake Fault Zone and therefore the potential for ground rupture is anticipated to be minimal. Based on maps from the California Department of Conservation, no active faults are located on or adjacent to the site. Therefore, the proposed Project would not be affected by rupture at the site of a known active or potentially active fault. During the Building Permit review of the project, the City will review the construction plans to ensure that the building will conform to all California Building Code requirements which aim to reduce impacts associated with earthquakes. As a result, the effects of a seismic event on the project will be less than significant.

Ground shaking is a hazard that cannot be eliminated, however, it can be partially mitigated through proper attention to seismic structural design and observance of good construction practices. In order to reduce ground shaking impacts to a less than significant level, the following mitigation measure which requires the project developer to prepare a site specific geotechnical study for the project has been included.

> **Mitigation Measure Geology-1a:** Prior to the issuance of grading or building permits, a design-level geotechnical report shall be prepared and submitted to the Foster City Building Inspection Division. The report shall determine the proposed Project's surface

geotechnical conditions and address potential seismic hazards such as liquefaction and subsidence and shall conform to the California Division of Mines and Geology recommendations in the Guidelines for Evaluating Seismic Hazards in California. The report shall also include appropriate building techniques to minimize seismic damage to the building.

Mitigation measure Geology-1b: As deemed appropriate by the City Engineer and/or Chief Building Official, all applicable recommendations in the Geotechnical Investigative report, prepared for the subject property, including but not limited to foundations systems, expansive and compressive soils, potential liquefaction, dewatering, over-excavation, and estuarine deposits, are herein incorporated by reference and shall be adhered to in order to ensure that appropriate construction measures are incorporated into the design of the project.

Mitigation measure Geology-1c: The design of all earthwork, cuts and fills, drainage, pavements, utilities, foundations, and structural components shall conform with the specifications and criteria contained in the geotechnical report, as approved by the City Engineer and/or Chief Building Official. Foundation and structural design for buildings shall meet the Uniform Building Code regulations for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.).

Liquefaction

Liquefaction is the temporary transformation of soil from a solid state to a liquefied state as a result of seismic ground shaking. The Liquefaction Susceptibility Map prepared by the Association of Bay Area Governments (ABAG) shows that Foster City has a moderate to high risk of liquefaction. The Geotechnical Review prepared for the site determined that the potential for liquefaction on this site is very low due to the Bay Mud and medium dense to dense sand fill below the groundwater table on the site.

Soil Hazards

As noted in the San Mateo County Hazards Maps, the risk for landslides on the site is low as the site is relatively flat and no historic landslides have been recorded on or near the site. The project site is relatively flat and therefore has little potential for soil erosion.

As previously discussed, the project area is located on reclaimed marshland that was filled in with soils brought to the City starting in 1961. The site is comprised of fill materials of an unknown origin and therefore there is the potential that the ground could become unstable as a result of the construction of the new five-story building. Because ground-surface settlement is expected to occur as a result of secondary compression of the Bay Mud and primary consolidation of the Bay Mud if new fill is placed on the site, the Geotechnical Review prepared by Rockridge Geotechnical has determined that the proposed building should be structurally

supported on deep foundations. In order to ensure that impacts associated with the soil settlement on the site is reduced to a less than significant level, the following mitigation measure has been included.

> **Mitigation Measure Geology-2:** The design-level Geotechnical Report shall include recommendations for the final pile type to be used to support the new building. The Report shall also include the desired pile depth below ground surface and if predrilling through the fill and Bay Mud is necessary. Based on the type of soil and high water table in Foster City, the final design shall indicate that metal will not come in contact with the soil at any point. The Report shall also take into account additional design requirements if additional fill is located on the site. Final recommendations are subject to the review and approval by the Chief Building Official.

Results of consolidation testing in the site vicinity indicate that the Bay Mud is typically normally consolidated to slightly over consolidated, therefore the Geotechnical Review has determined that settlement of the soil is likely complete. Settlement of the site due to secondary compression of the Bay Mud is estimated to be 4 to 5 inches over the next 30 years. If additional fill is necessary in order to accommodate the proposed project, additional settlement could occur.

Because some settlement is anticipated on the site in the next 30 years, impacts to utilities, paving and other improvements could occur. The following mitigation measure has been included which requires design measures be included in the geotechnical report to reduce impacts associated with settlement to a less than significant level.

> **Mitigation Measure Geology-3:** In locations underlain by expansive soils the designers and engineers of proposed building foundation 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 design of the project should incorporate measures to reduce the impacts of the predicted settlement and should include the following at a minimum:
>
> - Flexible connections should be used where utilities enter the buildings;
> - Exterior slabs and ramps attached to the building should be hinged to accommodate differential settlement between the buildings and outside ground;
> - Provisions for maintenances and potential replacement for damage to utilities and sidewalks.

The Geotechnical Review did not include testing of the site to determine if corrosive soils are present on the site. Bay Mud is known to have corrosive properties and can result in damage metals and other structures which come in contact with the soil. The following mitigation measure has been included to ensure that impacts related to corrosive soil are reduced to a less than significant level.

Mitigation Measure Geology-4: The design-level geotechnical investigation shall include an evaluation of the potential for corrosive soils on the site. 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 soil. 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 onsite soil. In general, these recommendations are expected to include, but not be limited to, the following provisions:

- Metal shall not come in contact with the soil at any point Protect buried 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.

Conclusion

With implementation of the above mitigation measures, and in accordance with the recommendation set forth in the design-level geotechnical report, development will be conducted in a manner that ensures that the building is adequately designed to reduce impacts associated with seismic shaking, liquefaction and corrosive soil. With implementation of these mitigation measures, impacts associated with geological and soil conditions will be reduced to a less than significant level.

VII. Greenhouse Gas Emissions

Global warming is a process whereby Greenhouse Gases (GHGs) accumulating in the atmosphere contribute to an increase in the temperature of the earth's atmosphere. Greenhouse gases that cause climate change are different from criteria pollutants and air toxics, previously described in Section III, Air Quality. GHGs emissions are generated by natural processes, such as decomposition and human activities including, transportation, industrial/manufacturing, utility, residential, commercial, and agricultural sectors. The principal GHGs contributing to global warming are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. In order to curb the emission of GHG several local, regional and statewide regulations have been developed.

In September 2006, Governor Schwarzenegger signed the Global Warming Solutions Act (Assembly Bill (AB) 32), which was created to address the Global Warming situation in California. The Act requires that the GHG emissions in California be reduced to 1990 levels by 2020.

The California Air Resources Board (CARB), in the 2012 ARB Mandatory Reporting Program, requires major facilities and specific uses that generate more than 25,000 metric tons per year

of CO_2 to report these emissions to the CARB. The project is not subject to the mandatory reporting required by CARB under the Program because emissions are well below the reporting threshold and the project does not qualify as one of the mandatory reporting facilities.

Locally, the Bay Area Air Quality Management District (BAAQMD) adopted CEQA Guidelines on May 2012 which reference air quality thresholds of significance in their 1999 CEQA Guidelines (which are summarized in Section III, Air Quality). The City of Foster City, as discussed under the Air Quality Section, has determined that for Foster City, the thresholds of significance used to determine if a project has a significant impact are those which were previously established in the 2010 CEQA Guidelines. Under these thresholds, if a project would result in operational-related greenhouse gas emissions of 1,100 metric tons (MT) (or 4.6 metric tons per service population[3]) of carbon dioxide equivalents (CO_2e) per year or more, then the project would be cumulatively considerable and result in a cumulatively significant impact to global climate change due to the project's contribution of greenhouse gas emissions.

The California Natural Resources Agency, as required under state law (Public Resources Code §21083.05) has amended the state CEQA Guidelines to address the analysis and mitigation of greenhouse gas emissions, effective March 18, 2010. In these changes to the CEQA Guidelines, Lead Agencies (i.e. the City of Foster City in this case) retain discretion to determine the significance of impacts from greenhouse gas emissions based upon individual circumstances. Neither CEQA nor the CEQA Guidelines provide a specific methodology for analysis of greenhouse gases and under the amendments to the CEQA Guidelines, a Lead Agency may describe, calculate or estimate greenhouse gas emissions resulting from a project and use a model and/or qualitative analysis or performance based standards to assess impacts. In accordance with CEQA Appendix G, the following criteria are evaluated in order to assess the project's impact associated with the generation of GHGs.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	6,20,22

[3] Service Population (SP) is an efficiency-based measure used by BAAQMD to estimate the development potential of a general or area plan. Service Population is determined by adding the number of residents to the number of jobs estimated for a given point in time. (BAAQMD, 2010)

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐	6,20,22

Construction Related Greenhouse Gas Emissions

The California Emissions Estimator Model (CalEEMod™)[4] was used to estimate emissions of GHGs from construction and all operational non-stationary sources associated with the project. The model is publicly available and employs widely accepted calculation methodologies for emission estimates combined with appropriate default data if site-specific information is not available. CalEEMod™ takes into account emissions from both construction and operation, including those associated with mobile sources, area sources, and stationary sources, as well as indirect emissions associated with the disposal of solid waste and treating and supplying water. GHG emission estimates in CalEEMod include the following:

- Emissions from the manufacture and transport of building materials;
- Mobile emissions (e.g., emissions from combustion of fossil fuels for vehicle trips to and from the site)
- Emissions from the generation of electricity to operate lighting, appliances, and HVAC on the site and solid waste disposal.

The existing site is developed with a 9,700 square foot restaurant building which does not generate substantial greenhouse gas emissions. The site generates indirect emissions from operational electricity and water use, and direct emissions from vehicle trips generated by the employees and patrons of the restaurant.

