Land Use and Circulation Introduction

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.
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.

Land Use and Circulation Element Purpose
The Land Use and Circulation Element focuses on past, present and future development issues affecting Foster City. 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 includes policies and programs affecting both development and redevelopment of land in Foster City.

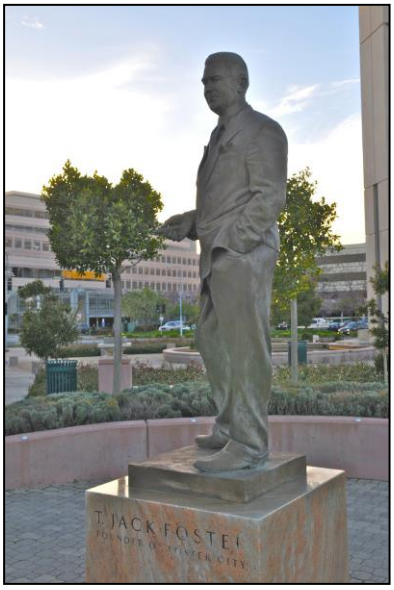
The Land Use and Circulation Element also relates to many issues addressed in other parts of the General Plan. Among these are the preservation of open space, the provision of affordable

housing, the conservation of natural resources, the control of noise, and the protection of life and property from natural or human hazards.

This chapter is a major revision of the 1993 Land Use and Circulation Element of the Foster City General Plan. Many of the development projects now completed or under construction were envisioned at the time the 1993 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 the Pilgrim/Triton and Chess/Hatch areas, and the vacant land adjacent to the Civic Center.

A significant amount of time has elapsed since the last Land Use Element was adopted in 1993. Build-out has not occurred exactly as originally forecast 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 1993, 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
e) The desire to construct more mixed use type development where housing is developed as part and in proximity to commercial uses.



VARIATIONS 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 50 years, however, some important differences exist between the present development pattern of the City and the original plan, reflective of changing social patters, development priorities and market needs. For example:

(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) Industry needs have changed over the years and some areas identified for manufacturing uses were better suited to fulfill other needs such and commercial retail, housing and research and development uses (areas around Pilgrim/Triton Drive and Chess/Hatch Drive).

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 vegetation and water supply.

(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, building density, housing, social issues, economic characteristics, streets, utilities and development design.

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."

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.

(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.

(5) Provide for the conveyance of resources and waste including water, energy and sanitary sewer systems.

Community Development Project Area

While Foster City has historically been a bedroom community, over the years, 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, and residential growth has also continued. The commercial growth was 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.” In 1999, two Project Areas were added to facilitate the redevelopment of the Marlin Cove and Hillsdale/Gull (Port O’ Call Shopping Center – now Miramar Apartments) areas.

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 areas. The original Project Area was set to sunset in 2011 and no longer collect tax increment funds. Furthermore, at the end of 2011, the State of California eliminated redevelopment agencies state-wide, and created “successor agencies” to administer remaining funds and projects developed through the agency. Foster City elected to become the Successor Agency to the Community Development Agency, administering the affordable housing obligations of the former Agency.

Key Issues

Foster City is a highly desirable place to live, work or own a business because of its proximity to San Francisco, the San Francisco Airport, its proximity to San Jose and "Silicon Valley", its location at the center of San Mateo County, its easy freeway access to other parts of the Bay Area, its waterfront location, high quality schools 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 shopping, recreation and other amenities. Issues critical to City build-out (over the next ten to 15 years), longer-term development and potential redevelopment issues and ongoing needs related to maintaining existing quality of life include (including some identified in the *Foster City Snapshot 2011*, prepared for the Update of the Land Use and Circulation Element):

- Traffic tolerance
- Potable water availability
- Sewer system capacity
- Financial ability to maintain City/District infrastructure
- Parking availability (Chess Drive/Hatch Drive Area)
- Building scale, bulk, and intensity ("Neighborhood Fit")
- Maintain availability of commercial and retail services

Land Use Background

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.

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, 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. 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 land area of the City inside the levee system lies within a 100 year flood plain, and, consequently, flood hazards do not pose a significant constraint to land development. In 2014, FEMA completed the San Francisco Bay Coastal Flood Hazard Study which indicates that the Foster City levee system will need to be raised in order to retain accreditation. On July 27, 2015 the City Council reviewed an analysis of levee improvement alternatives. The City Council stated their intent to work with FEMA to avoid a change in the flood hazard designation by pursuing a plan to improve the levees. At the same time, the levee improvements will be designed to address sea level rise. Flood hazards are also 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 water to the Foster City Lagoon, which maintains the natural 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.

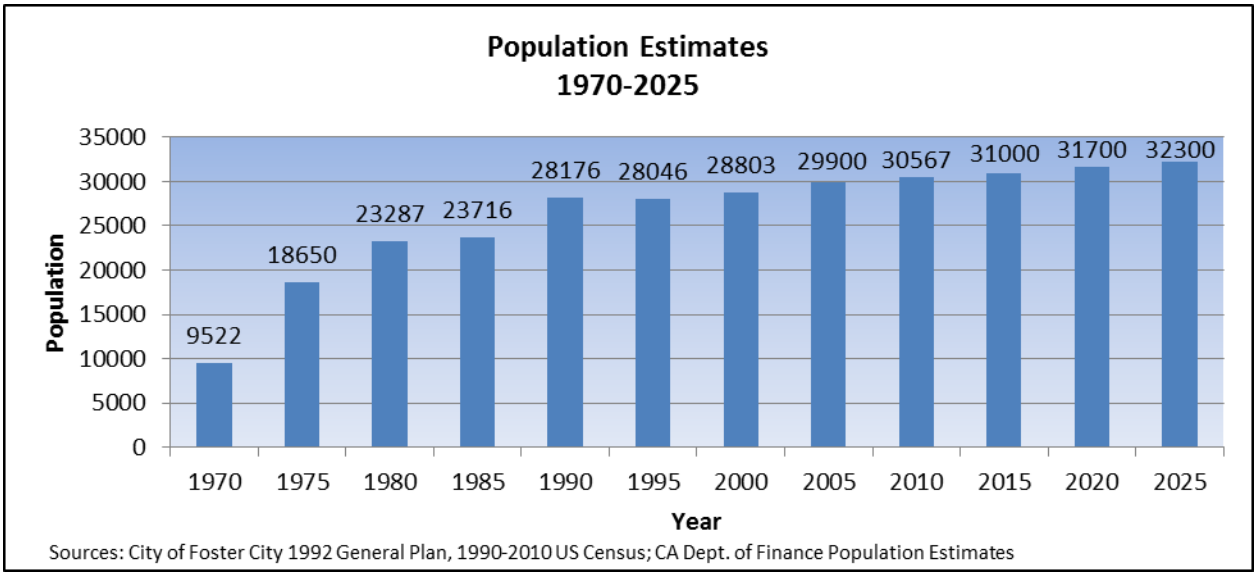
Marina Lagoon. Marina Lagoon forms part of the western boundary of Foster City and the City of San Mateo. The Marina Lagoon was originally a slough converted by the City of San Mateo to a lagoon. It serves as a storm water basin and boating area for people owning homes along its shoreline. Its frontage 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 comparatively in the 1970's and 1980's, and only adding approximately 600 residents in the 1990's. Between 2000 and 2010, the City grew about 6.7 percent in population, consistent with the growth rate in San Mateo County. As of the 2010 Census, the population of Foster City was 30,567 (Foster City Snapshot).



The Association of Bay Area Governments (ABAG) projects the City's population to be approximately 32,000 persons in 2025 (Projections 2009). 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 to respond to those needs.

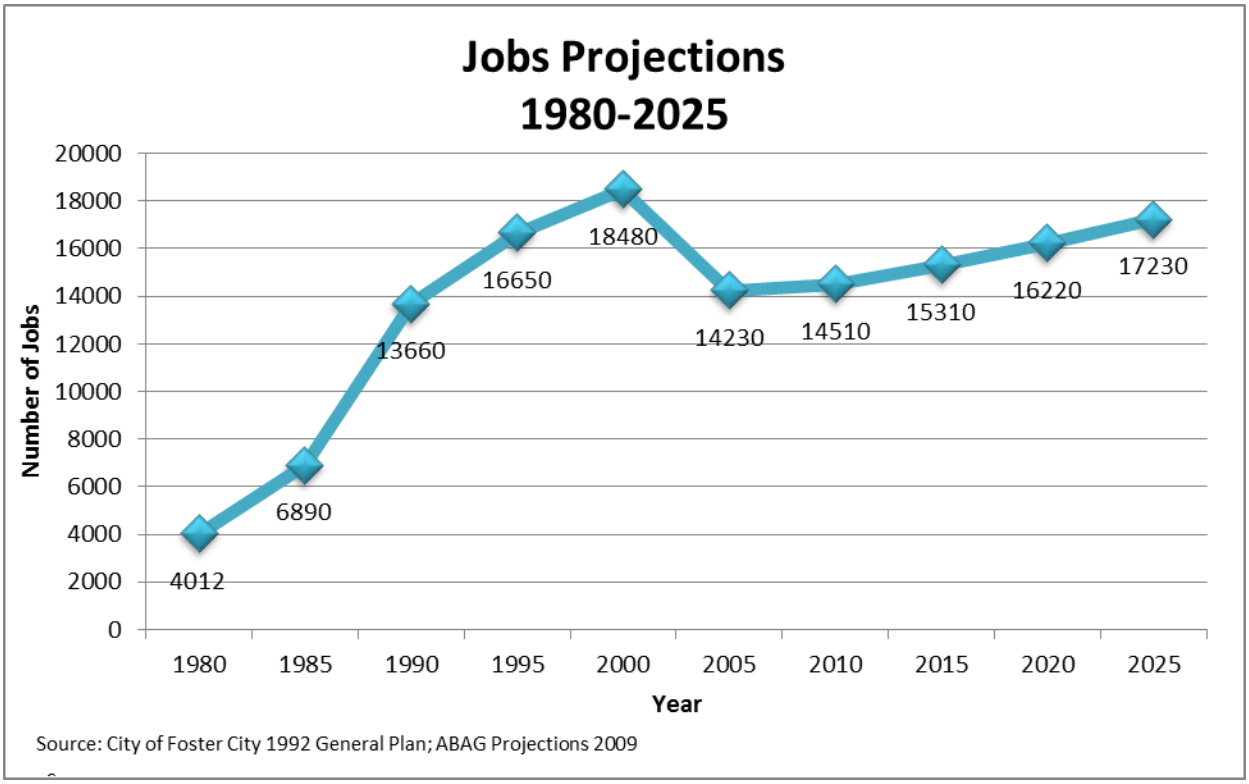
As of 2014, the overall average size of Foster City households is 2.60 persons. By the year 2025, the average household size is expected to be only 2.44 persons. The City's population could increase further if additional non-residential lands are rezoned for residential uses or residential lands are rezoned for higher density. The Foster City Snapshot 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 ABAG and by City staff. City staff estimates that there is approximately 3.53 million sq. ft. of office space, 1.98 million sq. ft. of industrial/research and development space, 626,345 sq. ft. of commercial space and 497 hotel rooms currently built in the City.

