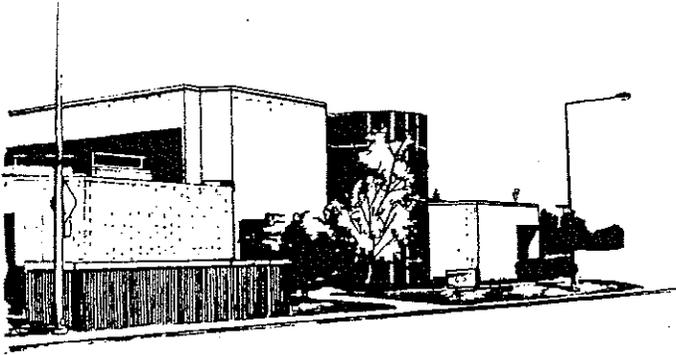




Chapter 3.
Land Use and Circulation
Element



Land Use and Circulation Introduction

Land Use and Circulation Element Purpose

The Land Use and Circulation Element focuses on past, present and future development issues affecting Foster City's quality of life. It establishes a pattern for land use and sets out clear standards for the density of population and the intensity of development for each of the proposed land uses. The element establishes a direct tie between the timing, amount, type and location of development with the traffic, service and infrastructure demands such development will generate.

These portions of the plan, and principally the land use section, bring together all land use issues, constraints and opportunities, balanced with the numerous needs and desires of the community. The Land Use and Circulation Element covers policies and programs affecting both development and redevelopment of land in Foster City.

The Land Use and Circulation Element also affects many issues addressed in other parts of the General Plan. Among these are the preservation of open space, the provision of affordable housing, the conservation of natural resources, the control of noise, and the protection of life and property from natural or human hazards. The sidebar to the right describes the overall vision for Foster City as presented in the Land Use and Circulation Element.



THE VISION OF FOSTER CITY AS PRESENTED IN THE LAND USE AND CIRCULATION ELEMENT

Historically, Foster City has been committed to continuing the land use pattern envisioned in the original 1961 master plan and maintaining the design qualities, appearance and scale of its residential neighborhoods and commercial areas. In this regard, the three primary concerns of the Land Use and Circulation Element are to:

- *Maintain the Integrity and High Quality Living Environment of the City's Residential Neighborhoods.* Including maintaining quality architecture and appearance, protecting waterways and water orientation, continuing the emphasis that Foster City is a "master-planned" City, improving the City's tax base to pay for desired services, and assuring that City streets, facilities, parks and other amenities are maintained and improved to respond to City-wide and neighborhood needs.
- *Achieve a Successful Build-out that Balances Jobs and Housing, Infrastructure Capacity with Development Needs, and Reinforces Metro Center as the City Center.* Including appropriate land use densities and intensities to integrate new development with the design, infrastructure and environmental conditions in the City, and evaluating the impacts and appropriateness of new development with environmental conditions and needs of the City.
- *Respond to Longer-Term Land Use and Circulation Needs in an Appropriate Manner.* By establishing a long-term perspective on City service and maintenance needs, and mitigation measures for any changes in land use as are reasonably necessary to assure the provision of needed services while at the same time assuring protection of neighborhood quality of life and resources.

This chapter is a major revision of the 1974 Land Use and Circulation Element of the Foster City General Plan. Most of the development projects and streets now completed or under construction were envisioned at the time the 1974 Land Use and Circulation Element was adopted. However, there have been some changes in the specific mix of housing and commercial building types in several large scale master-planned projects, notably Metro

Center. Several other projects were abandoned as originally conceived. Some of the primary changes from the original 1961 Foster City Master Plan are described in the sidebar to the right. Other notable changes include:

- (1) The conversion of commercially-designated land on Port Royal Avenue at Boothbay Avenue to single-family residential use;
- (2) The reservation of land for a fire department substation on Edgewater Boulevard at Thatcher Lane (Alden Crossing entry street off Edgewater Boulevard);
- (3) A reduction in the number of designated K-5 elementary school sites from 5 to 3 and in middle schools from 2 to 1, and now the planned reopening of the old Foster City Elementary School site, and plans to study the feasibility of a new high school or reduction in size of the high school site.
- (4) A reduction in the population and an increase in the number of housing units projected for full buildout, which is expected to occur by the year 2000. Total population, estimated to be 28,704 persons in 1992, is now projected to be 31,470 persons by 2005. Total housing units, estimated to be 11,804 units in 1992, is now projected to be 13,170 at buildout.

A significant amount of time has elapsed since the last Land Use Element was adopted in 1974. Build-out has not occurred exactly as originally forecast in 1974 due to:

- a. The timing of development has been slower than projected;
- b. A decrease in average household size and an increase in the number of households;
- c. Jobs-housing balance being a more important issue now than in 1974, with a greater need to balance jobs and housing by increasing the number of local housing units and rezoning land from industrial to residential use;
- d. Responses to state and regional requirements for housing and regional housing goals; and

PRIMARY CHANGES FROM THE ORIGINAL 1961 FOSTER CITY MASTER PLAN

The intent of the General Plan is to carry forward the objectives of the original Foster City master plan prepared by T. Jack Foster in 1961. That plan envisioned Foster City much as it is today: a self-contained, balanced community with a variety of housing types, waterfront lots and parks, an internal lagoon for public recreation, marinas, offices, stores, industry and public services.

The City was to be developed as a cluster of nine residential neighborhoods, a commercial/governmental center, an industrial area and neighborhood shopping centers. Most of the neighborhoods were planned for a variety of housing, from single-family homes on individual lots to high density apartments. The Town Center (Metro Center), to be focused on an interior lake, was to include a combination of community and regional commercial services, offices, government agencies, entertainment establishments and parks.

The basic concepts of the original plan have been maintained over the last 30 years, however, some important differences exist between the present development pattern of the City and the original plan:

- (1) Changing social patterns eliminated the need for a school in each neighborhood.
- (2) The Town Center shifted northwesterly and is not the lakefront development envisioned.
- (3) The site of the proposed marina, along the Belmont Slough at the terminus of Foster City Boulevard with Beach Park Boulevard, has shifted somewhat northward.

- e. The desire to construct more mixed use type development where housing is developed as part and in proximity to commercial uses.
- (5) A planned extension of Edgewater Boulevard southerly to an interchange with Highway 101 (outside the boundaries of the City) was never constructed and is not included in this plan.
- (6) A commercially designated area west of the proposed Edgewater extension (along Port Royal Avenue) is now part of Port Royal Park.

State Law Requirements

To the right is a citation from the California Government Code on the requirements for Land Use and Circulation elements. Below is a more detailed description.

Land Use Elements

A Land Use Element has been required as part of local general plans since 1955. This part of the plan is probably the most comprehensive in tying together community development, natural environment and health and safety concerns. The Land Use Element must establish a pattern for land use and set clear standards for the density of population and the intensity of development for each of the proposed land uses. The Land Use Element must also address the following issues:

- (1) Hazards, such as flooding (this is covered in more detail in the Safety Element).
- (2) Natural resources, such as water resources, vegetation, soil resources, mineral resources, fish and wildlife, rare and endangered plant and animal species.
- (3) Aesthetic, cultural and recreational resources, such as parks and recreation, scenic areas, historical and cultural resources, and public access.
- (4) Community development, such as population characteristics, housing, social issues, economic characteristics, streets, utilities and development design.

Circulation Elements

A Circulation Element has been required as part of local general plans since 1955. Guidelines adopted by the State Office of Planning and Research emphasize the need to develop a ". . . balanced, multi-modal transportation system." Cost-efficiency and protection of environmental quality require attention to non-auto transportation facilities and careful coordination with the Land Use Element. The functions of the Circulation Element are to:

- (1) Provide a comprehensive approach to handling the travel needs of the general public, commercial vehicles, service and emergency vehicles in Foster City.

STATE LAW REQUIREMENTS FOR LAND USE AND CIRCULATION ELEMENTS

Section 65302(a) of the Government Code summarizes the intent and requirements for the Land Use Element:

"A land use element which designates the proposed general distribution and general location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."

Section 65302(b) of the Government Code summarizes the intent and requirements for Circulation:

"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

- (2) Set forth a plan for meeting those needs.
- (3) Express community objectives for the desired level of mobility, willingness to pay for mobility and priorities for allocation of public resources among competing transportation demands.
- (4) Address specific problems, such as congestion, maintenance and repair of public streets, emergency vehicle access, traffic impacts on neighborhoods, etc.

Community Development Project Area

While Foster City has historically been a bedroom community, the City has made an effort to broaden its tax base and provide a more balanced mix of uses. A substantial amount of commercial and light industrial development has taken place in recent years, although residential growth has also continued. This commercial growth has been assisted by the creation of the Community Development Agency (CDA) and the adoption of a

redevelopment plan and program in 1981, called the "Plan for the Foster City Community Development Project Area".

The plan was a result of the City's inability, due to limited resources, to address problems of circulation, parking, economic obsolescence and the lack of and maintenance of public facilities in the project area. Although the Community Development Project area includes parcels of land throughout the city, the focus of the plan is to provide and maintain facilities serving developments in Metro Center, on property adjacent to City Hall, in the Vintage Park project and land north of East Third Avenue. The CDA has also assisted in the provision of low and moderate income housing.

Summary of Key Issues

Foster City is a highly desirable place to live, work or own a business because of its proximity to San Francisco and San Francisco Airport, its location at the center of San Mateo County, its easy freeway access to other parts of the Bay Area, its waterfront location and the quality of life and development in the community. Foster City offers distinct business and commercial activity areas with services and employment opportunities, while at the same time maintaining identifiable, high quality residential neighborhoods with convenient neighborhood

COMMUNITY DEVELOPMENT PROJECT AREA GOALS	
(1)	To provide a more diversified and stable economic base for the Project Area and community.
(2)	To provide safer, more efficient and economical movement of persons and goods within the Project Area and community.
(3)	To conserve and improve existing public facilities and to provide new such facilities as needed for the full and complete development of the Project Area and community.
(4)	To provide additional housing opportunities for all economic segments of the Project Area, community and region.
(5)	To provide additional employment opportunities for residents of the Project Area and community.
(6)	To create, conserve and protect those natural areas and environmental qualities that contribute to the beauty and character of the Project Area and community.

shopping, recreation and other amenities. Issues critical to City build-out (over the next five to seven years), longer-term development and potential redevelopment issues and ongoing needs related to maintaining existing quality of life are listed below.

Summary of Foster City Land Use and Circulation Issues

Maintaining Quality of Life		Issues to Build-Out		Longer-Term Needs	
(1)	Property maintenance.	(1)	Bridge Landing.	(1)	Former Foster City School site.
(2)	Quality architecture and site planning.	(2)	Redevelopment Project Area needs.	(2)	Use of City-owned property.
(3)	Meeting quality housing needs.	(3)	Vintage Park and Metro Center.	(3)	Longer-term development needs and potential sites (potential mixed commercial and residential sites or potential re-use sites).
(4)	Maintain residential quality of life and services.	(4)	State Route 92 Interchange.	(4)	Civic Center site.
(5)	The City's fiscal stability and ability to pay for desired improvements, maintenance and services.	(5)	Potential marina site.	(5)	Infrastructure needs.
		(6)	Economic conditions.		
		(7)	East Third Avenue site.		
		(8)	Sea Cloud Park (Phase II).		
		(9)	Chess Drive/Triton Drive densification.		



Land Use Background

Physical Characteristics of Foster City

Land Characteristics

Foster City occupies land that is typical of many of the tidal marshes and small embayments fringing San Francisco Bay that have been reclaimed for urban development. Such low-lying regions typically receive alluvial materials from the more elevated and tributary drainage basins. They are characteristically regions of marshes, swamps, levees, and other deltaic land forms and tidal flats, interconnected by tributaries and tidal streams, and bordered by shallow estuaries.

The area now known as Foster City was reclaimed some 80 years ago by the construction of perimeter dikes. The area was used for salt ponds and dairy farming prior to the development of the community. The salt ponds were drained and dried in the early 1960's, and some 18 million tons of fill were added to raise the ground level of the future city by four feet. The native soil consists primarily of soft compressible silty clay (bay mud) with varying amounts of decayed vegetation to an estimated depth of between 45 to 80 feet below the original ground surface. These soft soils are probably underlain by stiff clayey soils and will compress under the weight of fill and building loads.

The present appearance of the City has been dictated by the natural, mainly water-oriented constraints of the island. To develop the City,

Unique Characteristics of Foster City

Foster City's water-orientation is a unique attribute of the City. Preserving attributes which reinforce the City's water-orientation and views of those attributes are important goals of the Foster City General Plan. Special attributes include:

Natural Water-Oriented Features

- (1) San Francisco Bay
- (2) Belmont Slough
- (3) Bay lands and wetlands
- (4) Wildlife preserves

Human-Made Water-Oriented Features

- (1) Levees and dikes
- (2) Lagoon system
- (3) Lakes (Vintage Park and Lantern Cove)
- (4) Bridges

Other Human-Made Features

- (1) Flat topography
- (2) Buildings of various types (residential, commercial, religious, schools, etc.)
- (3) Prominence of Metro Center
- (4) State Route 92 bisecting the community
- (5) Street network and street medians
- (6) Landscaping treatment
- (7) Parks
- (8) Overhead transmission wires
- (9) Islands
- (10) Pedway a-top the levee.

marshes and sloughs on the island were diked and filled, and an artificial lagoon and lake were then created. Marina Lagoon and Belmont Slough, which are natural waterways bordering the City, have been incorporated into the City design.

Water Features

The City's image as a "water-oriented" community is a major community identifier and focal point. The original master plan for Foster City stated as one of its major development policies that the City "will take advantage of its bayside location by providing recreational areas and marina lots adjacent to the water and by developing a lagoon system for boating and other aquatic activities." There are five water systems, each serving different functions, that comprise the city's water resource base.

San Francisco Bay. Obviously, the Bay is the primary source of all the other water systems. It provides the water for tidal action and drainage to Belmont Slough, Marina Lagoon, and Foster City

Lagoon. San Francisco Bay provides important recreational opportunities with the development of the City bayshore pathway/park system.

An extensive levee system protects Foster City from the tidal action of San Francisco Bay. Because of the levees, no area of the City lies within a 100 year flood plain, and, consequently, flood hazards do not pose a significant constraint to land development. Flooding could potentially occur as a result of a rupture in the levee system, however, this hazard affects the entire community as opposed to representing constraints to development on any specific parcel of land. For this reason, such hazards are more appropriately discussed in the Safety Element of the Foster City General Plan.

Belmont Slough. This system serves three important functions. First, it provides a source of flushing action to the Foster City Lagoon, which maintains the viability of the lagoon; second, it provides a similar action in the Marina Lagoon; and, third, it provides a natural wildlife refuge as a result of its tidal action, mud flats, and marshland vegetation.

Approximately 57 acres of wetlands along Belmont Slough were established as a wildlife sanctuary in 1976. The refuge provides feeding and resting habitat for numerous and diverse migratory shorebirds and some species of waterfowl of the pacific flyway.

Foster City Lagoon. This lagoon was artificially constructed and is functionally a storm drainage retention basin with tide gates at the south end and pumps at the north end and additionally offers opportunities for recreational use. The development of the lagoon paralleled the development of the residential neighborhoods. The first segment of the lagoon was completed in Neighborhoods 2 and 3 in 1964. Development of the lake at Leo J. Ryan park followed. The final phases were completed in Neighborhoods 6 and 7. The lagoon was designed with a number of "islands" in order to create as many waterfront lots as possible.

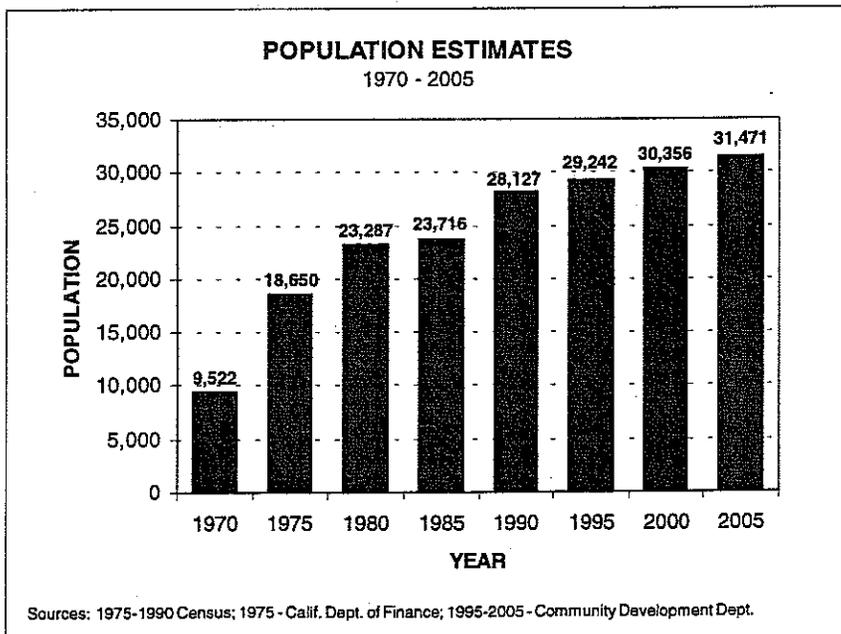
Marina Lagoon. Marina Lagoon forms part of the western boundary of Foster City and the City of San Mateo. The Marina Lagoon was originally a slough converted by the City of San Mateo to a lagoon. It serves as a storm water basin and boating area for people owning homes along its shoreline. Its frontage in Foster City provides public access via a pathway system.

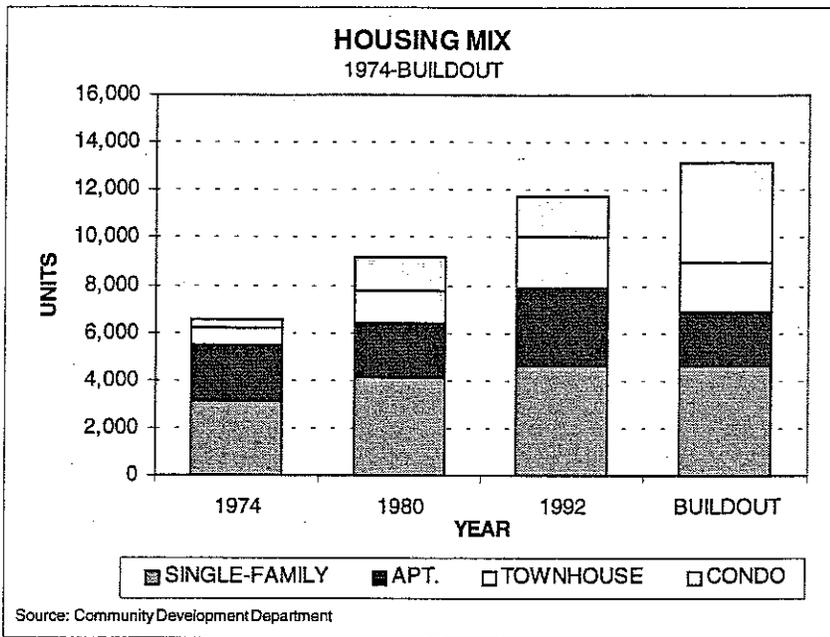
Vintage Park Lake. Since the completion of Foster City Lagoon, a second artificial water system has been developed as part of the Vintage Park development. The Vintage Park Lake has a public access easement along it and also serves as a drainage catch basin. The completion of this lake completes the City's waterway system.

Population and Employment Characteristics

Population Growth

Foster City was virtually undeveloped in 1961 when T. J. Foster submitted his first plan to the County. Foster City experienced major growth in the 1970's. Growth during the 1980-1985 time period was at a much slower pace, however, growth accelerated again between 1985-1990. In comparison, San Mateo County experienced significant growth in the 1960's, with much slower growth in the 1970's and 1980's. The Bay Area growth rate, as a whole, has been steadily declining. The City's population as of January, 1991 was estimated to be 28,268.





At build-out, the City is expected to contain a population of approximately 31,470.

Average household size in Foster City is expected to continue to edge downward as single adults, childless couples, elderly households and small families assume a larger percentage of the population. The Plan recognizes that there is much more diversity in family types than when the original plan was prepared and thus a need for more than one type of housing (single family) to respond to those needs.