The proposed project would result in minor increases in GHGs associated with construction activities and operational uses from the proposed project, which includes a 121 room hotel. Project construction would result in GHG emissions from construction-related sources including the operation of construction equipment and emissions from construction workers' personal vehicles traveling to and from the construction site, as well as the emissions from the delivery of construction material to the project site. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, construction technique, types of equipment, and number of personnel. For analysis purposes it is assumed that

[4] California Emissions Estimator Model (CalEEMod), Version 2011.1.1.

construction duration would be no more than 12 months, result in temporary ground disturbance to 1.69 aces, and require the use of construction equipment including back hoes, graders, and pavers.

The Bay Area Air Quality Management District requires analysis of construction impacts for hotels with 554 rooms, which is substantially larger than the proposed hotel. The project's construction emissions are estimated at 343.09 MT/yr (metric tons/year) CO_2e, as presented in Appendix E. Construction GHG emissions would be intermittent, temporary, and would end once the project is operational. Mitigation Measure Air Quality-1 has been included under Section III, Air Quality to mitigate impacts related to construction and would further minimize greenhouse emissions generated by construction of the proposed project. Therefore, construction of the project would have less than significant impacts due to the generation of GHGs.

Operational Greenhouse Gas Emissions

In the greenhouse gas operational screening thresholds contained in the BAAQMD's 2010 CEQA Guidelines, hotels with more than 83 rooms require an analysis of greenhouse gas emissions. Emissions are considered to be significant under these Guidelines if the emissions generated by a project exceed 1,100 MT/yr of CO_2e.

The project would result in total operational CO_2e emission of 1,133.71 MT/yr based on modeling using CalEEMod if no mitigation measures are included in the project (see discussion under Construction Greenhouse Gases for more information on this model).

Table 5: Project Greenhouse Gas Emissions by Source (Unmitigated)**

	Total CO_2	CH_4	N_2O	CO_{2e}
Area	0	0	0	0
Energy	322.77	0.01	0.01	324.76
Mobile	770.15	0.04	*0*	770.88
Waste	13.45	0.79	*0*	30.14
Water	5.21	0.09	*0*	7.93
Total	***1,111.58***	***0.93***	***.01***	***1,133.71***

*In Metric Tons per Year
**Does not include a credit for existing emissions
Source: CALEEMD Model

The following table shows the difference between the total emissions generated by a restaurant use on the site and the total emissions generated by the proposed project and the net new emissions (with no mitigation measures included in the project).

Table 6: Existing and Proposed Total Greenhouse Gas Emissions (Unmitigated)*

	CO_2	CH_4	N_2O	CO_{2e}
Existing Restaurant	556.92	0.23	0	563.23
Proposed Hotel Project	1,111.58	0.93	0.01	1,133.71
Change	***554.66***	***0.7***	***.01***	***570.48***

*In Metric Tons per Year
Source: CalEEMod Model

The proposed project will result in the intensification of an urban property which is located in close proximity to services and public transit. With no mitigation measures included in the project, estimated emissions exceed the threshold established by the BAAQMD in the 2010 CEQA Guidelines by 33.71 MT of CO_2e per year. As part of the project application, the Applicant has indicated that they will include "green" features in the project. These features include low emitting project materials, green cleaning products, ensure recycling of construction material, ensure recycling and composting of operational related waste, use water efficient fixtures and other features designed to minimize the projects impact on the environment.

In order to reduce CO_2e emissions below the established threshold, the following mitigation measure has been included. Implementation of this mitigation measure will also ensure that the proposed project does not conflict with implementation of AB 32 and/or the 2010 Clean Air Plan and that GHG emissions from project operation are reduced to a less than significant level.

Mitigation Measure GHG-1: The project Developer shall incorporate the following measures into the final project design of the TownePlace Suites project. Prior to issuance of a Building Permit, the Developer shall provide written proof to the Community Development Department which indicates how the final project design complies with the following measures, to the satisfaction of the Community Development Director:

- Recycle/reuse demolition materials (as required by Chapter 15.44 of the Municipal Code);
- Prepare and submit for City review a plan to operate a shuttle service or contract with a shuttle service provider to provide shuttle services between the hotel, the San Francisco International Airport, local businesses and transit hubs
- Design project to exceed Title 24 requirements by 20%;
- Install Low Flow shower heads and toilets in all guest rooms and public restrooms;
- Install water efficient irrigation;
- Use green cleaning products; and
- Incorporate recycling and other measures to reduce total solid waste generation by 25%.

With implementation of the above mitigation measure, total greenhouse gas emissions generated by this project will be less than the threshold established by the BAAQMD as shown on the following table.

Table 7: Total Project Greenhouse Gas Emissions with Mitigation

	Total CO_2	CH_4	N_2O	CO_{2e}
Area	0	0	0	0
Energy	289.28	0.01	0.01	291.07
Mobile	656.33	0.03	*0*	656.97
Waste	10.09	0.60	*0*	22.60
Water	4.66	0.08	*0*	7.08
Total	***960.36***	***0.72***	***.01***	***977.12***

As shown on Table 7 above, with implementation of Mitigation Measure GHG-1 (which reduces vehicle trips, water usage and energy demands for the proposed hotel) the proposed project will generate 977.12 MT/YR of CO_2e and therefore will not generate emissions above the established threshold of 1,100 MT/YR of CO_2e.

Conclusion

The proposed project represents smart growth in that it is located in an existing urbanized area. The site can be accessed via public transit and the airport shuttle system which is included in the project description. The proposed project will intensify an existing, developed site and will focus development in an area surrounded by high employment and other services. With implementation of the above Mitigation Measure GHG-1, the proposed project will not conflict with any adopted plans which aim to reduce greenhouse gas emissions and emissions generated by construction and operation of the proposed project will be reduced to a less than significant level.

VIII. Hazards and Hazardous Materials

The project site is currently developed with a restaurant building. Pursuant to Government Code Section 65962.5, the site is not located on a hazardous waste and substance site. The project is not on or near any sites which are listed on the California Department of Toxic Control's Hazardous Waste and Substances Site List (Cortese List) or by the San Francisco Regional Water Quality Control District.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	6
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?	☐	☒	☐	☐	6
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	1, 3
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?	☐	☐	☐	☒	3,16

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would 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 result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1,17,18
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?	☐	☐	☐	☒	1,17,18
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	4,6
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?	☐	☐	☐	☒	1,4

Potential On-Site Sources of Contamination

No transportation or emission of hazardous materials is expected to occur as a result of the project. Small quantities of hazardous materials including pesticides, fertilizers and cleaning materials are expected to be used on site. Federal, State and local regulations are currently in place which control the use and storage of hazardous materials. Because only small quantities of these materials are expected to be used on the site and because the project would be required to comply with all applicable existing regulations concerning hazardous materials, the project would not represent a significant hazard to the public or environment.

In order to construct the proposed project, the existing site including the building, landscaping and hardscape will need to be demolished and removed from the site. The existing building and site were constructed in 1984 after asbestos and lead paint was banned in the United States. Other hazardous waste may be generated during demolition of the site, including fluorescent light tubes or bulbs, solvents and mercury switches. The State of California requires the recycling of these materials in accordance with California's Universal Waste Rule and the California Code of Regulations and the project will be required to conform to these regulations. There is the potential, however, that hazardous materials could be discovered on the site during demolition of the existing building and construction and this could pose a risk to construction workers and others in the vicinity of the site. In order to reduce the potential for construction workers and others to encounter hazardous materials, the following mitigations measure is included to reduce these impacts to a less than significant level. Construction of the site is also required to conform to all applicable federal and state regulations with regards to the use and storage of hazardous materials on-site.

> **Mitigation Measure Hazards-1:** Each contractor working at the site shall prepare a health and safety plan (HSP) that addresses the safety and health hazards of each phase of site operations that includes the requirements and procedures for employee protection.

There is the potential that unknown contamination, due to the fact that the site is comprised of fill material of an unknown origin, could occur on the property. Contamination, as a result of these fill materials, could result in soil or possible groundwater contamination which would be disturbed by the proposed project. In order to ensure that no hazards exist, with respect to soil or groundwater contamination, the following mitigation measure has been included which requires soil testing and remediation if contaminated soil is found. Compliance with this mitigation measure will ensure that impacts associated with contamination are reduced to a less than significant level.

> **Mitigation Measure Hazards – 2**: Prior to excavation or earthworking activities, the applicant shall use reasonable means to determine the presence of soil and/or groundwater contamination associated with fill materials present on-site and potential for aerially-deposited lead in soil in proximity to SR 92. Those reasonable means may consist of soil and/or groundwater sampling, and/or conducting a Phase I ESA (for those

areas for which a Phase I ESA has not been prepared) and, if necessary, a Phase II ESA in accordance with the most recent ASTM International Standard. A qualified environmental professional (e.g., Professional Geologist, Professional Engineer) shall complete these investigations with oversight from a regulatory agency (e.g., SMCEHD). Where the results of the studies indicate that soil and/or groundwater contamination is present, any necessary remediation shall be conducted. The findings of the investigation(s) shall be documented in a written report and shall be submitted to the regulatory oversight agency and the City.

Airport Land Use Plan

The proposed project is located near the San Carlos Airport and the San Francisco International Airport (SFO).The project site is not located near any private use airstrips.

The project site is located within Area A of the Airport Influence Area Boundary for the San Carlos Airport. This requires notification to the Airport Land Use Commission of certain types of projects as well as real estate disclosure requirements.

The project site is located within Area A of the Airport Influence Area for the San Francisco Airport (SFO) as noted in the Airport Land Use Plan for the Environs of the San Francisco Airport which requires real estate disclosure of the airport. The project site is located within the approach area to SFO and the highest obstruction permitted within this area is 700 feet. The proposed building height of the project is 59 feet above grade and therefore is consistent with this requirement. Additionally, the proposed project will not include any uses, such as blinking lights or highly reflective materials, that would cause a hazard to air navigation.