Based on the Foster City 2010 record of business licenses, businesses in Foster City employ approximately 16,000 persons. Based on the estimated increase in office, industrial and retail space, total employment in Foster City, in the year 2025, is projected to be approximately 20,440 persons. In comparison, ABAG has estimated employment at 17,230 persons in 2025.



Jobs to Housing Relationship

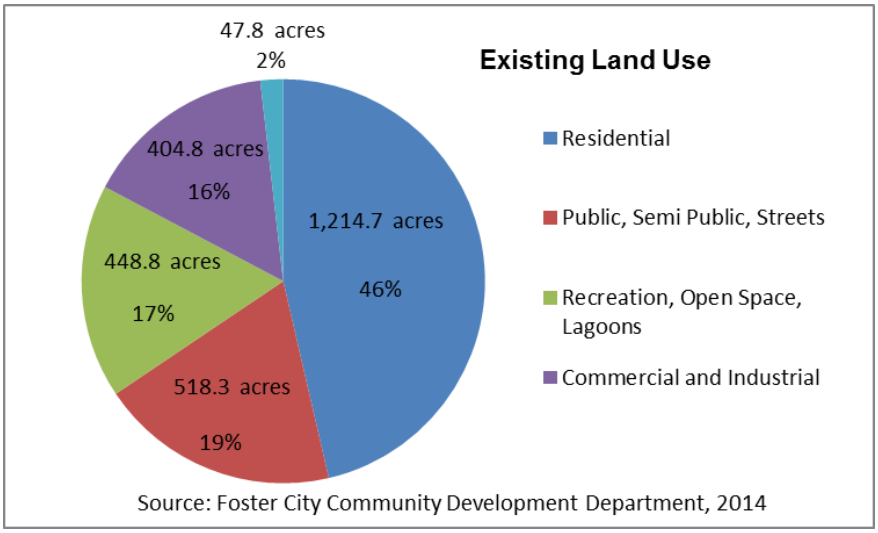
The term jobs/housing balance is one heard often when discussing the Bay Area's housing problems. It refers to the ratio of jobs in a city in relation to the number of housing units. In general, problems result when a community provides more job opportunities than housing opportunities, resulting in 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.

Foster City has historically been a residential community, providing limited local job opportunities. 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. According to City business license data from 2010, there were approximately 16,000 total workers in Foster City. Based on the number of households and the number of jobs, the City had a jobs to housing ratio of 1.3 in 2010, with more jobs than housing units. When compared to the number of employed residents reported by the US Census Bureau for 2010 of 15,569, the jobs to housing ratio is 1.03. A one-to-one relationship including a match of skill level is the commonly accepted ideal, when comparing working residents with employment in the community.

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. 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 jobs located in Foster City.

Land Use Patterns

There are many benefits of providing a balance of land uses which serve a wide range of community needs. Since Foster City was planned largely as a residential community, the City has actively pursued commercial and light industrial development over the 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.



Source: Foster City Community Development Department, 2014

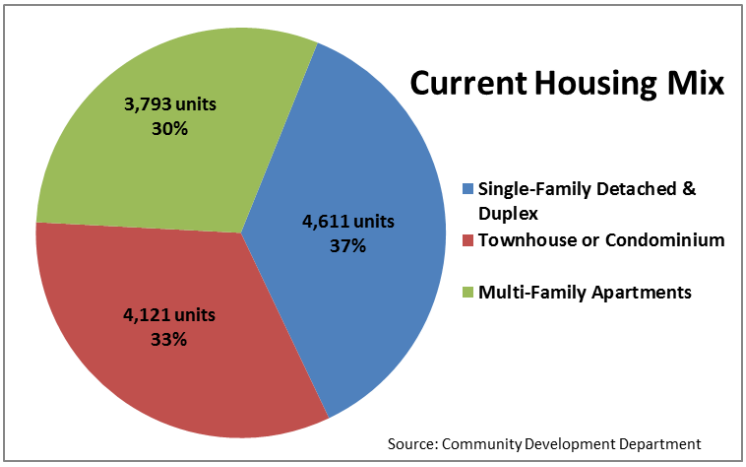
The area approximately southeast of East Hillsdale Boulevard consists of nine, predominantly residential neighborhoods, most containing a mixture of single-family detached units, townhouses, condominiums, and rental apartments. Commercial uses in these nine neighborhoods are limited to those found in five shopping centers scattered throughout the neighborhoods. 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 dominated by three master planned projects, Metro Center, Vintage Park and Pilgrim Triton, and other light industrial parks and office campuses.

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). See Map 3.1 showing current Foster City Neighborhoods.



Single family detached housing currently comprises the largest single type of housing in the City with 37 percent of all units. Multi-family comprises 63 percent of the housing in Foster City, including townhouses/ condominiums and apartments, which comprise 33 percent and 30 percent, respectively. There are also duplexes in the City, but they make up less than one percent of the total unit count. 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 including the Pilgrim-Triton Master Plan and the Foster Square development on the 15 acre parcel next to City Hall, as well new units added by allowing increased density at existing residential developments as provided in the Housing Element, up to approximately 14,500 housing units of various types are anticipated with implementation of this General Plan.

Foster City has been a model of “smart-growth,” or development concentrated in compact, walkable centers, with many amenities within walking distances of most neighborhoods. Maps 3.2 and 3.3 show a ¼ mile walking distance, which translates to a 5-10 minute walk, of commercial centers and schools. These maps help illustrate the proximity of a variety of uses within the community. The original plan for Foster City was designed with this proximity in mind and new development opportunities should strive to retain the original intent of the plan and balance the needs of the neighborhoods.

Neighborhood Commercial and Mixed Residential/Commercial

Changing economic patterns have brought the viability of some of the City’s neighborhood commercial centers into question. By today’s standards, some sites could be considered “underutilized” and could be redeveloped to a higher and better use in the future. Uses appropriate for these commercial centers could include housing or a mixed use development of housing and small scale neighborhood retail uses. In the recent past, some developments including Marlin Cove and the Miramar Apartments have redeveloped from commercial uses to

commercial and housing, or housing exclusively. Policies are included in the Land Use and Circulation Element to guide the evaluation of any proposed redevelopment of neighborhood commercial centers. Reuse of any site would be considered in terms of compatibility with existing adjacent land uses, supporting infrastructure capacity and overall City needs.

Two new mixed use developments have been approved to include ground floor commercial uses: Pilgrim Triton and Foster Square.

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 Bridgeview Park.

The East Hillsdale Boulevard corridor east 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 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 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 with the vision of providing a City core, Metro Center has emerged as a diverse mixed-use development.

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
- Vintage Park.

Hatch Drive/Chess Drive and Lincoln Centre. The City's first industrial uses began locating in the Chess Drive area in the late 1960's and early 1970's. This area consists of industrial uses in the Chess Drive area and the adjacent Lincoln Centre development. 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.

In addition, some of the older buildings are in need of renovation, repair and, in some cases, replacement. Parking is also an issue in this area as many of the individual lots are small and could not support enough parking for larger buildings or more intense uses. Introducing a shared parking system or parking district could aid in the redevelopment of these sites. 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.

In 2009, a General Plan Amendment for properties in the Chess Drive/Hatch Drive area adjacent to S.R. 92 was approved for a portion of this area to allow redevelopment of the older industrial buildings to an office campus. A new Land Use Plan designation of Chess/Hatch Office Research was applied. A Rezoning/General Development Plan for up to 800,000 sq. ft. of office, biotechnology or research and development use was approved in 2013 and a Specific Development Plan/Use Permit for Phase 1 consisting of up to 600,000 sq. ft. was approved in 2014.

The Lincoln Centre development, located near the east end of East Third Avenue, was developed with 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. Following the departure of Life Technologies in 2013, the current owner has demolished the one-story buildings and has applied for a General Plan Amendment to increase the FAR allowed. That proposed General Plan Amendment is not included in this General Plan Update and will be considered separately.

Vintage Park. Vintage Park consists of 132 acres located north of State Route 92 between Foster City Boulevard and the San Mateo City border. Gilead Sciences has purchased most of Vintage Park and has received approval to increase the building area on their 72.5 acre campus from 926,735 sq. ft. to 2,500,600 sq. ft. for their biopharmaceutical campus. The remainder of Vintage Park includes offices, labs, hotels and restaurants.

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 developed as a light manufacturing district and has evolved into a mixed commercial area containing a mix of housing, banks, restaurants, gas stations, self-storage warehouses, business services and offices. In 2008, a Master Plan for the 20-acre Pilgrim Drive/Triton Drive area (formerly Lincoln Executive Park) was approved to include up to 730 residential units and approximately 300,000 square feet of office and retail space. The first phase, The Plaza, consisting of 300 for-rent apartments and approximately 10,000 square feet of retail was completed in 2013. The second

phase, One Hundred Grand (formerly Triton Pointe), consisting of approximately 43,000 square feet of office, 12,000 square feet of commercial and 166 dwelling units, is under construction with completion anticipated in 2015. The third phase, Waverly, is anticipated to be completed in 2016. The completion of the fourth and final phase is expected to occur in 2017 or later.

East Third Avenue/Bayside Towers. In addition to the light industrial/research and development areas discussed above, there are two other sites designated Research/Office Park: Mariners Point Golf and Bayside Towers. The Mariners Golf site is located north of East Third Avenue, bordered by the San Mateo City limits and San Francisco Bay. This property is owned by the City and leased to VB Golf. The intention was for the site to be used for recreation purposes until at some point in the future, it could be considered for development under the Research/Office Park designation.