Presently, the overall average size of Foster City households is 2.50 persons. By the year 2005, the average household size is expected to be only

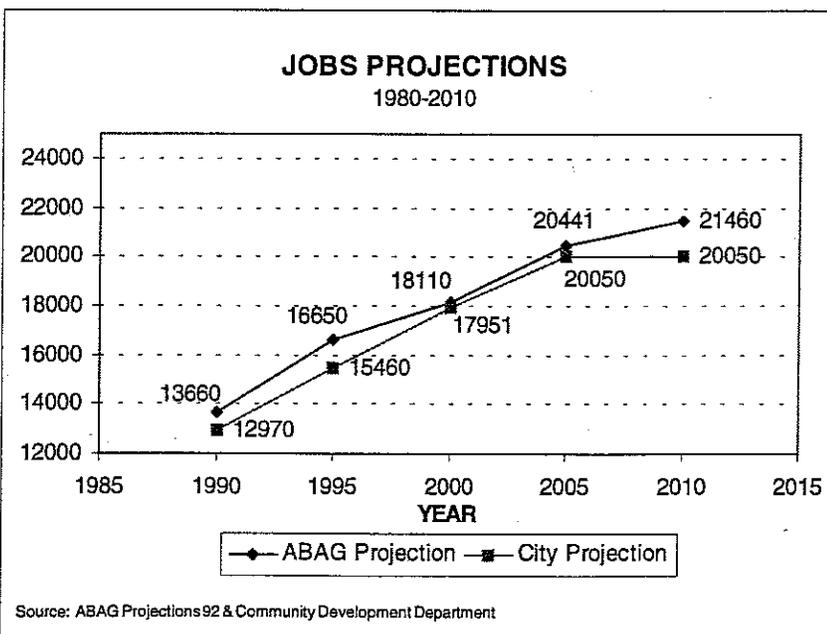
2.45 persons. The city's population could increase further if non-residential lands are rezoned for residential uses or residential lands are rezoned for higher density. The Foster City Community Profile contains additional population data regarding Foster City's residents.

Employment Growth

During the initial stages of Foster City's development, new growth was mainly residential or residential-serving in nature. Residents have historically commuted to work in other communities. However, since 1980, several major commercial and industrial developments have been completed, adding a substantial daytime work force population to the City, and providing employment opportunities to Foster City residents.

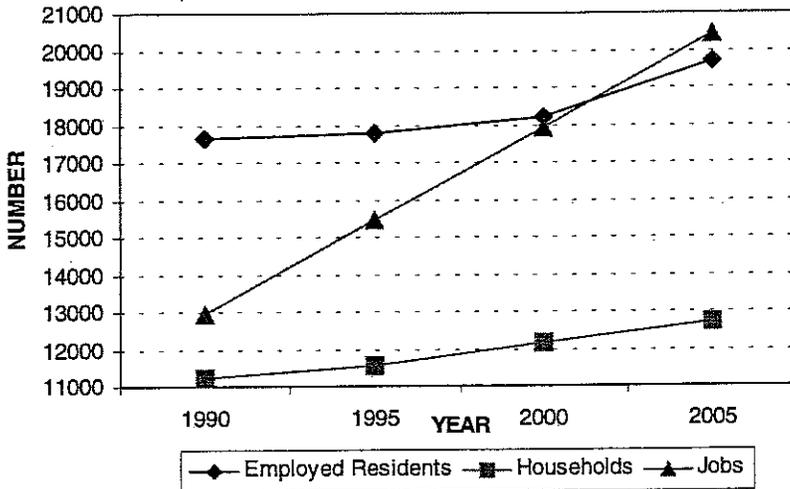
Existing and projected employment for the City has been estimated by both the Association of Bay Area Governments (ABAG) and by City staff. City staff estimates that there is approximately 1.53 million sq.ft. of

office space, 1.81 million sq.ft. of industrial/research and development space, 588,600 sq.ft. of retail space and 391 hotel rooms currently built in the City.



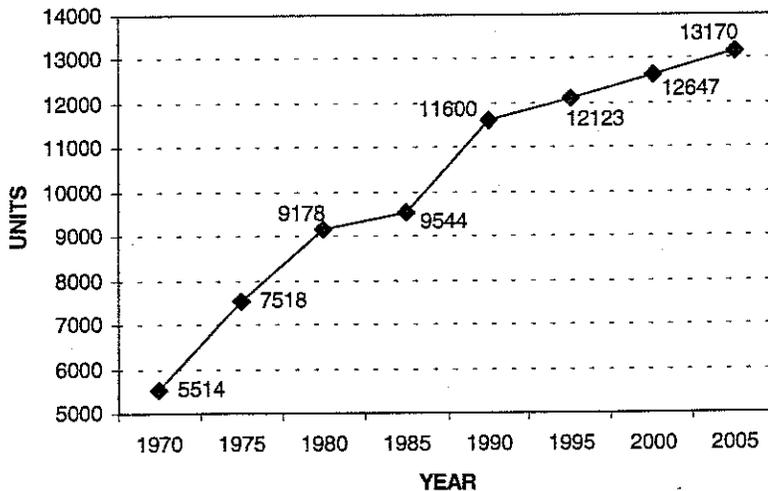
Based on a 1989 survey of businesses in Foster City, City planning staff determined that existing businesses employ approximately 13,000 persons. Based on the estimated increase in office, industrial and retail space, total employment in Foster City is projected to be approximately 20,440 persons. In comparison, ABAG has estimated total buildout employment at 20,050 persons in 2005.

RESIDENTS V. JOBS
1980-2005



Sources: ABAG Projections 92 and Community Development Department

HOUSING UNIT GROWTH
1970-2005



Source: 1970 Census; 1975-1985 - Calif. Dept. of Finance; 1990-2005 Community Development Department

Foster City has historically been a residential community, providing limited local job opportunities. The 1980 U.S. Census indicated that only 12% of the City's employed residents worked in the City. Because of this, one of the goals of Foster City's commercial and industrial development strategy has been to increase employment opportunities for City residents, and, therefore reduce the incidence of commuting outside the City. Prior to 1980, housing growth outpaced job growth. Since 1980, however, job growth has outpaced housing production and increased the balance between jobs and housing in Foster City.

In 1987, the Association of Bay Area Governments (ABAG) estimated there were 1.6 workers per household in Foster City, up slightly from the 1.5 workers per household reported in the 1980 census. Based on the recent ABAG projections for the number of households and the number of jobs, the City has closed the gap between households and jobs in the City. The gap between the number of employed workers who live in the City and the number of jobs available here has also been reduced significantly. There is insufficient information to determine the precise level of match between job skills of existing and new residents and the job skills required by the new firms

locating in Foster City.

Additionally, workers choose jobs based on a variety of personal, financial and locational reasons, not just commute distance and time. Census data on employment and income show that a high percentage of Foster City's employed residents are professional level workers. Many of the businesses created by commercial and industrial development in Foster City employ this type of worker. Since 1980, the number of City residents who work here has increased slightly from 12% to 13%.

Jobs To Housing Relationship

The term jobs/housing balance is one heard often when discussing the Bay Area's housing problems. Basically, it refers to the ratio of jobs in a city in relation to the number of housing units. In general, problems result when a community provides more job opportunities than housing opportunities, resulting in the need for greater numbers of residents to commute between their jobs and homes. However, the jobs/housing relationship is a complex issue. This is especially important when housing costs as compared to worker income are factored in, which has region-wide rather than just community-wide impacts.

Land Use Patterns

The benefits of providing a balance of land uses which serve a wide range of community needs are many. Since Foster City was planned largely as a residential community, the City has actively pursued commercial and light industrial development over the past 10 years to achieve a more balanced mix of uses. Providing adequate opportunities for commercial development allows more flexibility for the business community, thus resulting in a wide range of goods and services available to the City's residents. Commercial, office and industrial development not only provides a healthy and stable tax base, it also provides job opportunities within the City, which in turn can help reduce commuting by residents of Foster City and other nearby communities.

BENEFITS OF A JOBS/HOUSING BALANCE

- (1) Reduced regional traffic impacts.
- (2) Maintenance of community diversity and provision of services for local residents.
- (3) Maintenance of residential diversity.
- (4) Reduced long-distance commuting that degrades air quality and wastes energy.
- (5) People feel more a part of and have a strong identity with communities in which they both live and work.
- (6) Increased choice for local residents in where they work.

The area approximately southeast of East Hillsdale Boulevard consists of nine, predominantly residential neighborhoods, most containing a mixture of single-family detached units, townhouses, condominiums, and rental apartments. Commercial uses in these nine neighborhoods are limited to those found in 5 neighborhood shopping

centers. City administrative offices, recreation facilities, and emergency services are also located southeast of East Hillsdale Boulevard.

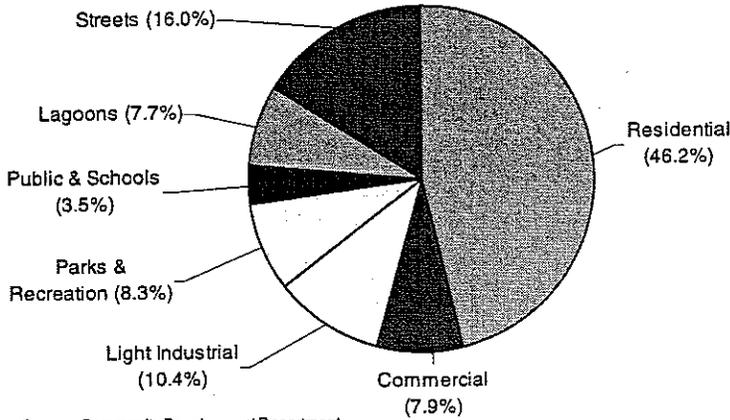
The lands approximately northeast of East Hillsdale Boulevard consist mainly of offices, retail uses, and light industry. This portion of Foster City is

Distribution of Land Use by Acreage

Land Use Category	General Plan Existing		General Plan Proposed		Percent Change
	Acres	Percent	Acres	Percent	
Single Family Residential	656.70	25.07%	646.70	24.69%	-1.52%
Two Family Residential	0.00	0.00%	10.00	0.38%	+
Townhouse Residential	217.80	8.32%	221.50	8.46%	1.70%
Condominium Residential	224.50	8.57%	224.50	8.57%	0.00%
Apartment Residential	111.80	4.27%	108.10	4.13%	-3.31%
Neighborhood Commercial	34.80	1.33%	34.80	1.33%	0.00%
Service Commercial	50.80	1.94%	50.80	1.94%	0.00%
Commercial	29.60	1.13%	0.00	0.00%	-100.00%
Town Center	91.40	3.49%	91.40	3.49%	0.00%
Light Industrial	272.40	10.40%	48.80	1.86%	-82.09%
Office/Research Park	0.00	0.00%	185.60	7.09%	+
Waterfront Commercial	0.00	0.00%	29.60	1.13%	+
Parks and Recreation	216.30	8.26%	131.30	5.01%	-39.30%
Open Space	0.00	0.00%	115.30	4.40%	+
Schools	62.20	2.37%	62.20	2.37%	0.00%
Public & Semi-Public	29.50	1.13%	37.20	1.42%	26.10%
Lagoons	202.20	7.72%	202.20	7.72%	0.00%
Streets	419.00	16.00%	419.00	16.00%	0.00%
TOTAL	2,619.00	100.00%	2,619.00	100.00%	0.00%

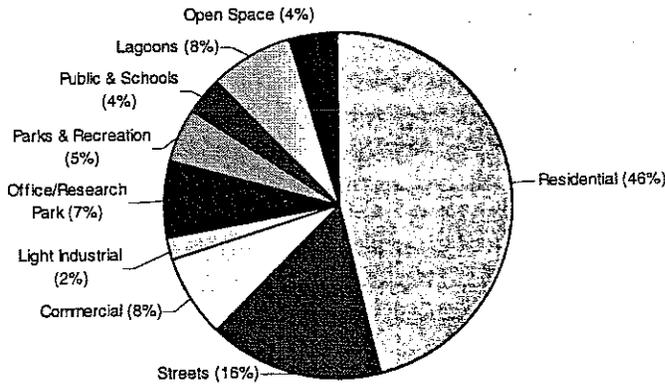
Source: City of Foster City Community Development Department

LAND USE
PER FOSTER CITY GENERAL PLAN - 1974
(AS AMENDED)



Source: Community Development Department

PROPOSED LAND USE
PER FOSTER CITY GENERAL PLAN - 1993



Source: Community Development Department

dominated by two master planned projects, Metro Center and Vintage Park, and two older light industrial parks. Metro Center plans also include retail and office uses, while Vintage Park plans include office/research and development uses.

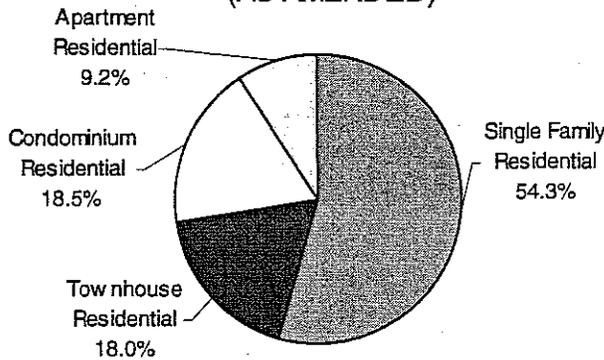
The table on the next page shows the distribution of land uses in the adopted 1974 General Plan (including all amendments since 1974), and as adopted in this plan. Pie charts show the land use distribution in the City. Contained below is a more detailed description of land uses.

Residential Neighborhoods

The original Foster City Master Plan envisioned a mix of housing types in each neighborhood in order to achieve a range of design, housing costs and tenure types, including apartments, townhomes, condominiums and single family detached homes (as depicted on the original Land Use and Circulation Plan map). Single family detached housing currently comprises the largest single type of housing in the City with 39% of all units. Multi-family comprises 61% of the housing in Foster City, including townhouses, condominiums and apartments, which comprise 18%, 15% and 28% respectively. The

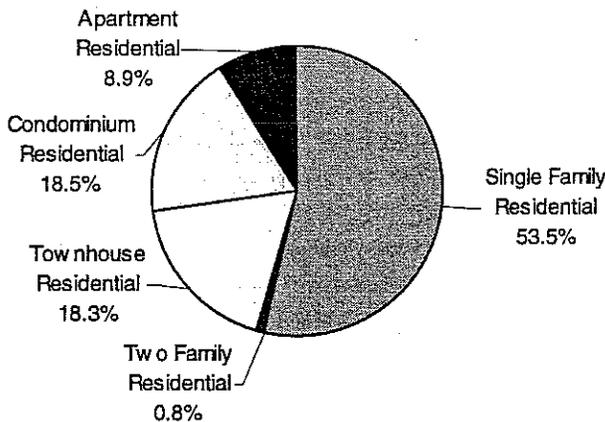


RESIDENTIAL LAND USE PER FOSTER CITY GENERAL PLAN - 1974 (AS AMENDED)



Source: Community Development Department

PROPOSED RESIDENTIAL LAND USE PER FOSTER CITY GENERAL PLAN - 1993



Source: Community Development Department

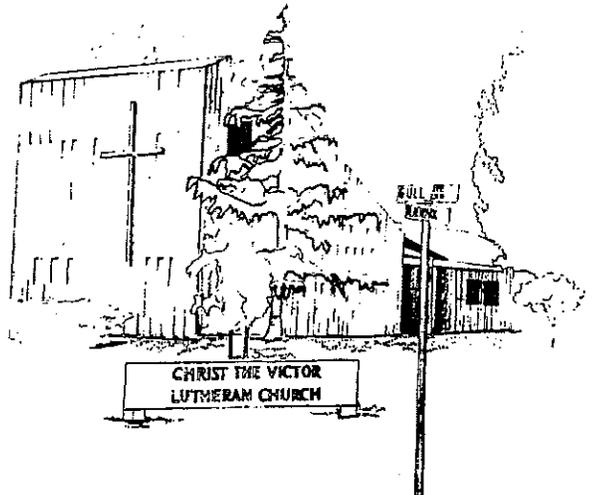
smallest segment of the housing mix is duplex units, comprising only .3% of the total. By providing such a wide range of housing types, the City ensures a healthy diversity among its population. The total housing mix has fluctuated over time, but the overall objective has been achieved. Based on approved projects and projections for use of vacant lands, a total of approximately 13,230 housing units of various types are anticipated at buildout.

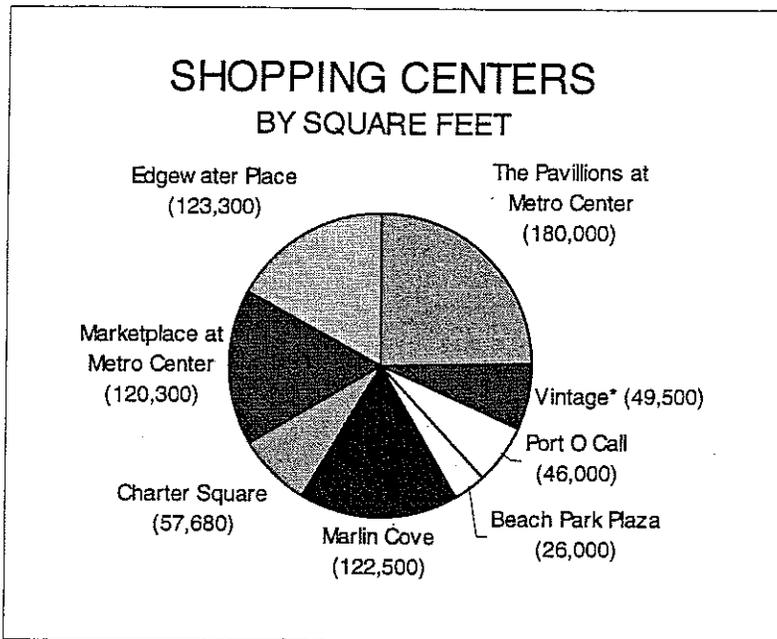
Retail Commercial

Foster City currently has 6 retail shopping areas, with 2 additional areas planned for the near future. These retail areas generally fall into one of two categories — neighborhood commercial or specialty commercial. Metro Center is unique in that it is intended as a commercial Town Center which would function as the hub of the City's commercial community. Metro Center includes a mix of retail, office and residential and open space uses.

The existing neighborhood commercial centers, which are located throughout the residential neighborhoods, are intended to provide City residents with convenient and close access to retail shopping for goods and services meeting everyday needs.

While this concept of neighborhood centers was a part of the City's original master plan, there is growing evidence that several of the centers are experiencing problems. High turnover, extended vacancies and lack of diversification among the centers have demonstrated the need to allow for some portion of each commercial center to provide uses which are community serving, rather than neighborhood serving, in nature. This plan establishes policy to allow the neighborhood centers to provide such uses.





Office Commercial

Regionally-oriented commercial office uses are located on the northwest side of East Hillsdale Boulevard and include two areas: (1) Metro Center, a 100 acre mixed use development; and, (2) the East Hillsdale Boulevard corridor which includes those uses located along East Hillsdale between Metro Center and the County (Werder) Fishing Pier.

The East Hillsdale Boulevard corridor west of Metro Center includes office commercial uses. The area extends along East Hillsdale Boulevard between Shell Boulevard to the west and Beach Park Boulevard to the east, especially that area on the north side of East Hillsdale Boulevard east of the Rainbow Bridge. This area contains some of the first

The ability of several neighborhood commercial centers to remain viable in the face of changing economic patterns is questionable. If any of these centers should fail, or become severely underutilized, public or private reuse could be considered. Uses appropriate for these sites would include housing or a mixed use project of housing and small scale neighborhood retail uses. The City has identified several sites for consideration as potential housing opportunity sites (see Housing Element Program H-o, "Housing Sites Study"). Any reuse would be considered in terms of compatibility with existing adjacent land uses, supporting infrastructure capacity and overall City needs.

commercial buildings constructed in Foster City which tend to contain a small amount of square footage relative to site area. Because of its location along and adjacent to major streets, this area could be the focus of requests to redevelop sites with higher density commercial development than currently exists. The City is currently considering some of these sites for housing (see Housing Element Program H-o, "Housing Sites Study"). While an intensification of the land uses would provide additional opportunity for transit service in the corridor as well as the adjacent Metro Center, and bring additional economic benefits to the City, higher density uses may not be viable due to street network capacity and infrastructure constraints. The City will maintain a policy of evaluating any requests for intensification of uses in this area based on street network capacity, architectural design, infrastructure and service constraints, but will balance decisions with the need to provide space for "incubator" or fledgling businesses, or housing.

