CITY OF FOSTER CITY CLIMATE ACTION PLAN 2024 UPDATE
INITIAL STUDY – NEGATIVE DECLARATION

Draft

Prepared for:

City of Foster City

Prepared by:

Urban Planning Partners

September 17, 2024

URBAN
PLANNING
PARTNERS
INC.

TABLE OF CONTENTS

List of Tables

List of Figures

I. ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

Project Overview

Proposed Plan Title:

City of Foster City Climate Action Plan 2024 Update (2024 CAP)

Lead Agency Name and Address:

City of Foster City
610 Foster City Blvd
Foster City, CA 94404

Contact Person and Phone Number:

Sofia Mangalam
Community Development Director
650-286-3239

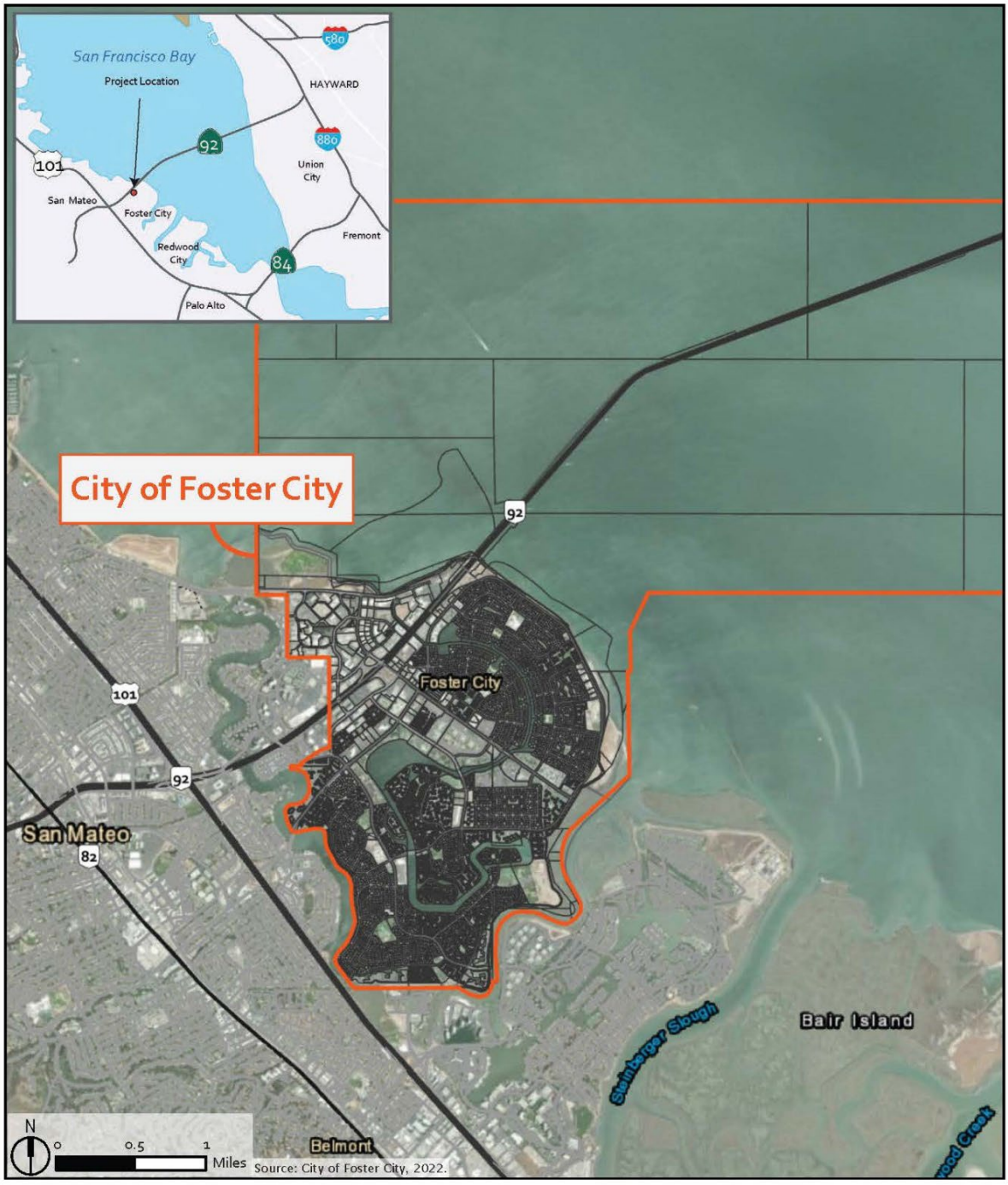
Project Location and Setting

Project Location:

The 2024 CAP applies to all areas, plans, and projects within the City of Foster City. Figure 1 shows the regional location, and Figure 2 shows the plan location. The plan location includes all of Foster City's incorporated lands.

Foster City is located in San Mateo County, California, on the San Francisco Bay Peninsula and has a population of approximately 32,703 as of January 2023 (see Figure 1). The city encompasses 12,450 acres, of which 9,726 acres are part of San Francisco Bay and Belmont Slough, and 2,619 acres are reclaimed marshland. This equates to approximately 4 square miles of land area. Neighboring jurisdictions include San Mateo to the west and Belmont and Redwood City to the south and southeast. It is midway between San Francisco and San Jose on the western shoreline of the San Francisco Bay, east of U.S. 101, with access to San Francisco and the San Francisco Airport to the north, and Santa Clara County and San Jose Airport to the south. The City is bisected by State Route 92 (the J. Arthur Younger Freeway), which runs between Half Moon Bay to the west and to Hayward and Highway 880 to the east via the San Mateo-Hayward Bridge. Other regional transportation facilities serving Foster City include regional bus service is provided by the San Mateo County Transit District (SamTrans) and train services provided by CalTrain and Bay Area Rapid Transit (BART).

Figure 1 Regional and Project Location



General Plan Designation:

The CAP would be implemented throughout the City and would occur in all Foster City General Plan designations. The plan would not alter any existing designations.

Zoning:

The CAP would be implemented throughout the City and would occur in all Foster City zoning designations. The plan would not alter any existing designations.

Description of Project (CAP)

The 2024 CAP serves as an update to the initial Climate Action Plan approved in 2016. The Plan incorporates the many climate protection programs that the City of Foster City has in place and will continue facilitating to reduce GHG emissions. Community and municipal emissions from 2019 were used as the baseline for the targets and reduction measures established by the CAP. The total emissions from 2019 were 205,957 MT CO2e from the residential, commercial/industrial, transportation, waste, wastewater, and water sectors (see Table 1 below). Compared to the baseline year 2005, 2019 saw a 22.5 percent decrease in total community emissions. The GHG inventory provides a detailed understanding of where the highest emissions come from and, therefore, where the most significant opportunities for emissions reductions lie. It also establishes a baseline emission inventory against which to measure future progress. Burning fossil fuels associated with vehicle use and buildings energy use is the largest contributor to Foster City's GHG emissions. As shown in Table 1, the largest contributors of GHG emissions come from transportation (57 percent) and energy use (42 percent). The transportation sector includes emissions from local roads and off-road equipment. The majority of emissions attributable to the energy sector come from natural gas & multiple fuels, which represents emissions generated from using natural gas in homes and natural gas and multiple fuels in commercial buildings.

Foster City is actively engaged in reducing GHG emissions and is striving for sustainability. The Plan sets goals to cut community-wide emissions by 50 percent below 2005 levels (estimated to be 40 percent below 1990 levels), surpassing the State's guidance for local areas, and aims for 85 percent by 2045. Through reductions in municipal and community-wide emissions, the Plan sets the goal of reducing GHG emissions output to 135,546 MT CO2e by 2030.

The City found that the 2019 GHG emissions inventory demonstrated that Foster City produced approximately 205,957 metric tons of CO2 equivalent, representing a 22.5% reduction in total community emissions compared to the baseline year of 2005. The City then analyzed a business-as-usual (BAU) forecast as if 2019 patterns of travel, energy and water consumption, and waste generation/disposal were continued without any measures, policies, or actions reducing emissions over time, including state legislation and/or any other policies or procedures accepted after 2019. In addition to the BAU forecast, the CAP analyzes an Adjusted BAU forecast which accounts for the expected impact of significant federal and state policies and regulations designed to reduce GHG emissions from the energy and transportation sectors of the economy. The CAP projects the 2030

GHG Emissions target at 135,546 MT CO2e. This target requires a minimum reduction of 46,607 MT CO2e from 2019 levels in addition to the reductions from state and federal actions as projected in the Adjusted BAU forecast. However, by implementing the strategies in this Plan, emissions are projected to decrease by 46,631 MT CO2e by 2030, more than the emissions reductions required to meet the 2030 goal (see Table 2 below).

TABLE 1 FOSTER CITY 2019 COMMUNITY AND MUNICIPAL GHG EMISSIONS BY SECTOR

Sector	2019 GHG Emissions (MT CO2e)	Percent of Total Emissions (%)
ENERGY (BUILT ENVIRONMENT)		42%
Electricity		7%
Residential Electricity	4,075	2%
Commercial/Industrial Electricity	10,483	5%
Natural Gas & Multiple Fuels		35%
Residential Natural Gas	24,940	12%
Commercial/Industrial Natural Gas	25,420	12%
Stationary Source (Multiple Fuels)	20,738	10%
TRANSPORTATION		57%
Transportation – Local Roads & State Highways	100,867	49%
Off-road Equipment	16,657	8%
SOLID WASTE		1%
Solid Waste Disposal	2,234	1%
WASTEWATER		<1%
Wastewater Treatment	536	<1%
WATER		<1%
Water Use	8	<1%
TOTAL	205,957	100%

Source: City of Foster City, 2024 Climate Action Plan Update.

TABLE 2 FOSTER CITY GHG EMISSIONS REDUCTIONS REQUIRED TO MEET 2030 GOAL

2019 Emissions (MT CO2e)	2030 Target Emissions by 2030 (MT CO2e)	2030 Adjusted BAU Emission Reduction Target (After Reductions from State Programs) (MT CO2e)	Foster City Adjusted Emissions Reductions Target (Reductions Needed to Meet 2030 Goal)
205,957	182,153	135,546	46,607

Source: City of Foster City, 2024 Climate Action Plan Update.

The 2024 CAP defines measures to increase energy efficiency, decarbonize, and increase renewable energy usage in residential and commercial buildings. It sets goals to reduce water consumption and waste in landfills, as well as reduce emissions from transportation through reducing vehicle miles traveled (VMT), increasing the number of electric vehicles, and promoting other forms of transportation. See Table 3 below for the full list of target measures included in the 2024 CAP, as well as their impacted sector, associated goal, and quantified GHG impact.

TABLE 3 FOSTER CITY 2024 CAP MEASURES

Measure #	Target Measure	Sector	Goal	GHG Impact
E-W.1.1	Promote and expand participation in residential and commercial energy efficiency programs.	Energy and Water	Reduce emissions from the energy sector	0 MT CO2e
E-W.1.2	Reduce municipal energy consumption through energy efficiency projects and behavioral and operational changes.	Energy and Water	Reduce emissions from the energy sector	0 MT CO2e
E-W.2.1	Increase residential and commercial solar installations	Energy and Water	Decarbonize existing residential and commercial buildings	0 MT CO2e
E-W.2.2	Decarbonize existing commercial and residential buildings to reduce natural gas consumption from existing commercial buildings by 19% and natural gas consumption from existing residential buildings by 25% by 2030 or reduce greenhouse gas emissions by 10,896 MTCO2e in existing commercial and residential buildings by 2030	Energy and Water	Decarbonize existing residential and commercial buildings	-10,896 MT CO2e
E-W.2.3	Support Peninsula Clean Energy in providing 100% carbon-neutral electricity by 2030 and maintain a Peninsula Clean Energy opt-out rate of less than 2% for residential customers and less than 3% for commercial customers by 2030	Energy and Water	Decarbonize existing residential and commercial buildings	-9,289 MT CO2e
E-W.2.4	Reduce GHG Emissions associated with residential and commercial new construction.	Energy and Water	Decarbonize new and existing residential and commercial buildings	-3,675
E-W.3.1	Reduce water consumption by 5% by 2030 and 15% by 2045	Energy and Water	Reduce water consumption	0 MT CO2e
T-L.1.1	Reduce vehicle miles traveled (VMT) commuting to work	Transportation and Land Use	Reduce VMT traveled in the City	0 MT CO2e
T-L.2.1	Increase the passenger ZEV adoption to 31% and commercial ZEV adoption to 25% by 2030.	Transportation and Land Use	Reduce VMT in the City	-20,109 MT CO2e
T-L.2.2	Decarbonize 13% of off-road equipment by 2030	Transportation and Land Use	Decarbonize Transportation	-1,935 MT CO2e
T-L.3.1	Increase the community's active transportation mode share to 4% by 2030	Transportation and Land Use	Increase walkability and bike-ability	-100 MT CO2e
W-C.1.1	Significantly reduce organic waste in landfills.	Waste and Consumption	Increase diversion of materials from landfills	0 MT CO2e

TABLE 3 FOSTER CITY 2024 CAP MEASURES

Measure #	Target Measure	Sector	Goal	GHG Impact
W-C.1.2	Annually procure and apply 1,581 tons of compost by 2030	Waste and Consumption	Increase diversion of materials from landfills	-627 MT CO2e
C-L.1.1	Collaborate with community stakeholders to create Local Climate Action Programs that empower individuals to make behavioral changes	Climate Resiliency and Leadership	Educate and support the whole community to live sustainably	0 MT CO2e
C-L.1.2	Develop adaptation strategies to assist the Foster City community with the effects of climate change	Climate Resiliency and Leadership	Prepare for and adapt to a rising sea level and climate change	0 MT CO2e
	Total CAP Emissions Reduction			-46,631 MT CO2e

Source: City of Foster City, 2024 Climate Action Plan Update.

Figure 2 displays the projected GHG emissions from Foster City's projected growth in the BAU forecast. Between 2019 and 2030, emissions are projected to increase by 10 percent, roughly 23,000 MT CO2e. Emissions are projected to rise by nearly 35 percent between 2019 and 2045, an increase of approximately 108,700 MT CO2e.