Emergency Response

Adequate emergency access will be provided in the area through the existing roadway network. The proposed project involves redevelopment of an existing developed parcel in an urbanized area which is served by an existing Fire Station (located at 1040E. Hillsdale Boulevard). The project will not interfere with any major roadways or evacuation of the City. The proposed project does not conflict with the Safety Element of the Foster City General Plan.

Conclusion

With the inclusion of Mitigation Measures Hazards 1 and 2, as noted above, the proposed project would result in less than significant impact related to hazardous materials. The proposed project would not interfere with any emergency response plan or evacuation plan.

IX. Hydrology and Water Quality

The project site is relatively flat and is developed with a one-story building, parking area and landscaping. During storm events, stormwater will be directed to storm drains on the project site. Stormwater is then directed via the City's storm system into the Foster City Lagoon System which eventually drains to the Bay.

Foster City Lagoon

The Foster City Lagoon is part of the City's storm water management system and is used as a retention basin and to buffer the effects of large storms. Two diesel-powered pumps lower the water level of the lagoon in anticipation of large storms and/or during the wet weather season. Foster City routinely lowers the water level to provide reserve storage capacity in the event of a storm. The pumps that regulate water levels in the lagoon are maintained and operated on a regular basis to ensure their continued operation in the event of an emergency.

Federal Emergency Management Agency

According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area (map date October 16, 2012), the site is located within Zone X (or outside of a special flood hazard area). Zone X is further defined by FEMA as "base floodplains of lesser hazards, such as areas protected by levees from 100-year flood."

Water Quality

Water quality in California is regulated by the United States Environmental Protection Agency's (EPA) National Pollution Discharge Elimination System (NPDES) which controls the discharge of pollutants to water bodies from point and non-point sources. In the San Francisco Bay Area, this program is administered by the San Francisco Bay Area Regional Water Quality Control Board (RWQCB). The RWQCB has the authority to regulate stormwater discharges from municipal storm sewer systems, industrial processes and construction sites that disturb an area larger than one acre. The RWQCB issued a municipal NPDES permit to the City/County Association of Governments of San Mateo County (of which the City of Foster City is a member). The City of Foster City is required to comply with the provisions of the NPDES permit by ensuring that applicable projects reduce water quality impacts to stormwater runoff during construction and operation of the project.

A potential impact to water quality is from non-point sources of water pollution. Non-point source (NPS) pollution, unlike pollution from industrial and sewage treatment plants, comes from many diffuse sources. NPS pollution is caused by rainfall moving over and through the ground surface. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, creeks, wetlands, coastal waters, and

underground sources of drinking water. These pollutants include, but are not limited to fertilizers, herbicides, insecticides, oil, sediment from construction sites, eroding creek banks and pet waste.

The project will disturb more than one acre of land during construction (the project site is 1.69 acres) and therefore will be required to file a Notice of Intent (NOI) with the Water Quality Control Board to be covered under the State of Water Resources Control Board NPDES Construction General Permit for discharges of stormwater related to construction activities. In accordance with Water Quality Order 2009-0009-DWQ, the Applicant will be required to implement control measures consistent with the Construction General Permit, implement a Stormwater Pollution Prevention Plan (SWPPP) and include Best Management Practices in the project design.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐	4,6,23
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)?	☐	☐	☒	☐	4,6,23

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☐	☒	☐	4,6,23
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?	☐	☐	☒	☐	4,6,23
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐	4,6,23
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐	1, 3
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?	☐	☐	☐	☒	1,4,6

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	1,4,6
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?	☐	☐	☒	☐	1,4,6
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1,4,15

The project site is currently developed with one building, a parking lot and landscaping. The proposed project includes the demolition of the existing building and improvements on-site. The site will then be developed with one five-story hotel building, a parking lot and landscaping. Once complete, approximately 79.5% of the site will be impervious (landscaping will comprise 20.5% of the site). Implementation of the proposed project would result in the disturbance of most of the site, which is approximately 1.69 acres, or 73,881 square feet. As a result, the project would disturb a site greater than one acre and would be required to comply with the State of California General Construction Permit. The project site is also greater than 10,000 square feet, and therefore would be required to comply with the Municipal Regional Stormwater NPDES Permit.

Impervious Surfaces

The following table provides a comparison between existing conditions and the proposed project:

Table 8: New and Proposed Pervious and Impervious Surfaces

	Existing Conditions (sq. ft.)	%	Proposed Conditions (sq. ft.)	%	Difference (sq. ft.)	%
Building Footprint	10,883	14.7	14,810	20	3,927	5.3
Parking Area	41,476	56.1	35,980	48.8	-5,496	-7.3
Sidewalks, Patios, Paths and other paving	5,984	8.2	7,922	10.7	1,938	2.5
Landscaping	15,538	21.0	15,169	20.5	-369	-.05
Total	**73,881**	**100**	**73,881**	**100**	**n/a**	**n/a**
Impervious Surfaces	58,343	79.0	58,712	79.5	369	.05
Pervious Surface	15,538	21.0	15,169	20.5	-369	-.05
Total	**73,881**	**100**	**73,881**	**100**	**n/a**	**n/a**

Construction Impacts

Construction of the proposed project would require demolition, paving, grading, and fill of the site. Construction activities would temporarily increase the amount of unconsolidated materials on-site, and grading activities could increase sedimentation that could be carried into the stormwater system.

The following mitigation measure would reduce construction impacts related to water quality to a less than significant level.

> **Mitigation Measure Hydrology-1:** Consistent with the requirements of the statewide Construction General Permit, the project applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential adverse impacts to surface water quality during the project construction period. The SWPPP shall be designed to address the following objectives:
>
> 1. All pollutants and their sources, including sources of sediment associated with construction, construction site erosion and all other activities associated with construction activity are controlled;
> 2. Where not otherwise required to be under a Regional Water Board permit, all non-stormwater discharges are identified and either eliminated, controlled or treated;
> 3. Site Best Management Practices (BMPs) are effective and result in the reduction or elimination of pollutants in stormwater discharges and authorized non-stormwater discharges from construction activity to the Best Available Technology and Best Conventional Technology (BAT/BCT) standard; and

4. Stabilization BMPs installed to reduce or eliminate pollutants after construction is completed.

The SWPPP shall be prepared by a Qualified SWPPP Developer. The SWPPP shall include the minimum BMPs required for the identified Risk Level. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association Stormwater Best Management Handbook-Construction or the Caltrans Storm Water Quality Handbook Construction Site BMPs Manual.

The SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations, and as appropriate, depending on the project Risk Level, sampling of the site effluent and reviving waters. A Qualified SWPPP Practitioner (QSP) shall be responsible for implementing the BMPs at the site. The QSP shall also be responsible for performing all required monitoring, the BMP inspection, maintenance and repair activities.

Operational Impacts

The proposed project would intensify the site by changing it from a 9,600 square foot restaurant to a 121 room hotel. Increased traffic to and from the site is anticipated and could result in an increase in the discharge of pollutants (suck as fuel leaks, brake dust and exhaust emissions) and sediment runoff.

As shown in Table 8, the proposed project will result in a slight increase in the amount of impervious surfaces over the exiting conditions. As shown in this table, the amount of impervious surface on the site will increase by 369 sq. ft. (or 0.5% of the site).

In plans submitted to the City, the Applicant has indicated that stormwater and runoff on the site will be directed into various drainage zones. Stormwater will then be directed into catch basins and flow-through planter areas. The project would also employ other best management practices to reduce stormwater runoff and improve water quality.

Prior to the issuance of a Building Permit, standard conditions of approval will be applied to this project that require the developer to submit a hydrology/hydraulic analysis of the existing system. The analysis will verify that the drainage infrastructure is adequate to receive and convey runoff from the project site. The Applicant will also be required to make any improvements that are necessary to support the project including the clean-out of the existing storm drain system if necessary Prior to approval of a grading permit, the Foster City Public Works Department will review the analysis and the design of the drainage system to ensure that the proposed storm drainage system would be adequate to convey runoff under the proposed setting.

Construction of the project is subject to the provisions of the General Construction Permit and the Regional Stormwater NPDES Permit. In order to ensure that the project complies with these Permits, the following mitigation measure has been included and will reduce operational impacts related to water quality to a less than significant level.

> **Mitigation Measure Hydrology-2**: The project sponsor shall fully comply with the C.3 provisions of the Municipal Regional Stormwater 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 the project. These features shall be included in the design-level drainage plan and final development drawings. 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 Prevention Program, as outlined in the December 2001 C.3 Stormwater Technical Guidance Manual (or updated version), shall be incorporated into project designs. Low Impact Development features, including rainwater harvesting and reuse, and passive, low-maintenance BMPs (e.g. grassy swales, porous pavements) are required under the MRP. 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 that includes annual inspections of any stormwater 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.
>
> Both the SWPPP and drainage system maintenance plan must be approved by the City prior to approval of the grading plan.

Once the project is complete, the Applicant will be required to complete a post-construction survey on the existing storm drain system. Any necessary repairs or cleaning resulting from the construction of the project will be required to be completed prior to Final Building Inspection.

Flood Hazard

As previously discussed, the project site is located within Area X and is therefore outside of a special flood hazard area as defined by the Flood Insurance Rate Map. Therefore, the project would not place any structures within a 100-year Floor Zone.

Previously, the site could have been subjected to inundation in the event of a catastrophic failure of the Lower Crystal Springs Dam (owned by the City and County of San Francisco).