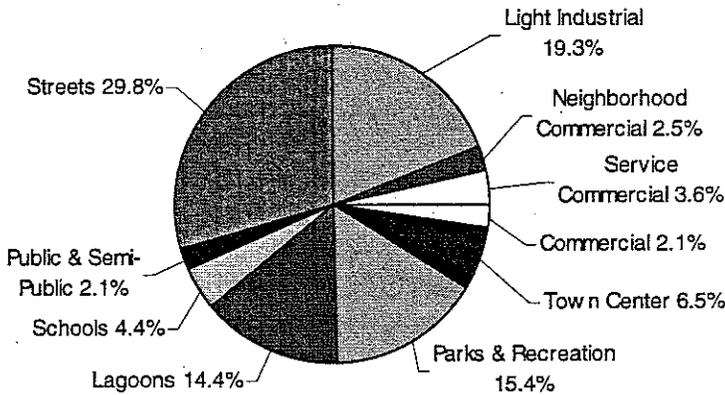
Metro Center and the East Hillsdale Boulevard corridor east of Foster City Boulevard are discussed in different sections below.

Metro Center

Metro Center was intended to establish a commercial Town Center which would function as the hub of the City's commercial community and provide a central focal point for the City. In keeping

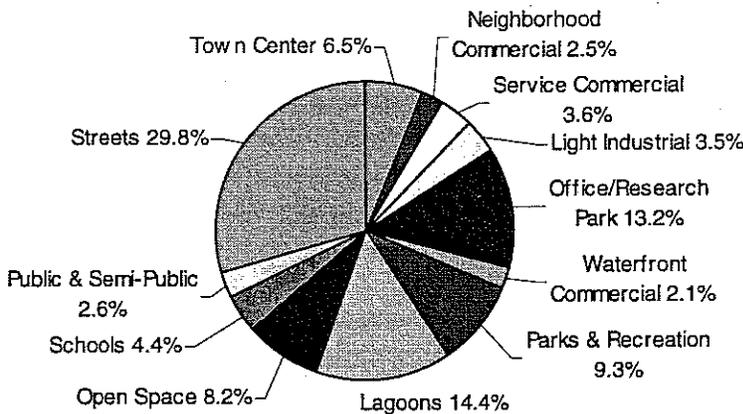
- #### ISSUES RELATED TO THE CITY'S NEIGHBORHOOD SHOPPING CENTERS
- (1) Provide a range of shopping facilities to keep local dollars in Foster City.
 - (2) Provide a balance between retail services and goods available to City residents and businesses.
 - (3) Increase opportunities for people to purchase goods in Foster City to maintain the economic viability of shopping centers located in the City.
 - (4) Enhance the physical condition and maintenance of local shopping centers.

**NON-RESIDENTIAL LAND USE
PER FOSTER CITY GENERAL PLAN - 1974
(AS AMENDED)**



Source: Community Development Department

**PROPOSED NON-RESIDENTIAL LAND USE
PER FOSTER CITY GENERAL PLAN - 1993**



Source: Community Development Department

with the vision of providing a city core, Metro Center has emerged as a diverse mixed-use development.

Currently, the low-rise hotel, 661,000 sq.ft. of office space, 125,000 sq.ft. of retail space and all of the Townhomes are complete. Phase I of the VISA office project is under construction.

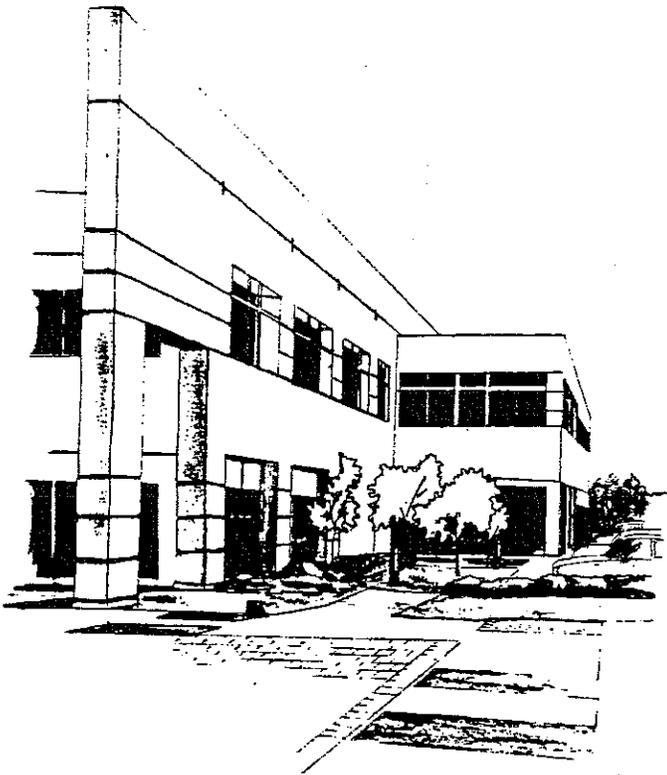
A new retail center is planned to be located in Metro Center, between State Route 92 and Metro Center Boulevard. This center will be more regionally-oriented than any of the other shopping areas in Foster City. It may contain several large anchor stores as well as smaller specialty clothing, home accessory and similar stores, or it may host a large discount store and some smaller retail uses.

Light Industrial, Research and Development

Almost all industrial uses in Foster City are located on the north side of State Route 92. There are three distinct areas which include light industrial and research and development uses: Hatch Drive/Chess Drive, Lincoln Centre and Lincoln Executive Park; Vintage Park; and the Pilgrim/Triton and East Hillsdale Boulevard area. Additional research and development uses are proposed in the area of East Third Avenue/Bridge Landing.

Hatch Drive, Chess Drive, Lincoln Centre and Lincoln Executive Park. This area consists of industrial uses in the Chess Drive area and the adjacent Lincoln Centre and Lincoln Executive Park developments. The City's first industrial uses began locating in the Chess Drive area in the late 1960's and early 1970's. Although the area has remained primarily light industrial, there has been a trend towards locating offices and small personal services in some of the multi-tenant buildings. Title 17 (Zoning) of the Foster City Municipal Code, is recommended to be amended to allow a wider range of uses which include commercial offices and personal services. Additionally, as part of this plan, the light industrial land use designation has been redefined to include these uses as being compatible with the industrial uses.

In addition to the issue of zoning for this area, some of the older buildings are in need of renovation, repair and, in some cases, perhaps replacement. Several proposals for building redesign have already been considered by the City, and more are likely due to the area's location and potential for revitalization. To ensure that future improvements in this area result in a unifying and cohesive development and design



manufacturing district and has evolved into a mixed commercial area containing a mix of banks, restaurants, gas stations, self-storage warehouses, business services and offices. The area overlaps somewhat with the East Hillsdale Boulevard corridor as described above for office commercial uses. The Pilgrim/Triton area includes several large buildings separated into tenant spaces suitable as "incubator" spaces for start-up businesses.

Similar to the East Hillsdale Boulevard corridor described above, the area contains some of the first commercial buildings constructed in Foster City which tend to contain a small amount of square footage relative to site area. Because of its location along and adjacent to major streets, this area could be the focus of requests to redevelop sites with higher density commercial development than currently exists. While an intensification of the land uses would provide additional opportunity for transit service in the corridor and bring additional economic benefits to the City, higher density uses may not be viable due to street network capacity and infrastructure constraints. The City will maintain a policy of evaluating any requests for intensification of uses in this area based on street network capacity, architectural design, infrastructure and service constraints, but will balance decisions with the need to provide space for "incubator" or fledgling businesses.

pattern, the Chess Drive area has been designated as a special "Study Area" on the Land Use Map. A study to establish appropriate design guidelines for use of landscaping, colors and materials, architectural themes, building densities, heights, setbacks, roof styles and other site amenities will be prepared and adopted by the City.

The Lincoln Centre development, located at the east end of East Third Avenue, is a mix of one story concrete tilt-up buildings and a newer six story office structure. It is physically separated from the Chess Drive area by a lagoon channel.

Vintage Park. Vintage Park consists of 132 acres located north of State Route 92 between Foster City Boulevard and the San Mateo City border. Vintage Park is a diverse mixed-use development. The area is developed and planned for primarily office and R&D uses.

Pilgrim Drive/Triton Drive and East Hillsdale Boulevard East of Foster City Boulevard. This area is located between East Hillsdale Boulevard and State Route 92, east of Foster City Boulevard and extending west to Beach Park Boulevard. The area was originally intended to be a light

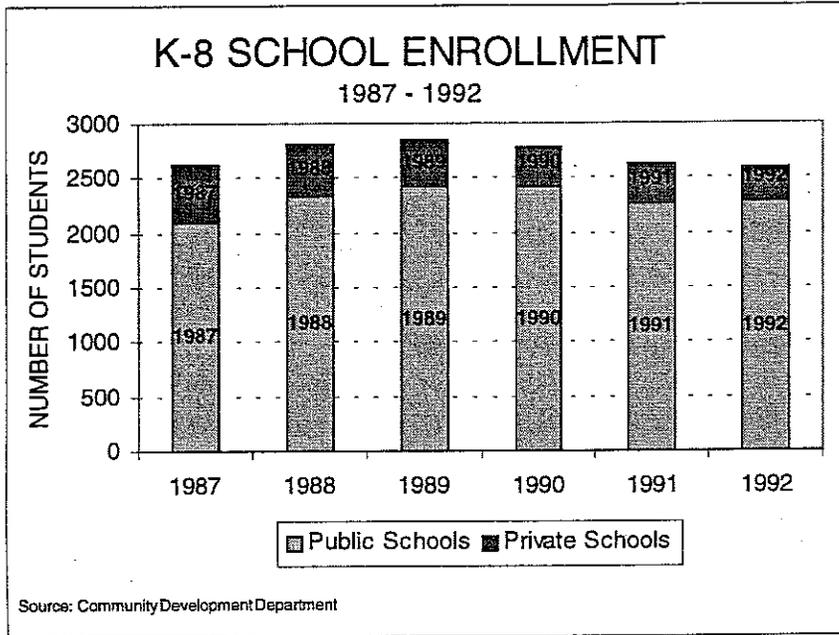
East Third Avenue/Bridge Landing. In addition to the two developed areas discussed above, there are two vacant sites which may be developed with a mixture of industrial, research/ development and commercial uses in the future. The larger site is approximately 103 acres located north of East Third Avenue, bordered by the San Mateo City limits and San Francisco Bay. This property is partially owned by the State Department of Transportation (Caltrans) and partially by the City. While fill permits have already been approved for site improvement, actual development on this site may not occur for years due to road network capacity, infrastructure problems and other unresolved issues.

The second site, known as Bridge Landing, approximately 14.5 acres in size, is located at the terminus of East Third Ave, at the foot of the San

There is no high school located within the City's boundaries; the majority of Foster City students attend either San Mateo or Hillsdale High Schools located in San Mateo. Although a high school has been a part of the plan for Foster City since the original master plan was developed, actual development of a high school has never occurred. The San Mateo Union High School District has

wildlife refuge. The land use designation for this site allows waterfront commercial uses. Much of the present passive open space value of this property would be changed to active recreational use upon development of a marina.

Werder Pier, and the associated parking area, is located on land owned by San Mateo County adjacent to the San Mateo Bridge entrance and is operated by the County under an agreement with the state.



An additional open space area is located along the northern boundary of the City, north of East Third Avenue and adjacent to lands in San Mateo. The entire area north of East Third Avenue with the exception of a continuous strip of land along the bayfront, has been designated for industrial uses since the original master plan was developed. However, permits for filling have been obtained only for a portion of this area, because the remaining lands have been identified as unsuitable for development due to wetland and other environmental concerns. The area now designated as open space is adjacent to existing wetlands in San Mateo, as shown on the Land Use

Plan, Map GP-4. The intention of this designation is to preserve this area as passive open space, with the City pursuing opportunities to improve and enhance the wetlands.

projected that their district will not need a high school in Foster City. It therefore has no plans to construct one.

Recreation and parks play an important role in Foster City. Each neighborhood has an easily accessible park or open space area. Additionally, the extensive lagoon system, 202 acres of waterways, and the San Francisco Bay provide water-oriented recreation such as boating and windsurfing and passive enjoyment, to all City residents. The lagoons can be reached from, and represent the major focus of many of Foster City's parks.

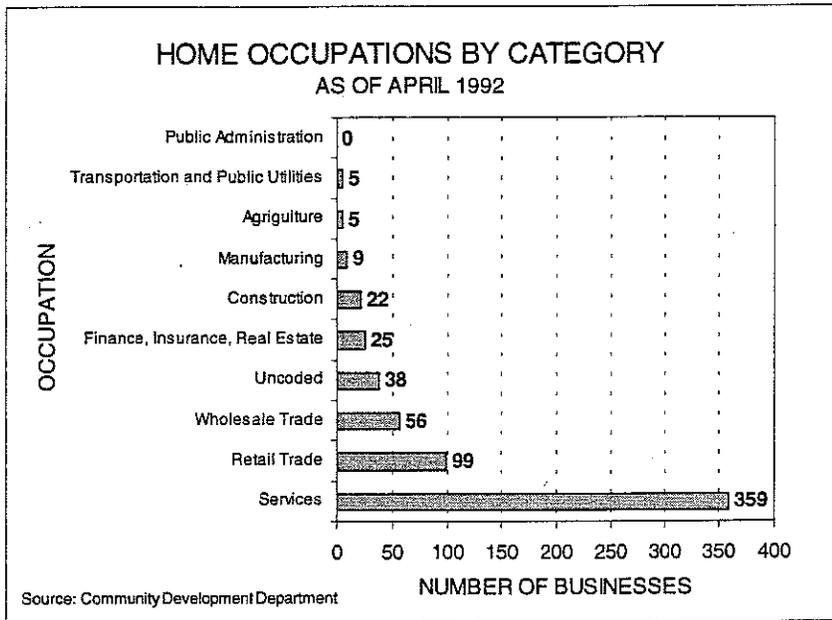
Parks and Recreation

Foster City currently has approximately 105 acres of land dedicated to community and neighborhood parks. This includes the approximately 7.9 mile long pedestrian pedway atop the levee which runs along the perimeter of the City. More passively used open space areas are also found in the City. These areas include a wildlife refuge, which borders Belmont Slough on the south west side of the City, established in 1976 and owned by the State. An undeveloped marina site (of which a portion consists of submerged lands) and a 1/2 mile long fishing pier lie adjacent to the levee. All of these park and open space areas are described and shown in the Parks, Open Space and Conservation Element.

Public and Semi-Public Facilities

Uses located on lands designated for Public and Semi-Public uses include 8 churches, the Civic Center complex (including the City's Government Center, library, Episcopal School of the Peninsula

The proposed marina site is located adjacent to the



Mateo Bridge.

In order to reinforce Metro Center and the adjacent uses on East Hillsdale Boulevard as the City's central commercial district and focal point, uses, densities and activities which promote day, night and weekend uses should be encouraged to locate in this area.

Home Occupations

At the "small-scale" end of the business spectrum are home occupations. These are businesses operated in houses. Home occupations typically involve services or product sales which are provided on a limited basis or off-site, and are regulated on a

performance basis. There are just over 500 home occupations in Foster City. The graph above indicates the breakdown by general type of business of home occupations in Foster City.

The large number of home occupations indicates that a substantial amount of economic activity occurs in Foster City outside of businesses in commercial and industrial zones. If properly controlled, home occupations can augment the City's economic diversity while maintaining the residential character of the neighborhoods in which these businesses are operated.

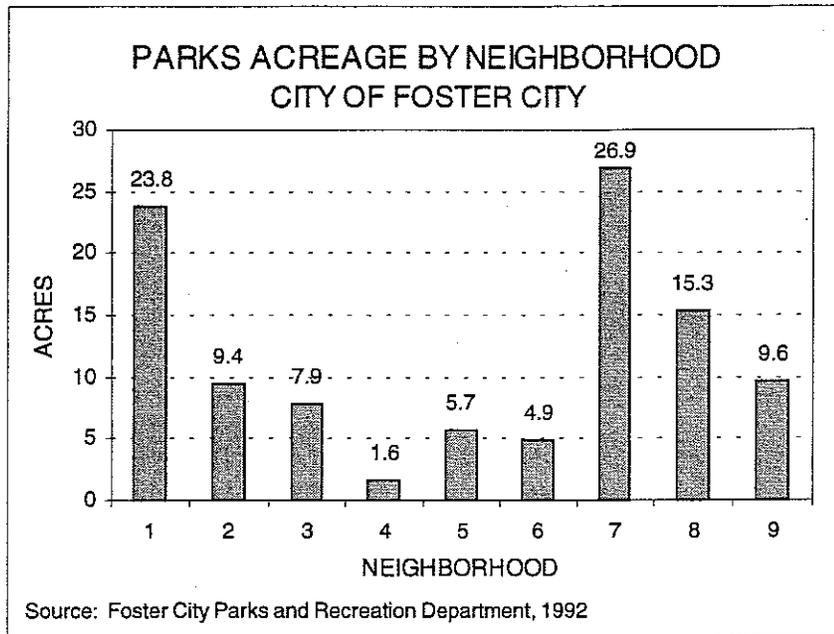
Schools

Approximately 36.0 acres of Foster City's land area is currently devoted to schools. There are currently 3 operational schools, two elementary K-5 and one middle school, which are under the jurisdiction of the San Mateo-Foster City School District. An additional elementary school is closed at this time but planned to reopen as explained below. Information regarding each school is given in the table on the next page.

In order to meet this projected buildout demand and replace aging facilities, the improvements are planned by the district. The City of Foster City/EMID and the San Mateo-Foster City School District signed a settlement agreement on December 16, 1991 related to school facilities. According to the agreement, the School District will construct and open an elementary school at the Polynesia site and will make improvements to Foster City School, Audubon School and Bowditch School. The School District expects to adopt a master plan for proposed improvements, which is expected to be implemented over the 1993-1996 time period. Issues related to site selection and design for facilities will entail a joint effort of the City and the School District. Facilities usage and maintenance will also be shared.

School	Students
Audobon School 841 Gull Avenue	503
Foster City School 461 Beach Park Boulevard	812
Bowditch Middle School 1450 Tarpon Street	853
San Mateo County Adult Education Old Foster City School 1151 Polynesia	240

Source: Foster City Planning and Development Services



it is important to note that although a density range is given for two sites, the City/State owned property north of East Third Avenue and the Bridge Landing sites, the actual density of development allowed on these sites will be measured against road network capacity and possible infrastructure constraints.

By avoiding premature development of public lands until an appropriate development opportunity arises, the City will forego immediate revenues. However, a carefully crafted land banking program can provide the City with greater revenue generating potential in the long-run and also meet other important social and land use goals.

[future] and Peninsula Jewish Community Center [future]), and the City's water treatment and corporation yard maintenance facilities located on East Third Avenue. One vacant public facility site is located at the corner of Edgewater Boulevard and Hawksbury Lane in Neighborhood 7, and is reserved for a fire substation to serve the south end of the City.

The City's need for land designated for religious, emergency service and public works facilities appears to be fulfilled for the near future. One church has vacant land which could be used for housing or other public uses.

The Civic Center includes the City's Government Center as well as the private educational, recreational and cultural facilities to be constructed by the Peninsula Jewish Community Center (PJCC) and the Episcopal School of the Peninsula (ESP), including a cultural arts center, gymnasium with indoor pool, and outdoor pool, a soccer field and track, and other educational facilities. The City's lease agreements with the PJCC and ESP include provisions for public access to the facilities.

Vacant Land

The following discussion of vacant sites in Foster City examines the type and approximate density of development which is likely to occur on each site. It

Most of the densities shown below are expressed in terms of floor area ratios (FAR), in order to provide a basis of comparison. The specific development assumptions on which the densities were based are provided in the General Plan appendices.

FLOOR AREA RATIO (FAR)

Floor Area Ratio (FAR) is a measure of the intensity of development of commercial structures. The FAR is calculated as the total gross building square footage divided by the project land area. FAR's do not include adjacent public streets.

Shell Boulevard Site. The 27-acre site is included in the Civic Center Master Plan prepared for the 36-acre Civic Center site by the City in 1998-99. The Peninsula Jewish Community Center has leased 12 acres and the Episcopal School of the Peninsula will lease the other 15 acres. General Development Plan/Rezoning actions were approved by the City Council in June 1999 which establish the allowed uses on the site. Specific Development Plan/Use Permits will be required for each development.