Figure 3 illustrates the adjusted BAU forecast, showing the large contribution State regulations are expected to have on the City's future emissions. The City projects that the 2030 Adjusted GHG Emissions will be approximately 135,546 MT CO2e.

Figure 2 Foster City Business-as-Usual (BAU) GHG Emissions Forecast (MT CO2e)

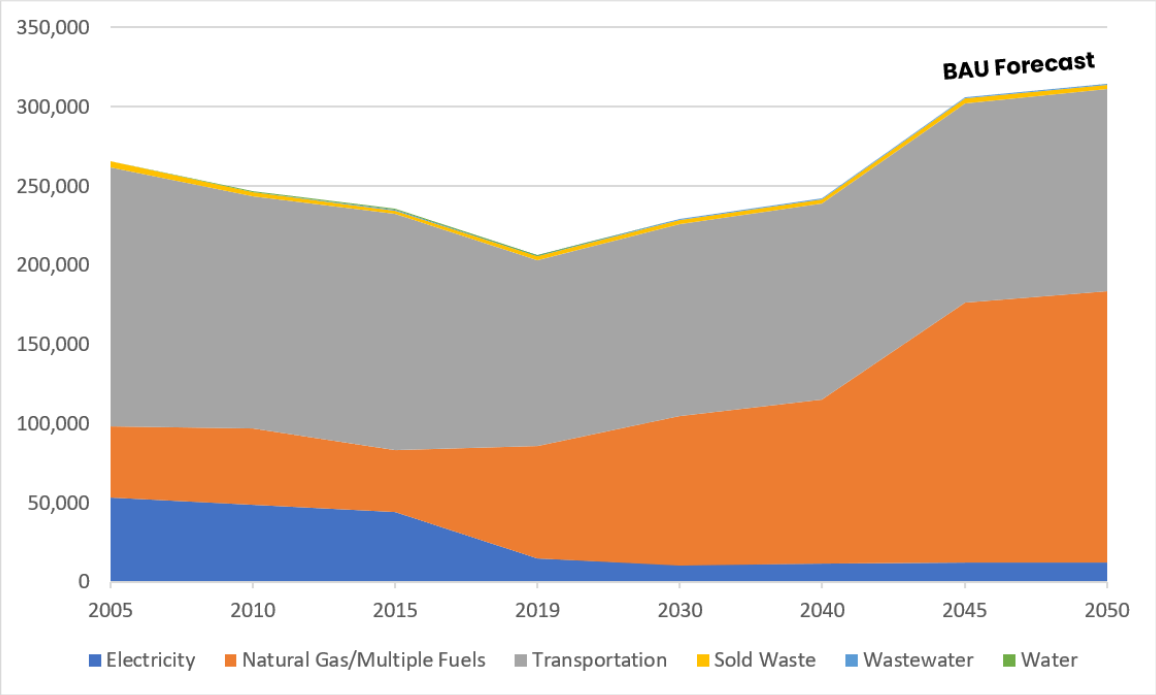
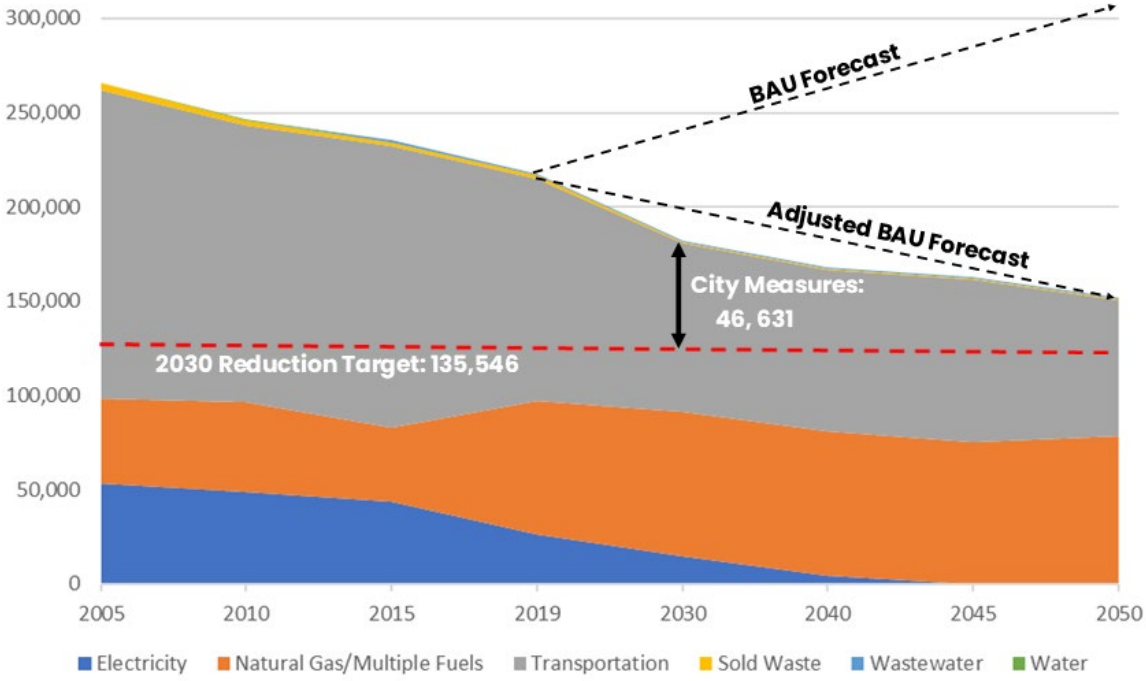


Figure 3 Foster City Adjusted Business-as-Usual (BAU) GHG Emissions Forecast (MT CO2e)



Implementation of the 2024 CAP measures (listed in Table 3) could result in physical changes to the environment that could potentially have an impact on the environment. While individual projects resulting from these measures have not been identified for the purposes of this document, the types of actions that could result from realization of the CAP measures are taken into account in considering potential environmental impacts that could occur through implementation of the 2024 CAP. For example, projects or actions requiring ministerial approval, such as installation of electric vehicle charging stations and supporting infrastructure, as well as new bicycle or pedestrian facilities, would introduce physical changes related to the temporary presence and operation of construction vehicles and equipment during installation of required facilities and the long-term presence of new facilities such as bike and pedestrian facilities, solar arrays, and electric vehicle charging stations, which could alter pedestrian and vehicular traffic patterns. Future plans or projects requiring discretionary approval would be subject to environmental review under CEQA, and individual impact analyses will identify required plan- or project-specific mitigation measures where applicable.

Cumulative Projects Scenario:

For purposes of the CEQA cumulative impacts analysis of the Foster City 2024 CAP, the cumulative projects scenario is total projected population growth and anticipated cumulative development for Foster City in 2030. The difference between with cumulative scenario “with CAP measures” is then compared to the cumulative scenario “without CAP measures” to assess the impacts.

The Foster City 2024 CAP uses the projections included in the Regionally Integrated Climate Action Planning Suite (RICAPS) model. The RICAPS model uses projections for Foster City from Foster City Community Development Department including 32,954 persons in 2015 and 34,072 persons in 2030, an increase of 1,118 persons. The RICAPS model uses jobs projections for Foster City from the Association of Bay Area Governments (ABAG) of 20,315 jobs in 2015 and 25,665 jobs in 2030.

Other Public Agencies Whose Approval is Required:

None.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Tribal notification letters were sent on April 9, 2024. No tribal consultation has been requested.

Existing Setting

Foster City Sustainability and GHG Reduction Setting

Foster City has a long history of sustainability and GHG reduction programs. The city developed an Environmental Sustainability Action Plan in 2009 and a Climate Action Plan in 2015. The city was recognized with Beacon Awards from the Institute for Local Government in 2017 and 2019.

Community Climate Protection Programs

Policies and Strategies:

- Adoption of Resolution 2006-71, supporting efforts of all governments to develop policies and programs to reduce global warming.
- Adoption of Resolutions 2007-57 and 2009-17 supporting and then adopting development of the San Mateo County Energy Strategy to reduce the impact of global warming and the corresponding climate change.
- Appointment of an Ad Hoc Environmental Sustainability Task Force which developed an Environmental Sustainability Action Plan in 2009.
- Adoption of the Sustainable Foster City Plan, which is a sustainable economic development strategic plan that incorporates environmental sustainability as a core component of sustainable economic growth.

Transportation:

- Provided funding, along with a matching grant from C/CAG, for the Connections Shuttle from 2003-mid-2012, a free in-town shuttle service.
- Promotes employer-operated shuttles to and from the San Mateo Caltrain Station and Millbrae Intermodal Station in coordination with the Traffic Congestion Relief Alliance, now Commute.org.
- Operated an on-demand Senior Express Shuttle to transport residents age 55 and older to events and activities in the region.
- Reduced speed limits on most city streets to allow use of Neighborhood Electric Vehicles (NEV) for intra-city transportation.
- Adopted Complete Streets Policies and Program.
- Supports Safe Routes to School.
- Maintains a website to promote alternative commuting options available to Foster City commuters.
- Offered carpooling subsidy through private-public partnership.
- Maintains a bicycle/pedestrian path along the levee.

Energy Efficiency and Conservation:

- Worked with Gilead Sciences to incorporate the Gilead Sciences Sustainability Plan.
- Joined Energy Upgrade California Program to encourage energy efficiency retrofits by Foster City property owners.
- Joined CaliforniaFIRST, HERO, and Figtree to enable Foster City property owners to access Property-Assessed Clean Energy (PACE) financing.
- Consented to inclusion of properties within the city's jurisdiction in the California Home Finance Authority Program to finance renewable energy generation and other energy infrastructure.

Water and Wastewater Systems Activities:

- Developed a Recycled Water Facilities Feasibility Plan.
- Implemented conservation-based water rates to encourage water conservation in the community.
- Established Water Sustainability Fund to fund a variety of water conservation rebates for residential and commercial Estero Municipal Improvement District (EMID) customers, including but not limited to those for low-flow toilets, high-efficiency clothes washers and lawn replacement as incentives for water conservation.
- Provides "home water audit" kits and educational assemblies for local schools.
- Offers free "waterwise" informational resources for water customers.
- Adopted the Revised Chapter 8.80, Outdoor Water Conservation in Landscaping of Title 8, Water and Sewer Service, of the EMID Code.
- Through the San Mateo County Water Pollution Prevention Program, the city offers residential rebates on rain barrels and other coupons and program information through various media.
- Declared a Water Shortage Emergency and implemented Drought-Related Water Conservation Measures.

Green Building Activities:

- Added Chapter 15.45, Small Residential Rooftop Solar Systems, to Title 15, Buildings and Construction, to provide an expedited, streamlined permitting process for small residential rooftop solar systems.
- Authorized expenditure of funds for Residential Solar Panel Rebate Program.

Waste Reduction and Recycling Activities:

- All city facilities participate in compost service.

- Administers programs to meet and sustain a minimum 50 percent diversion rate mandated by the state, promoting residential and commercial recycling efforts.
- Purchases "in-unit" recycling containers for residents of multi-family dwellings.
- Requires a minimum of 65 percent of the debris generated from certain construction and demolition projects to be diverted from landfills to recycling facilities.
- Sponsors community electronics recycling, paper shredding, compost give-away events, and battery and cell phone collection points.

Municipal Operations Programs

Carbon Emissions:

- Conducted an inventory of GHG emissions from City operations. This inventory was used to create a prioritized action plan in the 2015 Climate Action Plan.
- Converted to a system by which water meters could be read remotely, reducing the need to routinely access on-site meters around the city by automobile.
- Benchmarked major city facilities, to track and compare ongoing energy use.

Transportation:

- Implemented an alternative schedule for most employees, reducing employee commuter trips compared to a traditional schedule.
- Implemented the option of some employees telecommuting from home, keeping cars off the roadways while still maintaining a productive workforce.
- Increased the percentage of hybrids in the city fleet and reviewed other fuel efficient alternatives as vehicles are replaced.
- Replaced traditional vehicles with electric options for parks maintenance operations when appropriate.
- Maintained the city's vehicle fleet in peak condition in order to maximize performance and minimize carbon emissions.
- Provides electric car charging for city hall employees.

Energy Efficiency and Conservation:

- Implemented energy conservation practices in building maintenance supplies, parts and systems in city facilities.
- Opted into Peninsula Clean Energy's 100% Renewable Energy/100% Carbon-Free Plan for all municipal facilities.
- Converted city lighting systems to energy efficient electronic ballasts in city lighting systems. Installed Light Emitting Diode (LED) streetlights on all public streets.

- Implemented energy efficiency upgrades to some city facilities, including $1,422,738 of heating, ventilation and air conditioning improvements identified in the San Mateo County Energy Watch Energy Efficiency Audit.
- Converted all traffic and pedestrian signals to LEDs.
- Installed solar powered speed safety signs and LED Rectangular Rapid Flashing Beacons (RRFBs) near Bowditch Middle School and Edgewater Shopping Center.

Water and Wastewater Systems Activities:

- Replaced turf grass with synthetic turf at several city parks to conserve water.
- Installed water fixtures in city buildings that work on a sensor system to conserve water.
- Planted drought tolerant landscaping at city facilities and parks.
- The city is working with the City of San Mateo to implement a 20-year Master Plan to construct improvements at the Wastewater Treatment Plant to repair and replace aging infrastructure, address future growth and capacity issues, and address existing and future regulatory requirements.

Waste Reduction and Recycling Activities:

- Resurfaced streets using cold-in-place recycling of asphalt which reuses materials and reduces truck trips during construction.
- Recycles in all city facilities.

Climate-Friendly Purchasing Activities:

- Participates in Regional Renewable Energy Procurement for purchase of solar.
- Participates in Peninsula SunShares Residential Solar and Electric Vehicle Bulk Procurement Program.
- Ensures that janitorial supplies used in city facilities are environmentally friendly (low pH diluted cleaning concentrates and renewable resource paper products).
- Through Foster City Lagoon Management Plan, the city directs the use of environmentally friendly products and processes, rather than chemical treatment to manage lagoon water quality whenever possible.

Climate Action Plans

2022 California Green Building Code (CALGreen)

Title 24 of the California Building Standards Code includes CALGreen as Part 11 of its 13-part code. In 2022, Foster City adopted the most current CalGreen update, establishing baseline building construction standards. Since 2016, CalGreen has been applied to all new buildings, as well as changes or additions that expand the size of residential buildings and additions to nonresidential buildings. The goal of CalGreen is to reduce environmental impacts by building practices in several

key areas: planning and Design, Energy Efficiency, Water Efficiency and Conservation, Material Conservation and Resource Efficiency, and Environmental Quality.