The second site, known as Bayside Towers, is approximately 14.5 acres in size, located at the terminus of East Third Ave, at the foot of the San Mateo Bridge. Bayside Towers is developed with 280,000 sq. ft. of office space in two buildings.

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. Home occupations can augment the City's economic diversity, and add to the City's daytime population, while maintaining the residential character of the neighborhoods in which these businesses are operated.

Schools

Approximately 36 acres of Foster City's land area is currently devoted to schools. There are currently four operational public schools, three elementary K-5 and one middle school, which are under the jurisdiction of the San Mateo-Foster City School District. Additionally, the San Mateo County Adult Education program operates classes in Foster City at the Senior Center and Saint Luke's Catholic Church. Information regarding each school is given in the Table 3.1 below.

Table 3.1 Public School Enrollment

School	Enrollment 2014-15	Capacity*
Audubon Elementary School	692	796
Brewer Island Elementary School	698	702
Foster City Elementary School	902	796
Bowditch Middle School	1002	918

* Capacity based on information provided by the San Mateo-Foster City School District using 24 students per classroom for Transitional Kindergarten (TK)-3rd grade (average by school) and 30 students per classroom for grades 4-8.

Source: California Department of Education, Data Reporting Office, http://dq.cde.ca.gov and Email from Amber Farinha, SMFCSD, 10/29/2014.

The school district plans improvements to the schools in order to meet the projected buildout demand and replace aging facilities. The District is currently looking at opportunities to expand enrollment in Foster City. The City maintains a joint-use agreement with the schools for use of the facilities for recreation purposes.

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 was a part of the original plan for Foster City, actual development of a high school has never occurred. The San Mateo Union High School District has projected that their district will not need a high school in Foster City. It therefore has no plans to construct one.

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) is located east of Beach Park Boulevard near Swordfish Street. All of these park and open space areas are described and shown in the Parks and Open Space Element of the General Plan.

The proposed marina site is located adjacent to the 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. In 2014, an application was filed for development of a marina including housing. The inclusion of housing would require a General Plan Amendment. That proposed General Plan Amendment is not included in this General Plan Update and will be considered separately.

The City successfully negotiated with the County to acquire the property adjacent to Werder Pier, including the parking lot and restrooms. The site is now referenced as Bridgeview Park. Plans have been prepared for development of the Park, with construction anticipated to take place in 2014-15.

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 the Mariners Golf 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 to the west of the Mariners Golf site is adjacent to existing wetlands in San Mateo. The intention of this designation is to preserve this area as passive open space and wetlands.

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 including 212 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.

Public and Semi-Public Facilities

Uses located on lands designated for Public and Semi-Public uses include seven religious institutions, the Civic Center complex (including the City's Government Center, library and North Peninsula Jewish Campus (NPJC)) and the City's water treatment and corporation yard maintenance facilities located on East Third Avenue.

Foster City Library and Community Center

Land Use Categories

Land Use Map. The Land Use Plan, Map 3.4, and the policy text of the Land Use Element of the General Plan are complementary; 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.

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.

Definitions of 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.

Residential Categories

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.

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.

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.

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.

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.

Additional density is permitted above the density ranges described above pursuant to California Density Bonus Law, Chapter 17.86 Density Bonuses, and other incentives designed to provide affordable housing. See the Housing Element for more information.

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 west. The area includes a 100-acre development known as Metro Center, in addition to Parkside Towers and 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 FARs which range from .18 to 1.5 FAR.

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 Housing Element Policies. FARs of neighborhood commercial centers generally range between .20 and .30 FAR.

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 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).

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.

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 zoning district is proposed to be amended to allow general office uses part of this element. FARs for developments in the industrial area range from .20 to .60 FAR.

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.). Vintage Park, the Lincoln Centre area, the Mariners Golf site and the Bayside Towers development are all designated for Research/Office Park use. The intensity of development varies, with FARs generally ranging from .30 along Foster City Boulevard, to .44 for Bayside Towers to a campus-wide average of .79 for the Gilead Campus within Vintage Park. The intensity of development for the vacant Vintage Park sites is anticipated to have an FAR up to 1.0.

Chess/Hatch Office Research. Areas with this designation allow commercial, office, industrial, biotechnology and other such compatible uses, including vehicle parking in both parking structures and at-grade parking lots on the project site. Incompatible uses such as housing, schools, day care, and other uses serving primarily children are prohibited. Vertically and horizontally mixed-use developments that maximize the use of land, organize land uses and pedestrian/vehicular circulation in a safe, logical and functional manner and establish a safe, logical and functional design relationship with adjacent land uses is allowed within this designation. Uses must meet the requirements of Chapter 17.68, General Performance Standards, of Title 17, Zoning, of the Foster City Municipal Code. FARs for developments in this area would range from 0.6 to 1.55 FAR.

Other Categories.

Civic Center Mixed Use. This land use designation applies to the City-Owned 15-acre parcel between Civic Center Drive and Balclutha Drive, and Foster City Boulevard and Shell Boulevard. This parcel is the remaining piece of the Civic Center Master Plan and is planned for a focal point for the City, capitalizing on its proximity to Leo Ryan Park, the Recreation/Senior Center, the Library and the North Peninsula Jewish Campus. A plan for the site was endorsed by the City Council in 2011 and includes approximately 400 age-qualified dwelling units, consisting of a mix of for-sale units, rental apartments and assisted living units; 30,000 square feet of commercial space including restaurants and retail establishments; as well as a public use component including a neighborhood square designed to host public and private events, outdoor seating, a farmers market, art displays and entertainment events. This designation allows a range of 20-35 dwelling units per acre in a multifamily setting, combined with a commercial component up to 0.5 FAR. Building heights will range from four to seven stories.

School. Includes only those properties owned by public school districts which have operational schools located on them.

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 or parking areas 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, private schools, government offices, and fire and police facilities.

Circulation Background

KEY ASPECTS OF THE CITY'S APPROACH TO TRANSPORTATION PLANNING

This plan focuses on several interrelated solutions to ensure an adequate transportation system:

1) Improving existing, infrastructure and providing new facilities to increase the capacity and efficiency of streets and intersections.

2) Increasing transit opportunities.

3) Reducing single passenger trips through transportation reduction strategies and 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 or impacts can be effectively mitigated, as defined in the Foster City General Plan.

Introduction

The long range land use and transportation plans for Foster City are closely linked. One cannot be significantly modified without considering the effect on the other. The City's land use decisions must 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.

One of the goals of this plan is 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 alternative modes of transportation, 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.

As a planned community, Foster City has a history of smart growth and comprehensive circulation systems. City services, parks and schools are within walking distance to neighborhoods, commercial centers are located approximate to residential neighborhoods, and streets are designed to accommodate all modes of transportation. Most streets have sidewalks, and handicap accessibility is continually being improved. The Levee-Pedway is a complete trail system for bicyclists and pedestrians that connects to the regional Bay Trail. The very layout of the City encourages walking, bicycling and short vehicular trips.

This plan includes policies and programs to implement the Complete Streets Policy adopted by the City Council in 2012. Complete Streets describes a comprehensive, integrated

transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth and families.

There are benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation opportunities by walking, bicycling, and public transportation. Foster City recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability.

Circulation System Characteristics

Street Classification

The Foster City street system consists of a hierarchy of streets serving different land uses. 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 3.5 shows the street network system in Foster City and Table 3.2 below shows the number of miles of each type of street. The General Plan Environmental Impact Report Traffic Impact Analysis contains a complete listing of Foster City streets by classification.

Table 3.2: Roadway Characteristics by Type and Number of Miles

Roadway Type	Number of Lanes	Number of Miles in City
Arterial	4-6	13.49
Collector	2	10.69
Local Public Residential	2	21.38
Local Private Residential	2	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, has generally three travel lanes in each direction east of US 101 and two travel lanes in each direction west of US 101, with auxiliary lanes between interchanges. SR 92 has partial interchanges (hook ramps) with Fashion Island Boulevard, Edgewater Boulevard, Metro Center Boulevard and Chess Drive. 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 eight lane freeway in the vicinity of the City with one or two auxiliary lanes between interchanges and travels in a north-south direction. US 101 interchanges providing access to Foster City are located at East Hillsdale Boulevard and East Third Avenue.

Arterial Streets. Arterials feed heavy volumes of through traffic to freeways 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 Hillsdale Boulevard, Foster City Boulevard, Beach Park 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' to 110', depending on whether there is on-street parking, allowing for four to six 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 as "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. Approximately one third of the City's residential streets are in private ownership.

Traffic Generation

To understand the link between land use decisions and their effect on roadway capacity, it is helpful to know the volume of traffic which is generated by different land uses. Residential uses dominate the City's land area, representing nearly 50 percent 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.

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 12:00 -1:00 p.m. for a fast food restaurant, to 5:00 – 6:00 p.m. for a commercial office. Table 3.3 below shows the number of vehicle trips which can be expected from different kinds of residential, commercial and industrial land uses in Foster City.

Table 3.3: Number of Vehicle Trips Per Land Use Type

Land Use Type	Trips Generated (average daily trips)
Residential	*Trips/Unit*
Single Family	9.57
Condominium/Townhouse	5.86
Apartment	6.72
Commercial/Industrial	*Trips/Sq. Ft.*
Neighborhood Retail Center	44.32/1000 SF
Regional Retail Center	42.94/1000 SF
Sit-down style Restaurant	89.95/1000 SF
Fast Food style Restaurant	496.12/1000 SF
General Office	11.57/1000 SF
Light Industrial	6.97/1000 SF
Research Center	8.11/1000 SF
Hotel	8.92/occupied room

Source: ITE Manual, 7th Edition. Institute of Transportation Engineers, 2003.

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 in 2012 for the Traffic Impact Analysis prepared for the Environmental Impact Report for the General Plan Update. In order to obtain the most accurate results, traffic counters were set out on week days, on typical days when schools were in session and standard work hours expected.

PAVEMENT MAINTENANCE PROGRAM

Foster City utilizes a computerized Pavement Management System program 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 reveling, 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.

Level of Service

Evaluation of traffic conditions on local streets involves analysis of intersection operations, as intersections represent the locations where the roadway capacity is most constrained. Intersection and freeway operations were evaluated with level of service calculations, vehicle delay and simulation. Level of service (LOS) is a qualitative description of operations ranging from Level A, when the roadway facility has excess capacity and vehicles experience little or no delay, to Level F, where the volume of vehicles exceeds the capacity resulting in long queues and

excessive delays. Typically, LOS E represents “at-capacity” conditions and LOS F represents “over-capacity” conditions. At signalized intersections operating at LOS F, for example, drivers may have to wait through multiple signal cycles.