Bridge Landing Site. Given the nature of adjacent commercial/industrial development, the proximity of State Route 92 (and its' associated noise), and the waterfront location, this site is suitable for a mixed use development incorporating office, open space/

Existing and Proposed Land Use Designations for Vacant Lands

<i>Site</i>	<i>Size (acres)</i>	<i>Existing Designation</i>	<i>Proposed Designation</i>
Shell Blvd. Property (portion of Civic Center Master Plan)	27.00	Public and Semi-Public	Public and Semi-Public
Bridge Landing	14.50	Light Industrial	Office/Research Park and Open Space
East Third Avenue	103.00	Light Industrial	Office/Research Park and Open Space
Lutheran Church	1.80	Public and Semi-Public	Public and Semi-Public
Polynesia School Site	7.40	Public and Semi-Public	Schools
Marina site	60.00	Commercial	Waterfront Commercial and Open Space
NW corner East Hillsdale & Edgewater Blvds.	5.20	Apartment Residential	Condominium Residential
Werder Pier site	9.40	Parks and Recreation	Parks and Recreation
Metro Center (41.2 acres are vacant)	41.20	Town Center Commercial	Town Center Commercial
Vintage Park (43 acres are vacant)	43.00	Light Industrial and Condominium Residential	Office/Research Park
Fire Station site	0.20	Public and Semi-Public	Public and Semi-Public
Sea Cloud Park Phase II	19.90	Parks and Recreation	Parks and Recreation
Total Acreage	332.60		

Source: Foster City Community Development Department

recreation and high end restaurant uses. Development with a total FAR ranging from .33 (similar in density to the Vintage Park office/industrial development) to 1.00 (similar in density to the recently approved Vintage residential development is anticipated for this site. Development at a density greater than .33 FAR will only be possible if road network capacity and other infrastructure impacts

can be mitigated to acceptable levels and wetland habitat protected.

East Third Avenue Site. The total land area of the site is approximately 103 acres. Of this total, approximately 10 acres located along the bay are currently designated for open space to ensure public shoreline access. As part of this element, an

additional area of approximately 30 acres has also been designated as open space. This additional area is land located beyond a fill limit line agreed to by the City and the Bay Conservation Development Commission (BCDC). Because the land west of the fill limit may not be filled any further, development potential is extremely limited. It is intended that these open space lands be preserved in their natural state and that opportunities to enhance their wetland value be pursued.

It is anticipated that the remainder of the site (approximately 63 acres) will be developed with a mixed use development which may include but not be limited to multi-family residential, hotel, office, research and development, retail and open space/recreation uses. Development with a total FAR ranging from .33 to 1.00 is also anticipated for this site. However, as noted above, development at a density greater than .33 FAR will only be possible if road network capacity and other infrastructure impacts can be mitigated to acceptable levels.

Lutheran Church Site. This 1.5 acre property was owned by the adjacent Lutheran Church until 1992. The Church recently sold the vacant portion to a private developer. The Plan proposes that this site remain designated Public/Semi-Public. The new property owner has submitted an application to have the land use map designation changed to single family residential.

Former Foster City School Site. An elementary school on this site was closed when the new Foster City School was opened in 1985. The buildings are currently used for various recreation and adult education classes. This site is proposed to be designated Schools. The City and the San Mateo-Foster City School District signed a settlement agreement in December, 1991 which calls for the school district to construct and open an elementary school on the site.

Marina Site. This site has long been considered as a location for a Foster City Marina, and several marina designs have been reviewed in the past. Ownership of the 60 acre site (some of which is submerged) is divided between the City, the State and a private landholder. At this time, several environmental issues remain to be resolved prior to any development.

Although the site has been designated for commercial uses since 1984, a new designation of "Waterfront Commercial" has been applied to a portion of this site as part of this Element. This new designation clarifies that uses on the site are to be commercial, non-residential marine-and recreation-oriented, capitalizing on the waterfront location and eliminating the one time proposed housing units. The remainder of this site is designated as Open Space.

Senior Lifecare Site. A 212 unit elderly life care facility was approved for this 5.2 acre site in 1987 but was not constructed. The land use designation was amended to Apartment with a Senior Housing Overlay District (as allowed in the Foster City Municipal Code) to allow a higher density development (41.6 units per acre) than normally found in the City. The site is proposed to be changed from Apartment to Condominium.

Werder Pier Site. This site is partly owned by the State of California and partly by the County of San Mateo. A portion of the 9.4 acre site is used as a parking lot serving the County's 1/2 mile long fishing pier. The County of San Mateo is in the process of preparing a recreation plan for this site. The plan involves adding a restroom, improving the parking lot, improving the pier and adding landscaping.

Metro Center Sites. All of the vacant sites in Metro Center have been approved for development as part of the Metro Center Master Plan, as described earlier. The vacant land includes 34.2 acres, with 5.32 additional acres under construction for VISA's Phase I building.

Vintage Park Sites. All of the vacant sites in Vintage Park are proposed for development. The vacant sites as of 1997 comprise approximately 43 acres.

Land Use Categories

Land Use Map

Foster City's Land Use Plan, Map GP-4, illustrates the intent of the Land Use policies in graphic form. The Plan and Map are designed to be flexible to

permit changes in land uses over time, while maintaining consistency with adopted City goals and policies. Prior General Plans and subsequent development have largely shaped the overall form of Foster City. The land uses shown on Foster City's Land Use Map, and adopted as part of this plan, follow existing patterns with only a few exceptions. Most basic facilities are already in place. As a result, only a few notable land use changes have been made to the General Plan map as it existed prior to this update.

Definitions of Land Use Categories

Background information is provided below for the land use categories which appear on the Land Use Map. These categories are broad and are intended to indicate the general type of activity which may occur on a site. Specific standards for development, such as height, setbacks and lot coverage, are established by the City's Zoning Ordinance.

Residential Categories

Single Family Residential: Up to 8 dwelling units per acre (du/ac). This is the single largest residential category, and single family homes are located in every residential neighborhood except one.

Two Family Residential: Up to 10 du/ac. This is a new designation created to recognize a small percentage of existing duplex homes in the City. The designation has been applied to a small area in the northeastern portion of the City, on Comet Drive (neighborhood #1). Duplexes serve as a transition area between traditional single family detached homes and higher density multi-family developments.

Townhouse Residential: Up to 15 du/ac. Townhomes in Foster City generally function as attached single family homes and usually provide some private open space in addition to common areas.

Condominium Residential: 15-35 du/ac. Condominium developments are usually constructed at a higher density than townhomes. Any open space areas are common to all residents.

Apartment Residential: 20-35 du/ac. Apartment developments in Foster City generally provide the highest density living environment, although some apartment and condominium developments are very similar with respect to density and amenities.

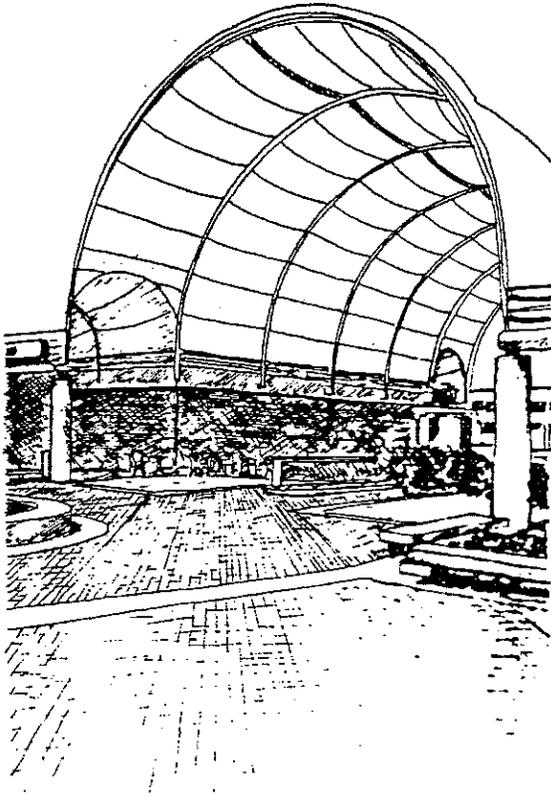
Commercial and Industrial Categories

Town Center Commercial: This designation is reserved for the area located northwest of East Hillsdale Boulevard, bounded by Foster City Boulevard to the north and State Route 92 to the north. The area includes a 100 acre development known as Metro Center, in addition to other office developments. Because Metro Center is intended to serve as Foster City's downtown core, higher intensity uses are found here than elsewhere in the City, with the FAR for office developments ranging from .55 to 2.0 (including developments which are approved, but not yet constructed). Town Center office developments located outside Metro Center have a lower FAR which range from .18 to .54.

Neighborhood Commercial: Reserved for small neighborhood convenience shopping centers whose primary focus is serving the immediate neighborhood. Although uses allowed in the centers are mostly limited to neighborhood-serving uses, a percentage of the floor area of each center may be occupied by uses which are community-serving in nature. In addition, the City will allow housing or a mix of housing and commercial development at specifically designated "housing opportunity sites", consistent with Policy LUC-5 ("Potential Housing Sites"). However, neighborhood commercial sites shall only be so designated after a site specific study and rezoning. The FAR of neighborhood commercial centers generally range between .20 and .30. The density of housing will be determined at the time a specific site study is complete.

Service Commercial: Includes a mix of uses providing general services. The area bounded by Foster City Boulevard, East Hillsdale Boulevard, and State Route 92 is designated Service Commercial and contains a mix of research and development firms, storage and professional offices. Also located in this area are food establishments, including several fast food restaurants, and a community theatre (Hillbarn). Land use intensities vary greatly

in this area, from relatively low FAR's of .03 to .12 for restaurant and gas station uses, to higher intensity office developments with an FAR ranging from .20 to .98 (although most fall in the lower end, .20 to .40, of this range).



Waterfront Commercial: This designation allows only for commercial development which is directly related to, and enhances the public use of, the waterfront. Appropriate commercial uses include restaurants, marine-related retail and offices and marina berths. At the present time, only the proposed Foster City Marina site is designated for waterfront commercial uses.

Light Industrial: Includes wholesale facilities, storage warehouses and the manufacturing, processing, repairing, or packaging of goods. Emission of fumes, noise, smoke or other pollutants or nuisances are strictly controlled. A limited amount of general office use is acceptable in this area provided the uses meet the requirements established for the M-1 (Light Industrial) zoning district. The M-1 district is proposed to be amended to allow general office uses as part of this element. The FAR for developments in the industrial area range from .20 to .60.

Research/Office Park: Areas with this designation contain office, research and development, and manufacturing establishments whose operations are clean and quiet. Mixed-use projects which include some retail and residential uses in addition to office and research uses may, under certain conditions, be considered compatible with this designation. Such conditions include compatibility of uses and project design (land planning, architecture, etc.). A large portion of Vintage Park, the vacant lands north of East Third Avenue and the Lincoln Centre area are all designated for Research/Office Park use. The intensity of development found in Vintage Park and Lincoln Centre are very similar, with an FAR generally ranging from .20 to .60 in Vintage Park, and .26 to .56 in Lincoln Centre. The intensity of development for the East Third Avenue, Bridge Landing and vacant Vintage Park sites is anticipated to have an FAR up to 1.0.

Other Categories.

Schools. Letters are used on the map to designate grade levels as either (E) elementary, or (S) secondary.

Parks and Recreation. This designation is for improved open space lands whose primary purpose is recreation, and includes all local and regional parks.

Open Space. Open lands which are vacant of structures and improvements, and which are primarily maintained in their natural condition, are designated as open space. In some cases, maintained pathways which enhance access to the open space areas are considered compatible with this designation. The pedway along the perimeter of the City which provides access to San Francisco Bay is designated open space, as well as a large parcel of land located north of East Third Avenue along the northern boundary of the City and adjacent to San Mateo City wetlands.

Public and Semi-Public: Reserved for uses which are generally public serving in nature, including religious institutions, City offices, publicly owned recreation facilities, and fire and police facilities.

Study Area: This designation is for areas which

are in need of additional study. A specific plan or a special study will be prepared for the areas designated as "Study Area" in this plan: (1) Chess Drive Industrial; (2) the Marina site.

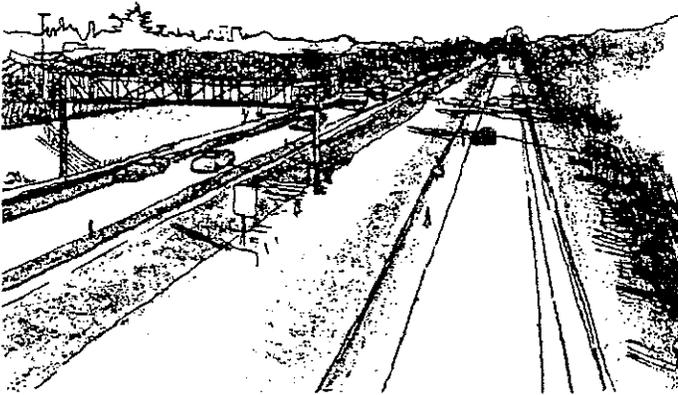
Appendices

General Plan Update: Policy Paper #1 - Determination of Unmet City Needs (June 20, 1989).

General Plan Update: Policy Paper #2 - Land Use Designations for Vacant Lands (August 1, 1989).

General Plan Update: Policy Paper #3 - Land Use and Circulation Element, Draft Goals, Policies and Programs (October 3, 1989).

General Plan Update: Policy Paper #3 - Revised "Draft Goals, Policies and Programs" Document for Land Use and Circulation Element (October 5, 1989).



Circulation Background

Introduction

The long range land use and transportation plans for Foster City are closely linked. One cannot be significantly modified without considering its affect on the other. It is very important for the City's land use decisions to be linked to the capacity of the circulation system. The main purpose of this section of the Land Use and Circulation Element is to ensure that City policies provide for a transportation system which is adequate to serve the traffic projected to be generated by land uses shown on the General Plan Map.

It is a goal of this plan to reduce dependence on the automobile, and the number of single passenger trips within the City. Providing increased job opportunities in the City for residents, requiring employers to encourage use of Transportation Systems Management (TSM) techniques, and improving the City's system of bicycle and pedestrian pathways are several of the ways in which Foster City can move closer to this goal.

However, it should be noted that for purposes of evaluating the City's transportation system needs in this plan, significant increases in the use of transit and TSM were not assumed. It is not reasonable to assume that in the foreseeable future the lifestyle changes required to implement such measures will be made by large numbers of people. Therefore, new street and intersection improvements are

KEY ASPECTS OF THE CITY'S APPROACH TO TRANSPORTATION PLANNING

Rather than focusing on only one solution to the problem of assuring an adequate transportation system, this plan focuses on several interrelated solutions:

- (1) Providing new, and improving existing, infrastructure to increase the capacity and efficiency of streets and intersections.
- (2) Increasing transit opportunities.
- (3) Reducing single passenger trips through Transportation Systems Management (TSM) techniques such as vanpooling and carpooling.
- (4) Increasing bicycle and pedestrian opportunities.

Land use policies contained in this plan can also help to minimize the effects of projected growth on Foster City's transportation system. Such policies will:

- (1) Encourage mixed use projects, which can reduce automobile trips and increase transit use by providing housing, shopping and working opportunities within close proximity of one another.
- (2) Strive to increase and maintain a balance between jobs and housing in the City in order to provide adequate opportunities for Foster City residents to work here.
- (3) Allow increased project densities when traffic does not decrease acceptable level of service standards as defined in the Foster City General Plan.

planned which will ensure acceptable service levels on the City's roadways, based on the development projected in the land use section of this plan. Increased use of transit, bicycles and TSM would further reduce impacts on roadway capacity.

Circulation System Characteristics

Street Classification

The Foster City street system consists of a hierarchy of streets serving different functions which are important to understand. The classification system takes into account the type of trip being made and the roadway's relationship to the land

uses it is serving. Pavement width, sight distance and travel speed generally increase as one moves from minor local streets to collectors and arterials. Map GP-5 shows the street network system in Foster City and the table below shows the number of miles of each type of street. The General Plan appendices contain a complete listing of Foster City streets by classification.

Roadway Characteristics by Type and Number of Miles in Foster City

Roadway Type	Number of Lanes	Number of Daily Vehicles	Number of Miles in City
Arterial	4-6	5,000-50,000	13.49
Collector	2	1,000-7,500	10.69
Local Residential (Public)	2	500-1,500	21.38
Local Residential (Private)	2	500-1,000	20.24
Total			65.80

Freeways. Freeways are designed to carry large volumes of traffic over long distances. They have limited access points, separate crossings and median strips separating the two way traffic. State Route 92, which passes through the City generally in an east-west direction, is a 4 lane freeway with two interchanges. U.S. Highway 101 does not pass directly through Foster city, but borders the City to the west and provides connections to several Foster City access points. It is an 8 lane freeway in the vicinity of the City and travels in a north-south direction.

Arterial Streets. Arterials feed heavy volumes of through traffic to highways and are generally designed with such traffic controls as medians, traffic lights and separate turning lanes. Access to arterials from curb cuts should be limited and located a minimum of between 125-150 feet away from intersections where possible. Arterial streets in Foster City are East Hillside Boulevard, Foster City Boulevard, Shell Boulevard, Metro Center Boulevard, East Third Avenue, Vintage Park Drive and Edgewater Boulevard. Standards for arterial streets generally call for a right-of-way width of 80'

PAVEMENT MAINTENANCE PROGRAM

Foster City utilizes a computerized Pavement Management System program in order to establish a maintenance priority list for resurfacing of City streets. Although the program calculations are quite detailed, the program can be summarized as follows:

- All streets are sorted into pavement management sections according to their construction history, traffic volume and pavement condition.
- Each management section is then inspected for leveling, cracks, patches and other surface distresses, and assigned a pavement condition index (pci). The pci values are scaled between 0 and 100, with higher values indicating a better condition.
- Once the pci values are determined, the program selects a maintenance treatment for each of the management sections and prioritizes them for resurfacing. The priorities are determined based on cost effectiveness value derived from an equation using the pci value, cost of the maintenance treatment and the estimated increase in the life expectancy of the pavement.
- Recommended maintenance treatments are then checked by the engineer for plausibility in the field. Additional costs not taken into account by the program are also added and the street resurfacing priority list is adjusted to fit the constraints of the budget.

to 110', depending on whether there is on-street parking, allowing for 4 to 6 travel lanes.

Collector Streets. Collectors are designed to channel traffic from local streets to arterials, and to handle short trips within neighborhoods. They are typically two-lane streets with a right-of-way width ranging from 60' to 80'. Examples of collectors in Foster City are Gull Avenue, Marlin Avenue, and Port Royal Avenue

Local Residential Streets. Local Residential streets provide direct access to residential uses. These streets are generally designed for low travel speeds and to protect residents from through traffic. In Foster City, all streets which are not either arterials or collectors are classified as local residential streets. These streets can either be public or privately owned streets (in general, privately owned streets are designated "Lane").

Publicly-Owned Local Residential Streets:

Standards for publicly owned residential streets require a 50' to 60' right of way, with parking on both sides.

Privately-Owned Local Residential Streets: Private streets typically are cul-de-sac or loop streets, with a narrow right of way - 26' for streets without parking, 32' if parking on one side, and 40' if parking on both sides. In 1987, approximately 26% of the City's residential streets were in private ownership.

Traffic Generation

To understand the link between land use decisions and their affect on roadway capacity, it is helpful to know the amount of traffic which is generated by different land uses. Residential uses dominate the City's land area, representing 46 % of all uses. In general, homes in single family subdivisions generate more daily trips per unit than do other housing types. Multi-family housing developments, specifically those located in "mixed use" developments, generate less daily trips due to demographic factors (such as smaller family size), and reduced necessity of trips for services. The adjoining tables are based on standardized trip generation data published by the Institute of Traffic Engineers.

Number of Trips Per Land Use Type

<i>Land Use Type</i>	<i>Trips</i>
<i>Residential Type</i>	
	<i>Trips/Unit</i>
Single Family	10
Condo/Townhouse	5.9
Apartment	6.1
<i>Commercial/Industrial Type</i>	
	<i>Trips Generated</i>
Neighborhood Retail Center	40.7/1,000 SF
Regional Retail Center*	59.0-95.0/1,000 SF
Quality Restaurant	95.6/1,000 SF
Fast Food Restaurant	777.0/1,000 SF
General Office**	8.2-24.4/1,000 SF
Light Industrial	7.0/1,000 SF
Research Center	6.1/1,000 SF
Hotel	8.7/1,000 SF

* Center ranging from 50,000-200,000 sq. ft. in size
 ** Larger office buildings generate less trips

Source: Foster City Public Works Department

Traffic generation for commercial and industrial developments can vary quite a bit, depending on the specific use of a building. Peak hours of traffic generation can also vary greatly by land use, from 12-1 p.m. for a fast food restaurant, to 5-6 p.m. for a commercial office. The table below shows the number of vehicle trips which can be expected from different kinds of residential, commercial and industrial land uses in Foster City.