Several maps still show the City within the inundation area for Crystal Springs. The City and County of San Francisco, however, just completed a retrofit of the Dam to raise the total height o the dam by 9 feet. Earthquake retrofitting was also completed and therefore, failure of the dam is unlikely to occur. Therefore, there is a less than significant impact with respect to dam failure.

Seiche, Tsunami amd Mudflows

Although the site is located near a body of water, the area is not considered to be at risk for a seiche or tsunami.[5] The risk of a potential mudflow is considered low since the site and area are generally flat and no historic mudflows or landslides have been identified on the site or in the area.

Sea Level Rise

The San Francisco Bay Conservation and Development Commission estimates that the project site could be subjected to a sea level rise of approximately 16 inches by 2050[6]. Foster City is located approximately 7 feet NGVD (National Geodetic Vertical Datum, a measurement showing the elevation of the City above sea level) and an extensive levee system protects Foster City from tidal action of the San Francisco Bay. The existing Foster City levees, with an elevation of approximately 10 feet NGVD or higher, would be expected to provide adequate protection from sea level rise.

Conclusion

The proposed project includes the demolition of the existing building, parking lot and landscaping onsite, and will result in the construction of a new hotel building with paving and landscaping. As required by Mitigation Measures Hydrology 1 and 2, the developer will prepare a SWPPP to minimize water quality impacts through the use of Best Management Practices, which will limit construction and post-construction runoff from the site. Additionally, as a standard project condition of approval, the developer will be required to prepare a sewer flow projection study and a hydraulic capacity study to verify that the existing sewer system is sized to meet the projected increase in wastewater generation on the site. The project will not result in significant impacts to the availability or quality of groundwater. Therefore, with implementation of the mitigation measures and the City's standard conditions of approval, potential impacts to hydrology and water quality will be less than significant.

[5] San Mateo County Hazard Maps – Tsunami (dated April 2006)
[6] SFBCDC, Shoreline Areas Potentially Exposed to Sea Level Rise, dated 2002

X. Land Use and Planning

Foster City is a master planned community located on the San Francisco Peninsula. The City was constructed on former marshland and land dedicated to dairy farming and salt ponds by filing and compacting land to support a new community. The master plan envisioned distinct neighborhoods to allow for a variety of housing types, commercial, industrial and office development to support the new community.

The project site is located in the Vintage Park neighborhood. Vintage Park consists of 132 acres within the City and is primarily made up of office and research and development uses. Ancillary uses such as commercial (restaurants) and a hotel are also located in Vintage Park to support the businesses.

The project site is located within the Vintage Park Development Plan area which regulates 57 acres within Vintage Park. The Development Plan was adopted on April 19, 1984 and was last amended on March 1, 2010. The Development Plan allows development of up to 202,158 square feet of office space, 112,368 square feet of research and development space, a 354 room hotel of up to 283,531 square feet, 28,194 square feet of restaurant space and a one acre lake/open space.

The proposed project does include an amendment to this Development Plan (RZ-12-002) to allow a second hotel to be constructed and to reduce the amount of restaurant space allowed.

As previously discussed, the site is surrounded by a restaurant (Harry's Hofbrau) to the north, Vintage Park Drive and a hotel to the east, State Route 92 to the south and the Bridgepointe Shopping Center (in the City of San Mateo) to the west. The project site and the surrounding properties, in Foster City, have a General Plan Land Use Designation of Research/Office Park and a zoning designation of Commercial Mix/Planned Development.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	1,3,8,9

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☐	☒	☐	1,3,4,5
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	1, 4

The project site is a developed site and is located in a highly urbanized area within the City's Vintage Park neighborhood. The project boundaries are the same as the existing parcel and the site is located adjacent to an existing freeway, roadway and restaurant parcel and the project will not alter these boundaries.

The proposed project is consistent with the goals and policies of the Foster City General Plan. The proposed hotel use is consistent with the existing General Plan land use designation of Research/Office Park which allows for a wide variety of office and commercial uses. The proposed project will provide additional hotel rooms in the City to meet the needs of travelers as well as visitors to the surrounding businesses in Vintage Park and the surrounding area, consistent with LUC-19 of the General Plan. The proposed project does include a Development Plan Amendment/Rezoning to ensure that the proposed project is consistent with the Vintage Park Development Plan.

A habitat or natural community conservation plan has not been adopted for this area and therefore development on the project site would not be in conflict with an established plan.

Conclusion

Overall, with adoption of a Development Plan Amendment impacts to land use and planning would be less than significant as a result of this project.

XI. Mineral Resources

The project site contains no known mineral resources.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☐	☐	☒	1, 4
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?	☐	☐	☐	☒	1, 4cc

The project site is not located in an area of aggregate resources. The project site was formed when former marshland was compacted and filled to create Foster City. Therefore, the loss of mineral resources would not occur due to the proposed project.

Conclusion

No impacts to mineral resources are expected to occur as a result of this project.

XII. Noise

Major sources of noise on-site and in the project vicinity include noise generated by vehicles on State Route 92, which is located adjacent to the project site. Jet aircraft on approach to the San Francisco International Airport and parking lot activities and truck deliveries at the Bridgepointe Shopping Center are sources of ambient noise on the site.

A Noise Report was prepared for the project by Illingworth Rodkin (incorporated herein as Appendix B).

Existing Noise Environment

A noise monitoring survey was conducted in January 2013, by Illingworth Rodkin, to quantify existing noise levels at the project site. The survey included one long-term noise measurement made from the roof of the existing vacant restaurant building (Site LT-1) and a short-term noise measurement at the north end of the project site (ST-1). The predominant source of noise measured at the site was vehicular traffic along SR 92. Jet aircraft on approach to San Francisco International Airport, parking lot activities, and truck deliveries at the shopping center were also noted as sources of ambient noise.

The daily trend in noise levels affecting the project site was documented at Site LT-1. The noise measurement was made from the roof of the vacant restaurant building at the approximate setback and elevation of 3rd to 4th level guest rooms overlooking SR 92. The noise data collected between January 29, 2013 and January 31, 2013 revealed that hourly average noise levels typically ranged from 60 to 72 dBA L_{eq} at a distance of 145 feet from the center of SR 92. The day-night average noise level on Wednesday January 30, 2013 was 74 dBA.

Short-term noise measurement location ST-1 was at the north end of the site near the adjacent restaurant's parking lot. SR 92 traffic was also the predominant source of noise at this site. Vehicle traffic along Vintage Park Drive and Chess Drive, local vehicle circulation, conversations, and jet aircraft were at times audible above the SR 92 traffic noise. Noise levels were measured for a period of twenty minutes beginning at 11:50 AM on a weekday. The average noise level measured at this location was 59 dBA L_{eq}. L_{dn} noise levels at this position are estimated to be 63 dBA.

Significance Criteria

A significant impact would be identified for a proposed land use if it would be exposed to noise levels exceeding established guidelines or standards for noise and land use compatibility. The hotel project would result in a significant impact if:

- Interior noise levels attributable to exterior environmental noise exceed 45 dBA L_{dn} in any habitable room (as required by the 2010 California Building Code Chapter 12, Section 1207.11 and as stated in Chapter 6, Noise Element, of the Foster City General Plan)
- If the L_{dn} is between 60 to 75 dB for transient lodging, and no interior noise reduction measures are included in the project (Land Use Compatibility Standards in Chapter 6, Noise Element, of the Foster City General Plan)
- A substantial temporary noise level increase would occur where noise from construction activities exceeds 70 dBA L_{eq} and the ambient noise environment by at least 5 dBA L_{eq} at adjacent land uses in the project vicinity for a period of one year or more.

- Vibration levels generated during demolition or construction activities would be significant if they exceed 0.5 inches/second, peak particle velocity which could cause cosmetic or structural damage to adjacent buildings.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
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?	☐	☒	☐	☐	1,4,5,21
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1,4,5,21
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1,4,5,21
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1,4,5,21
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?	☐	☐	☒	☐	1,4,17,18, 21

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
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?	☐	☐	☒	☐	1,4,17,18, 21

Interior and Exterior Noise

Exterior noise levels throughout the project site would be greater than 60 dBA L_{dn} with the highest future noise exposures occurring at facades nearest SR 92. Future noise levels at these facades are calculated to reach 75 dBA L_{dn}. Interior noise levels would be expected to exceed 45 dBA L_{dn} without the incorporation of noise insulation features into the project's design.

Traffic data provided by Fehr & Peers Transportation Consultants was reviewed to calculate potential project-related traffic noise level increases along roadways serving the project site. This data included project trip assignment volumes at eight study area intersections. Roadway link volumes (the total volume of traffic along a roadway segment) for existing plus project conditions were calculated based on turning movement data and compared to existing conditions to calculate the anticipated noise level increase attributable to the project. The traffic noise increase attributable to the proposed project would be less than 1 dBA L_{dn} above existing traffic noise conditions without the project. Noise levels would not be noticeably or measurably increased as a result of the project and therefore, the project would have a less than significant impact on noise levels in the area.

Interior noise levels would vary depending on the design of the hotel building (relative window area to wall area) and construction materials and methods. Standard construction provides approximately 15 dBA of exterior to interior noise reduction assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. In exterior noise environments ranging from 60 dBA L_{dn} to 65 dBA L_{dn}, interior noise levels can typically be maintained below State standards with the incorporation of an adequate forced air mechanical ventilation system in each room allowing the windows to be closed. In the case of the proposed project where the noise environment is greater than 65 dBA L_{dn} , a combination of forced-air mechanical ventilation and sound-rated construction methods will be required to meet the interior noise level limit of 45 dBA L_{dn}.