Existing intersection levels of service described here reflect 2012 levels. Future projected traffic levels reflect the time period between 2012 and the year 2025. A combination of vehicle delay and vehicular flow simulation were used to evaluate signalized intersection operations. Future traffic conditions were calculated for the City using a traffic model which takes into account future land use development projected by the Land Use section of this Element, year 2025 development projected for the City of San Mateo, and regional traffic increases projected for the Bay Area.

Table 3.4 summarizes the relationship between delay and LOS for unsignalized intersections. Generally, the delay ranges for each LOS are lower than for signalized intersections because drivers expect to have less delay at unsignalized intersections. The results show the general operating conditions of Foster City roads.

TABLE 3.4: UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)-HCM 2000-
A	Little or no traffic delays	< 10
B	Short traffic delays	> 10 to 15
C	Average traffic delays	> 15 to 25
D	Long traffic delays	> 25 to 35
E	Very long traffic delays	> 35 to 50
F	Extreme traffic delays with intersection capacity exceeded	> 50

Source: *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 2000). *Circular 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980).

Table 3.5 summarizes the relationship between volume to capacity and average delay per vehicle for each LOS rating for signalized intersections.

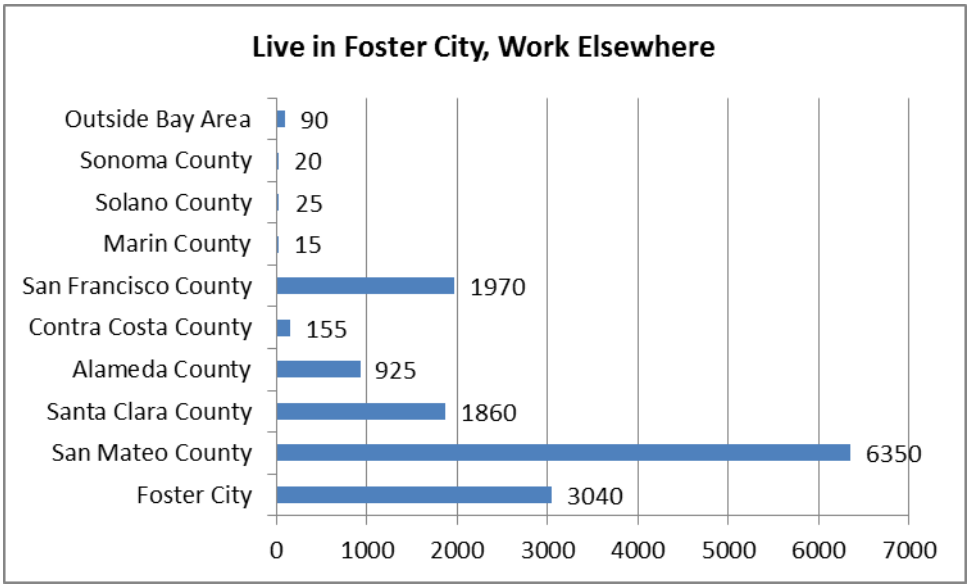
TABLE 3.5: SIGNALIZED INTERSECTION LOS CRITERIA			
Level of Service	**Description**	**Average Control Delay Per Vehicle (Seconds) HCM 2000-**	**Maximum Volume to Capacity (V/C) Ratio Circular 212-**
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	< 10	< 0.60
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 to 20	0.61 to 0.70
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 to 35	0.71 to 0.80
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 to 55	0.81 to 0.90
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 to 80	0.91 to 1.00
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80	> 1.00

Sources: *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 2000). *Circular 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980).

Historical Traffic Patterns

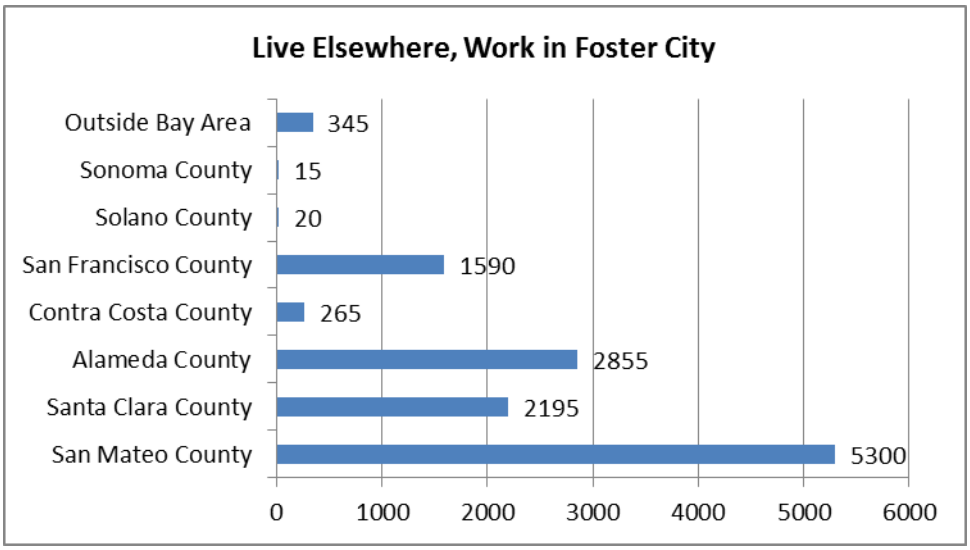
Foster City has historically been a residential community, with large number of employed residents working outside the City. Because of this, existing traffic flow patterns are characterized by outbound traffic in the morning hours and inbound traffic during the evening. The charts below identify in general where Foster City residents work, and where people who work in Foster City live. It is notable that ten percent of the working residents live and work in Foster City.

Place of Employment for Foster City Residents



Source: Metropolitan Transportation Commission, American Community Survey, 2006-2008

Place of Residence for Foster City Workers



Source: Metropolitan Transportation Commission, American Community Survey, 2006-2008

Intersections

Table 3.6 illustrates the existing and future level of service (LOS) for various important intersections in Foster City. Existing LOS are for 2012 conditions.

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-3.1).

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 Third Avenue and Norfolk Street (which is located outside the City limit) is operating at LOS E. During the evening peak hour the Foster City Boulevard/Metro Center Boulevard/Triton Drive intersection is operating 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.

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 traffic zones and translated into traffic volumes using various trip generation rates for different types of land use, as described previously. 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.

Foster City Traffic Model

A computerized modeling system was used to simulate and project future traffic conditions in Foster City. The model is one of the more sophisticated transportation planning software systems currently available 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.

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 were not assumed. Although policies and programs are included in this Element to promote use of alternative forms of transportation, the traffic model forecasts the “worst case” level of automobile traffic anticipated to allow the City to consider the improvements to the roadway system that would be necessary to achieve the desired Level of Service under these conditions. Foster City’s location is not conducive to many transit opportunities since the City is located off of the main transit corridor. Also, it is not reasonable to expect that in the foreseeable future the lifestyle changes required to increase ridership will be made by large numbers of people. Therefore, new street and intersection improvements are 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. However, local bus routes are currently in place, as well as a shuttle system to regional transit, which is explained later in this document. Increased use of transit, bicycles and other alternate transportation modes would further reduce impacts on roadway capacity.

Intersections

The traffic model indicates that, with all the improvements discussed below completed, five intersections will operate below LOS D during the morning and/or evening peak period:

- East 3rd Avenue and Norfolk Street – LOS F in the AM peak hour, LOS E in the PM peak hour
- Vintage Park Drive and Chess Drive – LOS E in the PM peak hour
- SR 92 Westbound Ramps and Chess Drive – LOS F in the PM peak hour
- Foster City Boulevard and Chess Drive – LOS in the PM peak hour
- Foster City Boulevard and Metro Centre Boulevard/Triton Drive – LOS F in the PM peak hour

Table 3.6 identifies the morning and evening peak hour LOS for the controlled intersections in Foster City under Existing Conditions and Cumulative Plus General Plan Buildout Conditions. Traffic volumes at study intersections along East 3rd Avenue and Foster City Boulevard were adjusted to account for projected growth in cut-through traffic between US 101 and the San Mateo Bridge, which has significantly increased in 2014-15, resulting in increased congestion at several intersections.

TABLE 3.6: EXISTING AND PROJECTED LEVEL OF SERVICE

Intersection	Control	Existing Conditions				Cumulative Plus General Plan Buildout Conditions			
		AM		PM		AM		PM	
		Delay[1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. East Third Avenue and US 101 Northbound On-Ramp[2]	SSS	23 (SB)	C	11(SB)	B	34 (SB)	D	24 (SB)	C
2. East Third Avenue and Norfolk Street[2]	Signal	**56**	**E**	43	D	**>80**	**F**	**56**	**E**
3. Mariners Island Boulevard and East Third Avenue	Signal	18	B	20	C	25	C	25	C
4. Foster City Boulevard and East Third Avenue	Signal	<10	A	11	B	15	B	12	B
5. Foster City Boulevard and Vintage Park Drive/Chess Drive	Signal	18	B	30	C	29	C	33	C
6. Vintage Park Drive and Chess Drive	Signal	29	C	44	D	32	C	**56**	**E**
7. SR 92 Westbound Ramps and Chess Drive[3]	Signal	21	C	23	C	51	D	**>80**	**F**
8. Foster City Boulevard and Chess Drive[3]	Signal	26	C	**75**	**E**	37	D	**>80**	**F**
9. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard	Signal	29	C	28	C	32	C	30	C
10. Edgewater Boulevard and Metro Center Boulevard	Signal	31	C	28	C	37	D	34	C
11. Vintage Park Drive and Metro Center Boulevard	Signal	35	D	38	D	36	D	41	D
12. Shell Boulevard and Metro Center	Signal	32	C	35	C	33	C	36	D

TABLE 3.6: EXISTING AND PROJECTED LEVEL OF SERVICE

Intersection	Control	Existing Conditions				Cumulative Plus General Plan Buildout Conditions			
		AM		PM		AM		PM	
		Delay[1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Boulevard									
13. SR 92 Eastbound Ramps and Metro Center Boulevard[3]	Signal	17	B	29	C	33	C	42	D
14. Foster City Boulevard and Metro Center Boulevard/Triton Drive[3]	Signal	29	C	34	C	49	D	**>80**	**F**
15. Norfolk Street and East Hillsdale Boulevard[2]	Signal	40	D	38	D	43	D	30	D
16. Altair Avenue and East Hillsdale Boulevard	Signal	<10	A	<10	A	<10	A	<10	A
17. Edgewater Boulevard and East Hillsdale Boulevard	Signal	32	C	36	D	36	D	44	D
18. Shell Boulevard and East Hillsdale Boulevard	Signal	19	B	24	C	24	C	29	C
19. Foster City Boulevard and East Hillsdale Boulevard	Signal	30	C	25	C	39	D	27	C
20. East Hillsdale Boulevard and Pilgrim Drive	Signal	22	C	23	C	22	C	23	C
21. Edgewater Boulevard and Beach Park Boulevard	Signal	43	D	37	D	54	D	37	D
22. Foster City Boulevard and Marlin Avenue	AWS	24	C	12	B	31	D	14	B
23. Foster City Boulevard and Beach Park Boulevard	AWS	21	C	<10	A	22	C	<10	A

Notes: SSS = Side-Street Stop, AWS = All-Way Stop

1. For signalized and all-way stop controlled intersections, the delay shown is the weighted average for all movements in seconds per vehicle. For side-street stop controlled intersection, the delay shown is the worse approach delay.
2. Study intersection is in San Mateo.
3. Intersection analyzed using the VISSIM microsimulation model.