Existing Roadway System Use

Information on current and projected traffic conditions used in this element was obtained from several sources. Daily traffic on major streets was counted by the City in 1990 and again in 1992. In order to obtain the most accurate results, traffic counters are usually set out on Tuesday, Wednesday or Thursday.

Information regarding the current level of congestion on Foster City streets (described in terms of Level of Service, or LOS) was taken from a traffic study done for the City in 1992. Therefore, existing intersection levels of service described here reflect 1992 levels. Future projected traffic levels reflect the time period between 1992 and the year 2005, the projected year of buildout for the City.

Future traffic conditions were calculated for the City by a traffic consultant, BSI Consultants, Inc., using a traffic model which takes into account future land use development projected by the Land Use section of this element, year 2005 development projected for the City of San Mateo, and regional traffic increases projected for the Bay Area.

Daily Traffic Volumes

Existing and future daily traffic volumes for major roadways in Foster City are shown on Maps GP-6 and GP-7. Existing counts were made during 1992. The results show the general operating conditions of Foster City roads. The heaviest used arterial street in Foster City is East Hillsdale Boulevard, specifically the section between Altair Avenue and Norfolk Street in San Mateo, with an average daily volume of 39,900. Volumes on the remainder of East Hillsdale Boulevard range from 30,700 to 14,000, with volumes decreasing as the street progresses eastward.

Level of Service Definitions

<i>Level of Service</i>	<i>V/C Ratio</i>	<i>Delay</i>	<i>Description</i>
A	Less than 0.60	No vehicles wait longer than one red indication. Average delay 0-16 seconds.	Free Flow - turning movements are easily made. All queues clear in a single signal cycle.
B	0.61 - 0.70	The number of vehicles waiting through one red indication is increased. Average delay 16-22 seconds.	Stable Flow - many drivers begin to feel somewhat restricted.
C	0.71 - 0.80	Occasionally vehicles may have to wait through more than one red indication. Average delay 22-28 seconds.	Stable Flow - backups may develop behind turning vehicles. Light congestion.
D	0.81 - 0.90	Delays may be substantial during short periods, but excessive backups do not occur. Average delay 28-35 seconds.	Approaching Unstable Flow - significant congestion on critical approaches. Car may have to wait for more than one cycle.
E	0.91 - 1.00	Delay may be great -- up to several signal cycles. Average delay 35-40 seconds.	Unstable Flow - Long queues develop upstream of the intersection.
F	Over 1.00	Excessive delay. Average delay over 60 seconds.	Forced Flow - jammed conditions. Backups from other locations may restrict or prevent movement of vehicles at the intersection under consideration.

DAILY TRAFFIC VOLUMES

Traffic volumes are measured in terms of Average Daily Traffic (ADT) and peak period volumes. ADT's are the total number of cars passing over a fixed point on a road in an average 24-hour period. Peak period traffic is the total number of cars passing over a fixed point on a road during the busiest hours of the morning or afternoon, typically 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. Existing and projected traffic volumes are shown in the maps at the end of the Circulation Background section.

LEVEL OF SERVICE

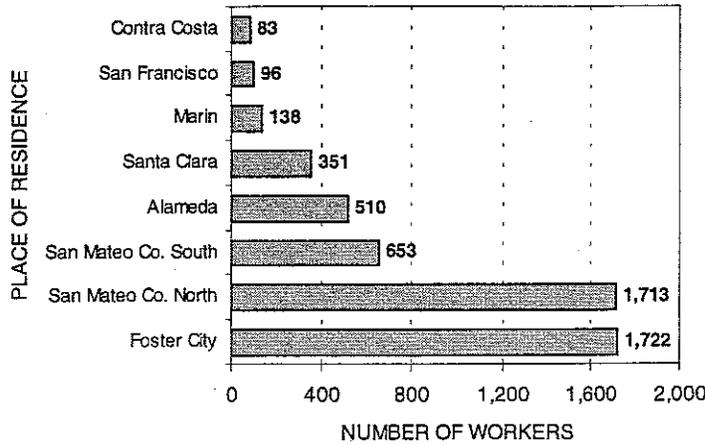
The relative congestion of roadways and intersections is measured by dividing the peak period traffic volume by the capacity of the roadway segment or intersection. The resulting ratios, called Volume to Capacity or V/C ratios, range from 0 to 1.00. These V/C ratios are classified into six levels of service (LOS). In brief, LOS ranks the quality of the roadway and intersection operations based on a scale of A through F, from best to worst.

ROADWAY CAPACITY

When the V/C ratio of an intersection reaches 1.00, the intersection is "at capacity" and is described as operating at level of service E. When the V/C ratio exceeds 1.00, the intersection is then said to be operating at LOS F, and the capacity of the intersection has been exceeded (see the table above).

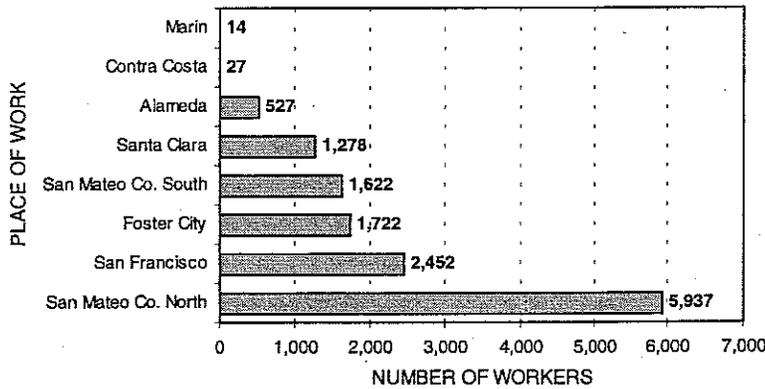
Roadway capacity, and thus LOS, is influenced by a number of factors: presence of on-street parking, traffic signals, number and frequency of side streets or driveways, pedestrian activity, left-turn pockets, and driver familiarity with the area. The more of these "friction factors" are present, the more the capacity of the roadway is reduced.

**JOURNEY TO WORK: 1980
RESIDENCE OF FOSTER CITY WORKERS**



Source: Metropolitan Transportation Commission, June 1986

**JOURNEY TO WORK: 1980
FOSTER CITY RESIDENTS' PLACE OF WORK**



Source: Metropolitan Transportation Commission, June 1986

Foster City Boulevard is the second most heavily used arterial. Volumes range from 28,300 average daily trips on the most heavily used section between Chess Drive and Metro Center Boulevard, to 2,700 average daily trips on the section between Marlin Avenue and Beach Park Boulevard. Edgewater Boulevard between Metro Center Boulevard and Beach Park Boulevard is also heavily travelled.

Traffic volumes shown for State Route 92 were obtained from Caltrans and are from 1987. On State Route 92, between Mariners Island Boulevard and Foster City Boulevard, the daily volume is 72,000. Between Foster City Boulevard and the San Mateo Bridge, the daily volume drops to 65,000.

Historical Traffic Patterns

Traffic in Foster City has increased significantly since 1980, mostly due to additional development in Metro Center, Vintage Park and Neighborhoods 7 and 8. However, large increases have not occurred in all areas. Traffic volumes on some major arterial streets, such as Foster City Boulevard and Edgewater Boulevard increased by 20% to 85% between 1980 and 1990, while traffic on East Hillsdale Boulevard only increased by 0 to 20%.

Foster City has historically been a residential community, with a large number of employed residents working outside the City, as illustrated in graph below. The 1980 census indicated that almost 2.5 times more workers left the City to work elsewhere than came into the City to work, as shown in the graphs to the left. Because of this, existing traffic flow patterns were characterized by outbound traffic in the morning hours and inbound traffic during the evening. In the time since 1980, however, commercial and industrial square footage in the City has increased substantially. As additional office and industrial space is completed in the Metro Center and Vintage Park developments, this traffic flow pattern is expected to balance out and, ultimately, to reverse.

Intersections

The flow of traffic on a given roadway segment is defined by the volume to capacity ratio of the nearest intersection since intersections control the roadway level of service (see level of service definitions). Maps GP-8 and GP-9 and the corresponding table on the next page illustrate the existing and future level of service (LOS) for various important intersections in Foster City. Existing LOS are for 1992 conditions.

Baseline and Projected Level of Service

Intersection	1992 Existing Conditions				Proposed General Plan Future Conditions			
	A.M. V/C	A.M. LOS	P.M. V/C	P.M. LOS	A.M. V/C	A.M. LOS	P.M. V/C	P.M. LOS
SR 92 RAMPS AT:								
East 3rd Ave Eastbound					A	0.24	A	0.57
East 3rd Ave Westbound					A	0.09	A	0.15
Metro Center Blvd Eastbound	B	0.62	B	0.69	B	0.65	B	0.69
Chess Drive Westbound	E	0.94	C	0.76	D	0.83	D	0.86
Edgewater Blvd Eastbound	D	0.87	C	0.70	E	0.92	D	0.85
Fashion Island Blvd Westbound	B	0.53	A	0.53	A	0.51	C	0.74
LOCAL STREETS SOUTH OF SR 92:								
<i>Beach Park Blvd at:</i>								
Teal	A	0.27	A	0.07	A	0.27	A	0.05
Foster City Blvd	A	0.16	A	0.15	A	0.21	A	0.25
<i>East Hillsdale Blvd at:</i>								
Pilgrim Drive	A	0.48	A	0.34	A	0.46	A	0.32
Foster City Blvd	C	0.76	B	0.69	C	0.76	C	0.71
Shell Blvd	A	0.49	B	0.61	A	0.53	B	0.68
Edgewater Blvd	C	0.80	D	0.85	D	0.83	D	0.87
Altair Ave	A	0.59	A	0.53	C	0.71	C	0.77
Norfolk Ave	F	1.04	E	0.90	F	1.10	F	1.10
<i>Metro Center Blvd at:</i>								
Foster City Blvd/Triton Drive	C	0.75	F	1.38	C	0.74	F	1.29
Shell Blvd	A	0.11	A	0.20	A	0.40	A	0.43
Vintage Park Blvd	A	0.32	A	0.30	A	0.44	A	0.46
Edgewater Blvd	A	0.52	B	0.59	B	0.62	B	0.69
<i>Foster City Blvd at:</i>								
Metro Center/Triton Dr*	C	0.75	F	1.38	C	0.74	F	1.29
E.Hillsdale Blvd*	C	0.76	B	0.69	C	0.76	C	0.71
Bounty Drive	A	0.32	A	0.35	A	0.33	A	0.39
Marlin Ave	A	0.53	A	0.41	A	0.52	A	0.44
Beach Park Blvd*	A	0.16	A	0.15	A	0.21	A	0.25
LOCAL STREETS NORTH OF SR 92:								
<i>East 3rd Avenue at:</i>								
Foster City Blvd*	A	0.21	A	0.16	A	0.30	A	0.31
Mariners Island Blvd	A	0.29	A	0.20	A	0.46	B	0.53
Norfolk Avenue	B	0.63	C	0.72	B	0.70	C	0.74
<i>Foster City Blvd at:</i>								
Chess Drive S.	B	0.64	A	0.52	B	0.62	B	0.61
East 3rd Avenue	A	0.21	A	0.16	A	0.30	A	0.31
<i>Vintage Park Drive at:</i>								
Chess Drive	A	0.40	A	0.39	A	0.41	A	0.55
<i>Fashion Island Blvd at:</i>								
Mariners Island Blvd	D	0.85	A	0.42	E	0.95	B	0.67

* These intersections are listed twice to allow for sequential listing of intersections along a given street.
LOS in italics could be improved to LOS D with the inclusion of recommended mitigation measures.
Source: BSI Consultants, Inc.

Three intersections in Foster City or providing access to Foster City are not currently operating at a peak hour LOS to the City's standard of D or better (as established by Policy LUC-50). During the morning peak hour, the intersection of State Route 92 ramps and Chess Drive is operating at LOS E and the intersection of East Hillsdale Boulevard at Norfolk (which is located outside the City limits) is operating at LOS F. During the evening peak hour the Foster City Boulevard/Triton Drive intersection is operating at LOS F, and the East Hillsdale Boulevard intersection at Norfolk is at LOS E. All other intersections within Foster City are currently operating at, or above, acceptable levels of service.

Future Roadway System Demand

Traffic Model

A traffic model is a mathematical way of describing the characteristics of the transportation system and simulating future traffic conditions. It is a useful tool for long-range transportation planning because it forecasts future traffic conditions based on a specific set of projected land use assumptions. Foster City's traffic model was first developed in 1984 and substantially refined by City staff in 1987. The model was refined again in early 1990 by TJKM Associates to reflect recent roadway improvements

and to include regional traffic projection data. The model was refined again in 1992 by BSI Consultants.

For purposes of the model, projected traffic volumes are calculated using the total amount of housing units and building square footage projected by the Land Use section of this element. This information is divided into 81 traffic zones and translated into traffic volumes using various trip generation rates for different types of land use, as described previously. The boundaries of the traffic zones are based on land use and access patterns to the arterial street system. Traffic volumes are fed onto local streets, arterials and highways using a formula that determines which route traffic will take to reach a given destination. The model then calculates the traffic volumes and estimates intersection levels of service based on the future capacity of individual roadway segments and intersections.

Average Daily Traffic

Overall, traffic is expected to increase in Foster City through the buildout year 2005. However, the increase will be less than that experienced during the ten year period 1980-1990. Future daily traffic volumes are shown in Map GP-7. Moderate daily traffic volume increases (between 10 and 33%) are expected on major arterial East Hillsdale Boulevard and Foster City Boulevard.

Intersections

The City's traffic model indicates that, with all the improvements discussed below completed, four intersections will operate below LOS D during the evening peak period. The four intersections are:

- (1) Foster City Blvd/Triton Drive - LOS F in PM.
- (2) SR 92 Ramps/Edgewater Boulevard - LOS E in AM.
- (3) East Hillsdale Blvd/Norfolk Avenue (located outside the City limits) - LOS F in AM and PM.
- (4) Fashion Island Blvd/Mariners Island Blvd (located outside the City limits) - LOS E in AM.

The future levels of service for Foster City intersections are shown on page 3-28 and Maps GP-8 and GP-9. The table provides a comparison of

FOSTER CITY TRAFFIC MODEL

A computerized modeling system called Micro-Computer Urban Transportation Package (MINUTP) was utilized to simulate and project future traffic conditions in Foster City. The MINUTP system is one of the more sophisticated transportation planning software systems currently available for micro-computers. The system uses a gravity flow model technique to assign traffic to a street system based on existing and projected land uses. Modeling involves many detailed tasks which evolve into a description of travel patterns in and around the City. This modeling process is conducted in the following way. First, a model type is chosen and the variables (roadway and land use) are specified. Second, the model is calibrated to reproduce the current observed travel behavior as accurately as possible. Finally, the projected travel demand is forecasted. The Foster City model will be periodically updated to reflect changing conditions in the City and ensure useful projections of future traffic conditions.

the existing and future volume to capacity (V/C) ratios and Level of Service (LOS) for these intersections.

Roadway Improvements

Planned Improvements

The City Public Works Department has identified several major street improvements needed to increase roadway capacity to handle future expected increases in traffic. A number of needed intersection modifications have also been identified. The traffic model used to project the future traffic conditions discussed above assumed that all of these improvements were completed. Planned roadway improvements include:

- (1) **SR 92 Widening.** Widen SR 92 to six lanes plus auxiliary lanes between U.S. 101 and the San Mateo-Hayward Bridge.
- (2) **East Hillsdale Boulevard/Edgewater Boulevard Intersection Improvements.** Add a southbound right turn lane on Edgewater Boulevard and provide two left turn lanes from eastbound East Hillsdale Boulevard to northbound Edgewater Boulevard.

Improvement Timing

The Vintage Park Drive overcrossing and Foster City Boulevard widening have been recently completed.

Developments planned in the City which are expected to contribute significantly to the projected traffic increases are located in the Vintage Park and Metro Center areas. Most of these planned projects are expected to be completed after or concurrently with the planned street improvements. Development of other large vacant properties (north of East Third Avenue and the High School site) is not anticipated within the next 5 years, when all street and intersection improvements are expected to be completed.

Additional Improvements Required

The traffic analysis prepared by the consultant indicates that if the City were fully built out as planned for in the Land Use section of this element, and all the improvements discussed above were completed, four intersections would operate below the City's acceptable peak period LOS of D:

- (1) Edgewater Boulevard/SR 92 Ramps - LOS E in AM.
- (2) East Hillsdale Boulevard/Norfolk Avenue - LOS F in AM and PM.
- (3) Mariner's Island Boulevard/Fashion Island Boulevard - LOS E in AM.
- (4) Foster City Boulevard/Triton Drive/Metro Center Boulevard - LOS F in PM.

SAN MATEO INTERSECTIONS

There are two intersections located in the City of San Mateo whose operations are of concern to Foster City and for which there is shared responsibility with the City of San Mateo.

East Hillsdale Boulevard and Norfolk Street. This intersection, a major entry point into Foster City, is currently operating at LOS F during the morning peak period and LOS E during the evening peak. Future projections, which take into account both local and regional traffic, indicate this intersection will continue to operate at LOS F during the morning peak period and will worsen to LOS F during the evening peak period. The City's traffic consultant, BSI Consultants and TJKM Associates, who also prepared the traffic study for the City of San Mateo's 1990 General Plan update, have concluded that there is no feasible mitigation to relieve the peak period LOS F conditions at this intersection. However, the traffic model projections indicate the intersection, which currently has a volume to capacity (v/c) ratio of 1.10, will not worsen significantly in the future.

East Third Avenue and Norfolk Street. This intersection provides a second, although less significant, entry to Foster City. Currently, the intersection operates at LOS B during the morning peak period and LOS C during the evening peak period. Future projections indicate the service level will remain at LOS B during the morning peak period and LOS C during the evening peak period.

SOUTHERN ACCESS TO REDWOOD CITY

There is no existing access into Foster City from either Redwood City or Belmont, the City's neighbors to the south. Foster City can be reached only from San Mateo to the west via Hillsdale Boulevard, State Route 92 and East Third Avenue, or from Hayward to the east via the San Mateo Bridge (State Route 92). Because of this limited access, previous circulation plans and studies have discussed the possibility of providing a "southern extension" of Edgewater Boulevard. The 1974 Land Use and Circulation Element showed an extension of Edgewater Boulevard through Belmont to an interchange with U.S. 101. However, residential development completed since that time would now preclude such an alignment. More recent studies discuss the extension of Edgewater Boulevard to cross Redwood City rather than Belmont. The City retains the necessary right-of-way to complete such a project.

A 1984 traffic circulation study discussed the need for, and the positive and negative impacts of, constructing an extension of Edgewater Boulevard. The study concluded that the extension would substantially increase traffic along Edgewater Boulevard without providing any significant relief of traffic on East Hillsdale Boulevard. If the extension were not constructed, the study found, East Hillsdale Boulevard could be modified to handle future traffic increases.

The traffic analysis completed for this plan does not assume any southern access to the City. The analysis concludes that with all improvements noted in this plan, traffic congestion can be mitigated to acceptable levels. Although this plan does not foresee a need for an extension of Edgewater Boulevard, the City will continue to retain the existing right-of-way, should future studies indicate the extension is needed.

Mitigations have been identified by the consultant which, if implemented, would increase levels of service to acceptable levels for two of the intersections:

- (1) **Edgewater/SR 92.** Re-stripe southbound lanes to provide two through and two left turn lanes. No widening is required. This mitigation measure will improve the Level of Service at this intersection to LOS D.
- (2) **Foster City Boulevard/Triton/Metro Center Boulevard.** Re-stripe the eastbound Metro Center Boulevard to provide two left, one thru-right and one right turn lanes; relocate southerly crosswalk to north side; modify signal operation to left turn phasing. This mitigation measure will improve the Level of Service at this intersection to D during the evening peak hour.