The State of California establishes exterior sound transmission control standards for new hotels and motels in the 2010 California Building Code. Chapter 12, Section 1207.11 of the Building Code

limits interior noise levels attributable to exterior environmental noise sources to no more than 45 dBA L_{dn} in any habitable room. The Code further states that when noise levels (the higher of existing or future) exceed 60 dBA L_{dn}, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the noise limit. Preliminary plans indicate that the proposed hotel would be ventilated by a central heating and cooling system; therefore windows could be closed to control noise.

The following mitigation measures have been included to reduce impacts related to interior noise to a less than significant level.

Mitigation Measure Noise-1a: A qualified acoustical consultant shall review final site plan, building elevations, and floor plans prior to Building Permit submittal to calculate expected interior noise levels as required by State noise regulations. A project-specific acoustical analyses, as required by the California Building Code, shall confirm that the interior noise levels will be reduced to 45 dBA L_{dn} or lower. The specific determination of what noise insulation treatments are necessary will be conducted on a room-by-room basis. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the Building Inspection Division along with the building plans and approved prior to issuance of a building permit.

Mitigation Measure Noise-1b: Special building techniques (e.g., sound-rated windows and building facade treatments) will be required to achieve interior noise levels at or below acceptable levels. These treatments would include, but are not limited to, sound rated windows and doors, sound rated wall constructions, acoustical caulking, protected ventilation openings, etc. Preliminary calculations indicate that windows with a minimum Sound Transmission Class (STC)[7] rating of 30 to 35 will be needed in the guest rooms adjacent to SR 92 to maintain noise levels at or below 45 dBA L_{dn}.

Mitigation Measure Noise-2: The Building Permit plans shall show forced-air mechanical ventilation for all guest rooms, so that windows could be kept closed at the occupant's discretion to control noise.

[7] **Sound Transmission Class (STC)** A single figure rating designed to give an estimate of the sound insulation properties of a partition. Numerically, STC represents the number of decibels of speech sound reduction from one side of the partition to the other. The STC is intended for use when speech and office noise constitute the principal noise problem.

Construction

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams, pile drivers) are used. Construction activities include the demolition of existing structures, site improvements and landscaping and excavation, site preparation work, foundation work, and new building framing and finishing.

The California Department of Transportation uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec, PPV) to limit structural damage to buildings structurally sound and designed to modern engineering standards.

Table 9, below, shows the typical vibration levels that could be expected from construction equipment at a distance of 25 feet. Project construction activities such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity. Jackhammers typically generate vibration levels of 0.035 in/sec PPV and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet. Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Vibration levels from typical construction activities would be expected to be 0.2 in/sec PPV or less, below the 0.5 in/sec PPV significance threshold. Vibration generated by construction activities near the common property line would at times be perceptible, however, would not be expected to result in "architectural" damage to these buildings.

Table 9: Vibration Source Levels for Construction Equipment[8]

Equipment		**PPV at 25 ft. (in/sec)**	**Approximate L_v at 25 ft. (VdB)**
Pile Driver (Impact)	upper range	1.158	112
	typical	0.644	104
Pile Driver (Sonic)	upper range	0.734	105
	typical	0.170	93
Clam shovel drop		0.202	94
Hydromill (slurry wall)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drilling		0.089	87

[8] Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

Equipment	PPV at 25 ft. (in/sec)	Approximate L_v at 25 ft. (VdB)
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006.

The foundation for the hotel could be supported on driven piles. The nearest structure (the Harry's Hofbrau restaurant) is located about 50 feet north of the proposed hotel. Pile driving typically generates vibration levels of about 0.2 in/sec PPV, with maximum levels of up to about 0.4 in/sec PPV at a distance of about 50 feet. Vibration levels from pile driving would be below the 0.5 in/sec PPV significance threshold. Vibration generated by construction activities near the common property line would at times be perceptible, however, would not be expected to result in "architectural" damage to these buildings. Therefore, the project would have a less than significant impact on vibration to the surrounding area.

Noise generated by construction activities at the project site would exceed 70 dBA L_{eq} and the ambient noise environment by 5 dBA L_{eq}. Project construction activities are anticipated to be completed in approximately 12 months; therefore the ambient noise environment at adjacent receivers would not be substantially increased on a permanent basis.

Noise impacts resulting from construction depend on the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise sensitive receptors. Where noise from construction activities exceeds 70 dBA L_{eq} and the ambient noise environment by 5 dBA L_{eq} or more at nearby industrial office and commercial land uses for a period of more than one year, the impact would be considered significant.

Construction activities generate considerable amounts of noise, especially during the demolition phase and the construction of project infrastructure when heavy equipment is used. Table 10 presents the typical range of hourly average noise levels generated by different phases of construction measured at a distance of 50 feet. Hourly average noise levels generated by demolition and construction are about 77 dBA to 89 dBA L_{eq} measured at a distance of 50 feet from the center of a busy construction site. During impact pile driving, hourly average noise levels could reach 94 dBA L_{eq} at 50 feet. Maximum noise levels generated during demolition would typically range from 85 to 105 dBA L_{max} assuming the operation of jackhammers, hoe rams, or impact pile drivers. Construction generated noise levels drop off at a rate of about 6 dBA per doubling of distance between the source and receptor. Shielding provided by barriers or structures can provide an additional 5 to 10 dBA noise reduction at distant receivers.

Table 10: Typical Ranges of Noise Levels at 50 Feet from Construction Sites (dBA L_{eq})

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site.
II - Minimum required equipment present at site.
Source: United States Environmental Protection Agency, 1973, Legal Compilation on Noise, Vol. 1, p. 2-104.

Noise, particularly pile driving activities conducted for short periods, could sporadically disturb nearby businesses. However, it should be noted that construction-related noise levels would be temporary and would vary throughout the day and over the entire construction schedule, depending on the type of equipment in use at any one time and the distance to adjacent receptors.

The project is not considered to create a permanent source of noise because the construction period of the hotel is anticipated to last for less than one year. Standard project conditions of approval, require effective intake and exhaust mufflers on vehicles and equipment, require equipment to be located away from adjacent properties (where possible). Additionally Section 17.68.030, Noise, limits construction hours to between the hours of 7:30am – 8:00 pm on weekdays and between 9:00 am – 8:00 pm on weekends and legal holidays. This Section also states that noise associated with construction equipment is required to be less than 100 dB when measured at the property plane. Compliance with the noise ordinance will reduce impacts related to construction noise to a less than significant level.

Airport

The property is located within the Airport Influence Boundary for both the San Francisco Airport and the San Carlos Airport. The San Francisco Airport is located approximately 5.5 miles to the north and the San Carlos Airport is located approximately 3.5 miles to the south. Maximum instantaneous noise levels resulting from jet aircraft passing the site on approach to San Francisco International Airport were typically 57 to 63 dBA. Although aircraft noise from the San Francisco Airport can be heard on the project site, the project site is outside of the 65 CNEL

noise contour for the Airport.[9] Compliance with standard construction methods and Mitigation Measures Noise-1a, 1b and 2 will ensure that interior noise levels, resulting from the airports, would not be significant.

Conclusion

Adherence to the noise ordinance will assure that potential impact generated by construction noise are reduced to level below significance. Implementation of mitigation measure set forth above will assure that interior noise standard are achieved. Therefore, impacts from noise generated by the nearby SR 92 will have less than significant impacts on the proposed hotel.

XIII. Population and Housing

The City population as of January 1, 2012 was estimated by the State Department of Finance to be 30,895.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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)?	☐	☐	☐	☒	1,4,6
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1,4,6
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	1,4,6

[9] San Francisco Airport Noise Map Application

The site is developed with a restaurant building, and no housing exists on the site. Implementation of the proposed project would not displace housing units or people.

Approval of the Project would add 121 hotel rooms to the City intended for a temporary stay within the City. The Project site is located within a commercial area and is surrounded by commercial development.

Conclusion

Overall, no impacts with respect to population and housing are expected to occur as a result of this Project.

XIV. Public Services.

Fire Protection: The Foster City Fire Department provides fire protection services including fire suppression, fire prevention, education, inspection services and hazardous material control to the community.

Police Protection: The Foster City Policy Department provides 24-hour security patrols throughout the community in addition to crime prevention, crime suppression and traffic safety.

Schools: The San Mateo-Foster City School District provides educational services for elementary and middle school aged children in the City. The San Mateo Union High School District provides education services for high school aged children in the City.

Maintenance: Maintenance of public streets, roads and other governmental facilities are the responsibility of the Foster City Public Works Department.

Solid Waste Services: The City is a member of the South Bayside Waste Management Authority which contracts with private companies for the hauling and disposal of solid waste in the City. Currently, these services are provided by Recology.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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:					
Fire Protection?	☐	☐	☒	☐	2
Police Protection?	☐	☐	☒	☐	2
Schools?	☐	☐	☒	☐	2
Parks?	☐	☐	☒	☐	2
Other Public Facilities?	☐	☐	☒	☐	2

City Services

Construction of the proposed project would increase demand for fire and emergency services on the site. As part of Specific Development Plan/Use Permit and Building Permit Review of this project, specific fire protection requirements will be imposed to ensure compliance with the California Fire Code and to ensure adequate access to the site for fire protection to ensure that impacts are less than significant.

An increase in the demand for police services may occur as a result of the project. As part of the Specific Development Plan and Building Permit review process, specific security requirements will be imposed on the project to ensure compliance with applicable provisions of the Municipal Code (including but not limited to Chapter 15.28, Business and Residential Security). Incorporation of these measures will ensure that impacts are less than significant.

The proposed project is a hotel development and therefore will not increase the population in the City. The project will be required to pay the School Impact Fee which must be paid prior to Building Permit Issuance to offset any demand for schools generated by this project.

Approval of the project would increase the long-term maintenance demand for roads. However, the additional demands will be offset by payment of City impact fees and property tax revenues.