Source: Fehr & Peers, February 2015.

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 C during the morning peak period as well as during the evening peak. Future projections, which take into account both local and regional traffic, indicate this intersection will continue to operate at LOS C. If the level of service of this intersection were to worsen beyond acceptable levels, mitigation measures would need to be coordinated with the City of San Mateo, since it is not under the control of the City of Foster City.

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

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 are listed in Table 3.7 and located on Map 3.6:

TABLE 3.7: PLANNED ROADWAY IMPROVEMENTS

Improvement	Assigned Responsibility	Included in Cumulative Conditions
1. Lengthen northbound left-turn lane on Foster City Boulevard at Chess Drive to 650 feet	All[1]	Yes
2. Lengthen westbound left-turn lane on Chess Drive at Foster City Boulevard to 300 feet	Chess Office	Yes
3. Construct northbound right-turn lane from Foster City Boulevard at Chess Drive	Chess Office	Yes
4. Construct 2nd westbound through lane on Chess Drive at Foster City Boulevard	Chess Office	Yes

Notes:

1. "All" refers to the following projects included in the Foster City Multi-Project Traffic Analysis: Chess Drive Office, Gilead Sciences, Pilgrim-Triton, and Foster Square.

Source: Fehr & Peers, February 2015.

In addition to the planned roadway improvements, several improvement measures are recommended for consideration to improve traffic operations and would be the responsibility of individual development projects to construct them and/or pay their fair share costs. These are listed in Table 3.8, below and are also shown on Map 3.6.

TABLE 3.8: RECOMMENDED ROADWAY IMPROVEMENTS

Improvement	Included in Cumulative Conditions
5. Lincoln Centre Drive/East 3rd Avenue – Signalize this intersection and include marked crosswalks with pedestrian signal heads and curb ramps on all approaches	No
6. Vintage Park Drive/Chess Drive – Restripe northbound Vintage Park Drive to replace the outside through lane with a shared through right-lane	No
7. Foster City Boulevard/Chess Drive/Metro Center Drive Interchange – Add a second right-turn lane on southbound Foster City Boulevard at Metro Center Drive and retime the traffic signal in the PM peak hour at Foster City Boulevard/Chess Drive to provide additional green time to the southbound approach by shifting time from the eastbound through movement. (Improvement subject to Caltrans approval.)	No
8. Close driveway on north side of Chess Drive / Westbound SR 92 Ramps intersection[1]	

Notes:

1. Closing the driveway would be considered for inclusion with any proposed plan to redevelop the adjoining property.

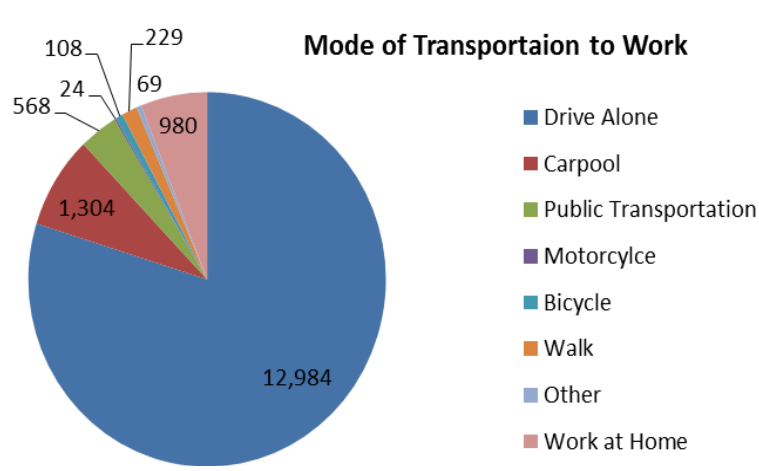
Source: Fehr & Peers, February 2015.

Alternative Transportation

Public Transit and Shuttles

There are several possible reasons why transit does not currently play a major role in Foster City's transportation network. Transit usage and population densities are directly related. 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. The physical location of the City does not warrant great transit ridership because Foster City is not located on the main transit corridor. Additionally, car ownership is very common in Foster City. Although transit does not currently play a major role in Foster City's transportation network, many efforts are being made to improve the systems in place.

The following chart identifies primary modes of transportation for people living and working in Foster City. Clearly, the major mode of transportation is from single-occupant vehicles.



Source: 2006-2008 American Community Survey.

Public transit service in Foster City is provided by the San Mateo County Transit District (Samtrans) and the Alameda Contra-Costa Transit District (AC Transit). Samtrans provides three local bus routes, two of which connect to BART or Caltrain. AC Transit provides one route across the San Mateo Bridge to the East Bay. The transit routes are described in Table 3.8 and illustrated in Map 3.7. 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 or shuttle. The closest BART station to Foster City is the multi-modal station in Millbrae.

Table 3.8: Public Transit Bus Options in Foster City

Public Transit	**Route**	**Schedule**
SamTrans 251/256	Foster City neighborhoods to Hillsdale/Caltrain	*Monday-Saturday* Weekdays: 6:30 AM to 8 PM Saturdays: 8:30 AM to 7 PM
SamTrans 54	Foster City Neighborhoods	*School Days* School Days: 2 PM to 3:30 PM
AC Transit M LIne	Hayward BART station to Hillsdale Caltrain Station	*Commute Hours* Weekdays: 7 AM to 10:30 AM and 3:30 PM to 7 PM

There is a shuttle system currently operated by C/CAG and The ALLIANCE (The San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (JPB), and the Bay Area Air Quality Management District (BAAQMD), and participating employers) that connects riders in Foster City to the regional transit stations. These shuttles are available to any member of the general public, including residents, employees of local businesses and visitors. Three of these shuttles are currently operating.

Table 3.9: Employer Shuttle Options Operated by the Alliance in Foster City

Shuttle	**Route**	**Schedule**
Mariners Island	Hillsdale Caltrain to San Mateo/Foster City border areas	*Commute Hours* Weekdays: 7 AM to 10:15 AM and 3 PM to 6:30 PM
Lincoln Centre	Hillsdale Caltrain to the Lincoln Centre Area in North Foster City	*Commute Hours* Weekdays: 7 AM to 9:30 AM and 3 PM to 7 PM
North Foster City	Millbrae Intermodal to North Foster City Area	*Commute Hours* Weekdays: 6:30 AM to 8:30 AM and 4:30 PM to 7 PM

In addition, other shuttle or “on-demand” transportation options are provided as follows:

- Employer-operated shuttles, such as at VISA, operated for their employees.
- The Senior Express Shuttle operated by the City, which is an on-demand service for Foster City residents who are 50 years and over. The service includes a pick-up at the residence and drop-off at the Foster City Senior Wing or designated stop.

- Redi-Wheels Paratransit, operated by SamTrans for persons with disabilities who cannot independently use regular bus service, is also a transit alternative.

Bicycle Facilities

Bicycle facilities include Class I bike paths, Class II bike lanes, and Class III bike routes. These facilities are described as follows:

- Class I bike paths are paved pathways that are separated from roadways by space or a physical barrier.
- Class II bike lanes are lanes on the outside edge of roadways that are intended for the exclusive use of bicycles and are designated with special signing and pavement markings.
- Class III bike routes are roadways designated for bicycle use with only a bike route sign.

The bicycle facilities in Foster City are shown on Figure 3.8. The bicycle facilities are 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. A portion of this bike/pedestrian pathway is part of the San Francisco Bay Trail, which when complete, will encircle San Francisco and San Pablo Bays with a continuous 500-mile network of bicycling and hiking trails. The City also has small scale auto-free pedestrian links between schools and their surrounding neighborhoods and parks.

Pedestrian Facilities

Pedestrian facilities include sidewalks, marked and enhanced crosswalks, curb ramps, median refuges and pedestrian-scale lighting. Sidewalks are provided along both sides of many streets within Foster City, with marked crosswalks and curb ramps at intersections. One exception is along East Third Avenue, which has sidewalks only on the south side of the street.

There are crosswalks at controlled intersections throughout the City. These are locations where there is a signal, stop sign or yield sign. Pedestrian signals with pedestrian activated push buttons are provided at signalized intersections. Medians are often present on the wide boulevards, but median curb cuts are rarely provided for pedestrian refuge.

There are also multiple uncontrolled intersections which legally allow pedestrians to cross the street at these locations. However, the City does not promote the installation of crosswalks at uncontrolled intersections, especially on arterials and collectors, because it can create a false sense of security for pedestrians. City policy is to encourage pedestrians to cross at controlled locations. At some locations where crosswalks have been installed at uncontrolled locations, a rectangular rapid flashing beacon (RRFB) system has been added. This system has been installed on Edgewater Boulevard at Port Royal Avenue (north) and is planned for two other locations on Beach Park Boulevard near Bowditch Middle School.

Balancing Circulation Needs

Overall, the City strives for a convenient and efficient circulation system that promotes a balance of all modes of transportation. Foster City’s Circulation goals and policies support connected networks that facilitate pedestrian, bicycle and vehicular movement throughout the City. Emphasis is placed on well planned infrastructure to support a mix of uses and modes of transportation, as well as walking and bicycling as a practical solution for everyday mobility. Additionally, improving the City’s transit network and traffic reduction programs will continue to

offer viable alternatives to the automobile, potentially resulting in reductions in per-capita vehicle miles traveled over time, as well as reduced greenhouse gas emissions.