Alternative Transportation

Public Transit

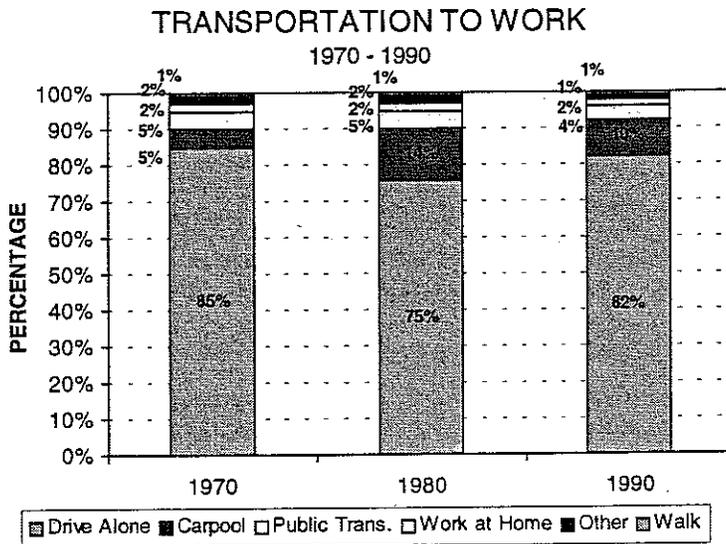
Public transit service in Foster City is provided by the San Mateo County Transit District (Samtrans). Samtrans provides two local bus routes, three express bus routes to San Francisco, and one bus route to the East Bay, as illustrated in Map GP-10. In addition to bus service, a fixed rail commuter line

(CalTrain) operates between San Francisco and San Jose, passing through San Mateo. The transit station for this commuter line is located off West Hillsdale Boulevard, just west of U.S. Highway 101 in San Mateo, and is accessible to Foster City residents by private auto or by bus.

Transit does not currently play a major role in Foster City's transportation network. There are several possible reasons why this is true. First, car ownership is very common in Foster City. As shown to the left, only 2% of households do not have any cars and 74% have one or two cars available.

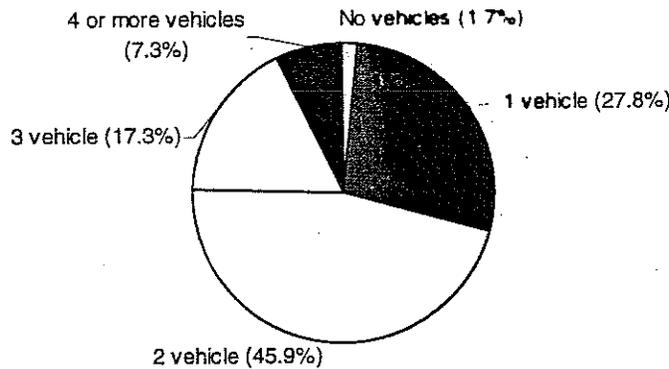
Second, transit usage and population densities are directly related. According to the Alameda-Contra Costa Transit District (AC Transit), studies have shown that when residential densities range between one and seven units per acre, transit use is minimal. When densities increase to 30 units per acre, transit usage triples, and when they are as high as 50 units per acre, transit trips can outnumber auto trips ("Guide For Including Transit in Land Use Planning", 1983). While Foster City densities are higher, on average, than other similar suburban cities, the overall density of the City is low by transit service standards.

Third, out-commute to a wide range of locations not served or easily served by current transit is available to Foster City workers.



As illustrated on this page, in 1990 over 80% of Foster City's employed residents drove alone in their own car to work. Another 10% drove in carpools, but only 2% used transit. A comparison with 1970 census figures reveals that while the number of carpools doubled since 1970, from 5% to 10%, but the number of persons riding transit to work did not change. However, since 1980, the proportion of people using carpools has declined from 14% and the proportion of people using public transportation declined from 5%. The commercial and industrial development that has been completed since 1980 and which is currently under construction will provide significant job opportunities for Foster City residents, potentially reducing commuter traffic and increasing transit opportunities. However, there is still opportunity to improve public transit opportunities in Foster City.

VEHICLE AVAILABILITY FOR HOUSING UNITS - 1990



Source: 1990 Census

Improvement of Public Transit Opportunities

In areas of higher density, especially areas with large daytime work force populations, transit ridership can be improved in several ways, as described below:

Bus Turnouts and Shelters. The provision of bus turnouts and sheltered

waiting areas can help make transit more convenient to use. Off-street facilities located at developments which are considered large, but unsteady, traffic generators (such as shopping centers, centers of worship, and recreational facilities) can also help to improve ridership levels. The City has adopted a policy (Policy LUC-54) to ensure that provisions for such facilities are included in new developments.

Bus Routes. New or revised bus routes may be needed in some areas, especially north of East Hillsdale Boulevard, where the Metro Center and Vintage Park developments are located. As these developments reach build-out and large employers locate in them, it may be desirable to provide commuter bus service to these projects. A new bus route or an addition to an existing route could serve both projects via Foster City Boulevard and Vintage Park Drive or Lakeside Drive. The City will work with Samtrans to develop new routes to better serve the increasing daytime population at these centers.

Park and Ride Lots. The AC Transit District, which operates in the East Bay, has found that where park and ride lots have been established, the result is faster trip times for the passenger and more efficient transit operations. Currently, there are no park and ride lots located in Foster City. Samtrans has indicated

interest in developing such a lot along East Third Avenue, just north of Mariners Island Boulevard.

Transportation Systems Management (TSM).

Transportation Systems Management (TSM), discussed in greater detail below, can lead to increased transit ridership. Programs to increase ridership can include promotion of transit to employees, and incentives offered by employers such as subsidized transit fares.

Bikeways and Pedestrian Routes

Bikeways are shown on Map GP-10. The Bikeways Master Plan is intended to link Foster City's neighborhoods, schools, and parks. A bicycle/pedestrian pathway has been developed which circles Foster City. The trail follows the outer lagoons and bay and includes a segment located within the City of San Mateo. The city also has small scale auto-free pedestrian links between schools and their surrounding neighborhoods and parks.

Transportation Systems Management

Transportation Systems Management (TSM) is a broad term which refers to the combining of several programs used by employers to reduce the number of single occupancy vehicles utilizing the transportation system. The variety of non-roadway improvement measures which can be involved in a TSM program include ridesharing, flex-time, bicycling, walking, vanpooling, charter buses and telecommuting.

In March, 1992, Foster City agreed to participate in a Joint Powers Agreement to establish an Intercity Transportation Management Authority. The Intercity TSM Authority is a joint effort among neighboring cities to establish an organization and procedures for governing a joint TSM program. The City adopted a model ordinance, to be used by each participating City, which sets forth the provisions of the TSM program. The ordinance provides the City with the means of advising business establishments in the City of the need to reduce peak hour single occupant commute traffic.

The overall objective of the ordinance is to address the goal of a 25% reduction in the single occupant

vehicle at peak commuter times within 4 years. While there are mandatory provisions in the ordinance, businesses are not held responsible for meeting the 25% reduction goal. The overriding goal of the ordinance is to develop the voluntary support and cooperation of the business community.

The ordinance requires participation at several different levels, depending on the number of employees. All existing and new businesses are required to comply. A TSM Administrator has been appointed by the TSM Board of Directors to manage the program.

To help ensure the success of the TSM program, the ordinance also directs the TSM Board of Directors to develop incentives to achieve full employer participation. The incentives are to be in at least the following categories: (1) Financial, in the form of credits against TSM impact fees for employer expenditures for TSM purposes; (2) assistance in the development of employer TSM programs; and, (3) Public recognition of employers for notable efforts and achievements.

Parking Needs

The majority of trips into and within Foster City are

PROVISIONS OF TRANSPORTATION SYSTEMS MANAGEMENT ORDINANCE

- Every employer must submit annually to the TSM Administrator an Annual Transportation Survey providing employee commute information.
- Employers with 25 or more employees are required to prepare and implement a TSM information programs describing commuting options available to their employees.
- Every employer with 100 or more employees must prepare and implement a TSM Program which designates a workplace TSM Coordinator and includes strategies to increase employee participation in commute alternatives.
- Employers with 25 or more employees must pay an Impact Fee not to exceed \$3.00 per employee for the first year, and \$5.00 per employee for subsequent years. The fee is to offset the costs of administering the program, and will be determined based on the total budget requirements less any alternative revenue.

made by automobile. The end result of each trip is the need to find a parking space. Because Foster City is a relatively "well-planned" City, it does not experience significant parking problems, as do some other older peninsula cities.

Residential development since incorporation has been required to include parking at standards such that there are no parking problems. Commercial properties have frequently used the concept of shared parking with adjacent uses which has frequently lead to confusion on the part of shoppers regarding the availability of stalls at adjacent sites.

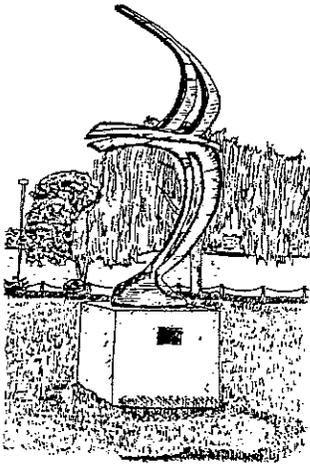
FLEXIBLE PARKING REQUIREMENTS

The City Municipal Code allows for some flexibility in the provision of parking. Required off-street parking for any residential, commercial or office project may be reduced if any of the following measures are used by the developer, subject to approval by the City:

- (1) Shared Parking Facilities
- (2) In-lieu fees and off-Site Parking Facilities
- (3) Planned Development District

Appendices

City of Foster City Traffic Circulation Study, BSI Consultants, Inc., January, 1993.



Land Use and Circulation Goals, Policies and Programs

Introduction

The Land Use and Circulation portions of the Foster City General Plan have historically been integrally related to each other. Although the character of Foster City has been established by past land use decisions, there are still many decisions to be made in the near future. Maturity in the character of a city does not necessarily mean the city is stagnant or that there are no future land use decisions to be made.

This section of the element draws upon the background information to establish goals and policies that will guide future city actions related to Foster City's development and any changes in land uses or redevelopment. The impacts of future actions must be measured against the City's goals. The land use policies and programs contained in this document are intended to guide the future development of vacant lands and underutilized parcels in the City. Additionally, based on an analysis of existing development patterns, the land use categories and designations establish a variety of housing and population density and building intensity standards consistent with the existing pattern of development in the City.

To carry out the goals and policies, implementing programs are also recommended. These are specific actions the City will undertake to put the Land Use and Circulation Element into practice.

The time period envisioned for the goals, policies, and implementation measures is 15 years. This time period should include build-out of the City and some redevelopment or change-of-use activities.

Ideally, residential densities are measured as the number of persons per acre. However, since the number of persons in a household fluctuates over time, densities in this plan are established using units per acre as the variable. Units per acre can be translated into persons per acre by applying the average number of persons per household. The 1991 estimate by the California Department of Finance was 2.5 persons per household.

A general plan must seek to identify the intensity of use allowed on sites designated for commercial and industrial uses. Intensity of use refers to the amount of activity allowed on any specific parcel. For instance, an office park with a significant number of employees is a more intensive use of the land than is a park or recreation area.

One of the most common ways to measure the intensity of commercial and industrial development is the use of Floor Area Ratios (or FAR's). Floor Area Ratio is the ratio of the total building floor area to the size of the lot (gross floor area divided by lot area equals the FAR). For example, a building with a total floor area of 20,000 sq.ft. on a 40,000 sq.ft.

lot has an FAR of .50. Floor Area Ratios can be used as a regulatory tool, either alone or in conjunction with other development standards, such as lot coverage, Building height, or bulk restrictions. While Foster City does not use Floor Area Ratios specifically into its regulatory mechanisms for

commercial or industrial projects, they are useful in establishing a measure of building intensity which can be expected on a parcel designated for a specific commercial or industrial use. A description of existing FAR's is included for each commercial and industrial land use category definition.

Land Use and Circulation Goals

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 to the extent possible; and (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.

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 and welfare of the community.

LUC-C

Provide for Economic Development

Provide for economic development which: (1) maintains the City's ability to finance City services and construction and maintenance of public improvements; (2) offers local employment opportunities for Foster City residents so that inter-city commuting can be reduced; (3) assures the availability and diversity of resident-serving goods and services; and (4) allows for specialized commercial uses, such as automobile service stations, water-oriented commercial uses and day care facilities.

LUC-D

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; and (3) offer a range of recreational and public facilities to meet the needs Foster City's residents.

LUC-E

Reinforce Metro Center as a City-wide Focal Point

Establish and reinforce Metro Center as the Focal Point of the City and enhance the potential of Metro Center as a competitive business and activity center and specialized mixed use living environment.

LUC-F**Provide Adequate Services and Facilities**

Ensure that new and existing developments can be adequately served by municipal services and facilities.

LUC-G**Assure Safe Industrial Uses**

Ensure that industrial uses are safe and strictly control any industrial by-products or emissions which may adversely affect the health or safety of Foster City residents or workers and the overall environment in Foster City.

LUC-H**Encourage Mixed Use Projects**

Encourage mixed use projects, with the residential portion of mixed use projects built at the maximum allowed densities to reduce trips to, from and within the City.

LUC-I**Provide for Diversified Transportation Needs**

Develop, improve and maintain a circulation system which provides efficient and safe access for private vehicles, commercial vehicles, public transit, emergency vehicles, bicycles and pedestrians.

LUC-J**Maintain Acceptable Operating Conditions on the City's Road Network**

Maintain acceptable operating conditions on the City's road network at or above LOS D and encourage the maximum effective use of public and private vehicles, reduce the growth in peak hour traffic volumes and reduce single passenger trips.

LUC-K**Provide Adequate Parking**

Ensure that adequate off-street parking is incorporated into new projects and designed for safe and effective circulation.

Land Use and Circulation Policies

Sphere of Influence/Annexation

- LUC-1 **Sphere of Influence.** Foster City's Sphere of Influence shall continue to be co-terminus with the City limits boundary. A Sphere of Influence is defined (Government Code Section 54774) as the ultimate probable physical boundaries and service area of a local agency.

Land Use Map

- LUC-2 **Land Use Map.** The Land Use Plan map and the policy text of the General Plan are complimentary; the written policies set forth the basic approach to be taken while the map shows the intended spatial application of the written policies. The General Plan Land Use map land use designations may be subject to change at the initiation of a land owner or the City, depending on City needs, environmental conditions and changes in surrounding land uses. The adopted Land Use Plan and any Land Use Plan amendments will comprise the Foster City Land Use Plan map.
- LUC-3 **Land Use Categories.** Land use categories are generalized groupings of land uses and titles that define a predominant land use type. All proposed projects must meet density and Floor Area Ratio standards for that type of use and other applicable development standards, such as height, setbacks and lot coverage, established by the City's Zoning Ordinance. Exceptions to these standards may be allowed in some instances as allowed by the Zoning Ordinance, consistent with the goals and policies of the Foster City General Plan. Some listed uses will be conditional uses under the Zoning Ordinance and may be allowed only in limited areas or under limited circumstances.
- LUC-4 **Study Areas.** Sites or areas identified on the Land Use Plan map which are in need of additional study. A specific plan or a special study will be prepared for the three areas designated as "Study Area" in this plan: (1) Chess Drive Industrial; (2) the Marina Site.
- LUC-5 **Potential Housing Sites.** Sites or areas identified on the Land Use Plan map which should be considered for potential housing if a change in current use is proposed, consistent with Policies H-30 and H-31 of the Housing Element and the goals and policies of the General Plan. Sites shall be so designated only after a site specific study and amendment to the General Plan. To implement this policy, the City will conduct a study of potential housing sites (see Housing Element Program H-o "Housing Sites Study"), which shall be adopted as an appendix to the General Plan. The City will require that prior to considering a change in use proposed by anyone other than the City at the sites identified in this study, the City shall review the site as a potential housing opportunity site.
- LUC-6 **Planned Development Zoning.** The Planned Development zoning designation may be applied to any designated multi-family, commercial or industrial site to allow a mixed-use project, subject to the following standards:
- a. In residential zones, commercial establishments provide goods or services primarily to residents of the project in which the establishment is located and to adjacent residences.
 - b. In residential zones, commercial uses are limited to the ground floor of a multistory

residential building or to single-story buildings.

- c. Advertising or identification signs are limited in size and number, and regulated by a project-specific sign program.
- d. Any residences located in the development can be protected by landscaping, open spaces, and other design features from the noise and traffic generated by commercial establishments.
- e. Off-street parking for residents, employees, and customers is provided in accordance with the Municipal Code.
- f. An adequate amount of open space for use by any residents of the project is provided. Such open space area should be protected to provide a private area for residents.

Residential Land Use Categories

- LUC-7 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 (except that home occupations meeting City requirements shall be allowed).
- LUC-8 Jobs/Housing Balance.** The City will continue to strive for a balance between the number of jobs in the City and the number of housing units available to house workers. To achieve and maintain such a balance, the City will encourage and support, through other policies and programs of this element, mixed use projects which provide both housing and employment opportunities, and whenever possible, the development of affordable housing.
- LUC-9 Single Family Residential.** Allows up to 8 dwelling units per acre (du/ac). This is the single largest residential category, and single family homes are located in every residential neighborhood except one.
- LUC-10 Two Family Residential.** Allows up to 10 dwelling units per acre. This designation recognizes the small percentage of existing duplex homes in the City. The designation has been applied to a small area in the northeastern portion of the City, on Comet Drive (Neighborhood #1). Duplexes serve as a transition area between traditional single family detached homes and higher density multi-family developments. The density range and zoning requirements have been established in recognition that duplexes are an existing housing type intermediate to single-family detached homes and townhomes. Duplexes should provide the outward appearance of a single-family neighborhood, but at densities closer to those of townhomes.
- LUC-11 Townhouse Residential.** Allows up to 15 dwelling units per acre. Townhomes in Foster City generally function as attached single family homes and usually provide some private open space in addition to common areas.
- LUC-12 Condominium Residential.** Allows 15-35 dwelling units per acre. Condominium developments are usually constructed at a higher density than townhomes. Any open space areas are common to all residents.
- LUC-13 Apartment Residential.** Allows 20-35 dwelling units per acre. Apartment developments in

Foster City generally provide the highest density living environment, although some apartment and condominium developments are very similar with respect to density and amenities.

LUC-14 Residential Density Ranges. All residential densities are expressed in gross area density, which includes streets. There is no guarantee that any individual project will be able to achieve maximum densities. In some special cases, densities can be increased above the high end of the range shown. The following parameters should provide a starting point in establishing project-specific densities:

- a. Densities of undeveloped sites should be estimated at the middle of the range, rather than at the high end of the range.
- b. The low end of the range will be appropriate for "problem" sites, such as those with restrictive easements, difficult shape, or other physical or infrastructure problems.
- c. The high end of the range is achievable under General Plan policies and the "PD" Zoning designation only when excellence of design in accordance with prevailing residential densities of adjacent developed areas is achieved.
- d. In accordance with policies established in this Plan, mixed use developments may be allowed on a site designated for multifamily use, as long as that site is zoned for "Planned Development" and the project meets the standards as set forth in the policies and the City's zoning ordinance.

LUC-15 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 and site planning 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. Clustering to reduce paving, grading runoff, and changes in vegetation cover is used.
- c. Additional landscaping area is provided to enhance the natural qualities of the site.
- d. Recreational facilities are provided on-site for the enjoyment of project residents.
- e. Traffic, noise, or visual effects of the higher density development would not significantly affect adjacent or nearby residences, or the overall streetscape.
- f. Very low, low and moderate income units are included in the project.

LUC-16 Provision of Affordable Housing. The City will implement the policies and actions outlined in the Housing Element to increase the economic feasibility of providing housing affordable to low

and moderate income residents. The City will allow increased residential densities in exchange for, among other criteria, the inclusion of lower and moderate income dwelling units, if the initial and future affordability is guaranteed through participation in an affordable housing program. Specific types of requirements include:

- a. **Residential Projects within the Community Development Area.** All residential developments within the Community Development Project Area shall be required to provide a specified percentage of lower and moderate income housing consistent with Housing Element Policy H-21.
- b. **Residential Projects Outside of the Community Development Area.** On sites outside the Community Development Project Area, the City will negotiate with developers to include homes affordable to lower and moderate income residents by offering incentives as outlined in the Housing Element and the Zoning Ordinance.

LUC-17 **Density Bonus for Affordable Housing and Senior Housing Projects.** A density bonus above the maximum density otherwise allowed may be granted for affordable housing projects consistent with Policy H-23 in the Housing Element. Density increases may be allowed for projects meeting particular City needs for senior housing and housing in commercial areas.

LUC-18 **Mixed Use Residential/Commercial Projects.** The City will encourage the housing production by allowing mixed residential/commercial projects to be built with the residential portion of mixed use projects built at the maximum allowed densities to reduce trips to and from and within the City. In allowing higher residential densities for mixed use projects, the project must comply with the goals and policies of the General Plan, including Policies LUC-15 and LUC-16.

Commercial and Industrial Land Use Categories

LUC-19 **Meeting Commercial and Industrial Land Use Needs.** Provide enough land for commercial and industrial uses to allow for the development of commercial establishments that provide basic goods and services to Foster City residents.