Solid Waste

Approval of the project would increase the generation of solid waste during demolition of the existing building, construction of the project and during the life of the building. The project will be required to provide adequate garbage and recycling facilities on the site in accordance with the Municipal Code and the City's garbage service (Recology) has reviewed and approved the proposed trash enclosure.

In accordance with Chapter 15.44, Recycling and Salvaging of Construction and Demolition Debris, of the Foster City Municipal Code, the developer will be required to divert a minimum of 50% of the debris generated during demolition and construction activities from the landfill.

Conclusion

The payment of City impact fees to offset increased demands to public services and solid waste generation, due to project development, will reduce impacts to levels below significance.

XV. Recreation

Nearby community and recreational facilities include: the Metro Center Park and the Leo J. Ryan Park as well as the Senior Center.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	1,2
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?	☐	☐	☐	☒	1, 2

The proposed project will not result in a permanent increase in the use of parks. The Hotel includes transient rooms which may not be used as rental apartments. As a result, there will be no impact on neighborhood or area parks.

Conclusion

Overall, no impacts to recreation are expected to occur as a result of this project.

XVI. Transportation/Traffic

The project site is located within an existing urbanized area. The site is connected to commercial uses, business and public transit through sidewalks and the existing roadway network.

A shuttle service has been included as a part of the project. The Applicant has indicated that a shuttle service will be provided which will shuttle patrons of the hotel from the hotel to the San Francisco International Airport, local businesses (such as VISA International, Gilead Sciences, etc.), restaurants and the Hillsdale Mall in San Mateo.

A Focused Transportation Analysis was prepared for a hotel and bakery project by Fehr and Peers (incorporated herein as Appendix C). The Analysis determined that the project would not significantly increase traffic in the area. The hotel project was also included in recent transportation impact analyses prepared for the Gilead Sciences Integrated Corporate Campus

Master Plan Environmental Impact Report (incorporated herein by reference and available for review at City Hall during normal business hours) and the General Plan Update (future anticipated project). Following completion of the Transportation Analysis, the project was modified to increase the number of hotel rooms and remove the bakery. In a memo dated May 3, 2013 and attached to the Transportation Analysis, Fehr and Peers determined that the revised project would generate fewer trips and therefore would not result in any impacts beyond what was discussed in the Transportation Analysis.

Existing Transportation Network

The project site is served by a number of regional freeways and sub-regional arterial and collector roadways including:

US 101 – A four-lane north-south freeway that connects Foster City to nearby cities such as San Francisco to the north and Palo Alto to the south. US 101 can be accessed from E. Hillsdale Boulevard and State Route 92 from the City.

State Route 92 – A four to six lane east-west freeway that connects Foster City with Half Moon Bay to the west and Hayward (via the San Mateo Bridge) to the east. Interchanges near the project site include Chess Drive and Foster City Boulevard/Metro Center Boulevard.

Chess Drive – This four to two lane road extends from Bridgepointe Parkway in San Mateo and connects with Foster City Boulevard.

Foster City Boulevard – This is a major arterial roadway in the City. The road extends from East Third Avenue to Beach Park Boulevard. This road provides access to east and west bound freeway ramps onto State Route 92.

Vintage Park Drive – This road is located adjacent to the project site and extends from Foster City Boulevard to Metro Center Boulevard.

East Third Avenue – This four-lane road extends in an east-west direction. US 101 can be accessed through an interchange at East Third Avenue in San Mateo.

East Hillsdale Boulevard – This four to six lane arterial runs in an east-west direction and connects Foster City with San Mateo.

Existing Transit Services

Caltrains – Caltrains operates a commuter rail train service between San Francisco and San Mateo and Santa Clara Counties. The closest station to Foster City is in San Mateo and connections to the station are provided by SamTrans.

Bay Area Rapid Transit (BART) – The closest BART station to the project site is located in Millbrae. BART operates trails from Millbrae to the San Francisco International Airport, San Francisco, Oakland, the East Bay and Richmond.

San Mateo County Transit (also known as SamTrans) – San Mateo County Transit District provides bus service to the communities in San Mateo County. There are several routes in Foster City. SamTrans operates Routes 251 and 359 near the project site. Route 251 provides a connection between the Hillsdale Shopping Center, the Hillsdale Caltrain station and the Bridgepointe Shopping Center in San Mateo. The nearest Route 251 stop to the project site is located on Bridgepointe Parkway, approximately 0.3 miles west of the site. Route 359 provides service from the East Foster City Area to BART and Caltrain connections at the Millbrae Intermodal Station (serving BART and Caltrain) during weekday commute hours. The nearest Route 359 stop to the project site is located on Fashion Island Boulevard and Mariners Island Drive, approximately 0.6 miles west of the site.

Redi-Wheels – Redi-Wheels is a bus service which will pick up and drop off a qualified person at a desired location, by appointment. Redi-Wheels is available for people who have a disability or heath related condition and are unable to board a regular bus or are unable to get to a bus stop.

BART/Caltrain Shuttle - The North Foster City Shuttle provides service operated by the Peninsula Traffic Congestion Alliance between the Millbrae Intermodal Station and businesses and office buildings in the North Foster City Area during commute hours, Monday through Friday. It stops at the Chess Drive and Bridgepointe Parkway, approximately 0.2 miles west of the project site.

Caltrain Shuttles - The Peninsula Traffic Congestion Relief Alliance operates two other shuttle buses during weekday commute hours: Lincoln Centre Shuttle and Mariners Island (PCA) Area Shuttle. The Lincoln Centre Shuttle runs between the Hillsdale Caltrain Station and businesses in the Lincoln Centre Area in North Foster City, whereas the Mariners' Island Area Shuttle provides service between the Hillsdale Caltrain Station and businesses in the San Mateo and Foster City border areas. The Lincoln Centre Area Shuttle stops on Chess Drive just east of Foster City Boulevard and the Mariners Island Area Shuttle stops at Vintage Park Drive and Chess Drive.

Trip Generation

The proposed project is expected to generate 68 am peak hour trips (41 in and 27 out) and 71 pm peak hour trips (38 in and 33 out). The existing restaurant building (if occupied) would generate 8 am peak hour trips and 73 pm peak hour trips. The proposed project is expected to generate 60 more am trips and 2 fewer pm trips over the previous use of the building.

Study Intersections

The following intersections were studied as part of the Focused Transportation Analysis:

1. Baker Way/State Route 92 (SR 92) Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway (intersection is in San Mateo)
2. Vintage Park Drive and Chess Drive
3. SR 92 Westbound Ramps and Chess Drive
4. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard
5. Edgewater Boulevard and Metro Center Boulevard
6. Vintage Park Drive and Metro Center Boulevard
7. Metro Center Boulevard and Shell Boulevard
8. Metro Center Boulevard and SR 92 eastbound ramps

Study Freeway Segments

The following freeway segments were studied as part of the Focused Transportation Analysis:

A. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard
B. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard
C. SR 92, east of Foster City Boulevard

Intersection Level of Service Analysis – Existing Conditions

The following table summarizes peak hour Levels of Service (LOS) at the study intersections under existing conditions. Under existing conditions, all intersections are currently operating at an LOS of D or better.

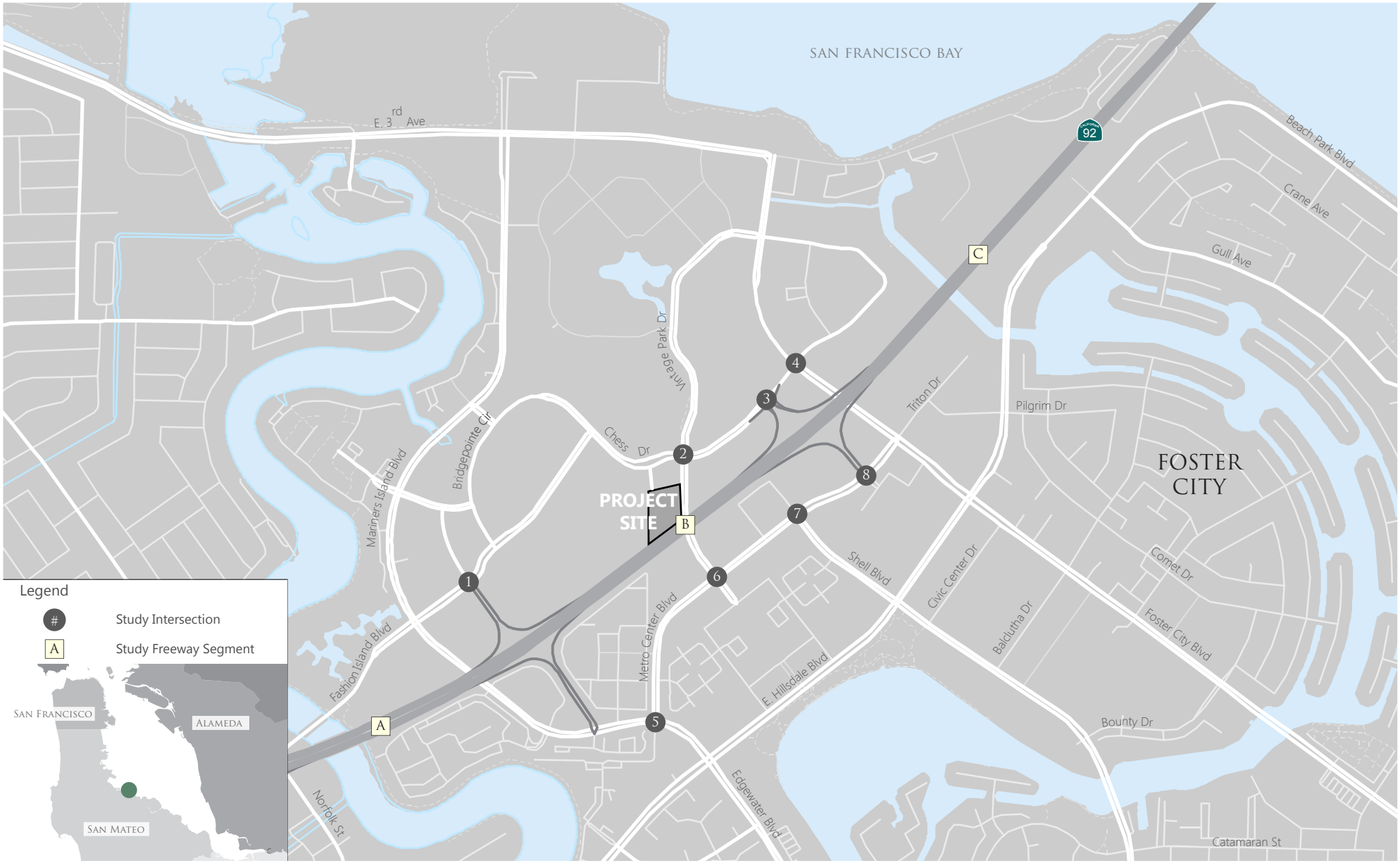
Table 11: Existing Intersection Levels of Service