Regional Sustainability and GHG Reduction Efforts

2019 San Mateo County Climate Emergency

In September 2019, the San Mateo County Board of Supervisors adopted a resolution declaring a climate emergency in San Mateo County to highlight the increasingly urgent need for action to address the climate crisis. The County of San Mateo joined over 1,000 national, international, and local jurisdictions with similar declarations. The resolution calls for the County to create Climate Action Plans (CAPs) for its government operations and unincorporated community to achieve carbon neutrality in advance of the State of California's 2045 goal and coordinate with the cities and other local partners to address the climate crisis.

San Mateo Countywide Transportation Plan 2040 (SMTCP)

In 2017, the C/CAG Board of Directors adopted the SMCTP 2040 to provide San Mateo County with a long-range, comprehensive transportation plan for identifying and resolving transportation issues.[1] Transportation planning objectives and policies include integration of transportation and land use plans for sustainable commuting with surrounding counties in the Bay Area.

Plan Bay Area 2050

Plan Bay Area 2050 is the Bay Area's regional long-range plan adopted by Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). The plan was developed in collaboration with Bay Area residents, partner agencies, and nonprofit organizations. It lays out a $1.4 trillion vision for a more equitable and resilient future for Bay Area residents. Thirty-five strategies make up the heart of the plan to improve housing, the economy, transportation, and the environment across the Bay Area's nine counties — to make the Bay Area more equitable for all residents and more resilient to unexpected challenges. Plan Bay Area 2050 serves as the Bay Area's Regional Transportation Plan (RTP), as required by federal regulations, and the Sustainable Communities Strategy (SCS), as required by state statute.

State Sustainability and GHG Reduction Efforts

California remains a global leader in the effort to reduce GHG emissions and combat climate change through its mitigation and adaptation strategies. With the passage of Assembly Bill (AB) 32 in 2006, California became the first state in the United States to mandate GHG emission reductions across its entire economy. To support AB 32, California has enacted legislation, regulations, and executive orders (EO) that put it on course to achieve robust emission

[1] City/County Association of Governments of San Mateo County (C/CAG), 2017. San Mateo Countywide Transportation Plan. Available at: https://ccag.ca.gov/wp-content/uploads/2014/05/SMCTP-2040-FINAL_.pdf, accessed April 24, 2024.

reductions and address the impacts of a changing climate. The following is a summary of executive and legislative actions most relevant to the CAP.

2002 Senate Bill 1078

In 2002, SB 1078 established the California Renewables Portfolio Standards (RPS) Program, accelerated in 2006 by SB 107, requiring 20 percent of retail electricity sales to be composed of renewable energy sources by 2010. EO S-14-08 was signed in 2008 to further streamline California's renewable energy project approval process and increase the State's RPS to the most aggressive in the nation at 33 percent renewable power by 2020.

2002 Assembly Bill 1493

In 2002, AB 1493, also known as the Pavley Regulations, directed the California Air Resources Board (CARB) to establish regulations to reduce GHG emissions from passenger vehicles to the maximum and most cost-effective extent feasible. CARB approved the first set of regulations to reduce GHG emissions from passenger vehicles in 2004, initially taking effect with the 2009 model year.

2005 Executive Order S-3-05

Executive Order (EO) S-3-05 was signed in 2005, establishing State-wide GHG emissions reduction targets for 2020 and 2050. The EO calls for reducing GHG emissions in California to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The 2050 emission reduction target would put the State's emissions in line with the worldwide reductions needed to reach long-term climate stabilization as concluded by the IPCC 2007 Fourth Assessment Report.

2006 Assembly Bill 32

California's major initiative for reducing GHG emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006," which was signed into law in 2006. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020. It requires the California Resource Board (CARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of Statewide GHG emissions.

Based on this guidance, CARB approved a 1990 Statewide GHG baseline and 2020 emissions limit of 427 million metric tons of CO2 equivalent (MMT CO2e). CARB approved the Scoping Plan on December 11, 2008. It included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard,

Advanced Clean Car standards[2], and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

In May 2014, CARB approved the first update to the AB 32 Scoping Plan. The 2014 Scoping Plan update defined CARB's climate change priorities for the next five years and set the groundwork to reach post-2020 Statewide goals. The update highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the State's longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

2007 Executive Order S-1-07

Also known as the Low Carbon Fuel Standard, EO S-1-07, issued in 2007, established a Statewide goal that requires transportation fuel providers to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. EO S-1-07 was readopted and amended in 2015 to require a 20 percent reduction in carbon intensity by 2030, the most stringent requirement in the nation. The new requirement aligns with California's overall 2030 target of reducing climate changing emissions 40 percent below 1990 levels by 2030, which was set by Senate Bill 32 and signed by the governor in 2016.

2007 Senate Bill 97

Signed in August 2007, SB 97 acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010,the California Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for assessing and mitigating GHG and climate change impacts.

2008 Senate Bill 375

SB 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. In addition, SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPOs), including the MTC, to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the MPO's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.

[2] On September 19, 2019, the National Highway Traffic Safety Agency (NHTSA) and the US Environmental Protection Agency (EPA) issued a final action entitled the One National Program on Federal Preemption of State Fuel Economy Standards Rule. This action finalizes Part I of the Safer, Affordable, Fuel-Efficient (SAFE) Vehicles Rule. This rule states that federal law preempts State and local tailpipe greenhouse gas (GHG) emissions standards as well as zero emission vehicle (ZEV) mandates. The SAFE Rule withdraws the Clean Air Act waiver it granted to California in January 2013 as it relates to California's GHG and zero emission vehicle programs.

2009 California Green Building Code

The California Green Building Standards Code (CALGreen) is Part 11 of the California Building Standards Code or Title 24 and is the first Statewide "green" building code in the nation. CALGreen aims to improve public health, safety, and general welfare by enhancing the design and construction of buildings. Enhancements include reduced negative impact designs, positive environmental impact designs, and encouraging sustainable construction practices. The first CALGreen Code was adopted in 2009 and updated in 2013, 2016, and 2019. The CALGreen Code will have subsequent and continually more stringent updates every three years.

2009 Senate Bill X7-7

In 2009, SB X7-7, also known as the Water Conservation Act, was signed, requiring all water suppliers to increase water use efficiency. This legislation aims to reduce per capita urban water use by 20 percent by 2020.

2011 Senate Bill 2X

In 2011, SB 2X was signed, requiring California energy providers to buy (or generate) 33 percent of their electricity from renewable energy sources by 2020.

2012 Assembly Bill 341

AB 341 directed the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling. As of July 2012, businesses are required to recycle, and jurisdictions must implement a program that includes education, outreach, and monitoring. AB 341 also set a Statewide goal of 75 percent waste diversion by 2020.

2014 Assembly Bill 32 Scoping Plan Update

In 2014, CARB approved the first update to the Scoping Plan. This update defines CARB's climate change priorities and sets the groundwork to reach the post-2020 targets outlined in EO S-3-05. The update highlights California's progress toward meeting the 2020 GHG emissions reduction target, defined in the original Scoping Plan. It also evaluates how to align California's longer-term GHG reduction strategies with other Statewide policy priorities, such as water, waste, natural resources, clean energy, transportation, and land use.

2014 Assembly Bill 1826

AB 1826 was signed in 2014 to increase the recycling of organic material. GHG emissions produced by decomposing these materials in landfills were identified as a significant source of emissions contributing to climate change. Therefore, reducing organic waste and increasing composting and mulching are goals set out by the AB 32 Scoping Plan. AB 1826 requires jurisdictions to establish organic waste recycling programs by 2016 and phases in mandatory commercial organic waste recycling over time.

2015 Senate Bill 350

SB 350, the Clean Energy and Pollution Reduction Act of 2015, has two objectives: to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by 2030 and to double the energy efficiency of electricity and natural gas end users through energy efficiency and conservation. In 2015, EO B-30-15 was signed, establishing an interim GHG emissions reduction target to reduce emissions to 40 percent below 1990 levels by 2030. The EO also calls for another update to the CARB Scoping Plan.

2016 Senate Bill 32

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). The bill charges CARB to adopt the regulation so that the maximum technologically feasible emissions reductions are achieved in the most cost-effective way.

2016 Senate Bill 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires the CalRecycle, in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills. The bill further requires 20 percent of edible food disposed of at the time to be recovered by 2025.

2017 Scoping Plan Update

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 goal set by SB 32. The 2017 Scoping Plan relies on continuing and expanding existing policies and regulations, such as the Cap-and-Trade Program, and implementing recently adopted policies, such as SB 350 and SB 1383. The 2017 Scoping Plan also emphasizes innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2014 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level land-use development thresholds. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with Statewide per capita goals of six metric tons (MT) CO2e by 2030 and two MT CO2e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, subregional, or regional level) but not for specific individual projects because they include all emissions sectors in the State.

2018 Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Also, on September 10, 2018, the governor issued Executive Order B-55-18, establishing a new Statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions afterward. This goal is in addition to the existing Statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

2022 Assembly Bill 1279

In 2022, California passed AB 1279, which mandates the state to reach "net zero greenhouse gas emissions" at the earliest possible time, with a deadline of no later than 2045. Following this, the state must attain and sustain net negative GHG emissions. It also requires that statewide anthropogenic GHG emissions be reduced to at least 85 percent below 1990 levels.

Required Approvals

Required approvals include:

- Adoption of the 2024 CAP Initial Study-Negative Declaration
- Adoption of the 2024 CAP

Individual programs or projects to implement the CAP will be subject to environmental review under CEQA.

II. 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
- ❒ Energy
- ❒ Geology/Soils
- ❒ Greenhouse Gas Emissions
- ❒ Hazards and Hazardous Materials
- ❒ Hydrology/Water Quality
- ❒ Land Use/Planning
- ❒ Mineral Resources
- ❒ Noise
- ❒ Population/Housing
- ❒ Public Services
- ❒ Recreation
- ❒ Transportation
- ❒ Tribal Cultural Resources
- ❒ Utilities/Service Systems
- ❒ Wildfire
- ❒ Mandatory Findings of Significance

Determination

On the basis of this initial evaluation:

- ■ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ❒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ❒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ❒ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Sofia Mangalam 09/17/2024

Signature Date

III. ENVIRONMENTAL CHECKLIST

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. A scenic vista is defined as the view of an area that is visually or aesthetically pleasing. While the Foster City General Plan does not designate any scenic vistas, there are several areas that can be considered to have scenic public views (e.g., the trail system along the levee or views across the Foster City Lagoon).

The CAP is a policy document that does not propose new development that would result in the construction of site-specific projects that may impact a scenic vista or the existing visual character and quality of an area. However, implementation of strategies and measures under the CAP could have the potential to impact scenic vistas and visual character or quality of an area if it introduces a new structure or feature that blocks public views or adversely changes the local aesthetics.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

No Impact. There are no State Scenic Highways within or adjacent to Foster City.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. The City of Foster City is an urbanized area with the following applicable visual character/quality goals and policies from the City General Plan elements:

Goal 1: NEIGHBORHOOD COMPATIBILITY - Foster City residents enjoy a high quality of life – directly related to the livability and character of the residential neighborhoods. The General Plan encourages new structures, remodels and uses that are contextually appropriate, both in land use as well as in scale and design.

Policy LUC-A: Preserve the Quality of the City's Residential Neighborhoods - Preserve and strengthen the identity and qualities of Foster City's residential neighborhoods and assure that: (1) all new development, renovation or remodeling are harmoniously designed and operated to integrate with the existing neighborhood; (2) noise, traffic and other conflicts between residential and non-residential land uses are eliminated or minimized to the extent possible; (3) each residential neighborhood has access to a developed park or park-like recreational area within walking distance to most residents, and that park facilities are well maintained, diverse and adequate to meet the needs of residents; and (4) maintain availability of commercial and retail services.

Policy LUC-A-1: Preservation of Residential Neighborhoods - Preserve existing residential neighborhoods by maintaining their residential design and character and appropriate uses. The City will prohibit the conversion of single-family residences along major streets to any uses other than residential uses (except that home occupations meeting City requirements shall be allowed).

Policy LUC- A-2: Preservation of Views - The City will use the design review process to balance the ability of the property owner to improve/expand their property with the desire of the owners of neighboring Bayfront or waterfront houses to continue to enjoy views of the San Francisco Bay or the Foster City Lagoon.

Policy LUC-B: Promote Proper Site Planning, Architectural Design and Property Maintenance - Ensure high quality site planning and architectural design for all new development, renovation or remodeling and require property maintenance to maintain the long- term health, safety, appearance, and welfare of the community.

Policy LUC-B-1: City Approach to Design (Architectural) Review - The City will establish a continuing program of civic beautification, tree planting, maintenance of homes and streets, and other measures which will promote an aesthetically desirable environment in order that neighborhood areas appear attractive both within and without. The City will use a design review process (called Architectural Review) whereby the design of most public and private development proposals, including those for individual residences, are subject to review and approval by the City. The primary objective of this review is to preserve the character of the neighborhood and community regarding appropriate and acceptable design for property improvements. Design review shall address, among other things, the following issues:

a) Preservation of the architectural character and scale of neighborhoods.
b) That the development is well designed, in and of itself, and in relation to surrounding properties.
c) Preservation of waterfront views.
d) Minimizing impacts on the privacy and access to sunlight of adjacent properties. e. Minimizing impacts due to excessive noise or undue glare.
e) Screening of unsightly uses including trash, loading docks/areas, roof top equipment, and special ventilating systems.
f) Use of setbacks, open space, and landscaping.
g) Exterior colors and materials.

Goal 2: LAND USE - In a built-out city like Foster City, the land use patterns are critical for maintaining a mix of uses, traffic flow, and provision of services. Land use patterns represent our experience in the built environment. The focus of the General Plan must be on managing changes so that it continues to achieve the community's vision. The Goals, Policies and Programs provide direction for decisions related to all land uses, as well as for those related to specific land use designations.