LUC-20 **Town Center Commercial.** This designation is reserved for the area located northwest of East Hillsdale Boulevard, bounded by Foster City Boulevard to the north and State Route 92 to the west. The area includes a 100-acre development known as Metro Center, in addition to other office developments. Metro Center is intended to serve as Foster City's downtown core. The highest intensity uses in the City would be allowed, with Floor Area Ratios (FAR) for office developments ranging from .55 to 2.0 FAR. Town Center office developments located outside Metro Center, have lower FAR's which range from .18 to 1.5 FAR.

LUC-21 **Neighborhood Commercial.** Reserved for small neighborhood convenience shopping centers whose primary focus is servicing the immediate neighborhood. Although uses allowed in the centers are mostly limited to neighborhood serving uses, a percentage of the floor area of each center may be occupied by uses which are community serving in nature. In addition, the City will allow housing or a mix of housing and commercial development at specifically designated "housing opportunity sites", consistent with Policy LUC-5 ("Potential Housing Sites"). However, neighborhood commercial sites shall only be so designated after a site specific study and rezoning. Floor Area Ratios (FAR) of neighborhood commercial centers generally range between .20 and .30 FAR. The density of housing will be determined at the time a site specific

study is complete.

- LUC-22 **Service Commercial.** Includes a mix of uses providing general services. The area bounded by Foster City Boulevard, East Hillsdale Boulevard, and State Route 92 is designated Service Commercial and contains a mix of research and development firms, storage and professional offices. Also located in this area are food establishments, including several fast food restaurants, and a community theatre (Hillbarn). Land use intensities vary greatly in this area, from relatively low Floor Area Ratios (FAR) of .03 to .12 FAR for restaurant and gas station uses, to higher intensity office developments with FAR's ranging from .20 to .98 FAR (although most developments fall in the lower end, .20 to .40 FAR, of this range).
- LUC-23 **Waterfront Commercial.** This designation allows only for commercial development which is directly related to, and enhances the public use of, the waterfront without damaging environmental effects. Appropriate commercial uses would avoid impacting wetlands and could include restaurants, commercial recreation, marine-related retail and offices and marina berths. The site could also be used to expand the wetland areas in order to provide mitigation for off-site projects. At the present time, only the proposed Foster City Marina site is designated for waterfront commercial uses.
- LUC-24 **Light Industrial.** Includes wholesale facilities, storage warehouses and the manufacturing, processing, repairing, or packaging of goods. Emission of fumes, noise, smoke or other pollutants or nuisances are strictly controlled. A limited amount of general office use is acceptable in this area provided the uses meet the requirements established for the M-1 (Light Industrial) zoning district. The M-1 district is proposed to be amended to allow general office uses as part of this element. Floor Area Ratios (FAR) for developments in the industrial area range from .20 to .60 FAR.
- LUC-25 **Research/Office Park.** Areas with this designation contain office, research and development, and manufacturing establishments whose operations are clean and quiet. Mixed-use projects which include some retail and residential uses in addition to office and research uses may, under certain conditions, be considered compatible with this designation. Such conditions include compatibility of uses and project design (land planning, architecture, etc.). A large portion of Vintage Park, the vacant lands north of East Third Avenue and the Lincoln Centre area are all designated for Research/Office Park use. The intensity of development found in Vintage Park and Lincoln Centre are very similar, with Floor Area Ratios (FAR) generally ranging from .20 to .60 FAR in Vintage Park, and .26 to .56 FAR in Lincoln Centre. The intensity of development for the East Third Avenue, Bridge Landing and vacant Vintage Park sites is anticipated to have an FAR up to 1.0.
- LUC-26 **Location of Commercial Areas.** The commercial area along East Hillsdale, between Edgewater Boulevard and Gull Avenue, and along Foster City Boulevard, between State Route 92 and East Hillsdale Boulevard, including Metro Center, will be promoted as the focus of business, office, cultural, and government activity. A range of office, commercial, and government services should be retained to reinforce the focus of commercial activity along East Hillsdale Boulevard. Some higher density residential uses may be allowed along East Hillsdale Boulevard. New commercial retail developments north of East Hillsdale Boulevard shall be part of the Vintage Park or Metro Center developments. No new retail commercial developments shall be allowed south of East Hillsdale Boulevard unless they are part of a larger mixed use development.

- LUC-27 Evaluation of Higher Intensity Commercial and Residential Uses Along the North Side of East Hillsdale Boulevard, Between Shell Boulevard and the County (Werder) Fishing Pier.** Requests for higher intensity commercial or residential uses to replace existing commercial uses along the north side of East Hillsdale Boulevard, between Shell Boulevard and the County (Werder) fishing pier, will be evaluated consistent with traffic, design, and municipal infrastructure and service constraints, including:
- Capacity of infrastructure in this area to accommodate increased densities.
 - Public transportation improvements.
 - Appropriate height and density for new commercial uses.
 - The types of appropriate commercial uses.
 - Internal circulation and parking.
 - Landscaping and architectural design.
- LUC-28 Retail Shopping Centers.** The City's retail shopping centers shall be classified into two categories: neighborhood commercial centers and specialty commercial centers. All neighborhood commercial centers, of which there are five, are located south of East Hillsdale Boulevard, distributed among the residential neighborhoods. These centers shall emphasize goods and services which are intended to meet the needs of the adjacent neighborhoods. However, in order to ensure a diversity of retail goods for the City's residents, up to 25 % of the leasable area within each center shall be allowed to be occupied by uses serving City-wide needs. Specialty commercial centers are those centers located north of East hillsdale Boulevard, which in addition to serving nearby residents, also provide goods and services which have a City-wide or sub-regional market.
- LUC-29 Neighborhood Commercial Centers.** Re-evaluate the land use designations for the City's neighborhood centers if, at a future date, any of these neighborhood commercial centers become inviable. Because of the desirability of maintaining neighborhood access to basic goods and services, the redevelopment of these neighborhood commercial centers will be encouraged only if neighborhood-oriented businesses cannot effectively compete with the newer commercial centers in Foster City. If mixed use developments including residential uses are considered, criteria for determining the appropriate housing types include:
- The predominate types and densities of housing on the same block front or on adjacent blocks to the proposed projects.
 - The type of street (major, collector, etc.) which would provide access to the site and levels of service on the street in the AM and PM peak hours.
 - Availability of public services and facilities.
 - The ability of the project to provide landscaping for parking areas, facade modulation, and orientation of buildings which would ensure privacy for, and minimize impacts on, any adjacent single-family homes, and reduce the perception of density in a multifamily project.
- LUC-30 Eating Establishments Serving "Fast Foods" and Convenience Foods.** Firms proposing new building for eating establishments serving "fast foods" and convenience foods shall be required to utilize an architectural design which fits in with the character of surrounding development rather than utilize trade or "corporate" style architecture. Design standards will be imposed to ensure that traffic circulation problems do not occur. Such uses shall be allowed

only in existing commercial shopping centers and in industrial or commercial areas northwest of East Hillsdale Boulevard, and will be encouraged to locate in existing buildings rather than build new freestanding structures.

- LUC-31 **New Auto Repair or Other Large-Scale Repair Businesses.** New auto repair or other large-scale repair businesses (including auto detailing businesses) shall be limited to areas northwest of Highway 92 and shall be located in the industrial park area generally bounded by Chess Drive and Hatch Drive. Existing auto repair businesses, especially those located in gasoline service stations, should be retained in order that auto repair remains available to Foster City residents. Design standards will be developed to ensure that the appearance of, and vehicular circulation for, such uses are compatible with surrounding commercial and industrial land uses.
- LUC-32 **Health and Safety Performance Standards for Industrial and Commercial Activities.** Industrial and commercial activities shall conform to the City's performance standards for noise, odor, vibration, glare, smoke, and waste. New industrial developments shall be required to provide information on noise, odors, wastes, by-products, and the storage and handling of hazardous materials to the City prior to the issuance of a Certificate of Occupancy.
- LUC-33 **Businesses Using Hazardous Materials.** All industrial businesses handling hazardous materials shall be required to submit a plan complying with the San Mateo County Hazardous Materials Plan. Such plan shall provide information regarding the storage, handling, transportation, and clean-up of these materials.

Other Land Use Categories

- LUC-34 **School.** Includes only those properties owned by public school districts which have operational schools located on them. Letters are used on the map to designate grade levels as either "E" for elementary schools or "S" for secondary schools.
- LUC-35 **Parks and Recreation.** This designation is for improved open space lands whose primary purpose is recreation, and includes all local and regional parks.
- LUC-36 **Open Space.** Open lands which are vacant of structures and improvements, and which are primarily maintained in their natural condition, are designated as open space. In some cases, maintained pathways which enhance access to the open space areas are considered compatible with this designation. The pedway along the perimeter of the City which provides access to San Francisco Bay is designated open space, as well as a large parcel of land located north of East Third Avenue along the northern boundary of the City and adjacent to San Mateo City wetlands.
- LUC-37 **Public and Semi-Public.** Reserved for uses which are generally public serving in nature, including religious institutions, City offices, and fire and police facilities.

Design Review and Property Maintenance

- LUC-38 **City Approach to Design (Architectural) Review.** The City will establish a continuing program of civic beautification, tree planting, maintenance of homes and streets, and other measures which will promote an aesthetically desirable environment in order that neighborhood areas appear attractive both within and without. The City will use a design review process (called

Architectural Review) whereby the design of most public and private development proposals, including those for individual residences, are subject to review and approval by the City. The primary objective of this review is to preserve the character of the neighborhood and community regarding appropriate and acceptable design for property improvements. Design review shall address, among other things, the following issues:

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

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

LUC-40 Design Review of Commercial and Industrial Projects. The City will use a design review process for commercial and industrial projects to ensure that basic land uses, density, access, internal circulation, visual characteristics, noise, odors, fire hazards, vibrations, smoke, discharge of wastes and nighttime lighting do not negatively affect adjacent or nearby residential land uses. Residential projects to be located near existing commercial or industrial land uses shall be appropriately designed to reduce noise, traffic, visual, and other potential conflicts.

LUC-41 Code Enforcement and Property Maintenance. Continue to implement a neighborhood preservation program consisting of a code enforcement strategy for all neighborhoods and a design review strategy for new developments or property improvements monitored and enforced through property maintenance requirements.

Special Land Uses and Other Considerations

LUC-42 Specialized Land Use Needs. Special City needs for a particular type of land use, such as water-oriented recreation, commercial services presently lacking in the City, or the need for low and moderate income housing must be considered in the evaluation of appropriate land uses for vacant sites.

LUC-43 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).

- LUC-44 **Vacant Parcels Adjacent to Waterways.** Vacant parcels adjacent to waterways shall incorporate public open space and water-oriented design features into any development on these sites.
- LUC-45 **Water-Oriented Uses Along San Francisco Bay.** To enhance the water-oriented environment of Foster City, development proposals may include water-oriented commercial activities on undeveloped properties along the San Francisco Bay. Such uses could include restaurants, boat rental and repair facilities, boat slips, uses typically associated with a marina, and recreational activities. Any proposals shall, however, also include substantial publicly available open spaces.
- LUC-46 **Water-Oriented Commercial Establishments.** Water-oriented commercial establishments may be permitted as an alternative, or additional, use in mixed use projects on publicly-owned lands between Beach Park Boulevard and the San Mateo Bridge landing.
- LUC-47 **Permitted Land Uses on Vacant Sites.** Permitted land uses on vacant sites should be compatible with the existing uses of land surrounding the vacant parcel, environmental characteristics of the site, the capacity of public facilities, streets and infrastructure serving the site, and the need to maintain a balance between residential, commercial, and public land uses.
- LUC-48 **Metro Center/East Hillsdale Commercial Area.** Mixed uses and activities promoting day, night, and weekend use shall be encouraged in the Metro Center/East Hillsdale commercial area. Specifically, this commercial area shall provide for:
- a. Cultural and entertainment activities (theaters, night clubs, eating establishments, art and other galleries).
 - b. Retail goods and services serving community-wide needs.
 - c. Government services/Civic Center.
 - d. Professional and general offices.
 - e. Financial services.
- LUC-49 **Home Occupations.** Home occupations shall be regulated so that they do not negatively impact the neighborhood in which they are located or detract from the residential character of their surroundings. Home occupations will be limited to the production of goods or services which are incidental to the residential use of the dwelling and which employ or engage no persons other than residents of the dwelling. No external advertising or signs denoting the use of the property for business purposes will be allowed. Title 17 of the Municipal Code contains standards and limitations for home occupations.

Circulation Facilities

- LUC-50 **Traffic Level of Service Standards.** The City shall seek to achieve a traffic service level of "C" or better on City streets and level of "D" or better during peak traffic hours, although it will be necessary to accept level of service "E" or "F" at the Chess Drive/SR 92 Ramps, the Foster City Blvd./Metro Center Blvd./Triton Drive, and the East Hillsdale Blvd./Edgewater Blvd. intersections, through the following means:
- a. Traffic Systems Management (TSM).
 - b. Street maintenance.
 - c. Capital Improvement Program and coordination with federal, state, county, and district funding programs for street and other transportation improvements.
 - d. Developer payment of pro rata fair share of traffic improvement costs for new developments.
- LUC-51 **Improvements to Existing Streets.** The City will maintain and improve the existing system of major and collector streets, including:
- a. East Hillsdale Boulevard, Edgewater Boulevard, Foster City Boulevard, Beach Park Boulevard, East Third Avenue (within the City limits), Metro Center Boulevard, Shell Boulevard, Chess Drive (between Hanson Way and Foster City Boulevard) and Vintage Park shall be maintained as arterial (major) streets.
 - b. Collector streets, currently shown on Map GP-5, Street Network Map, shall be maintained as such.
 - c. The Metro Center Boulevard, Triton Drive and Foster City Boulevard intersection shall be improved as follows: Re-stripe eastbound Metro Center Boulevard to provide two left, one through and two right-turn lanes.
 - d. The Edgewater Boulevard and SR 92 Ramps intersection, if feasible, shall be improved to re-stripe the southbound lanes to provide two through and two left-turn lanes in order to achieve LOS D.
 - e. Chess Drive/SR 92 Ramps Improvements. Widen the westbound off-ramp from SR 92 onto Chess Drive to provide one left-turn lane and one left-through lane.
 - f. East Third Avenue Improvements. Improve East Third Avenue from Foster City Boulevard to 550' east of Lincoln Center Drive to include two travel lanes, a sidewalk on the south side, and a cul-de-sac at the eastern terminus of the street.

Transportation Systems Management, Transit, Bicycle and Pedestrian Needs

- LUC-52 **Traffic Systems Management (TSM).** The City will participate in an ongoing joint effort with several neighboring cities to adopt and enforce a Traffic Systems Management (TSM) program. The program shall require the participation of all future and existing commercial and industrial employers.

- LUC-53 **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-54 **Coordination with SamTrans.** The City shall work with SamTrans in defining new routes and improving the public transit and transportation system.

Special Design Considerations

- LUC-55 **Access to New Commercial and Industrial Projects.** New commercial and industrial developments shall be designed so that, wherever necessary and possible, entrance to the projects can be gained by way of left- or right-turn only lanes. Only the minimum number of entrance or exit points shall be allowed as are needed to ensure safe and efficient internal traffic flow and to reduce through traffic delays on public roads serving the project.
- LUC-56 **Private Streets and Public Loop or Cul-de-Sac Streets.** The City will enforce design standards for private streets and public loop or cul-de-sac streets to ensure that they meet minimum requirements for two-way traffic, parking, and emergency access. Private streets and public loop or cul-de-sac streets may be approved with narrower than standard widths, provided that emergency access and parking can be safely accommodated. They are not intended to provide curb-side parking, and the roads are designed to serve only those residences on that street or within that development.
- LUC-57 **Streets in Residential Neighborhoods.** Residential neighborhoods shall be protected from through traffic by maintaining the system of narrower collector and local streets and minimizing the number of through streets.

Parking

- LUC-58 **Off-Street Parking Requirements.** The City shall maintain off-street parking requirements based on use permits of record, the historical parking patterns of residential and non-residential projects, and related information developed by the Urban Land Institute, Institute of Traffic Engineers, or other reliable sources.
- LUC-59 **Bicycle Parking.** Secured bicycle parking shall be encouraged for all commercial and industrial buildings. The City will continue to allow required parking to be reduced by one space for every eight bicycle parking spaces provided, per Chapter 17.62 of the Municipal Code.
- LUC-60 **Parking and Internal Circulation in Project Design.** The City shall continue to incorporate parking and internal circulation design into its overall review of project design. The review shall include compliance with City off-street parking design standards and ratios.

Other Facilities and Services

- LUC-61 **Capital Improvement Program (CIP).** The City will continue to maintain a five-year Capital Improvement Program (CIP) which supports policies in the General Plan to maintain, improve or expand City-wide facilities and infrastructure.

- LUC-62 **Access to Neighborhood Parks.** Access shall be maintained to neighborhood parks so that such parks are within walking distance to the majority of residents.
- LUC-63 **School Sites and Public Park and Recreation Facilities.** Wherever possible, school sites shall be combined with public park and recreation facilities. Existing parks adjacent to school sites will be developed and maintained for public use.
- LUC-64 **City Services and Buildings.** City services and buildings shall be contained in a central civic center, which will include City Hall offices, emergency services offices, recreation uses, library, public utility offices and other municipal/public facilities. If authorized by the State Board of Education, the voters of Foster City shall determine whether the City should be served by a new unified school district including a high school. If unification occurs, the approximately 29-acre site adjacent to City Hall (APN 094-471-050) shall be reserved for such a use.
- LUC-65 **Adequacy of Public Infrastructure and Services.** New projects which require construction or expansion of public improvements shall pay their pro rata fair share of the costs necessary to improve or expand infrastructure necessary to serve them, including streets and street improvements, parks, water storage tanks, sewer and water service, and other public services. The City has established several assessment districts to pay for needed municipal improvements. Facilities benefiting a specific development must be provided by the developer of that project.
- LUC-66 **Requirements for Recreational Facilities.** All new residential developments shall be required to include recreational facilities within the development and contribute to the City's park in-lieu fund.
- LUC-67 **Recreation Areas in Residential Projects.** The City shall require that any new residential development not part of an existing neighborhood with park access to include a recreation area for residents.
- LUC-68 **Adequate Parks, Pedestrian Pathways and Waterfront Recreation Areas.** The City shall maintain and improve its system of parks, pedestrian pathways, and waterfront recreation areas so that they remain accessible and attractive to residents of the City.
- LUC-69 **Child and Senior Day Care Facilities.** The City shall promote the provision of child and senior care facilities to meet the needs of working parents and adult children with senior parents in need of care. In accordance with State Law, the City shall allow child day care centers for up to six pre-school children as a permitted use in any residential area. Child day care centers for over six pre-school children and day care centers for school-age children or seniors may be allowed as conditional uses in residential zones.
- LUC-70 **Joint Household Hazardous Waste Management Plan.** The City will continue to assist in the implementation of the Joint Household Hazardous Waste Management Plan.
- LUC-71 **School Facilities.** Continue to work with the affected school districts to coordinate the design of school facilities to integrate them into the neighborhood in a manner that is attractive, safe and available for joint school and neighborhood use.
- LUC-72 **Library/Community Center.** The City will construct a new library/community center building at the corner of East Hillsdale Boulevard and Shell Boulevard.

- LUC-73 **Water System Improvements.** Improve the water supply and storage system to provide a safe, reliable, and adequate water supply for normal and emergency needs and meet the requirements of state, regional and federal regulations.
- LUC-74 **Wastewater Treatment.** The District will continue to work with the City of San Mateo to ensure that the jointly owned Wastewater Treatment Plant is adequate to meet the needs of the District and applicable state, regional and federal regulations.
- LUC-75 **Wastewater Transport.** The District will continue to maintain the wastewater transport system to provide a safe, reliable, and adequate system to meet present and future needs.

Land Use and Circulation Programs

- LUC-a **Periodic Monitoring of Land Uses Throughout the City.** Periodically monitor land uses throughout the City to determine when changes in land use may be appropriate, actual land use practices, economic practicality of maintaining current land uses and level of property maintenance. Specific future actions might include:
- a. Evaluation of City policy regulating home occupations.
 - b. Revitalization of older neighborhood retail centers.
 - c. Changes in land use designations and zoning where necessary to respond to changes in economic conditions and/or City needs.

Responsibility: Planning Division and Planning Commission.

Timeframe: Current and ongoing.

- LUC-b **Periodic Review of Architectural Review Guidelines and Procedures.** The City will periodically review its architectural review guidelines and procedures which direct the public and decision-makers.

Responsibility: Planning Division and Planning Commission.