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay[1]	LOS
1. Baker Way/SR 92 Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway[2]	Signal	17	B	20	C
2. Vintage Park Drive and Chess Drive	Signal	25	C	35	D
3. SR 92 Westbound Ramps and Chess Drive[3]	Signal	11	B	21	C
4. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard	Signal	16	B	18	B
5. Edgewater Boulevard and Metro Center Boulevard	Signal	16	B	17	B
6. Vintage Park Drive and Metro Center Boulevard	Signal	20	B	21	C
7. Shell Boulevard and Metro Center Boulevard	Signal	17	B	23	C
8. SR 92 Eastbound Ramps and Metro Center Boulevard[3]	Signal	15	B	19	B

1. The delay is the weighted average for all movements in seconds per vehicle
2. Intersection in San Mateo
3. Intersection analyzed using the VISSIM microsimulation model

Study Freeway Segments – Existing Conditions

The following table summarizes peak hour freeway segment Levels of Service (LOS) under existing conditions. Under existing conditions, all intersections are currently operating at an LOS of E or better.



N

Not to Scale

STUDY INTERSECTIONS AND FREEWAY SEGMENTS

FIGURE 1

FEHR & PEERS

SF13-0663 Chess Drive Hotel\Graphics

Table 12: Existing Freeway Segment Levels of Service

Segment	CMP LOS Standard	Peak Hour	Direction	Volume[1]	LOS
A. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	E	AM	Eastbound	5,634	D
			Westbound	5,930	D
		PM	Eastbound	6,400	E
			Westbound	5,658	C
B. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	E	AM	Eastbound	4,199	C
			Westbound	5,643	C
		PM	Eastbound	5,676	C
			Westbound	4,475	C
C. SR 92, east of Foster City Boulevard	E	AM	Eastbound	2,590	B
			Westbound	5,601	D
		PM	Eastbound	5,108	D
			Westbound	2,806	B

* Volumes presented are passenger-car equivalents.

Intersection Level of Service Analysis – Cumulative Conditions

The following table summarizes peak hour levels of service at the study intersections under cumulative conditions. Cumulative conditions include all projects recently approved or anticipated in the future.

Table 13: Cumulative Intersection Level of Service

Intersection	Control	AM		PM	
		Delay[1]	LOS	Delay	LOS
1. Baker Way/SR 92 Westbound Ramps and Fashion Island Boulevard/ Bridgepointe Parkway[2]	Signal	17	B	23	C
2. Vintage Park Drive and Chess Drive	Signal	26	C	49	D
3. SR 92 Westbound Ramps and Chess Drive[3, 4]	Signal	20	C	**84**	**F**

Intersection	Control	AM		PM	
		Delay[1]	LOS	Delay	LOS
4. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard	Signal	20	B	20	C
5. Edgewater Boulevard and Metro Center Boulevard	Signal	19	B	24	C
6. Vintage Park Drive and Metro Center Boulevard	Signal	22	C	24	C
7. Shell Boulevard and Metro Center Boulevard	Signal	19	B	30	C
8. SR 92 Eastbound Ramps and Metro Center Boulevard[3]	Signal	18	B	22	C

Notes: **Bold** = Unacceptable operations, SSS = Side-street stop, AWS = All-way stop

1. For signalized and all-way stop controlled intersections, the delay shown is the weighted average for all movements in seconds per vehicle. For side-street stop controlled intersection, the delay shown is the worst-operating approach delay.
2. Intersection in San Mateo.
3. Intersection analyzed using the VISSIM microsimulation model.
4. Foster City General Plan Land Use and Circulation Policy LUC-50 states that it will be necessary to accept LOS E or F at this intersection.

Freeway Segment Level of Service Analysis – Cumulative Conditions

The following table summarizes peak hour levels of service at the freeway segments under cumulative conditions. Cumulative conditions include all projects recently approved or anticipated in the future.

Table 14: Cumulative Freeway Segment Level of Service

Segment	CMP LOS Standard	Peak Hour	Direction	Capacity[1]	Chess Drive Hotel		Cumulative	
					Project Trips	Percent of Capacity	Volume[2]	LOS
A. SR 92, between US 101 and Mariners Island Boulevard/ Edgewater Boulevard	E	AM	EB	6,900	33	0.5%	**6,911**	**F**
			WB	8,050	23	0.3%	7,450	E
		PM	EB	6,900	32	0.5%	**7,367**	**F**
			WB	8,050	26	0.3%	7,311	E
B. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	E	AM	EB	8,050	22	0.3%	5,226	C
			WB	8,050	23	0.3%	7,087	D
		PM	EB	8,050	22	0.3%	6,555	D
			WB	8,050	26	0.3%	5,871	D
C. SR 92, east of Foster	E	AM	EB	6,900	6	0.1%	3,205	B

					Chess Drive Hotel		Cumulative	
City Boulevard			WB	6,900	8	0.1%	**7,216**	**F**
		PM	EB	6,900	7	0.1%	6,137	E
			WB	6,900	8	0.1%	3,871	C

Notes: **Bold** indicates locations where segment operations exceed CMP thresholds

1. Freeway capacities are as follows: 2,300 vehicles per mainline lane and 1,150 vehicles per auxiliary lane. Segments with a capacity of 6,900 vehicles have three mainline lanes; segments with capacities of 8,050 have an additional auxiliary lane.
2. Volumes presented are passenger-car equivalents.

Thresholds of Significance

The Foster City General Plan Policy LUC-50 in the Land Use and Circulation Element requires intersections to strive for an LOS of D or better during peak traffic hours. A LOS of E or F may be acceptable at the Chess Drive/SR-92, Foster City Blvd./Metro Center Blvd./Triton Drive and East Hillsdale Blvd./Edgewater Blvd. intersections.

Foster City is a member of the San Mateo County City/County Association of Governments (C/CAG). The C/CAG Congestion Management Plan establishes the Level of Significance of E for freeway segments. A project can exceed the LOS established for a Freeway segment if the proposed project generates less than one percent of the freeway segments capacity.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☐	☒	☐	1,2,4,5,6,22

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☐	☒	☐	1, 2,7
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?	☐	☐	☐	☒	1,17,18
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐	1,2,6
e) Result in inadequate emergency access?	☐	☐	☒	☐	1,2,6
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒	1,2,4,5

The project would result in 88 more am trips than the previous Black Angus restaurant generated (which was not open for breakfast). This number is low because a restaurant could have operated out of the space, by right, which served breakfast. In the pm, the proposed hotel is projected to generate 26 more peak trips than the previous restaurant. Therefore, the proposed project is not anticipated to significantly increase trips on the roadway compared to the existing land use on the project site.

As noted in Table 12, the State Route 92 Westbound Ramp at Chess Drive is anticipated to operate at a LOS of F in the pm once all of the approved and anticipated projects (identified in

the Gilead Sciences Master Plan Environmental Impact Report) are constructed. The proposed project will only comprise a small portion of the total vehicle trips through this intersection. The Foster City General Plan allows this intersection to operate at a LOS of F.

The proposed project is not considered to be a significant project because it will generate less than 100 peak hour trips, in accordance with the C/CAG Congestion Management Plan. The project involves the redevelopment of an existing site and the proposed project is consistent with the existing General Plan Land Use Designation of Research/Office Park.

As shown in Table 12, two of the freeway segments studied in the Analysis are anticipated to operate at an LOS of F in the future. The proposed project, however, is anticipated to create less than 0.5 percent of the overall capacity of the freeway. The C/CAG Congestion Management Plan states that projects are significant if new trips generated by the project are greater than one percent of the freeway capacity, if the segment will operate at a LOS of F. In this case, the proposed project will add 33 trips or less per hour to the freeway segments which is less than one percent of the segment's capacity. Therefore, the impact to traffic is less than significant.

The Project site is located within Area A of the Airport Influence Area Boundary for the San Carlos Airport which requires real estate disclosure. The project site is also located within Area A of the Airport Influence Area for the San Francisco International Airport (SFO) which also requires real estate disclosure of the airport. The project site is located within the approach area to SFO and the highest obstruction permitted in this area is 700 feet. The height of the proposed building is 59 feet above grade and therefore will not interfere with this requirement.

Approval of the project would result in the construction of a new project with a new internal circulation system. The site plan has been reviewed by the Fire Department, Police Department and the Public Works Department to ensure that no hazards exist and that adequate access will be provided to the site by the project's access point.