The Complete Streets Principles adopted as part of the City's Complete Streets Policy provide a framework for making alternatives to the automobile easier to use and more accessible to everyone. These principles are as follows:

1. Complete Streets Serving All Users. Foster City expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families.

2. Context Sensitivity. In planning and implementing street projects, departments and agencies of Foster City shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets, as well as other features such as striping, signage and lighting.

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of Foster City shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

Providing a convenient and efficient system that promotes a balance of all modes of transportation requires efforts to improve all aspects of the system. In addition to the roadway improvements listed in this Element, a variety of efforts are needed, as described below.

Improvement of Bicycle and Pedestrian Circulation
In September 2014, the City Council directed staff to conduct a study of all intersections in the City from a holistic perspective which would consider the needs of pedestrians, bicyclists and motorists. The study should include an examination of potential options to address not only current conditions but also conditions anticipated by future development. The study should identify cost implications, as well as pros and cons associated with each identified option.

Also in September 2014, the City Council directed staff to conduct a study with the following goals: 1) identify bike routes that may need enhancements that would increase cyclist safety going to schools; and 2) identify major thoroughfares and any enhancements to those roadways that would allow cyclists to get to the levee safely. Staff was further directed to prepare a study that reviews highly used intersections by pedestrians that are going to Foster City schools and recreational amenities such as the levee and identify ways to increase pedestrian safety at those intersections. As staff conducts the study, it should not only identify potential improvements which could be implemented but also explain the rationale for the proposed improvements, the traffic impacts/mitigations associated with each proposed improvement, the pros and cons associated with each proposed improvement and the cost implications.

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 Routes and Transit Infrastructure. The provision of bus stops 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. This Element includes Policy LUC-E-7 that encourages coordination with transit agencies that serve Foster City to improve the public transit system and infrastructure.

Park and Ride Lots. Transit service providers have 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.

Transportation Demand Management Programs. Transportation Demand Management programs are strategies to reduce driving by promoting alternatives such as public transit, carpooling, bicycling, walking and telecommuting. The programs can also include on-site support services such as child care facilities or cafeterias. Formal programs have been required of larger employers as mitigation for traffic linked to development. Any development creating more than 100 peak hour trips is required to provide a Transportation Demand Management Program. Examples of measures include:

- Bicycle lockers and racks
- Showers and changing rooms
- Participation in regional shuttle services
- Subsidized public transit passes
- Carpool/vanpool incentives like preferential parking and/or financial incentives
- Emergency ride home program
- Commute assistance center

Intelligent Transportation Systems (ITS)

ITS are advanced applications which aim to provide innovative services relating to different modes of transportation and traffic management, enabling users of all modes to be better informed and make safer, more coordinated use of transport networks. ITS improves transportation safety and mobility and enhances vehicle movement efficiency through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. ITS can encompass a broad range of high-tech communications-based information and electronics technologies such as signal timing and synchronization, sensing technologies and emergency vehicle notification.

Parking Needs

The majority of trips into and within Foster City are 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 has always been required to include parking at standards such that there are no parking problems. In addition, commercial properties have frequently used the concept of shared parking with adjacent uses, allowing commercial businesses to capitalize on available parking when other uses may not need it.

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 Districts which allow flexibility in development standards

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 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, underutilized parcels, and redevelopment projects 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 10-15 years. This time period should include build-out of the City and some redevelopment or change-of-use activities. The focus of the General Plan must be on managing changes so that it continues to achieve the community's vision. The Goals, Policies and Programs provide direction for decisions related to all land uses, as well as for those related to specific land use designations.

Goals and policies of the Land Use and Circulation Element are organized around the themes of Neighborhood Compatibility, Land Use, Transportation and Mobility, Sustainability and Smart Growth, Redevelopment and Public Facilities and Services. These goals and policies, and their associated implementing programs, describe the priorities and strategies for the City's vision for the future.

NEIGHBORHOOD COMPATIBILITY

Foster City residents enjoy a high quality of life – directly related to the livability and character of the residential neighborhoods. The General Plan encourages new structures, remodels and uses that are contextually appropriate, both in land use as well as in scale and design. Policies for neighborhood compatibility promote connections and transitions to existing neighborhoods through the design of public spaces, as well as upholding high standards of design for new or remodeled buildings. These policies protect Foster City's physical assets to maintain and enhance the City's identity.

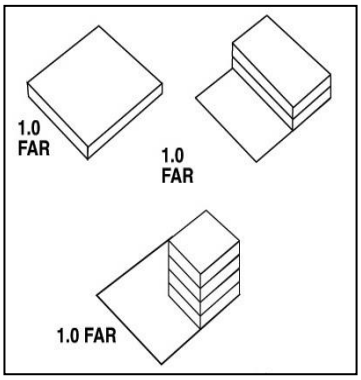
Components for neighborhood compatibility include architectural review policies and procedures, preservation of the character of neighborhoods and code enforcement. The City will continue to implement thorough procedures for reviewing plans for new homes and additions. The character of the residential neighborhoods has shaped the City since its inception and should be carefully considered when evaluating new projects. Architectural styles and trends change over time, and materials such as roofing, siding or windows modernize. The City should respect progress in architecture and design and balance the individual preferences with City goals and the context of the existing neighborhood.

LAND USE

In a built-out city like Foster City, the land use patterns are critical for maintaining a mix of uses, traffic flow, and provision of services. Land use patterns represent our experience in the built environment.

Typically, 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 person per acre by applying the average number of persons per household. The 2010 estimate by the California Department of Finance was 2.6 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 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 FARs). 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 FAR). For example, a building with a total 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 FARs is included for each commercial and industrial land use category definition.

TRANSPORTATION AND MOBILITY

Foster City's Transportation and Mobility Goals, Policies and Programs support connected networks that facilitate pedestrian, bicycle and vehicular movement. Transportation and mobility is integrated with land use to move goods and people into, out and around the City. Future roadway improvements will expand the City's transportation networks to ensure an integrated, well-connected system to increase walking, bicycling and transit opportunities. Goals, Policies and Programs related to transportation and mobility focus on maintaining and improving the City's circulation system as well as making transportation options available to people who live and work in Foster City. Additionally, improving the City's transit network will offer viable alternatives to the automobile, resulting in reductions in overall greenhouse gas emissions.

SUSTAINABILITY AND SMART GROWTH

The quality of the environment that surrounds us, whether it is rural, suburban or urban, affects quality of life, and physical and emotional wellbeing. Sustainably oriented Goals, Policies and Programs emphasize environmentally responsible construction techniques and conservation of resources. They encourage sustainability and "smart growth" measures for both new and existing development, ranging from those that encourage green building practices and energy conservation to encouraging infrastructure for electric vehicles, in a healthy, cost-effective way to improve the community. Since Foster City is a planned community, development is focused in concentrated, compact, walkable urban centers that avoid sprawl and advocate supporting land uses such as schools, shops and community gathering places within short distances to residential neighborhoods.

ECONOMIC DEVELOPMENT

Fiscal health and business development are critical objectives of Foster City. Goals, Policies and Programs aimed at economic development help maintain successful businesses, and therefore encourage a strong tax base, services and fiscal sustainability. The fiscal impacts of any new growth could have City-wide implications. Fiscal sustainability of new growth, as well as the City's role in supporting innovation and expansion of existing and new businesses, helps determine the feasibility of providing services and infrastructure development.

REDEVELOPMENT

Since Foster City is essentially a built-out community with distinct boundaries, new development will primarily come from redevelopment of underutilized infill sites at higher densities and intensities than they enjoy today. Intensifying existing development will result in a more efficient, sustainable use of limited land and resources, as well as maximizing opportunities for mixed uses and future transit without impacting the character of existing neighborhoods. The Goals,

Policies and Programs related to redevelopment will help ensure land uses and the amount of development are compatible with existing uses and fulfill a need in the community.

PUBLIC FACILITIES AND SERVICES

Existing and new neighborhoods should have access to a full complement of parks, public facilities, and utilities such as water, sewer, electricity and gas, as well as other public services for everyday living. The Goals, Policies and Programs related to public facilities and services promote the provision of adequate public services, parks and open space, and community and cultural facilities, including the pedway and Lagoon.

1 - NEIGHBORHOOD COMPATIBILITY

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

LUC-A	**Preserve the Quality of the City's Residential Neighborhoods** Preserve and strengthen the identity and qualities of Foster City's residential neighborhoods and assure that: (1) all new development, renovation or remodeling are harmoniously designed and operated to integrate with the existing neighborhood; (2) noise, traffic and other conflicts between residential and non-residential land uses are eliminated or minimized to the extent possible; (3) each residential neighborhood has access to a developed park or park-like recreational area within walking distance to most residents, and that park facilities are well maintained, diverse and adequate to meet the needs of residents; and (4) maintain availability of commercial and retail services.		
	LUC-A-1	**Preservation of Residential Neighborhoods.** Preserve existing residential neighborhoods by maintaining their residential design and character and appropriate uses. The City will prohibit the conversion of single-family residences along major streets to any uses other than residential uses (except that home occupations meeting City requirements shall be allowed).	
	LUC- A-2	**Preservation of Views.** The City will use the design review process to balance the ability of the property owner to improve/expand their property with the desire of the owners of neighboring Bayfront or waterfront houses to continue to enjoy views of the San Francisco Bay or the Foster City Lagoon.	
	LUC-A-3	**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.	
		LUC-A-3-a	**Continue Code Enforcement Program.** The City will continue its code enforcement program to ensure that residential, commercial and industrial properties are maintained. This responsibility will include, but not be limited to, 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-A-4	**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.
LUC-B	**Promote Proper Site Planning, Architectural Design and Property Maintenance** Ensure high quality site planning and architectural design for all new development, renovation or remodeling and require property maintenance to maintain the long- term health, safety, appearance and welfare of the community.	
	LUC-B-1	**City Approach to Design (Architectural) Review.** The City will establish a continuing program of civic beautification, tree planting, maintenance of homes and streets, and other measures which will promote an aesthetically desirable environment in order that neighborhood areas appear attractive both within and without. The City will use a design review process (called Architectural Review) whereby the design of most public and private development proposals, including those for individual residences, are subject to review and approval by the City. The primary objective of this review is to preserve the character of the neighborhood and community regarding appropriate and acceptable design for property improvements. Design review shall address, among other things, the following issues: a. Preservation of the architectural character and scale of neighborhoods. b. That the development is well designed, in and of itself, and in relation to surrounding properties. c. Preservation of waterfront views. d. Minimizing impacts on the privacy and access to sunlight of adjacent properties. e. Minimizing impacts due to excessive noise or undue glare. 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-B-2	**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. 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-B-3	**Architectural and Solar Guidelines and Related Policies.** In order to preserve the character of neighborhoods and the community and to ensure appropriate and acceptable design for property improvements, the *Architectural and Solar Guidelines*, as amended, the solar policy and other related policies adopted by the Planning Commission and City Council shall apply to the review of improvements in the R-1, Single-family Residential District.	
		LUC-B-3-a	**Periodic Review of Architectural Review Guidelines and Procedures.** The City will review its architectural review guidelines and procedures which direct the public and decision-makers. *Responsibility: Planning and Code Enforcement Division and Planning Commission.* *Timeframe: Current and Ongoing*