Policy LUC-C: Maintain a Variety of Land Uses - Maintain land designated for a variety of residential, commercial, light industrial, recreational and public institutional purposes which: (1) provide a mix of housing types, densities and tenure; (2) ensure that a variety of commercial and industrial goods, services and employment opportunities are available in Foster City; (3) offer a range of recreational and public facilities to meet the needs Foster City's residents; and (4) maintain availability of commercial and retail services.

Policy LUC-C-6: Density of Residential Projects - The City will allow for a range of residential densities and housing types. Densities should be calculated based on gross square footage of parcels, unless circumstances require the use of net buildable land instead. The maximum allowed density may be achieved by use of the "PD" zoning designation or through mixed use residential/ commercial development in appropriate locations. The maximum residential density for a particular type of housing may be approved if the following are included:

a) Excellence in architecture, site planning and landscape design is achieved through creative solutions to building location and/or design, the preservation of views or vistas, the creation of usable open areas for public and/or private enjoyment, the provision of pedestrian/bicycle pathways for links to existing or proposed routes, the preservation of Bay wildlife resources, and the conservation of energy resources (through solar siting, clustering, etc.).
b) Recreational facilities are provided on-site for the enjoyment of project residents.
c) Traffic, noise, or visual effects of the higher density development will not significantly affect adjacent or nearby residences, or the overall streetscape.
d) Very-low-, low- and moderate-income units are included in the project.

Policy LUC-C-8: City-Owned and Controlled Lands - City-owned and controlled lands will be held or "banked" until such time as a beneficial use can be made. Banked City lands should also be used to meet City service needs (on lands adjacent to City Hall) and recreation and open space needs (on lands with water access). The City will not sell or exchange land at less than fair market value, except in exchange for the provision of low or moderate income housing. Development and design standards shall apply as in any private development, including the allowance of higher densities for residential projects which include low or moderate income housing. The City will consider the following criteria in determining the most beneficial use of City lands and will consider the exchange or sale of land for private development if such development can meet City needs based on these criteria:

a) Revenue generating potential of the land use.
b) Extent for which general public access and use is provided.
c) Preservation of open spaces or important natural habitats as part of the project design.
d) Extent to which the project fulfills important City needs, such as for unmet commercial or public services, low or moderate income housing, recreation, or public facilities.
e) Compatibility of proposed land use(s) with existing/proposed adjacent properties use(s).
f) Protection of public views of the San Francisco Bay or Foster City Lagoon.

The CAP would not involve land use or zoning changes but would instead facilitate a reduction in emissions in the energy, transportation, solid waste, wastewater, and water sectors. Implementation of the following CAP measures may promote infrastructure development and redevelopment through strategies that may impact scenic resources, as described below.

CAP measure T-L.3.1 may expand access to bike and pedestrian infrastructure. Measure T-L.2.1 aims to build electric vehicle (EV) charging infrastructure in the City. Measure E-W.2.1 sets a target to increase residential and commercial solar installations. Installation of solar panels and EV charging infrastructure, as well as changes in bike and pedestrian infrastructure, may slightly change the scenic resources in the City. The proposed CAP projects would be located and designed to be complimentary to existing development and land uses. As such, the CAP could result in impacts related to scenic quality in urban areas. However, CAP projects or actions would be required to adhere to City development zoning and regulations. In addition, CAP projects and actions would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval, therefore resulting in a less-than-significant impact.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. The CAP is a policy document containing strategies and supporting measures to reduce GHG emissions; it does not propose site-specific development. However, the implementation of measures initiated under the CAP could result in the development of new sources of light or glare.

As part of Measure E-W.2.1, the City calls for an increase residential and commercial solar installations. Solar panels are designed to absorb light to generate energy, not reflect light. Thus, their placement and orientation on structures would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

II. AGRICULTURAL AND FOREST RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California Dept. of conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significantly environmental effects, lead agencies may refer to information compiled by the California department of forestry and fire protection regarding the state's inventory of forest land, including the forest and range assessment project and the forest legacy assessment project; and forest carbon measurement methodology provided in forest protocols adopted by the California air resources board. Would the project:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Governmental Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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 a non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The City of Foster City does not contain farmland or lands used for agricultural purposes.[3,4] The CAP does not involve measures that would result in impacts related to conversion or loss of farmland. Therefore, the CAP would not result in the degradation of agricultural resources or conversion of agricultural land to non-agriculture uses, nor would there be a conflict with existing zoning or general plan land use designations.

[3] City of Foster City, 2016. Land Use and Circulation Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3421/luc-element-w_low-res-maps.pdf, accessed April 9, 2024.

[4] City of Foster City Zoning Map, ArcGIS web application. Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=e34316ba2a5743d58e16a773be73b07c, accessed April 10, 2024.

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))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or mature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The City of Foster City does not contain forest or timberland resources[5]. Foster City's urban tree canopy is currently only 7 percent of the total land area. The CAP suggests individuals plant trees appropriate to their situation and discusses tree planting for supporting climate adaptation but does not have any specific strategies that would affect existing trees. The potential impact is an *increase* in the number of trees in the City. The CAP would not result in the degradation of forestry resources or conversion of forest land to non-forest uses, nor would there be a conflict with existing zoning or general plan land use designations.

Cumulative Impacts

Less than significant cumulative impact. The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. The City does not contain farmland or lands used for agricultural purposes, nor does it contain forest or timberland resources. The CAP would not involve land use or zoning changes that could result in cumulative impacts related to conversion or loss of farmland or forest land. Therefore, implementation of the CAP would result in no cumulative impact related to agricultural and forestry resources.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

[5] California Department of Fish and Wildlife, n.d. California Forests and Timberlands Map. Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109917&inline, accessed April 13, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The City of Foster City is located within the San Francisco Bay Area Air Basin (Air Basin), which includes the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma). The Air Basin is under the jurisdiction of the local air quality management agency, Bay Area Air Quality Management District (BAAQMD). BAAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, San Mateo County is classified as being in "attainment" or "nonattainment." Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. BAAQMD is in non-attainment for the State and federal ozone standards, the State and federal PM2.5 (particulate matter up to 2.5 microns in size) standards, and the State PM10 (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement.[6] The California Air Resources Board (CARB) and United States Environmental Protection Agency (EPA) focus on the following air pollutants as regional indicators of ambient air quality: ozone, coarse particulate matter (PM10), fine particulate matter (PM2.5), nitrogen dioxide, carbon monoxide, and sulfur dioxide.

The Bay Area 2017 Clean Air Plan provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the Clean Air Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with State air quality planning requirements as codified in the California Health and Safety Code. Although steady progress has been made toward reducing ozone levels in the Bay Area, the region continues to be designated as non-attainment for both the one-hour and eight-hour State ozone standards as noted previously. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, State law requires the Clean Air Plan to include

[6] Bay Area Air Quality Management District (BAAQMD), n.d. Air Quality Standards and Attainment Status. Available at: https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status, accessed April 10, 2024.

all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins.[7]

The Federal Clean Air Act Amendments (CAAA) mandate that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMP) and adopted rules and regulations by each local Air Pollution Control District (APCD)[8] and AQMD, which are submitted for approval to CARB and the U.S. EPA.20 The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls.

The CAP would not involve land use or zoning changes but would promote infrastructure development. Implementation of strategies in the CAP would support Foster City in meeting applicable air quality plan goals and overall reducing sensitive receptor exposure to pollutant concentrations. While the purpose and intended effect of the CAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, many of its actions would also reduce criteria pollutant (i.e., air quality) emissions. CAP Measures E-W.1.1 and E-W.1.2 aim to reduce emissions from the energy sector through energy efficiency programs,Measures E-W.2.1, E-W.2.2, and E-W.2.3 aim to decarbonize existing buildings through increasing renewable energy use, and Measure E.W.2.4. aims to decarbonize new construction by adopting Reach Codes for the Building Code 2025 cycle. Measure T-L.1.1 strives to reduce emissions from the transportation sector through a reduction in VMT, Measure T-L.2.1 would decarbonize transportation by increasing the number of passenger EVs and constructing charging infrastructure, Measure T-L2.2 aims to decarbonize off-road equipment and vehicle operations, and Measure T-L.3.1 would encourage active transportation by expanding bike/pedestrian infrastructure in the city. These energy- and transportation-related strategies would reduce air quality emissions as well as GHG emissions, thus the CAP is consistent with the 2017 Clean Air Plan.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less than significant impact. The CAP is a policy document that would not involve any land use or zoning changes but would promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to criteria pollutants. However, implementation of the following CAP measures may promote infrastructure development and redevelopment. Measure E-W.2.1 would increase installations of residential and commercial solar PV. Measure T-L.2.1 would increase installations of EV charging stations and T-L.3.1 would increase construction of bike/pedestrian infrastructure. Construction-related air quality impacts

[7] Bay Area Air Quality Management District (BAAQMD), 2017. "Spare the Air: Cool the Climate." Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en, accessed April 24, 2024.

[8] Air Pollution Control District is a county agency with authority to regulate stationary, indirect and area sources of air pollution within a given county and governed by a district air pollution control board composed of the elected county supervisors.

are generally associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles and soil hauling trucks, in addition to ROG that would be released during the drying phase upon application of architectural coatings. However, the implementation of proposed strategies would not include large-scale construction in Foster City. As such, it would result in low-level criteria pollutant emissions and negligible impacts to air quality. CAP projects or actions would also be reviewed for consistency with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction required for implementation of the CAP strategies would result in a less-than-significant impact related to net increase of criteria pollutants. With respect to operational emissions, many CAP measures would have the secondary benefit of reducing criteria pollutant emissions. CAP measures aim to increase building energy efficiency, promote EVs, reduce on-road gasoline fuel use, and reduce VMT. Implementation of CAP measures would be beneficial by helping Foster City meet applicable air quality plan goals. In addition, future CAP projects would be required to comply with local, regional, and State air quality regulations.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. Implementation of the following CAP measures may promote infrastructure development and redevelopment. Measure E-W.2.1 would increase installations of residential and commercial solar PV. Measure T-L.2.1 would increase installations of EV charging stations and T-L.3.1 would increase construction of bike/pedestrian infrastructure. However, the implementation of the proposed measures would not include large-scale construction in Foster City. As such, it would result in low-level toxic air contaminant emissions. While the CAP could result in construction-related impacts related to toxic air contaminants and exposure to sensitive receptors, CAP projects or actions would be reviewed for consistency comply with BAAQMD air quality regulations and other applicable local, State, and federal regulations once project details and locations are known. Thus, the construction associated with implementation of the CAP would not result in substantial emissions of toxic air contaminants and exposure to sensitive receptors. No operational toxic air contaminant emissions are anticipated with implementation of the CAP measures.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than significant impact. The CARB 2005 Air Quality Land Use Handbook: A Community Health Perspective identifies land uses associated with odor complaints which include: sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, auto body shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations.[9] CAP Measure W-C.1.1 aims to reduce organic waste to landfill by promoting recycling and organics recycling (compost) in the City. Therefore, the CAP could result in minor odors related to compost. However, green waste collection bins and

[9] California Air Resources Board (CARB), 2005. Air Quality and Land Use Handbook: A Community Health Perspective, April. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf, accessed April 24, 2024.

compost application are not identified on the list of "Sources of Odor Complaints" (Table 1-4) as provided in the CARB *Air Quality and Land Use Handbook* and would not be anticipated to result in other emissions, such as those leading to odors, adversely affecting a substantial number of people.[10]

Cumulative Impacts

Less than significant cumulative impact. The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. The cumulative projects could exceed applicable BAAQMD thresholds or be inconsistent with the Clean Air Plan. However, implementation of the CAP would have a less-than-significant contribution related to potential cumulative air quality impacts within the air basin and on sensitive receptors within the City of Foster City, given that the CAP would result in citywide reduction of GHG emissions, energy use, water use, and waste generation. As such, implementation of the CAP would not result in adverse impacts related to contribution of criteria pollutants to the air basin and exposure of sensitive receptors to toxic air contaminants. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to air quality.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐

[10] Ibid.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than significant impact. The City of Foster City is an urbanized community with parks and recreational and open spaces incorporated throughout the City.[11] The City's General Plan Parks and Open Space Element and Conservation Element incorporate goals and policies to protect biological resources, such as plant habitats, wildlife habitats, and endangered species in the City[12,13]. The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not directly result in impacts related to wildlife species identified as candidate, sensitive, or special status. However, implementation of the following CAP measures may promote infrastructure development and redevelopment and may result in impacts to species through habitat modification for purposes of infrastructure installation.

Measure E-W.2.1 would increase installations of residential and commercial solar PV. Measure T-L.2.1 would increase installations of EV charging stations and T-L.3.1 would increase construction of bike/pedestrian infrastructure. However, the implementation of proposed strategies would not include large-scale construction in Foster City. These CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. The CAP measures would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where sensitive habitat and related species may be present. As such, the CAP itself

[11] City of Foster City Zoning Map, ArcGIS web application. Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=e34316ba2a5743d58e16a773be73b07c, accessed April 10, 2024.

[12] City of Foster City, 2009. Parks and Open Space Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3441/gp-chapter-5-parks-and-open-space-element.pdf, accessed April 9, 2024.

[13] City of Foster City, 2009. Conservation Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3421/luc-element-w_low-res-maps.pdf, accessed April 9, 2024.

would not have a substantial adverse effect on special-status wildlife species either directly through individual take or indirectly through species habitat modification.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less than significant impact. The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP could result in impacts related to habitat whether riparian, wetland, or other sensitive natural community. According to the General Plan Conservation Element, special habitat resources in Foster City includes a diversity of bird species, including those who inhabit saltmarsh and grassland habitats, especially along the Belmont Slough. The measures included in the CAP would generally apply to the urbanized areas of the city, with little application to parks, open spaces, wetlands, or other locations where sensitive habitat and related species may be present. CAP projects or actions would be reviewed for consistency with applicable local, regional, and State regulations once project details and locations are known. Thus, none of the measures would require removal, filling, hydrological interruption, or other harmful actions to wetlands within the city. These CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Element but would rather be consistent with and promote those plans. Therefore, the CAP would not have a substantial adverse effect on riparian habitat or sensitive natural community, including wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less than significant impact. The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would not result in impacts related to interference with species movement. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

Measure E-W.2.1 would increase installations of residential and commercial solar PV. Measure T-L.2.1 would increase installations of EV charging stations and T-L.3.1 would increase construction of bike/pedestrian infrastructure. However, the implementation of proposed strategies would not include large-scale construction in Foster City. These CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. The CAP measures would generally apply to the urbanized areas of the City, with little application to parks, open spaces area, or other locations where sensitive habitat and related species may be present. As such, the CAP itself

would not have a substantially interfere with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City of Foster City is a primarily urbanized community with parks and open spaces throughout the City. The Foster City Municipal Code Chapter 17.34 Open Space and Conservation District, as well as the General Plan Parks and Open Space and Conservation Elements, outline goals and policies regarding resource protection in the City. The CAP would not involve any land use or zoning changes but would promote infrastructure development and redevelopment. Because the intention and purpose of the CAP is to reduce GHG emissions emitted in the city and reduce the effects of climate change, the implementation of the CAP would support Foster City in meeting local policies and ordinances that protect biological resources. The CAP would not conflict with or obstruct implementation of the applicable policies for preserving biological resources and would not affect the City's ability to attain goals and policies that protect biological resources.