The project site is located in close proximity to a SamTrans bus stop which can be accessed via the sidewalks adjacent to and around the Project site. The bus system can then be used to travel to various parts in the City as well as cities in San Mateo County. No changes to the public transportation system will be required to accommodate this project. Additionally, the proposed project will include 16 bicycle stalls, consistent with Section 17.62.060.C.3 of the Municipal Code and General Plan policies LUC-59 and LUC-60. Therefore, no impacts are anticipated. Additionally, as proposed by the Developer, the project will include a guest shuttle to transport guests to and from the hotel from the San Francisco International Airport as well as transportation to local business and shopping destinations.

Conclusion

The proposed project includes a shuttle service to transport guests to and from the San Francisco International Airport, local businesses, restaurants and the Hillsdale Mall in San Mateo. The site is located within a highly urbanized area and high employment centers (which may utilize this hotel), restaurants and other services are located within close walking distance of the hotel. The project will generate less than 100 peak hour trips. Therefore, impacts related to traffic are considered to be less than significant for this project.

XVII. Utilities and Service Systems

Water Supply

Water is provided to residents and businesses in the City through the Estero Municipal Improvement District (EMID). EMID obtains potable water from the San Francisco Public Utilities Commission (SFPUC). This supply is predominantly obtained from the Sierra Nevada Mountains, delivered through the Hetch Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watersheds and facilities in Alameda and San Mateo Counties.

EMID currently owns and operates four water storage tanks to serve the District during emergencies and peak demand periods. Three of the tanks have a storage capacity of 4 million gallons of water and one tank has a capacity of 8 million gallons, for a total storage capacity of 20 million gallons of treated water. A booster pump station is used to pump water from the storage tanks into the distribution system.

Wastewater

The wastewater collection and treatment system serving the project site is owned by EMID and operated by the Sewer Division of the Foster City Public Works Department. The Sewer Division operates and maintains more than 51 miles of pipelines and 49 lift stations to ensure that the approximately 3 million gallons of wastewater that Foster City homes and businesses generate each day is pumped to the jointly-owned San Mateo Water Quality Treatment Control Plant (SMWQCP) in San Mateo for treatment. Wastewater is treated using mechanical, biological and chemical processes before it is discharged into the San Francisco Bay.

Solid Waste

Assembly Bill 939 and Senate Bill 1016 requires Cities to reduce garbage levels to less than 50 percent of the waste that was sent to landfills in 1989 (based on population rates and disposal tons). As of 2011, Foster City was in compliance with this mandate.

Foster City is a member agency of the South Bayside Waste Management Authority (SBWMA), a joint powers authority created in 1982 to facilitate waste management programs for its member agencies. The SBWMA contracts with Recology for solid waste collection, disposal, and recycling services in the City. Non-hazardous waste is sent to the San Carlos Transfer Station in San Carlos.

Environmental Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	19
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?	☐	☒	☐	☐	19,28
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	19
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	19,28
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it	☐	☐	☒	☐	19,28

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
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?	☐	☐	☒	☐	

Wastewater

The proposed project is located within a developed area that is well served by the existing sanitary sewer system. Wastewater is anticipated to increase from the site as a result of the project. Mitigation Measures have been included to reduce the amount of runoff and discharge into the sewer system. Additionally, the anticipated increase in discharge from this site is anticipated to be low and not a significant amount with respect to the existing outflow to the Plant. Therefore, impacts to wastewater are considered to be less than significant.

The proposed project is small in nature and will replace an existing restaurant building. Although wastewater discharges are likely to increase, this level will not be high enough to require the expansion of the existing system. In order to ensure that the project does not impact the existing system, the Developer will be required to prepare a sewer flow projection study and a hydraulic capacity study to verify that the existing sewer system is sized to meet wastewater generated by this project. Additionally, as required by Mitigation Measure Hydrology-1, the project Developer will be required to prepare a Stormwater Pollution Prevention Plan to ensure that the proposed drainage system will accommodate stormwater runoff from the project.

The following Mitigation Measure has been included to assure that sufficient wastewater capacity is available. The anticipated increase in discharge from this site is expected to be accommodated by the existing wastewater treatment capacity of the wastewater treatment plant. With Mitigation Measure Wastewater-1 below, impacts to sewer systems would be less than significant.

Mitigation Measure Wastewater-1: The developer shall prepare and the City Engineer shall approve a sewer flow protection study and hydraulic capacity study. Said studies shall evaluate the existing sewer system size and set forth recommendations to assure that addition flows generated by the project are accommodated.

Water Supplies and Conservation

The proposed project will increase the demand for water for domestic and irrigation purposes. As noted in the 2010-2015 EMID Urban Water Management Plan, the average daily consumption in the City has fallen with the implementation of water saving measures such as low flow fixtures, plumbing code requirements for new projects and water pricing. EMID's master supply contract with the SFPUC is 5.9 million gallons per day which is less than what EMID currently purchases from SFPUC.

Additionally, as indicated in the Urban Water Management Plan, system-wide reductions may be required during single and multiple dry years. Development projects in Foster City are required to efficiently use water resources by utilizing water saving plumbing fixtures and devices.

Water conserving fixtures will be required to be installed on the project in accordance with Chapter 8.70, Indoor Water Efficiency, of the Estero Municipal Improvement District Code. A checklist showing compliance with this Ordinance will be required to be submitted with the Building Permit (as a standard condition of approval). Water efficient irrigation and landscape materials will be required to be installed in accordance with Chapter 8.80, Outdoor Water Conservation in Landscaping, of the EMID Code and the State of California Model Water Efficiency Ordinance.

The project was reviewed by EMID in accordance with SB 610. As required, EMID prepared a Water Supply Assessment (incorporated herein by reference and available for review at City Hall during normal business hours) which reviewed the water needs of this project as well as future projects and existing uses during normal year, single dry year and multiple dry year scenarios. The Assessment estimated that the proposed project will result in an additional water demand of 15 acre feet per year and concluded that EMID has sufficient resources to serve the hotel project for the next 20 years without affecting water supplies for existing and planned future developments.

Solid Waste

On July 1, 2012 California Assembly Bill (AB) 341 was adopted which requires businesses that generate four or more cubic yards of garbage per week to recycle. As part of the project, the Applicant will be required to provide sufficient garbage and recycling containers to serve the project. As a standard condition of approval (and discussed in Section XIV, Public Services), the

Developer is required to provide proof that the City's waste provider has reviewed the project to determine if adequate recycling and garbage containers will be provided.

To reduce waste to landfills, Foster City requires construction projects to comply with Chapter 15.44 of the Municipal Code which requires applicable construction projects to recycle 50 percent of all of the construction debris generated by the project.

Based on this and the discussion in Section XIV, significant impacts related to solid waste are not anticipated.

Conclusion

As determined in the Water Assessment, adequate water supplies are available to serve the site for the next 20 years. Water conservation features will also be incorporated into the project as required by the Estero Municipal Improvement District Code and the State Model Water Efficiency Landscape Ordinance which should further reduce water usage on the site. Wastewater and solid waste generated by the project are not anticipated to be significant. Therefore, the project is not anticipated to create significant impacts on utilities and service systems.

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?	☐	☐	☒	☐

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 of or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The preceding analysis indicates that the proposed project will not have a significant adverse impact on overall environmental quality, including biological resources or cultural resources. As discussed in this Initial Study, no biological resources exist on the site which is currently developed with a one-story restaurant building and in an urbanized area. Although cultural resources are not likely to be found on the site, a mitigation measure has been included to ensure that impacts related to cultural resources are reduced to a less than significant level.

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).*

The project has the potential to result in temporary air quality, noise, and water quality impacts during construction. The project could also result in impacts to cultural resources, should they be discovered on site. The project also has the potential to result in post-construction hydrology, water quality, and sewer infrastructure impacts. With the implementation of the mitigation measures included in the project and described in the specific sections of this Initial Study, potential environmental impacts due to the proposed project would be reduced to less than significant levels.

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

No such impacts have been discovered in the course of preparing this Initial Study.

Sources used to determine potential environmental impacts:

1. Location of project.
2. Consultation with Staff.
3. Field review.
4. City of Foster City General Plan.
5. City of Foster City Zoning Ordinance.
6. Project Plans.
7. San Mateo County Hazard Maps.
8. History of Foster City (www.fostercity.org/community_info/History-of-Foster-City-Index.cfm)
9. Foster City Community Profile
10. Visual Analysis
11. Farmland Mapping and Monitoring Program (California Resources Agency)
12. Bay Area 2010 Clean Air Plan (Bay Area Air Quality Management District)
13. Web Soil Survey (Natural Resource Conservation System)
14. Seismic Hazards Zone map (California Geologic Society)
15. ABAG Liquefaction Hazard Map and Liquefaction Susceptibility Map
16. California Department of Toxic Substances Control Hazardous Waste and Substances Site List (Cortese List)
17. San Carlos Airport Influence Area Boundary Map
18. Airport Land Use Plan for the Environs of the San Francisco Airport
19. 2010-2015 Estero Municipal Improvement District Urban Water Service Management Plan
20. URBEMIS
21. Noise Study
22. Traffic Report
23. San Mateo Countywide Water Pollution Prevention Program (www.flowstobay.org)
24. Project Modeling Using URBEMIS Software
25. Foster City Standard Conditions of Approval
26. City's GIS Maps and Information
27. Project Modeling using CalEEDMod 2011.1.1
28. Water Supply Assessment Report, dated November 5, 2012 (Estero Municipal Improvement District)
29. Geotechnical Review, Rockridge Geotechnical, October 3, 2011
30. Gilead Corporate Campus Master Plan Environmental Impact Report