2 - LAND USE

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

LUC-C	**Maintain a Variety of Land Uses** Maintain land designated for a variety of residential, commercial, light industrial, recreational and public institutional purposes which: (1) provide a mix of housing types, densities and tenure; (2) ensure that a variety of commercial and industrial goods, services and employment opportunities are available in Foster City; (3) offer a range of recreational and public facilities to meet the needs Foster City's residents; and (4) maintain availability of commercial and retail services.	
	LUC-C-1	**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 the residents in the adjacent neighborhoods. 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 are protected by landscaping, open spaces, or 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.
	LUC-C-2	**Jobs/Housing Balance.** The City will continue to strive to maintain 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 and the Housing Element, mixed use projects which provide both housing and employment opportunities, and whenever possible, the development of affordable housing.
	LUC-C-3	**Live/work or loft housing units.** Encourage a range of housing units, including some less conventional choices such as live/work units, lofts, or single-room occupancy units.

	LUC-C-4	**Mixed Use Residential/Commercial Projects.** The City will encourage housing production by allowing mixed residential/commercial projects to be built with the residential portion of mixed use projects built at an appropriate density to reduce trips to and from and within the City, per Policy H-D-4-a. In allowing higher residential densities for mixed use projects, the project must comply with the goals and policies of the General Plan.
	LUC-C-5	**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-C-6	**Density of Residential Projects.** The City will allow for a range of residential densities and housing types. Densities should be calculated based on gross square footage of parcels, unless circumstances require the use of net buildable land instead. The maximum allowed density may be achieved by use of the "PD" zoning designation or through mixed use residential/ commercial development in appropriate locations. The maximum residential density for a particular type of housing may be approved if the following are included: a. Excellence in architecture, site planning and landscape design is achieved through creative solutions to building location and/or design, the preservation of views or vistas, the creation of usable open areas for public and/or private enjoyment, the provision of pedestrian/bicycle pathways for links to existing or proposed routes, the preservation of Bay wildlife resources, and the conservation of energy resources (through solar siting, clustering, etc.). b. Recreational facilities are provided on-site for the enjoyment of project residents. c. Traffic, noise, or visual effects of the higher density development will not significantly affect adjacent or nearby residences, or the overall streetscape. d. Very-low, low and moderate income units are included in the project.

	LUC-C-7	**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-C-8	**City-Owned and Controlled Lands.** City-owned and controlled lands will be held or "banked" until such time as a beneficial use can be made. Banked City lands should also be used to meet City service needs (on lands adjacent to City Hall) and recreation and open space needs (on lands with water access). The City will not sell or exchange land at less than fair market value, except in exchange for the provision of low or moderate income housing. Development and design standards shall apply as in any private development, including the allowance of higher densities for residential projects which include low or moderate income housing. The City will consider the following criteria in determining the most beneficial use of City lands and will consider the exchange or sale of land for private development if such development can meet City needs based on these criteria: a. Revenue generating potential of the land use. b. Extent for which general public access and use is provided. c. Preservation of open spaces or important natural habitats as part of the project design. d. Extent to which the project fulfills important City needs, such as for unmet commercial or public services, low or moderate income housing, recreation, or public facilities. e. Compatibility of proposed land use(s) with existing/proposed adjacent properties use(s). f. Protection of public views of the San Francisco Bay or Foster City Lagoon.	
		LUC-C-8-a	**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 and Code Enforcement Division and City Council.* *Timeframe: Upon completion of the Land Use and Circulation Element Update.*
	LUC-C-9	**Parcels Adjacent to Waterways.** Development or redevelopment of parcels adjacent to waterways shall incorporate public open space or water-oriented design features into any development on these sites.	
	LUC-C-10	**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-C-11	**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-C-12	**Density and Intensity of Uses.** Allow and encourage change that responds to the current and potential market and employment needs of businesses and that result in greater density and intensity of land uses and broad array of land uses including multi-family housing, commercial, retail, office, biotechnology and light industrial uses, and compatible uses, but prohibiting uses that would be incompatible with any of these uses, such as low-density housing, schools, day care and other uses serving primarily children.	
		LUC-C-12-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. Revitalization of older neighborhood retail centers. b. Changes in land use designations and zoning where necessary to respond to changes in economic conditions and/or City needs. c. Meeting with property owners to discuss possible redevelopment opportunities and constraints, especially in the Chess Drive/Hatch Drive area and along the northeast side of Foster City Boulevard. *Responsibility: Planning and Code Enforcement Division and Planning Commission.* *Timeframe: Current and ongoing.*
	LUC-C-13	**Conformance with Chapter 17.68.** Ensure that all existing and new businesses and land uses allowed meet the requirements of Chapter 17.68, General Performance Standards, of Title 17, Zoning, of the Foster City Municipal Code and the Estero Municipal Improvement District Code.	
		LUC-C-13-a	**Review Chapter 17.68.** Review and amend as necessary the provisions of Chapter 17.68, General Performance Standards, of Title 17, Zoning, of the Foster City Municipal Code.

			Responsible Parties: Community Development Department Staff; Planning Commission; City Council *Time Frame: Immediately after adoption of amended Land Use and Circulation Element*
LUC-D	**Assure Safe Commercial and Industrial Uses** Ensure that commercial and industrial uses are safe and strictly control any industrial by-products, odors or emissions which may adversely affect the health or safety of Foster City residents or workers and the overall environment in Foster City, as provided in Chapter 17.68, General Performance Standards of the Foster City Municipal Code.		
	LUC-D-1	**Meeting Commercial and Industrial Land Use Needs.** Provide enough land for commercial and industrial uses to allow for the retention and development of commercial establishments that provide basic goods and services to Foster City residents.	
	LUC-D-2	**Mixed Use Developments.** Allow and encourage vertically and horizontally mixed use developments that maximize the use of land, organize land uses and pedestrian/vehicular circulation in a safe, logical and functional manner and establish a safe, logical and functional design relationship with adjacent land uses.	
	LUC-D-3	**Retail Shopping Centers.** The City's retail shopping centers shall be classified into two categories: neighborhood commercial centers and specialty commercial centers. There are five neighborhood commercial centers, four of which are located south of East Hillsdale Boulevard (Marlin Cove, Beach Park Plaza, Charter Square and Edgewater Place), and one is located north of East Hillsdale Boulevard (The Marketplace). 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, including the "big box" Costco and OSH stores in Metro Center, the specialty center at 1000 Metro Center Blvd., and the specialty center at Parkside Towers.	
	LUC-D-4	**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 are no longer viable. 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 density and types include: a. The predominant type and densities of housing on the same block front or on adjacent blocks to the proposed projects. b. 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. c. Availability of public infrastructure, services and facilities. d. 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. e. The ability of the project to provide an appropriate transition from the public rights-of-way given the type of street and mass and scale of buildings. f. The ability of the project to provide the appropriate ratio of commercial square footage to housing units to be a viable commercial center. g. Architectural and landscape design.
	LUC-D-5	**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-D-6	**Eating Establishments Serving "Fast Foods" and Convenience Foods.** Proposals for new construction of or changes to existing 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-D-7	**Uses in East Hillsdale Boulevard Corridor.** 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 Metro Center development. No new retail commercial developments shall be allowed south of East Hillsdale Boulevard unless they are part of a larger mixed use development.	
		LUC-D-7-a	**Amend Chess Drive/Hatch Drive Use Lists.** Review, amend or replace the M-1 (Light Industrial) District of Title 17, Zoning, of the Foster City Municipal Code, as it applies to APNs 094-010-100, -500, -510 to the Chess Drive/Hatch Drive Commercial – Industrial Area in order to allow a broader array of businesses/land uses than is currently allowed. *Responsible Parties: Community Development Department Staff; Planning Commission; City Council* *Time Frame: Immediately after adoption of amended Land Use and Circulation Element*
	LUC-D-8	**Increases in Intensity of Uses in East Hillsdale Boulevard Corridor.** Requests for higher intensity commercial uses to replace existing commercial uses along the north side of East Hillsdale Boulevard, between Shell Boulevard and Werder Park, will be evaluated consistent with traffic, design, and municipal infrastructure and service constraints, including: a. Capacity of infrastructure in this area to accommodate increased densities. b. Public transportation improvements. c. Appropriate architectural design, including but not limited to, height and density for new commercial uses. d. The types of appropriate commercial uses. e. Internal circulation and parking. f. Landscaping design. g. Setbacks from public rights-of-way.	
	LUC-D-9	**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.	
	LUC-D-10	**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 or modified industrial or commercial 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-D-10-a	**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 and Code Enforcement Division, Planning Commission and City Council.* *Timeframe: Begin amendment process after adoption of the Land Use and Circulation Element.*
	LUC-D-11	**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.	

3 - TRANSPORTATION AND MOBILITY

Transportation and mobility is integrated with land use to move goods and people into, out and around the City. Future roadway improvements will expand the City's transportation networks to ensure an integrated, well-connected system to increase walking, bicycling and transit opportunities. Goals, Policies and Programs related to transportation and mobility focus on maintaining and improving the City's circulation system as well as making transportation options available to people who live and work in Foster City.