Timeframe: Initial adoption by November 1989; updated April, 1992; review when required.

- LUC-c **Continue Code Enforcement Program.** The City will continue its code enforcement program to ensure that private properties are maintained. This responsibility will include periodic spot checks of property throughout the City and follow-up investigation of property maintenance complaints. Property maintenance standards shall be enforced, including weed abatement, painting/staining of buildings, trash and debris removal from yards, and planting and maintenance of landscaping.

Responsibility: Community Development Department.

Timeframe: Current and ongoing.

- LUC-d **Parks Facilities Plan.** The City shall adopt and regularly review a Parks Facilities Plan which addresses the need for new, and maintenance of existing, park facilities. This plan will be used as a basis for establishing needed park in-lieu fees and review of the City's adopted Capital Improvements Program.

Responsibility: Parks and Recreation Department, Public Works Department and City Council.

Timeframe: Current and ongoing.

- LUC-e Use of Community Development Agency Funds.** The City will continue to use Community Development Agency funds to support facilities and services for commercial and industrial areas.
- Responsibility: Community Development Agency, Public Works Department and City Council.
Timeframe: Current and ongoing.
- LUC-f Chess Drive Special Study Area.** The City shall establish "Special Study Area" for Chess Drive to:
- a. Investigate broadening allowed land uses within the Chess/Hatch Drive area to allow office and light industrial and wholesale commercial uses to be consistent with other industrial areas in the City and consistent with the use of this area for industrial expansion over the next 10 to 15 years.
 - b. Ensure that future improvements result in a unifying and cohesive development pattern.
 - c. Set forth design guidelines for appropriate uses and densities, use of landscaping, colors and materials, architectural themes, building heights, setbacks, roof styles, and need for infrastructure improvements will be prepared and adopted by the City.
- Responsibility: Planning Division and Planning Commission.
Timeframe: Complete study by December 1994.
- LUC-g Amendment of M-1 (Light Industrial) Zoning.** Based on the study of existing and anticipated uses in the M-1 (Light Industrial) Zoning District, the City will amend the District to allow some commercial, office, and retail uses in addition to light industrial uses. Standards for ensuring compatibility of uses will be adopted by the City at the same time.
- Responsibility: Planning Division, Planning Commission and City Council.
Timeframe: Adopt amendment by December 1994.
- LUC-h Amendment of C-1 (Neighborhood Business) Zoning.** The City will amend the C-1 (Neighborhood Business) Zoning District to allow up to 25% of the leasable area contained within each of the 5 neighborhood retail commercial centers to be occupied by uses which are allowed in the C-2 (General Business) District (but not to include C-2 uses which are allowed by Use Permit only).
- Responsibility: Planning Division, Planning Commission and City Council.
Timeframe: Adopted.
- LUC-i Monitor Neighborhood Retail Centers.** To determine the viability of existing neighborhood retail centers, the City will monitor vacancies and the physical condition of these centers. A General plan amendment would be necessary at the time conversion to any other use is considered.
- Responsibility: Planning Division.
Timeframe: Monitoring begins upon adoption of Element.

LUC-j Land Use and Recreation Plan for Werder Pier and the Adjacent Areas. Foster City will work in conjunction with San Mateo County and the State of California to develop a land use and recreation plan for Werder Pier and the adjacent areas. There are 9.37 acres of state-owned lands in addition to the 2.8 acre pier and parking site. The pier has historically been used as a public fishing site, and thus serves a valuable recreation purpose. The City will assist the county in the preparation of a mutually-acceptable plan for the use of the site. At a minimum, the plan should accommodate continued use of the pier, other recreation needs, and use of the area under the San Mateo Bridge. The plan should address traffic circulation, waterfront access and use, linkage to the levee trail system, and neighborhood impacts, among other issues.

Responsibility: Planning Division, Planning Commission and City Council.

Timeframe: Subject to adoption of General Plan and timing of the State and County.

LUC-k City-Owned and Controlled Lands. The City will study and adopt a policy resolution guiding the use of City-owned or controlled lands. Such land will be retained by the City until a plan for its beneficial use can be prepared.

Responsibility: City Manager's Department, Planning Division and City Council.

Timeframe: Complete study and adopt policy by 1993.

LUC-l Civic Center. The City will complete the Civic Center Master Plan developed in 1997-99 with the adoption of Design Guidelines and an Illustrative Site Plan and utilize these documents to guide the development and redevelopment of the 36-acre Civic Center area, ensuring that the development is coordinated.

Responsibility: City Manager's Department, Community Development Agency (CDA), and Community Development Department.

Timeframe: Complete Design Guidelines and Illustrative Site Plan: August 1999. Complete Specific Plans: 1999-2001

LUC-m East Third Avenue Site. The City will work in conjunction with the other property owner of the large vacant tract of land north of East Third Avenue (APN 094-130-010; the City owns the remaining portion of this site) to ensure that a proposed plan for the development of this site meets General Plan objectives for industrial, commercial and research and development activities. The City's pedestrian/bicycle pathway segment and the designated ABAG Bay Trail adjacent to the property should be integrated into any development plan.

Responsibility: City Manager's Department, Planning Division, Planning Commission and City Council.

Timeframe: Begin in 3-5 years.

LUC-n Implementation of Traffic Management Programs. The City has recently adopted a Traffic Systems Management (TSM) Ordinance. The purpose of the ordinance is to assure that all existing and future employers participate in mitigating traffic problems. The objective of the ordinance is to achieve, within 4 years, a minimum TSM objective of 25% employee participation rate in alternatives to single occupant vehicles commuting during peak traffic hours. The ordinance requires participation at several different levels, depending on the number of employees:

- a. Every employer must submit annually to the TSM Administrator an Annual

Transportation Survey providing employee commute information.

- b. Employers with 25 or more employees are required to prepare and implement a TSM information program describing commuting options available to their employees.
- c. Every employer with 100 or more employees must prepare and implement a TSM Program which designates a workplace TSM Coordinator and includes strategies to increase employee participation in commute alternatives.

Responsibility: City Manager's Department and Planning Division.

Timeframe: Current and ongoing. Re-evaluation by December 1993.

LUC-o Periodically Monitor Traffic Conditions. The City will periodically monitor traffic conditions on arterial and selected collector streets to determine levels of service and safety conditions. Traffic counts will be updated regularly at all major street intersections to determine levels of service, safety conditions, and if additional traffic control measures are warranted or if changes in the sequence of traffic signal cycles is necessary.

Responsibility: Public Works Department.

Timeframe: Current and ongoing.

LUC-p Bicycle Route and Pedestrian Path Master Plan and Improvement Program. The City shall implement the Foster City Bikeway System Report and improve pedestrian circulation. Major streets with sufficient width that are part of the system will have separate bicycle lanes. Streets which are not wide enough for separate bicycle lanes will have posted "bicycle route" signs at regular intervals. The purpose of the bicycle route system is to connect major work, shopping, school, civic, and recreational destinations throughout the City, while avoiding as many of the most heavily used street segments as possible.

Responsibility: Community Development Department, Public Works Department, Parks and Recreation Department, Parks Committee, Planning Commission and City Council.

Timeframe: Master Plan completed in 1992; begin improvements in 1993/1994 fiscal year.

LUC-q Designation of New Bus Routes. The City will designate new bus routes in consultation with SamTrans, provide curbside space for bus stops, and require major commercial/industrial developments along bus routes to accommodate buses in their circulation plans. Bus turnouts or shelters will also be required to be provided by the development.

Responsibility: Community Development Department and Public Works Department.

Timeframe: Current and ongoing.

LUC-r Vintage Park Transit Service. As Vintage Park is completed, the City shall encourage SamTrans (San Mateo County Transit District) to re-route bus lines or designate a new bus line to serve employees of this development. The City has provided some existing curbside areas for bus stops, and new ones shall be provided by the developer as needed. The City shall consult with SamTrans to determine the optimum routes for a new bus line.

Responsibility: Community Development Department and Public Works Department.

Timeframe: Prior to completion of Vintage Park.

- LUC-s Collect Information on Parking Use.** Periodically, the City will collect information on actual parking use in Foster City, including number of automobiles per household, number of automobiles per unit of employee space, and the ratio of compact to non-compact cars. This information will be used to update the City's parking standards, as needed.
- Responsibility: Community Development Department.
Timeframe: Current and ongoing.
- LUC-t Updating of the Capital Improvement Program (CIP).** The City will update the five-year CIP at least every year in conjunction with the Annual Report on the General Plan to identify street improvements and maintenance that will be necessary to achieve goals for traffic levels of service and other needs. The plan shall identify funding sources, including property taxes, special taxes, City share of gasoline and sales taxes, state funds, federal funds, developer fees, assessment districts, and private maintenance agreements. Additionally, the five-year CIP will budget for traffic improvements identified in the General Plan.
- Responsibility: All City departments with the Public Works Department taking the lead role.
Timeframe: Current and ongoing.
- LUC-u Fire Department Annual Inspections.** The Fire Department shall perform annual inspections and review new business license applications of all businesses in Foster City. The inspections should ensure, among other things, that all hazardous materials are handled properly and pertinent information regarding the materials is provided to the City.
- Responsibility: Fire Department.
Timeframe: Current and ongoing.
- LUC-v Investigation of Child Care Funding Mechanisms.** The City shall investigate the use of child care funding mechanisms and ways to encourage large businesses, employment centers, and residential developments to consider establishing infant and preschool care.
- Responsibility: City Manager's Department, Community Development Department.
Timeframe: Begin upon adoption of this element.
- LUC-w Child Care Facility Regulations.** Amend Title 17, Zoning, to require a Use Permit for large family day care homes providing care for 7 to 12 children.
- Responsibility: Community Development Department.
Timeframe: Begin 1993/1994.
- LUC-x Joint Household Hazardous Waste Management Plan.** The City will continue to contribute to the to the funding of the implementation programs identified in the Joint Household Hazardous Waste Management Plan.
- Responsibility: City Manager's Department.
Timeframe: Current and ongoing.

- LUC-y Library/Community Center.** The City will construct a new library/community center building at the corner of East Hillsdale Boulevard and Shell Boulevard to provide for expanded library facilities and community meeting rooms.
- Responsibility: City Manager's Department.
Timeframe: Current and ongoing.
- LUC-z Water System Improvements.** Periodically evaluate the recommendations contained in the "Engineering Evaluation and Feasibility Study: Water Supply and Storage Improvements" or later studies to determine whether to construct improvements to the water system in the Capital Improvement Program.
- Responsibility: District Board, Public Works Department.
Timeframe: During annual Capital Improvement Program review.
- LUC-aa Water Rationing.** In times of drought, allocate water to water customers based on the amount of water allocated from the San Francisco Water Department, making allowances to accommodate planned growth.
- Responsibility: Public Works Department, Finance Department.
Timeframe: As required.
- LUC-bb Foster City Boulevard/Triton Drive/Metro Center Boulevard Intersection Improvements.** If feasible, add the following mitigation measures in order to achieve LOS D in the morning and evening peak hours: Modify eastbound striping to two left, one through and two right-turn lanes.
- Responsibility: Public Works Department.
Timeframe: 1994.
- LUC-cc Edgewater Boulevard/SR 92 Ramps Intersection Improvements.** If feasible, restripe southbound lanes to provide two through and two left turn lanes in order to achieve LOS D.
- Responsibility: Public Works Department.
Timeframe: 1994.
- LUC-dd Community Development Agency Plan.** In order to ensure that the Community Development Agency's Plan for the Foster City Community Development Project Area continues to be consistent with the City's General Plan, the Project Area Plan should be amended to state that density bonuses over 35 units per acre are subject to the same requirements as contained in the General Plan. The CDA could also update the exhibits in the Project Area Plan or add references to the City's General Plan (as amended).
- Responsibility: Community Development Agency.
Timeframe: 1994.
- LUC-ee Chess Drive/SR 92 Ramp Improvements.** Widen the westbound off-ramp from SR 92 onto Chess Drive to provide one left-turn lane and one left-through lane.
- Responsibility: Public Works Department.
Timeframe: 1998.

Land Use and Circulation Element Program Summary

<i>Land Use and Circulation Program</i>	<i>Agency Responsible</i>							<i>Other</i>	<i>Time Frame</i>
	<i>CC</i>	<i>PC</i>	<i>CDA</i>	<i>CD</i>	<i>CE</i>	<i>P/R</i>	<i>PW</i>		
LUC-a			**	**					Ongoing
LUC-b			**	**					As required
LUC-c			**	**					Ongoing
LUC-d	**					**	**		Ongoing
LUC-e	**		**				**		Ongoing
LUC-f		**		**					1994
LUC-g		**		**					1994
LUC-h		**		**					Adopted
LUC-i		**		**					Ongoing
LUC-j		**		**					Unknown
LUC-k	**			**				CM	1993
LUC-l		**	**	**				CM	1999
LUC-m	**	**		**				CM	3 to 5 Years
LUC-n				**				CM	Ongoing
LUC-o							**		Ongoing
LUC-p	**	**		**		**	**		Begin 1993/1994
LUC-q				**			**		Ongoing
LUC-r				**			**		Unknown
LUC-s				**					Ongoing
LUC-t	**	**	**	**	**	**	**	All	Ongoing
LUC-u								FD	Ongoing
LUC-v				**				CM	1993
LUC-w				**					Begin 1993/1994
LUC-x								CM	Ongoing
LUC-y								CM	Ongoing
LUC-z							**		As required
LUC-aa							**	F	As required
LUC-bb							**		1994
LUC-cc							**		1994
LUC-dd				**					1994
LUC-ee							**		1994



Legend

- Freeway
- Arterial
- Future Arterial
- Collector
- Local
Planned Improvements
- 1 SR 92 Widening
- 2 East Third Avenue Improvements
- 3 East Hillsdale Blvd./ Edgewater Blvd. Intersection Improvements
- 4 Foster City Blvd./Triton Dr./ Metro Center Blvd. Intersection Improvements
- 5 Edgewater Blvd./SR 92 Ramps Intersection Improvements
- Water
- City Boundary
- Powerline

This base map was developed primarily for General Planning usage. The City of Foster City is not responsible nor liable for use of this map beyond its intended purpose.

July 1999

GP-5





Legend

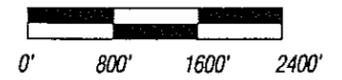
- 1903 Average Daily Traffic on Roadway Segment
- Direction of Travel
- Water
- City Boundary

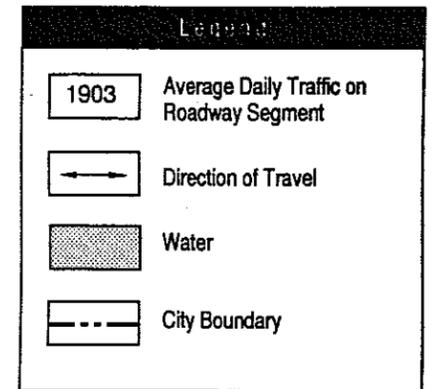
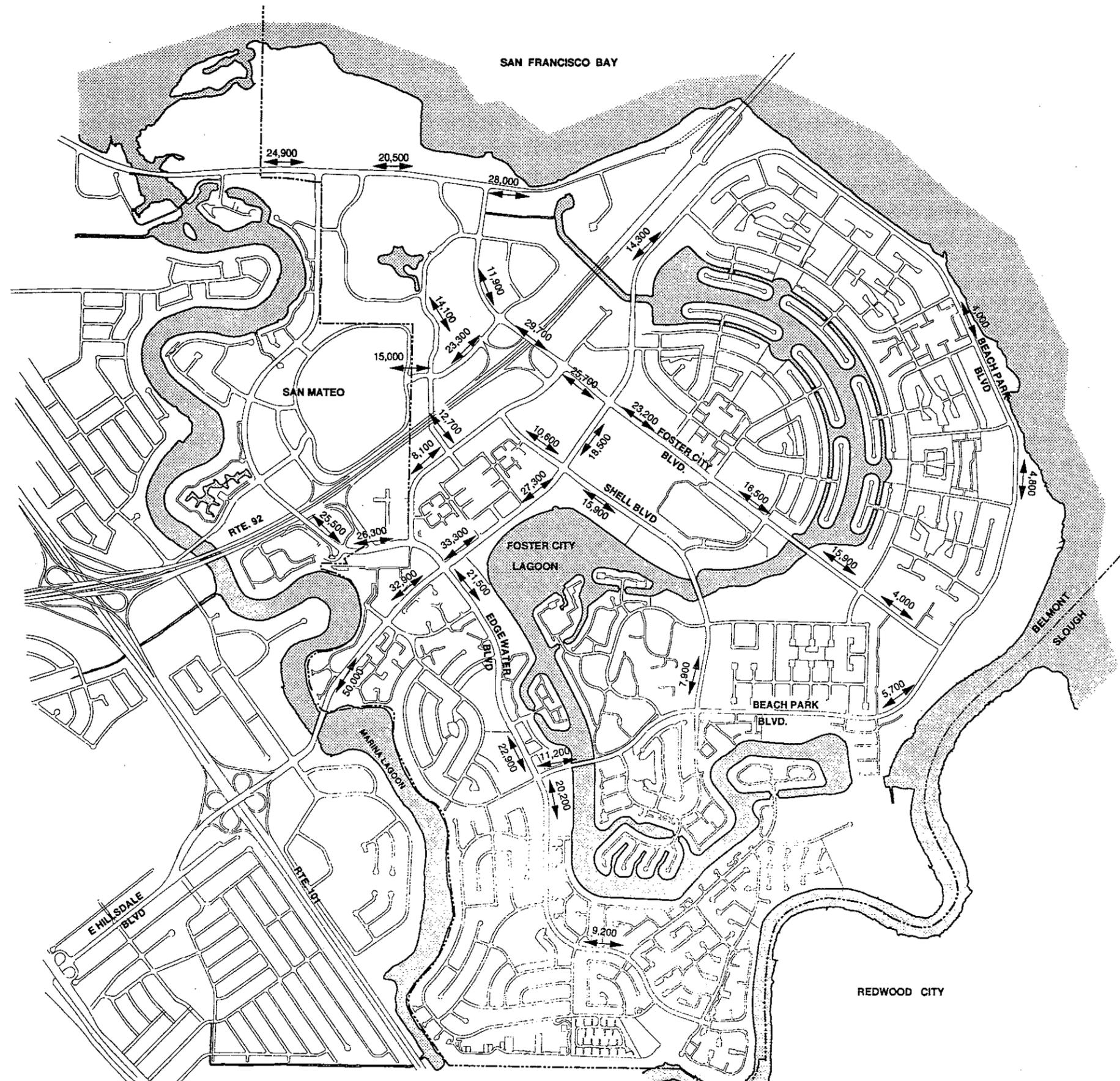
Source: Foster City Public Works Department Jan-June 1992 Traffic Counts.

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May 1993

GP-6





Source: BSI Consultants

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May 1993

GP-7





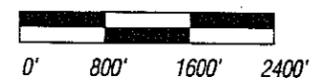
Legend	
	Existing Level of service Future
	Free Flow (V/C** 0-0.60)
	Stable Flow (V/C 0.61-0.70)
	Stable Flow (V/C 0.71-0.80)
	Approaching Unstable Flow (V/C 0.81-0.90)
	Unstable Flow (V/C 0.91-1.00)
	Forced Flow (V/C over 1.00)
	Water
	City Boundary
	Powerline
*With Planned Improvements **V/C = Volume/Capacity Ratio	

Source: BSI Consultants

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May 1993

GP-8





Legend	
$\frac{A}{A}$	Existing Future Level of service
A	Free Flow (V/C** 0-0.60)
B	Stable Flow (V/C 0.61-0.70)
C	Stable Flow (V/C 0.71-0.80)
D	Approaching Unstable Flow (V/C 0.81-0.90)
E	Unstable Flow (V/C 0.91-1.00)
F	Forced Flow (V/C over 1.00)
	Water
	City Boundary
	Powerline
*With Planned Improvements **V/C = Volume/Capacity Ratio	

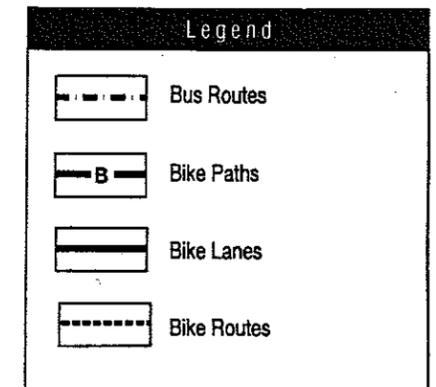
Source: BSI Consultants

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May 1993

GP-9





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May 1993

GP-10