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?

No Impact. The City's General Plan, Parks and Open Space Element and Conservation Element includes an inventory of open space resources as well as goals and policies to preserve natural resources, such as plant and wildlife habitats in the City. The CAP would not facilitate specific development projects, nor would it add or enable new development that would conflict with the adopted Municipal Code, General Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the CAP would have no impact related to consistency with an adopted habitat or natural community conservation plan.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant impact. The CAP is a policy document that does not propose new development that would result in the construction of site-specific projects that could impact identified or unidentified historical, archaeological, or tribal resources or human remains. As the city has been subject to continuous urban development over the past century, any existing archaeological or paleontological resources would likely be located in areas where development has already occurred. Previous studies have not found any archaeological, paleontological, or cultural resources sites in the immediate Foster City vicinity.[14]

However, implementation of the following strategies could result in future projects that involve ground-disturbing activities and building alteration, but there are no specific projects identified and thus no specific location, size, or design to evaluate.

Measure E-W.2.1 would increase installations of residential and commercial solar PV. Measure T-L.2.1 would increase installations of EV charging stations and T-L.3.1 would increase construction of bike/pedestrian infrastructure. While the implementation of such proposed measures would not include large-scale construction in Foster City, they have the potential to alter existing historic structures or uncover previously unknown historical, archaeological, and tribal cultural resources and human remains during construction. Future projects would be subject to CEQA review that would identify project-specific impacts and any required mitigation measures to reduce potential impacts to a less-than-significant level.

In the case of inadvertent discoveries, future projects implemented under the CAP would be subject to California Public Resources Code, Section 5097.98, which details the requirements for halting construction and notifying appropriate parties, including the most likely descendant.

[14] Foster City Levee Protection Planning and Improvements Project Draft EIR, 2016. Available at: https://fostercitylevee.org/wp-content/uploads/2021/01/draft-eir-levee.pdf, accessed April 23, 2024, p. 241.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than significant impact. California is one of the lowest per-capita energy users in the US nation, due to its energy efficiency programs and mild climate.[15] California consumed 252,869 gigawatt-hours of electricity and 2,056,267 million cubic feet of natural gas in 2022.[16,17] The single largest end-use sector for energy consumption in 2021 in California is transportation (41.3 percent), followed by industry (23.5 percent), residential (18.1 percent), and commercial (17.0 percent).[18] Adopted in 2018, SB 100 accelerates the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

The City of Foster City has demonstrated its commitment to energy efficiency and renewable energy through many efforts, as described in the Foster City Sustainability and GHG Reduction Setting section above. The City has adopted the California Green Building Standards Code, per Foster City Chapter 15.02, that requires efficiency measures to reduce energy use, and provide energy reduction benefits. The City has also completed a community-wide GHG emissions inventory for 2019 which is summarized in Table 1. The transportation sector (including local roads and State highways), residential sector, and the commercial/industrial sector were the highest emitters of GHG emissions.

[15] United States Energy Information Administration (USEIA), 2023. California – Profile Overview, last modified April 20, 2023. Available at: https://www.eia.gov/state/?sid=CA, accessed April 13, 2024.

[16] United States Energy Information Administration (USEIA), 2023. State Electricity Profiles for 2022, November 2. Available at: https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm, accessed April 13, 2024.

[17] United States Energy Information Administration (USEIA), 2024. Natural Gas: Natural Gas Consumption by End Use, March 29. Available at: https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm, accessed April 13, 2024.

[18] United States Energy Information Administration (USEIA), 2024. California Energy Consumption by End Use Sector, 2021. Available at: https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm. accessed April 13, 2024.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☐	☒	☐

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

No impact. Foster City is located in the seismically active San Francisco Bay Region, which is within the highest seismic risk zone (Zone 4) designated in the Uniform Building Code.[19] Seismic shaking is of particular concern for Foster City due to its proximity to active and potentially active faults that can generate significant earthquakes. No Alquist-Priolo Special Study Zones, which identify active earthquake faults by the California Geological Survey, are within the city limits. However, the proximity to the San Andreas (approximately 5.7 miles southwest of the city) and the Hayward Faults (approximately 12.8 miles northwest of the city) increases the probability of severe lateral displacement and ground shaking should an earthquake occur. Other fault systems of concern to Foster City are the Butano fault (approximately 18.1 miles southwest of the city), the San Gregorio fault (approximately 12.4 miles to the west of the city), and the Monte Vista-Shannon fault (approximately 5.45 miles to the southwest of the city). Based on the analysis performed for the writing of the 2023 Safety Element Update, slope instability leading to mudslides and landslides is not a significant hazard for Foster City.[20]

The CAP is a is a policy document containing climate actions and supporting measures to reduce GHG emissions and is consistent with the Foster City General Plan and other regional regulations. The CAP does not propose habitable development that could result in exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Therefore, the CAP would result in no impact related to seismic- and landslide-related hazards.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. The CAP would not involve land use or zoning changes but would promote infrastructure development and redevelopment. As a policy document, the CAP would not directly require ground-disturbing activities. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

Measure E-W.2.1 would increase installations of residential and commercial solar PV. Measure T-L.2.1 would increase installations of EV charging stations and T-L.3.1 would increase construction of bike/pedestrian infrastructure. However, the implementation of proposed strategies would not include large-scale construction in Foster City. These CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan or Conservation Guidelines but would rather be consistent with and promote those plans. As such, the CAP could result in construction-related soil erosion and topsoil loss impacts associated with such installations. However, CAP projects and actions would be reviewed for consistency with Foster City General Plan policies and other local and State geology and soils regulations prior to final siting and

[19] Uniform Building Code (UBC), 1994.

[20] City of Foster City, 2023. Safety Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/30281/2023_safety_element_adopted.pdf, accessed April 9, 2024.

construction. Therefore, the CAP would result in a less-than-significant impact related to soil erosion, loss of topsoil, and the presence of unstable soils.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than significant impact. Based on the analysis performed for the writing of the 2023 Safety Element Update, slope instability leading to mudslides and landslides is not a significant hazard for Foster City.[21] The CAP would not involve land use or zoning changes but would promote infrastructure development and redevelopment. As a policy document, the CAP would not directly require ground-disturbing activities. However, implementation of the following CAP measures may promote infrastructure development and redevelopment.

Measure E-W.2.1 would increase installations of residential and commercial solar PV. Measure T-L.2.1 would increase installations of EV charging stations and T-L.3.1 would increase construction of bike/pedestrian infrastructure. However, the implementation of proposed strategies would not include large-scale construction in Foster City. These CAP measures would not conflict with the Municipal Code or objectives and policies of the General Plan but would rather be consistent with and promote the plan. As such, the CAP itself would not have a significant impact on geologic units or soil that is unstable, nor on expansive soil.

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?

No Impact. The CAP would not involve the development of habitable structures and, thus, no use of septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur related to soil capability support of alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact. The City of Foster City has not identified unique paleontological resources or sites within City limits. A specimen search of the University of California's Museum of Paleontology collections catalog revealed paleontological specimens within other areas of San Mateo County.[22] The City imposes standard conditions of approval that protect any unanticipated discoveries of paleontological resources during project activities.

[21] Ibid.

[22] UC Museum of Paleontology Localities, 2020. Available at: http://ucmpdb.berkeley.edu/cgi/ucmp_query2?stat=BROWSE&query_src=ucmp_BrowseUSstates&table=ucmp_loc2&where-state_prov_std=California&where-county_std=San+Mateo+County&orderby=county_std, accessed April 15, 2024.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Cumulative projects could expose additional people and property to seismic and geologic hazards that are present in the region. The magnitude of geologic hazards for individual projects, including those associated with implementation of the CAP, would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Specific geologic hazards associated with individual project sites would be limited to those sites without affecting other areas. Similarly, potential impacts to paleontological resources associated with each individual site would be limited to that site without affecting other areas, and impacts related to these resources would be minimized on a case-by-case basis. Compliance with existing regulations, including California Building Code requirements, City-issued permit requirements, and construction general permit requirements, would minimize potential cumulative seismic and geologic impacts. Seismic and geologic hazards would be addressed on a case-by-case basis and would not result in cumulative impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to geology and soils.

VIII. GREENHOUSE GAS EMISSIONS

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

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. The greenhouse effect is a natural occurrence that helps regulate the temperature of the Earth. The majority of radiation from the Sun hits Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions. Gases that trap heat in the atmosphere are called greenhouse gases (GHG). This process is essential to support life on Earth, because it warms the planet by approximately 60°F. Emissions from human activities since the beginning of the industrial revolution (approximately 270 years ago) have significantly escalated the natural greenhouse effect by increasing the gases in the atmosphere that trap heat and contribute to an average

increase in Earth's temperature. Global warming is the observed increase in the average temperature of the Earth's surface, and climate change is the resultant change in wind patterns, precipitation, and storms over an extended period.

The main GHGs include carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O) and fluorinated gases (hydrofluorocarbons (HFCs), perfluorinated compound (PFC), sulfur hexafluoride (SF6), and nitrogen trifluoride).[23] Combustion of fossil fuels (gasoline, natural gas, and coal), deforestation, and decomposition of waste release carbon into the atmosphere that had been locked underground and stored in oil, gas, and other hydrocarbon deposits or in the biomass of surface vegetation. Since the late 1700s, estimated concentrations of CO2 have increased by 48 percent, CH4 has nearly doubled, and N2O has increased 18 percent, primarily due to human activity.[24] Emissions of GHGs affect the atmosphere directly by changing its chemical composition.

Changes to the land surface also indirectly affect the atmosphere by changing the way in which Earth absorbs gases from the atmosphere. Potential impacts in California due to climate change include sea level rise, more extreme-heat days and high-ozone days, larger and more frequent forest fires, and more drought years.[25] Although GHG emissions do not typically cause direct health impacts at a local level, GHG emissions can result in indirect health impacts by contributing to climate change, which can have public health implications. The primary public health impacts of climate change include the following:[26]

- Increased incidences of hospitalization and deaths due to increased incidences of extreme heat events;
- Increased incidences of health impacts related to ground-level ozone pollution due to increased average temperatures that facilitate ozone formation;
- Increased incidences of respiratory illnesses from wildfire smoke due to increased incidences of wildfires;
- Increased vector-borne diseases due to the growing extent of warm climates; and
- Increased stress and mental trauma due to extreme events and disasters, economic disruptions, and residential displacement.

The City of Foster City completed a community- and municipality-wide GHG inventory for 2019, as summarized in Table 1. Transportation, including local roads and State highways, and natural gas

[23] United States Environmental Protection Agency (EPA), 2024. Overview of Greenhouse Gases. Available at: https://www.epa.gov/ghgemissions/overview-greenhouse-gases, accessed April 22, 2024.

[24] United States Environmental Protection Agency (EPA), 2023. Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases. Available at: https://www.epa.gov/climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases, accessed April 22, 2024.

[25] California Energy Commission (CEC), 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Available at: https://citeseerx.ist.psu.edu/document?repid=rep1&type=pdf&doi=23531859af857041f20f477682dc6a770874dcba, accessed April 15, 2024.

[26] California Natural Resources Energy, 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available at: http://www.climateassessment.ca.gov/state/, accessed April 15, 2024.

and multiple fuels use in the built environment were the two largest contributors to GHG emissions.

Figure 2 shows Foster City's GHG emissions forecast based on business-as-usual projections while Figure 3 shows the City's emissions forecast adjusted by projected reductions from business-as-usual from State programs; by 2030, State laws and programs are projected to reduce Foster City's emissions to 161,716 MT CO2e. As captured in Table 2, Foster City's target emissions by 2030 is 135,546 MT CO2e, requiring 46,607 MT CO2e in reductions from measures within the city. By implementing the strategies in this Plan, emissions are projected to decrease by 46,631 MT CO2e by 2030.

Because SB 32 is considered an interim target toward meeting the 2045 State goal of carbon neutrality, implementation of the CAP would be considered substantial progress toward meeting the State's long-term 2045 goal. Avoiding interference with, and making substantial progress toward, these long-term State targets are important, because these targets have been set at levels that achieve California's fair share of international emissions reduction targets that will stabilize global climate change effects and help avoid the associated adverse environmental consequences.

The CAP includes a list of eleven measures intended to reduce community-wide GHG emissions. Implementation of the CAP would result in the reduction of community-wide operational GHG emissions, with only generating temporary GHG emissions during construction of infrastructure development and redevelopment such as EV charging stations, bicycle paths, sidewalks, etc. Additionally, the CAP would serve as a pathway to introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy consumption and VMT (and thus air pollution), water consumption, and solid waste generation. Additional benefits to public health; enhanced resilience; reduced traffic congestion; equity and inclusion; and economic stability and growth are described in the CAP. Therefore, the CAP would result in a less-than-significant impact related to generation of GHG emissions.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The CAP is a policy-level document that sets strategies to reduce GHG emissions within the city in an effort to also comply with State regulations. As discussed under 8a above, the CAP includes measures to reduce City GHG emissions from forecasted business-as-usual levels to approximately 135,546 MT CO2e by 2030. The purpose of the CAP is to meet Foster City's proportionate fair share of the Statewide GHG emissions reduction target set by AB 32 and SB 32 and work toward the State's longer-term target of carbon neutrality identified in Executive Order B-55-18. The CAP would not conflict with any applicable GHG reduction plans, including the California Climate Change Scoping Plan and the California Climate Change Scoping Plan Updates. The CAP identifies how the City would achieve consistency with the Statewide GHG emissions limit.

The CAP would serve as a pathway to reduce GHG emissions and introduce other beneficial environmental and sustainability effects. These benefits include reduction in building energy

consumption and VMT (and thus air pollution), water consumption, and solid waste generation as well as benefits to public health; enhanced resilience; reduced traffic congestion; equity and inclusion; and economic stability and growth. Therefore, the CAP would result in a less-than-significant impact related to consistency with applicable GHG emissions reduction plans, policies, and regulations.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Analyses of GHG emissions and climate change are cumulative in nature, as they affect the accumulation of GHG emissions in the atmosphere. Cumulative projects that exceed the thresholds discussed above would have a significant impact related to GHG emissions and climate change, both individually and cumulatively. The CAP creates a GHG emissions reduction strategy (consistent with Section 15183.5 of the CEQA Guidelines) for the City of Foster City. The CAP also includes a series of measures that are intended to reduce community-wide GHG emissions by approximately 50 percent below 2005 levels by 2030, surpassing the State's guidance for local areas, and aims for 85 percent by 2045. As such, the CAP would result in the reduction of GHG emissions rather than generating GHG emissions. However, some GHG emissions would occur during construction of CAP-specific infrastructure projects. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact. The CAP is a policy document containing measures to reduce GHG emissions. The proposed CAP does not involve identified site-specific development, nor would it facilitate new development. Implementation of the CAP measures would not involve the routine transport, use, or disposal of hazardous materials and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment. Implementation of some of the CAP measures, such as the installation of EV charging stations, bicycle lanes, and energy retrofits, may involve the use and transport of fuels, lubricating fluids, and solvents, among other activities. These types of materials are not considered acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances Control (CDTSC), EPA, and Occupational Safety & Health Administration (OSHA). Additionally, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to creating a significant hazard.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school?

Less than significant impact. The CAP is a policy document containing measures to reduce GHG emissions. The proposed CAP does not include site-specific proposals and development, nor would it emit or handle hazardous materials. Implementing some CAP measures may require future development or improvements, such as bicycle paths, solar panels, EV charging stations, or building improvements for efficiency. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and applicable local, State, and federal

regulations. Therefore, the CAP would result in a less-than-significant impact related to handling of hazardous materials**.**

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?

Less than significant impact. The CAP is a policy document containing actions and supporting measures to reduce GHG emissions. The proposed CAP does not include site-specific proposals and development, but CAP measures could result in projects that could be located on listed hazardous materials sites. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Therefore, the CAP would result in a less-than-significant impact related to location on a listed hazardous materials site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Less than significant impact. Foster City is located approximately 1.3 miles north of the San Carlos Airport and approximately 5 miles southeast of the San Francisco International Airport (SFO). The city is located within Area A of the Airport Influence Areas (AIAs) of the San Carlos Airport[27] and SFO[28] where requirements for real estate disclosure are mandatory due to potential noise issues. The southernmost portion of the city is located within Area B of the San Carlos Airport AIA, which includes areas within a 9,000-foot radius of San Carlos Airport. Development projects within Area B of the San Carlos Airport AIA require formal review of proposed projects for potential obstruction issues.[29] The central and northern portions of the city are located within Area B of the SFO AIA, where land development proposals must be reviewed by the Airport Land Use Commission.[30] The city is not located within the Airport Safety Zones of SFO or San Carlos Airport.

The CAP is a policy document that would not increase airport activity or result in additional habitable development that could increase potential exposure of persons to aircraft-related hazards. Additionally, CAP projects and actions would be reviewed for consistency with the General Plan and other applicable local and State regulations. Therefore the CAP would result in

[27] ESA, 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

[28] City/County Association of Governments (C/CAG) of San Mateo County, 2012. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

[29] ESA, 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

[30] City/County Association of Governments (C/CAG) of San Mateo County, 2012. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, November. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

less than significant impacts related to risks associated with location proximate to a public airport.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No impact. The CAP is a policy document intended to reduce GHG emissions. The proposed CAP does not involve site-specific development, nor would it facilitate new development that would interfere with adopted emergency plans. Therefore, the CAP would result in no impact related to impairment or interference with implementation of an emergency response or evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

No Impact. According to California Department of Forestry and Fire Protection (CalFIRE), Foster City is not located in designated a California Fire Hazard Severity Zone,[31] or in a State Responsibility Area.[32] The Foster City General Plan Safety Element does not identify wildland fires as a significant hazard in the city.[33] Furthermore, the CAP does not propose specific development or other physical changes such as habitable development to the environment that could be put at risk in the case of a wildland fire. Therefore, the CAP would result in no impact related to risks associated with exposure to wildland fire.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Hazards and hazardous materials impacts are typically site-specific in nature. Cumulative projects, including the CAP, are not anticipated to contribute to cumulative hazards and hazardous materials impacts with adherence to applicable General Plan policies and applicable State and federal regulatory requirements. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to hazards and hazardous materials.

[31] California Office of the State Fire Marshal, n.d. Fire Hazard Severity Zones | OSFM. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed April 16, 2024.

[32] California Office of the State Fire Marshal, n.d. State Responsibility Area (SRA) Viewer. Available at: https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991, accessed April 16, 2024.

[33] City of Foster City, 2023. Safety Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/30281/2023_safety_element_adopted.pdf, accessed April 9, 2024.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
iii) 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; or	☐	☐	☐	☒
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☐

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

No Impact. The CAP is a policy document containing measures intended to reduce GHG emissions in the city. CAP projects and actions would be reviewed for consistency with local and State regulations, including the implementation of stormwater pollution prevention plans (SWPP). As such, the CAP's related infrastructure changes would not result in new or different wastewater discharge. Additionally, proposed infrastructure would be small in scale and not result in substantial, adverse impacts related to surface or groundwater quality. Therefore, the CAP would result in no impact related to surface or groundwater water quality in Foster City.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The CAP is a policy document containing programs that are consistent with the City's General Plan. CAP Measure E-W.3.1 aims to reduce water consumption by 5 percent by 2030 and 15 percent by 2045 by promoting water conservation programs and incentives and encouraging the installation of purple pipes to supply recycled water for flushing toilets, washing clothes, and outdoor uses such as watering gardens in homes and businesses. This Measure would not decrease groundwater supplies or interfere with groundwater recharge. In addition, implementation of the CAP actions related to infrastructure development and redevelopment would not substantially degrade groundwater quality or groundwater recharge. As a result, no adverse impacts related to groundwater water quality or resources would occur.

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?

i. *result in substantial erosion or siltation on- or off-site;*

ii. *substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;*

iii. *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; or*

iv. *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; or*

Less than significant impact. Implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP measure T-L.3.1 may expand access to bike and pedestrian infrastructure. Measure T-L.2.1 aims to build electric vehicle (EV) charging infrastructure in the City. Measure E-W.2.1 sets a target to increase residential and commercial solar installations. Installation of solar panels and EV charging infrastructure, as well as changes in bike and pedestrian infrastructure, may slightly change Foster City's existing drainage system and the amount of impervious surface. Construction of infrastructure development and redevelopment could also result in erosion and potential redirect of flood flows or drainage patterns; however, implementation of proposed actions would not include large-scale construction within Foster City. Additionally, CAP projects and actions would be reviewed for consistency with applicable local and State regulations, including the implementation of a Stormwater Pollution Prevention Plan (SWPPP) once project details and locations are known. And given the associated small footprints, the CAP-related infrastructure changes would not result in substantial additional erosion or runoff. Therefore, the CAP would result in a less-than-significant impact related to polluted runoff.

d) In flood hazard, tsunami, or seiches zones, risk release of pollutants due to project inundation?

No Impact. The City is not located within designated seiche or tsunami zones. Portions of the City (the Foster City Lagoon and lands outside the levee) are within the 100-year flood zone defined

by Federal Emergency Management Agency (FEMA).[34] According to FEMA, Foster City is considered an Area with Reduced Flood Risk due to Levee.[35] Foster City sits 7 feet above sea level, relying on a system of levees and sea walls to manage tidal and flood waters from both the Bay (east of the City) and Peninsula (west of the City). In Foster City, construction, including infrastructure projects associated with implementation of the CAP, must comply with Chapter 15.36 (Floodplain Management Regulations) of the Foster City Municipal Code.[36] The CAP does not propose habitable development and, thus, would not increase flooding or inundation risks to persons and habitable structures related to sea level rise. Therefore, the CAP would result in a less-than-significant impact related to flooding and inundation resulting in release of pollutants.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The CAP measures would not include direct extraction of groundwater and encourage water savings through conservation. The CAP would not interfere with or obstruct implementation of water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, the CAP would result in no impact related to consistency with a water quality control plan or sustainable groundwater management plan.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

a) Physically divide an established community?

No Impact. The CAP is a policy document containing measures that are consistent with the Foster City General Plan and does not include measures or specific development projects that would divide an established community. Under Measure T-L.3.1, the City plans to encourage bicycling

[34] California Department of Water Resources, n.d. Best Available Map. Available at: https://gis.bam.water.ca.gov/bam/, accessed April 16, 2024.

[35] Federal Emergency Management Agency (FEMA), n.d. Flood Map Service Center | Search by Address. Available at: https://msc.fema.gov/portal/search?AddressQuery, accessed April 16, 2024.

[36] City of Foster City, n.d. Municipal Code. Available at: https://www.codepublishing.com/CA/FosterCity/, accessed April 16, 2024.

and micromobility as an alternative to vehicular travel, which includes continuing to support the Safe Routes to School Program and aiming to increase bicycling, walking, carpooling, and public transit use. This measure would increase connectivity in Foster City. Therefore, the CAP would result in no impact in relation to the division of an established community.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The CAP is a policy document containing measures that are consistent with the Foster City General Plan and that are designed to reduce adverse environmental impacts associated with climate change. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. The CAP is a policy document containing measures that are consistent with the City's General Plan. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. The proposed policy changes are consistent with the intent of the goals and policies established within the City's General Plan and Zoning Regulations and would not cumulatively contribute to population growth or the loss of housing. Cumulative projects, including the CAP, would be required to adhere to City development regulations and General Plan policies to retain land use character and minimize environmental impacts. CAP projects and actions would be reviewed for consistency with the General Plan and other applicable regulatory land use actions prior to approval. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to land use.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The City of Foster City General Plan does not identify any mineral resources or mineral resources recovery sites within the city.[37] The CAP would not facilitate infrastructure development projects within the City that could result in the loss of availability of known mineral resources. Therefore, the CAP would result in no impact related to mineral resource.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. The City of Foster City General Plan does not identify any mineral resources or mineral resources recovery sites within the city limits. As such, no cumulative impact related to mineral resources could occur. Therefore, implementation of the CAP would result in no cumulative impact related to mineral resources.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

[37] City of Foster City, 2016. General Plan. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3411/2-general-plan-summary-2-1-2016.pdf, accessed April 9, 2024.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact. Noise is unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). Because of the way the human ear works, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as construction equipment). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance; while noise from a point source typically attenuates at about 6 dBA per doubling of distance. Noise levels may also be reduced by the introduction of intervening structures. For example, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA.

The Noise Element of the Foster City General Plan aims to ensure appropriate noise levels considered compatible for community noise environments. The City's normally acceptable exterior noise exposure standard is 60 dBA or less for residential.

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed measures of the CAP would support small scale construction projects, such as EV charging station construction that may result in a temporary increase in noise levels. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. The Foster City Noise Element notes that major sources of traffic noise include the Bayshore Freeway (U.S. 101) and State Route 92, and primary arterials including East Hillsdale Boulevard, East Third Avenue, Metro Center Boulevard, Edgewater Boulevard, Foster City Boulevard, and Shell Boulevard. The CAP includes a number of measures to reduce GHG emissions from the transportation sector. For instance, under Measure T-L.3.1, the City plans to encourage bicycling and micromobility as an alternative to vehicular travel, which includes continuing to support the Safe Routes to School Program and aiming to increase bicycling, walking, carpooling, and public transit use. Additionally, under Measure T-L.1.1, the City aims to reduce VMT commuting to work by maximizing public transit ridership. These measures will reduce VMT and reduce traffic-related noise in the city. Therefore, the CAP would not generate

excessive noise levels and would thus result in a less-than-significant impact related to noise exposure.

b) Generation of excessive ground borne vibration or ground borne noise levels?

Less than significant impact. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise.[38]

The CAP is a policy document containing programs that are consistent with the General Plan. Some of the proposed CAP measures would support small-scale construction projects, such as EV charging station construction that may result in a temporary increase in groundborne vibration. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and would be required to comply with applicable local, State, and federal regulations. Thus, the CAP would result in a less-than-significant impact related to groundborne vibration.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Foster City is located approximately 1.3 miles north of the San Carlos Airport and approximately 5 miles southeast of the San Francisco International Airport (SFO). The city is located within Area A of the Airport Influence Areas (AIAs) of the San Carlos Airport[39] and SFO[40] where requirements for real estate disclosure are mandatory due to potential noise issues. The southernmost portion of the city is located within Area B of the San Carlos Airport AIA, which includes areas within a 9,000-foot radius of San Carlos Airport. Development projects within Area B of the San Carlos Airport AIA require formal review of proposed projects for potential obstruction issues.[41] The central and northern portions of the city are located within Area B of the SFO AIA, where land development proposals must be reviewed by the Airport Land Use Commission.[42] The city is not located within the Airport Safety Zones of SFO or San Carlos Airport.

[38] California Department of Transportation (Caltrans), 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available at: http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf, accessed April 18, 2024.

[39] ESA, 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

[40] City/County Association of Governments (C/CAG) of San Mateo County, 2012. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

[41] ESA, 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

[42] City/County Association of Governments (C/CAG) of San Mateo County, 2012. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, November. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

The city is located in areas where aircraft noise is below the CNELs of 65 decibels for SFO[43] and 60 decibels for San Carlos Airport.[44]

The CAP is a policy document that would not increase airport activity or result in additional habitable development that could increase potential exposure of persons to excessive noise levels associated with aircraft or airports. Therefore, the CAP would result in no impact related to airport and aircraft related noise.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. The CAP is a policy document containing programs that are consistent with the City of Foster City General Plan. Some of the proposed measures of CAP would support small scale construction projects, such as EV charging station construction, which may result in a temporary increase in groundborne vibration or noise levels. However, cumulative projects, including the CAP, would be subject to review by the City for compliance with the General Plan and Municipal Code and would be required to comply with applicable State and federal regulations. Additionally, the CAP encompasses measures fostering GHG-reduction opportunities that would decrease traffic and traffic-related noise. As such, implementation of the CAP would not generate excessive groundborne vibration or noise levels. Therefore, the CAP would result in a less-than-significant cumulative impact related to noise.

XIV. POPULATION AND HOUSING

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

[43] City/County Association of Governments (C/CAG) of San Mateo County, 2012, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, accessed April 22, 2024.

[44] ESA, 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport, October. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The CAP does not include measures, policies, or programs that would increase the population or induce additional population growth that would displace people or housing. Therefore, the CAP would result in no impact related to population and housing.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Cumulative projects, including the CAP, are not anticipated to displace people or housing nor induce substantial unplanned population growth in the City. Specifically, the CAP would not contribute to person or housing displacement in the City of Foster City nor result in population growth beyond that already assumed and planned for in the General Plan. Therefore, the CAP would result in no cumulative impact related to population and housing.

XV. PUBLIC SERVICES

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

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times

or other performance objectives for any of the public services: fire protection, police protection, schools, parks, or other public facilities?

No Impact. The CAP is a policy document containing programs that are consistent with the Foster City General Plan. Implementation of the CAP and the proposed measures would not result in increases in population and induce additional population growth. As such, the CAP would not require the construction of new or physically altered governmental facilities to serve additional population, the construction of which could cause significant environmental impacts. Furthermore, CAP projects and actions would be reviewed for consistency with the Foster City General Plan and other applicable local and State regulations. Nonetheless, implementing the CAP would require some modification of existing policies, including developing and implementing new programs, and projects, or modifying existing ones. The CAP is designed to reduce adverse environmental impacts associated with climate change. Where modifications of existing policies are needed the CAP measures would not result in increases in population or induce additional population growth and would not displace people or housing. Therefore, the CAP would result in no impact related to public services in terms of need for the construction of new or altered governmental facilities.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the Foster City General Plan. Therefore, implementation of the CAP would not result in substantial cumulative need to expand public services facilities. Therefore, the CAP would result in **no cumulative impact** related to public services.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) 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?

No Impact. Foster City is a primarily urbanized community with parks and recreational spaces incorporated throughout the City, including twenty parks within the four-square miles comprising the City's boundaries. The parks total approximately 103 acres of park land.[45] The General Plan Parks and Open Space Element incorporate goals and policies to protect open space and recreational resources in the City. The CAP is a policy document containing programs that are consistent with Foster City's General Plan. Additionally, the CAP would not result in substantial population growth or direct land use changes. As such, implementation of the CAP would not result in a substantial physical deterioration of parks or other recreational facilities or result in the need to expand recreational facilities. Therefore, the CAP would result in no impact related to the need for construction of new or altered recreational facilities.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Implementation of cumulative projects, including the CAP, would not result in increases in population or induce additional population growth beyond that assumed under the General Plan. In addition, the CAP would not result in population growth or direct land use change. Therefore, implementation of the CAP would not result in substantial cumulative physical deterioration of parks or other recreational facilities or result in the cumulative need to expand recreational facilities. Therefore, implementation of the CAP would result in no cumulative impact related to recreation.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☐	☒
b) Conflict or be inconsistent with CEQA Guidelines Section 15-64.3, Subdivision (b)?	☐	☐	☐	☒

[45] City of Foster City, 2009. Parks and Open Space Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3441/gp-chapter-5-parks-and-open-space-element.pdf, accessed April 9, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

b) Conflict or be inconsistent with CEQA Guidelines Section 15-64.3, Subdivision (b)?

No Impact.

The City of Foster City General Plan Land Use and Circulation Element contains the following applicable goals and policies:

- LUC-E-2: Complete Streets: The City will plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel. The City will be guided by the following Complete Streets Principles:
    - Complete Streets Serving All Users. Foster City expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.
    - Context Sensitivity. In planning and implementing street projects, departments and agencies of Foster City shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets, as well as other features such as striping, signage and lighting.
    - Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of Foster City shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an

opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

- LUC-E-6: Create Opportunities for Transit Access: Create opportunities to improve transit and access to regional transit with new or modified development, as appropriate.
- LUC-E-8: Pedestrian, Bicycle and Neighborhood Electric Vehicle (NEV) Friendly Design: Encourage bicycling, walking and use of NEVs instead of driving automobiles to reduce greenhouse gas emissions, save money on fuel and maintenance, and foster a healthier population. Prioritize pedestrian and bicycle-friendly improvements including bike lanes on main streets, an urban bike-trail system, bike parking, pedestrian crossings, and associated master plans with new or modified development, as appropriate.
- LUC-E-9: Bicycle Routes and Pedestrian Paths. Maintain a system of bicycle routes and pedestrian paths, which will include separate bicycle lanes and posted bicycle routes. Pedestrian pathways and easements shall be maintained, either by the City, or, in the case of private ownership, according to a maintenance agreement or landscaping district agreement applicable to the pathway/easement.
- LUC-G-2-a: Low Emission Vehicles: The City will support and promote the use of low-emission vehicles, by:
    - Encouraging the necessary infrastructure to encourage the use of low-emission vehicles (LEV) and clean alternative fuels, such as development of electric vehicle charging facilities and conveniently located alternative fueling stations;
    - Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate LEV and/or plug in electric hybrids (PHEV);
    - Encouraging transportation fleet standards to achieve the lowest emissions possible.

The CAP is a policy document containing measures that are consistent with the City's General Plan Land Use and Circulation element with many that are aimed at facilitating the implementation of the local transportation programs and improvements. For example, CAP Measure T-L.2.1 aims to increase the share of zero-emission vehicles in the City by expanding EV charging infrastructure access. Measure T-L.3.1 would encourage active transportation, such as bicycling and walking, by improving access to pedestrian and bicycling facilities. Both of these measures directly support policies in the City's General Plan, such as LUC-E-8 and LUC-G-2-a in particular. Implementation of some of the CAP transportation measures may require future infrastructure development or improvements, such as bike paths. However, CAP projects and actions would be reviewed for consistency with the General Plan and Municipal Code and be required to comply with applicable local, State, and federal regulations. Therefore, the CAP

would result in no impact related to consistency with plans addressing the transportation circulation system.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d) Result in inadequate emergency access?

No Impact. The CAP is a policy document containing measures that are consistent with the City General Plan and would not facilitate development beyond that allowed under the General Plan. As such, it would not create transportation hazards or result in inadequate emergency access. Under Measure T-L.3.1, the City plans to encourage bicycling and micromobility as an alternative to vehicular travel, which includes continuing to support the Safe Routes to School Program and aiming to increase bicycling, walking, carpooling, and public transit use. The CAP does not include measures that would substantially increase transportation hazards due to a design feature or incompatible land uses. Furthermore, CAP projects and actions would be reviewed for consistency with the Foster City General Plan and other applicable local and State regulations. Therefore, the CAP would result in a less-than-significant impact related to transportation hazards and emergency access.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. The CAP is a policy document containing programs that are consistent with the City's General Plan. The goals, policies, objectives, measures, and actions included in the CAP promote alternative modes of transportation and reduction of the amount of VMT throughout the City. In addition, the CAP measures would not conflict with the objectives and policies of the General Plan or Bicycle and Pedestrian Transportation Plan but would rather be consistent with and promote those plans. Therefore, the CAP would result in a less-than-significant cumulative impact related to transportation.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than significant impact. On April 9, 2024, the following Native American tribal groups were formally notified that the City initiated environmental review of the CAP and were invited to request consultation:

- Native American Heritage Commission;
- Amah Mutsun Tribal Band
- Costonoan Rumsen Carmel Tribe
- Indian Canyon Mutsun Band of Costonoan
- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- The Ohlone Indian Tribe
- Wuksache Indian Tribe/Eshom Valley Band

As of the time of this writing and document publication, no responses have been received, and no formal consultation has been requested.

As the city has been subject to continuous urban development over the past century, any existing archaeological resources would likely be located in areas where development has already

occurred. Previous studies have not found any archaeological or cultural resources sites in the immediate Foster City vicinity.[46]

The CAP would not involve land use or zoning changes but would instead promote infrastructure development and redevelopment. As a policy document, the CAP would also not directly require ground disturbing activities. However, implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP measure T-L.3.1 may expand access to bike and pedestrian infrastructure. Measure T-L.2.1 aims to build electric vehicle (EV) charging infrastructure in the City. Measure E-W.2.1 sets a target to increase residential and commercial solar installations. Installation of solar panels and EV charging infrastructure, as well as changes in bike and pedestrian infrastructure could impact unknown tribal cultural resources during construction, but such resources would be protected upon discovery and, thus, impacts would be reduced to a minimal level. Therefore, the CAP would result in a less-than-significant impact related to tribal cultural resources.

In the case of inadvertent discoveries, future projects implemented under the CAP would be subject to California Public Resources Code, Section 5097.98, which details the requirements for halting construction and notifying appropriate parties, including the most likely descendant.

Cumulative Impacts

The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Cumulative projects could increase the potential for adverse effects to unknown tribal cultural resources in the City. Impacts to tribal cultural resources are site-specific; accordingly, as required under applicable laws and regulations, potential impacts associated with cumulative developments would be addressed on a case-by-case basis as cumulative project details and locations become known. Therefore, the CAP would result in a less-than-significant cumulative impact related to tribal cultural resources.

[46] City of Foster City, 2016. Levee Protection Planning and Improvements Project Draft EIR. Available at: https://fostercitylevee.org/wp-content/uploads/2021/01/draft-eir-levee.pdf, accessed April 23, 2024, p. 241.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably forseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than significant impact. The CAP is a policy document aimed at reducing water and energy consumption and related GHG emissions throughout the City of Foster City and does not include site-specific infrastructure designs or project proposals. Implementing the CAP would not result in an increase in population and housing nor would it facilitate growth beyond that anticipated by the General Plan. As such, implementing the CAP would not create new demand related to water, wastewater, stormwater drainage, electric power, natural gas power, or telecommunications utilities.

However, projects resulting from CAP implementation could include redevelopment and/or restructuring of electricity and natural gas power facilities and infrastructure. For example, CAP Measure E-W.2.1 aims to increase solar PV installations. CAP Measure T-L.2.1 encourages the installation of electric vehicle charging stations and supporting infrastructure, and CAP Measure T-L.3.1 would encourage active transportation by improving access to pedestrian and bicycling infrastructure.

Water Supply Facilities/Infrastructure

Less than significant impact. The City of Foster City obtains its municipal water supply from San Francisco Regional Water System (SFRWS). This water is delivered from the City and County of San Francisco's regional water supply, operated by the San Francisco Public Utilities Commission (SFPUC). SFPUC's supply is predominantly from the Sierra Nevada, delivered from the Hetch Hetchy Reservoir through the Hetch Hetchy aqueducts, but also includes treated water produced by the SFPUC from its local watersheds and facilities in San Mateo County. The City of Foster City addresses issues of water supply in its 2020 Urban Water Management Plan (UWMP).[47] The UWMP is a long-range planning document used to assess current and projected water usage, water supply planning and conservation and recycling efforts. According to the UWMP, the City of Foster City has analyzed different hydrological conditions to determine the reliability of water supplies: average/normal water year, single dry water year, and droughts lasting at least five years, and more frequent and severe periods of drought. In addition, the 2020 UWMP includes a Water Shortage Contingency Plan (WSCP).

On May 1, 2023 the City of Foster City and the Estero Municipal Improvement District Board of Directors adopted a Water Neutrality Ordinance to implement water reduction regulations for applicable future and new developments to ensure that new development(s) does not adversely affect the City's water supply. The Ordinance requires new development(s), redevelopment or changes in use within the EMID service area that will require a new water service or will increase water demand above the existing water demand level to offset the projected water demand with water efficiency/conservation/retrofit measures to create a neutral impact on the overall water use demand.[48]

CAP Measure E-W.3 aims to reduce water consumption by promoting water conservation programs and incentives and encouraging the installation of purple pipes to supply recycled water for flushing toilets, washing clothes, and outdoor uses such as watering gardens in homes and businesses. This CAP Measure may slightly change the amount or characteristics of the water supply compared to existing conditions. However, the CAP would not result in new land uses that would contribute to an increase in water use, compared to existing conditions, or require relocation or construction of new water infrastructure. Therefore, a less-than-significant impact related to water needs for construction or expansion of water supply facilities and infrastructure would occur.

Wastewater Treatment Facilities/Infrastructure

No impact. The Estero Municipal Improvement District water collection program maintains the sanitary sewer collection and pumping system within Foster City. The Wastewater Division works

[47] City of Foster City, 2021. 2020 Urban Water Management Plan, July. Available at: www.fostercity.org/sites/default/files/fileattachments/public_works/page/32041/final_draft_2020_emid_uwmp_wappendices.pdf, accessed April 23, 2024.

[48] City of Foster City, 2023. Water Neutrality Guidebook. Available at: https://www.fostercity.org/commdev/page/water-neutrality-guidebook, accessed April 22, 2024.

to protect the health and safety of Foster City residents and to ensure the protection of the environment by effective treatment and disposal of all wastewater flows from commercial, industrial, and residential users. The Wastewater Division operates and maintains more than 43 miles of sanitary sewer lines, more than 8.5 miles of sewer force mains, 49 pumping stations, 15 permanent standby generators, and four (4) portable generators to ensure that the nearly three (3) million gallons of wastewater generated by Foster City each day is transmitted to the San Mateo treatment facility. The Wastewater Division works cooperatively with the City of San Mateo, which operates, maintains, and repairs the Joint Wastewater Treatment facility located within the City of San Mateo. The City of San Mateo and Foster City/Estero Municipal Improvement District (EMID) jointly own the San Mateo Wastewater Treatment Plant (WWTP) through a Joint Powers Agreement (JPA). San Mateo operates the plant as the Lead Agency of the JPA. The facility treats wastewater for the citizens of the City of San Mateo and Foster City/EMID, in addition to surrounding communities.

The CAP would not result in new land uses that would generate sanitary wastewater or otherwise contribute to an increase in wastewater treatment requirements. The amount or characteristics of wastewater treated at the WWTP would not change compared to existing conditions with implementation of the proposed plan. The CAP would not require relocation or construction of new wastewater treatment infrastructure. Therefore, no impact related to need for construction or expansion of wastewater treatment facilities and infrastructure would occur.

Stormwater Drainage Facilities/Infrastructure

No impact. As discussed in Section 10, Hydrology and Water Quality, implementation of the following CAP measures may promote infrastructure development and redevelopment. CAP measure T-L.3.1 may expand access to bike and pedestrian infrastructure. Measure T-L.2.1 aims to build electric vehicle (EV) charging infrastructure in the City. Measure E-W.2.1 sets a target to increase residential and commercial solar installations. Installation of solar panels and EV charging infrastructure, as well as changes in bike and pedestrian infrastructure, may slightly change Foster City's existing drainage system and the amount of impervious surface. Construction of infrastructure development and redevelopment could result in erosion and potential redirect of flood flows or drainage patterns. However, implementation of proposed actions would not include large scale construction within Foster City and the CAP-related infrastructure changes would not result in additional sources of polluted runoff. As a result, the CAP would not result in new land uses that would generate an increased amount of stormwater that requires modified drainage or storm drain systems. Therefore, implementing the CAP would have no effect on polluted runoff. As such, implementation of the CAP would not require a SWPPP. Therefore, no impact related to needs for construction or expansion of stormwater drainage facilities and infrastructure would occur.

Electric Power Facilities/Infrastructure

Less than significant impact. CAP Measures E-W.1.1 and E-W.1.2 aim to reduce energy consumption through energy efficiency programs and projects, as well as promoting behavioral

changes. In addition, new EV charging station installations under Measure T-L.2.1 would involve the construction of new electric power facilities and infrastructure and could also involve the relocation of existing electric power infrastructure and transmission lines. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP would result in a less-than-significant impact related to construction, expansion, or relocation of electric power facilities and infrastructure.

Natural Gas Power Facilities/Infrastructure

Less than significant impact. The CAP would not involve new land uses that require new or additional natural gas service. However, implementation of the CAP could involve the relocation or removal of existing natural gas facilities and infrastructure. The CAP would serve as a pathway to reduce GHG emissions and other beneficial environmental and sustainability effects. These benefits include a reduction in energy consumption. Therefore, the CAP would result in a less-than-significant impact related to construction, removal, or relocation of natural gas power facilities and infrastructure.

Telecommunications Facilities/Infrastructure

No impact. The proposal plan would not involve new land uses that would require telecommunications infrastructure and is not anticipated to involve the relocation of existing telecommunications facilities. Therefore, the CAP would result in no impact related to need for construction or expansion of telecommunication facilities and infrastructure.

b) Have sufficient water supplies available to serve the project and reasonably forseeable future development during normal, dry, and multiple dry years?

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The CAP is a policy-level document that does not include site-specific infrastructure designs or project proposals, nor does it grant entitlements for development that would have the potential to increase demand for water supply or other utility services. Implementing the CAP would include no new residential construction and would have no effect on water demand and wastewater treatment demand. Thus, the CAP would result in no impact related to water supply and wastewater treatment.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Recology San Mateo County collects solid waste the city and would collect solid waste from the project site. Foster City's solid waste is processed at the Shoreway Environmental Center

transfer station operated by South Bayside Industries. The Foster City 2005 Greenhouse Gas Inventory reported that solid waste disposal comprised 4 percent of the total emissions from government operations.[49] CAP Measure W-C.1.1 aims to significantly reduce organic waste to landfills and promote waste diversion methods. CAP Measure W-C.1.2 would procure and apply compost, further diverting organic waste from landfills. The CAP would not facilitate habitable development and, thus, would not affect solid waste collection and disposal demand. Additionally, because the CAP is a policy document that would not facilitate growth beyond that anticipated by the General Plan, it would not generate solid waste in excess of State or local standards. Therefore, the CAP would result in no impact related to solid waste.

Cumulative Impacts

Less than significant impact. The cumulative projects scenario is total projected population growth for Foster City (34,072 persons) in 2030. Cumulative projects within the City could result in increases in population and additional use of or need for utilities and service systems. While implementation of the CAP and related infrastructure projects would not result in increases in population or induce additional population growth that would require additional use of existing City utilities or service systems, implementation of new or replacement energy or transportation infrastructure under the CAP could result in less than significant cumulative utility construction impacts. Therefore, implementation of the CAP would result in a less-than-significant cumulative impact related to utilities and service systems.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evaluation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

[49] City of Foster City, 2005. Government Operations Greenhouse Gas Emissions Inventory. Available at: www.ca-ilg.org/sites/main/files/file-attachments/2005_ghg_municipal_inventory.pdf?1454096132, accessed April 24, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Substantially impair an adopted emergency response plan or emergency evaluation plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. According to California Department of Forestry and Fire Protection (CalFIRE), Foster City is not located in designated a California Fire Hazard Severity Zone,[50] or in a State Responsibility Area.[51] The Foster City General Plan Safety Element does not identify wildland fires as a significant hazard in the city.[52] Furthermore, the CAP does not propose specific development or other physical changes such as habitable development to the environment that could be put at risk in the case of a wildland fire. Therefore, the CAP would result in no impact related to risks associated with exposure to wildland fire.

[50] California Office of the State Fire Marshal, n.d. Fire Hazard Severity Zones | OSFM. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed April 16, 2024.

[51] California Office of the State Fire Marshal, n.d. State Responsibility Area (SRA) Viewer. Available at: https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991, accessed April 16, 2024.

[52] City of Foster City, 2023. Safety Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/30281/2023_safety_element_adopted.pdf, accessed April 9, 2024.

XXI. 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 substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) Does the project have the potential to substantially 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, substantially 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?

Less than significant impact. The intent of the CAP is to reduce GHG emissions from Foster City community operations through implementation of measures. The CAP measures are consistent with the City's General Plan and encourage residents, businesses, and the City to reduce energy, fuel use, water use, VMT, and solid waste generation and the associated GHG emissions. The CAP would not facilitate development that would eliminate or threaten wildlife habitats or eliminate important examples of the major periods of California history or prehistory. Therefore, as discussed in more detail in Sections 4, *Biological Resources*, and 5, *Cultural Resources*, the CAP would result in a less-than-significant impact related to biological and cultural resources.

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.)

Less than significant impact. Implementation of the CAP would result in a cumulatively beneficial reduction of GHG emissions across the City. In addition, as discussed throughout the respective

cumulative impacts discussions within this document, the CAP would not result in significant cumulative impacts. Rather, implementation of the CAP would be consistent with General Plan policies aimed at reducing emissions of GHGs and air pollutants, reducing VMT, reducing energy and water supply demands on utilities, and decreasing solid waste generation. Therefore, the CAP would result in an overall less than significant cumulative impact related to all CEQA topics addressed within this document.

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

Less than significant. The CAP would not result in adverse effects on human beings. Rather, as discussed throughout this document, the CAP would serve as a pathway to reduce GHG emissions and other positive environmental and sustainability effects. These benefits include reduction in building energy consumption and VMT (and thus air pollution), in transportation related GHG emissions, energy and water consumption, and solid waste generation. However, as discussed in more detail in *Section 3, Air Quality*; *Section 13*, *Noise*; and *Section 17, Transportation*, the CAP could cause temporary construction impacts related to transportation, air quality, and noise that could, in turn, affect human beings but would not result in a substantial adverse environmental effect. Therefore, the CAP would result in a less-than-significant impact related to potential for adverse effects on human beings.

IV. LIST OF PREPARERS

Urban Planning Partners, Inc.

Leslie Carmichael, Associate Principal
Emily Culling, Assistant Planner
Claire Mei, Planner

City of Foster City

Sofia Mangalam, Community Development Director
Vanessa Brannon, Senior Management Analyst

V. REFERENCES

Bay Area Air Quality Management District (BAAQMD), n.d. Air Quality Standards and Attainment Status. Available at: https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status, accessed April 10, 2024.

Bay Area Air Quality Management District (BAAQMD), 2017. "Spare the Air: Cool the Climate." Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en, accessed April 24, 2024.

California Air Resources Board (CARB), 2005. Air Quality and Land Use Handbook: A Community Health Perspective, April. Available at: https://ww2.arb.ca.gov/sites/default/files/2023-05/Land%20Use%20Handbook_0.pdf, accessed April 24, 2024.

California Department of Fish and Wildlife, n.d. California Forests and Timberlands Map. Available at: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109917&inline, accessed April 13, 2024.

California Department of Transportation (Caltrans), 2013. Transportation and Construction Vibration Guidance Manual (CT-HWANP-RT-13-069.25.3). Available at: http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf, accessed April 18, 2024.

California Department of Water Resources, n.d. Best Available Map. Available at: https://gis.bam.water.ca.gov/bam/, accessed April 16, 2024.

California Energy Commission (CEC), 2009. Environmental Health and Equity Impacts from Climate Change and Mitigation Policies in California: A Review of the Literature. Available at: https://citeseerx.ist.psu.edu/document?repid=rep1&type=pdf&doi=23531859af857041f20f477682dc6a770874dcba, accessed April 15, 2024.

California Natural Resources Energy, 2018. California's Fourth Climate Change Assessment Statewide Summary Report. Available at: http://www.climateassessment.ca.gov/state/, accessed April 15, 2024.

California Office of the State Fire Marshal, n.d. Fire Hazard Severity Zones | OSFM. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones, accessed April 16, 2024.

California Office of the State Fire Marshal, n.d. State Responsibility Area (SRA) Viewer. Available at: https://www.arcgis.com/home/webmap/viewer.html?layers=5ac1dae3cb2544629a845d9a19e83991, accessed April 16, 2024.

City of Foster City Zoning Map, ArcGIS web application. Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=e34316ba2a5743d58e16a773be73b07c, accessed April 10, 2024.

City of Foster City, 2005. Government Operations Greenhouse Gas Emissions Inventory. Available at: www.ca-ilg.org/sites/main/files/file-attachments/2005_ghg_municipal_inventory.pdf?1454096132, accessed April 24, 2024.

City of Foster City, 2009. Conservation Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3421/luc-element-w_low-res-maps.pdf, accessed April 9, 2024.

City of Foster City, 2009. Parks and Open Space Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3441/gp-chapter-5-parks-and-open-space-element.pdf, accessed April 9, 2024.

City of Foster City, 2016. General Plan. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3411/2-general-plan-summary-2-1-2016.pdf, accessed April 9, 2024.

City of Foster City, 2016. Land Use and Circulation Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/3421/luc-element-w_low-res-maps.pdf, accessed April 9, 2024.

City of Foster City, 2016. Levee Protection Planning and Improvements Project Draft EIR. Available at: https://fostercitylevee.org/wp-content/uploads/2021/01/draft-eir-levee.pdf, accessed April 23, 2024, p. 241.

City of Foster City, 2021. 2020 Urban Water Management Plan, July. Available at: www.fostercity.org/sites/default/files/fileattachments/public_works/page/32041/final_draft_2020_emid_uwmp_wappendices.pdf, accessed April 23, 2024.

City of Foster City, 2023. Safety Element. Available at: https://www.fostercity.org/sites/default/files/fileattachments/community_development/page/30281/2023_safety_element_adopted.pdf, accessed April 9, 2024.

City of Foster City, 2023. Water Neutrality Guidebook. Available at: https://www.fostercity.org/commdev/page/water-neutrality-guidebook, accessed April 22, 2024.

City of Foster City, n.d. Municipal Code. Available at: https://www.codepublishing.com/CA/FosterCity/, accessed April 16, 2024.

City/County Association of Governments (C/CAG) of San Mateo County, 2012. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International

Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

City/County Association of Governments of San Mateo County (C/CAG), 2017. San Mateo Countywide Transportation Plan. Available at: https://ccag.ca.gov/wp-content/uploads/2014/05/SMCTP-2040-FINAL_.pdf, accessed April 24, 2024.

ESA, 2015. Final Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. Available at: https://ccag.ca.gov/plansreportslibrary-2/airport-land-use/, accessed April 22, 2024.

Federal Emergency Management Agency (FEMA), n.d. Flood Map Service Center | Search by Address. Available at: https://msc.fema.gov/portal/search?AddressQuery, accessed April 16, 2024.

Foster City Levee Protection Planning and Improvements Project Draft EIR, 2016. Available at: https://fostercitylevee.org/wp-content/uploads/2021/01/draft-eir-levee.pdf, accessed April 23, 2024, p. 241.

UC Museum of Paleontology Localities, 2020. Available at: https://ucmpdb.berkeley.edu/cgi/ucmp_query2?stat=BROWSE&query_src=ucmp_BrowseUSstates&table=ucmp_loc2&where-state_prov_std=California&wherecounty_std=San+Mateo+County&orderby=county_std, accessed April 15, 2024.

Uniform Building Code (UBC), 1994.

United States Energy Information Administration (USEIA), 2023. California – Profile Overview, last modified April 20, 2023. Available at: https://www.eia.gov/state/?sid=CA, accessed April 13, 2024.

United States Energy Information Administration (USEIA), 2023. State Electricity Profiles for 2022, November 2. Available at: https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm, accessed April 13, 2024.

United States Energy Information Administration (USEIA), 2024. California Energy Consumption by End Use Sector, 2021. Available at: https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm. accessed April 13, 2024.

United States Energy Information Administration (USEIA), 2024. Natural Gas: Natural Gas Consumption by End Use, March 29. Available at: https://www.eia.gov/dnav/ng/ng_cons_sum_dcu_SCA_a.htm, accessed April 13, 2024.

United States Environmental Protection Agency (EPA), 2023. Climate Change Indicators: Atmospheric Concentrations of Greenhouse Gases. Available at: https://www.epa.gov/

climate-indicators/climate-change-indicators-atmospheric-concentrations-greenhouse-gases, accessed April 22, 2024.

United States Environmental Protection Agency (EPA), 2024. Overview of Greenhouse Gases. Available at: https://www.epa.gov/ghgemissions/overview-greenhouse-gases, accessed April 22, 2024.