LUC-E		**Provide for Diversified Circulation 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-E-1	**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 within the City limits) 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. Lengthen northbound left-turn lane on Foster City Boulevard at Chess Drive to 650 feet. d. Lengthen westbound left turn lane on Chess Drive at Foster City Boulevard to 300 feet. e. Construct Northbound right-turn lane from Foster City Boulevard to Chess Drive. f. Construct 2nd westbound through lane on Chess Drive east of Foster City Boulevard. In addition, the following improvements are recommended for consideration to improve traffic operations and would be the responsibility of individual development projects to construct them and/or pay for their fair share costs: g. Lincoln Centre Drive/East 3rd Avenue – Signalize this intersection and include marked crosswalks with pedestrian signal heads and curb ramps on all approaches. h. Vintage Park Drive/Chess Drive – Restripe northbound Vintage Park Drive to replace the outside through lane with a shared through right-lane. i. Foster City Boulevard/Chess Drive/Metro Center Drive Interchange – Add a second right-turn lane on southbound Foster City Boulevard at Metro Center Drive and retime the traffic signal in the PM peak hour at Foster City Boulevard/Chess Drive to provide additional green time to the southbound approach by shifting time from the eastbound through movement. (Improvement subject to Caltrans approval.) j. Close driveway on the north side of Chess Drive/Westbound SR 92 Ramps Intersection.

	LUC-E-2	**Complete Streets.** The City will plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel. The City will be guided by the following Complete Streets Principles: 1. Complete Streets Serving All Users. Foster City expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families. 2. Context Sensitivity. In planning and implementing street projects, departments and agencies of Foster City shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets, as well as other features such as striping, signage and lighting. 3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of Foster City shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features. 4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

		LUC-E-2-a	**Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. *Responsibility: Community Development Department and Public Works Department* *Timeframe: Current and Ongoing*
		LUC-E-2-b	**Street Network/Connectivity**. As feasible, Foster City shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination. *Responsibility: Community Development Department and Public Works Department* *Timeframe: Current and Ongoing*
		LUC-E-2-c	**Bicycle and Pedestrian Advisory Consultation.** Transportation projects shall be reviewed by the Traffic Committee early in the planning and design stage, to provide comments and recommendations regarding Complete Streets features to be incorporated into the project. *Responsibility: Community Development Department and Public Works Department* *Timeframe: Current and Ongoing*
		LUC-E-2-d	**Evaluation**. All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of Foster City are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis. *Responsibility: Community Development Department and Public Works Department* *Timeframe: Current and Ongoing*
		LUC-E-2-e	**Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes that were not included in the project and signed off by the Public Works Director or equivalent high level staff person. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal

			Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm *Responsibility: Community Development Department and Public Works Department* *Timeframe: Current and Ongoing*
	LUC-E-3	**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. To accomplish this, the City may consider other traffic calming techniques.	
	LUC-E-4	**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-E-5	**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-E-6	**Create Opportunities for Transit Access.** Create opportunities to improve transit and access to regional transit with new or modified development, as appropriate.	
	LUC-E-7	**Coordination with Transit Agencies that Serve San Mateo County.** The City shall work with SamTrans, Alameda-Contra Costa Transit District (AC Transit), the Peninsula Traffic Congestion Relief Alliance, RIDES and other agencies that serve San Mateo County in defining new transit routes and improving the public transit and transportation system.	
		LUC-E-7-a	**Transit System Infrastructure.** The City will work with transit providers to facilitate the maintenance and upgrade of the transit system infrastructure to enhance public use, including: a. Transit stops and bus lanes that are safe, convenient, clean and efficient; b. Accessible transit stops that have clearly marked street-level designation; c. Transit stops that are safe, sheltered, clean, and well lit; d. Transit stops that are located along corridors within mixed-use or transit-oriented development areas.

			Responsibility: Community Development Department and Public Works Department *Timeframe: Current and Ongoing*
		LUC-E-7-b	**Public Transit Information.** The City will provide information regarding public transit at City Hall, the Recreation Center, the City's web site, and other locations to promote the use of public transit. *Responsibility: City Manager's Office* *Timeframe: Current and Ongoing*
		LUC-E-7-b	**Designation of New Bus Routes.** The City will work with transit providers to designate new bus routes, 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: City Manager's Office, Community Development Department and Public Works Department.* *Timeframe: Current and ongoing.*
	LUC-E-8	**Pedestrian, Bicycle and Neighborhood Electric Vehicle (NEV) Friendly Design.** Encourage bicycling, walking and use of NEVs instead of driving automobiles to reduce greenhouse gas emissions, save money on fuel and maintenance, and foster a healthier population. Prioritize pedestrian and bicycle-friendly improvements including bike lanes on main streets, an urban bike-trail system, bike parking, pedestrian crossings, and associated master plans with new or modified development, as appropriate.	
		LUC-E-8-a	**Bicycle and Pedestrian Access.** Make it a condition of approval that new, large-scale developments address transit, biking and walking access to the site. *Responsibility: Community Development Department* *Timeframe: Current and Ongoing*
		LUC-E-8-b	**Development Standards for Bicycles.** The City will establish standards for new development and redevelopment projects to support bicycle use, including:

			a. Develop standards for safe pedestrian and bicyclist accommodations, including: i. "Complete Streets" policies that foster equal access by all users in the roadway design; ii. Bicycle and pedestrian access internally and in connection to other areas through easements; iii. Safe access to public transportation and other non-motorized uses through construction of dedicated paths; iv. Safe road crossings at major intersections. *Responsibility: Community Development Department, Public Works Department and Police Department* *Timeframe: Upon completion of the Land Use and Circulation Element Update*
	LUC-E-9	**Bicycle Routes and Pedestrian Paths.** Maintain a system of bicycle routes and pedestrian paths, which will include separate bicycle lanes and posted bicycle routes. Pedestrian pathways and easements shall be maintained, either by the City, or, in the case of private ownership, according to a maintenance agreement or landscaping district agreement applicable to the pathway/easement.	
		LUC-E-9-a	**Pedestrian and Bicycle Safety.** Provide safe and convenient access for pedestrians and bicyclists to, across, and along major roadways. The City shall conduct a study of all intersections in the City from a comprehensive perspective which would consider the needs of pedestrians, bicyclists and motorists. The study will include an examination of potential options to address not only current conditions but also conditions anticipated by future development, including enforcement of traffic laws applicable to pedestrians and bicycles. The City will also prepare a study that reviews highly used intersections by pedestrians that are going to Foster City schools and recreational amenities such as the levee and parks and identify ways to increase pedestrian safety at those intersections. *Responsibility: Community Development Department, Public Works Department and Police Department* *Timeframe: As appropriate with project design review*
		LUC-E-9-b	**Bicycle Route and Pedestrian Path Improvement Program.** The City shall conduct a study with the following goals: 1) identify bike routes that may need enhancements that would increase cyclist safety going to schools, parks, shopping center or civic areas; and 2) identify major thoroughfares and any enhancements to those roadways that would allow cyclists to get to the levee and other common destinations safely. 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 and Recreation Committee, Planning Commission and City Council. *Timeframe: Current and ongoing.*
LUC-F		**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, or equivalent measurement, 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-F-1	**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 SR 92 Westbound Ramps/Chess Drive, the Foster City Blvd./Metro Center Blvd./Triton Drive, Vintage Park Drive/Chess Drive, and the Foster City Boulevard/Chess intersections due to their role as access points to the freeway system. The level of service standard will be maintained through the following means: a. Intelligent Transportation Systems (ITS) b. Transportation Demand Management (TDM) for development projects 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-F-1-a	**System Monitoring.** The City will monitor traffic and congestion to determine when and where the City needs new transportation or circulation facilities in order to increase access and efficiency. *Responsibility: Public Works Department* *Timeframe: Current and Ongoing*
		LUC-F-1-b	**Signal Synchronization.** The City will review signal timing programs to enhance traffic flow and efficiency and determine where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.

			Responsibility: Public Works Department *Timeframe: Current and Ongoing*
		LUC-F-1-c	**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 and visual monitoring performed 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 are necessary. *Responsibility: Public Works Department.* *Timeframe: Current and ongoing*.
		LUC-F-1-d	**Traffic Calming.** Develop guidelines for traffic calming techniques, as needed. *Responsibility: Community Development Department and Public Works Department* *Timeframe: Upon completion of the Land Use and Circulation Element Update.*
	LUC-F-2	**Traffic Reduction Programs.** The City will work with existing employers and developers of new non-residential development to participate in traffic reduction programs.	
		LUC-F-2-a	**Implementation of Traffic Reduction Programs.** As appropriate, require new non-residential developments to include a traffic reduction strategy with a variety of methods to reduce single-occupancy vehicles, provided programs exist. *Responsibility: City Manager's Department and Planning and Code Enforcement Division.* *Timeframe: Monitor compliance annually.*
	LUC-F-3	**Employer-based Trip Reduction.** The City will work with employers to implement employer-based trip reduction programs that get people to high-boarding destinations on the Peninsula and, if applicable, in the East Bay, such as employment centers and regional destinations, including:	

		a. Coordinating with regional and local ridesharing organizations; b. Encouraging Caltrain/bus passes; c. Employer-based shuttles.	
		LUC-F-3-a	**Employer Shuttle Fair-Share.** Include as a condition of approval that employers shall fund, at a level commensurate with the transit demand, new or expanded employee shuttle services to transit hubs on the Peninsula and, if applicable, in the East Bay. *Responsibility: Community Development Department* *Timeframe: Upon adoption of the Land Use and Circulation Element*
		LUC-F-3-b	**Vintage Park Transit Service.** As areas are redeveloped, the City shall encourage transit providers to re-route bus lines or designate a new bus line to serve employees of this development, as appropriate. 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 and AC Transit to determine the optimum routes for a new bus line(s). *Responsibility: Community Development Department and Public Works Department.* *Timeframe: Prior to completion of Vintage Park.*
LUC-G		**Provide Adequate Parking** Ensure that adequate off-street parking is incorporated into new and modified projects, and designed for safe and effective circulation.	
	LUC-G-1	**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.	
		LUC-G-1-a	**Parking Requirements.** Re-evaluate parking requirements in the Zoning Ordinance to ensure that they are adequate but not excessive, in order to ensure that they do not unnecessarily increase the cost of developments or promote a surplus of parking.

			Responsibility: Planning and Code Enforcement Division *Timeframe: Upon completion of the Land Use and Circulation Element Update.*
	LUC-G-2	**Preferred Parking/Electric Plug-in.** Encourage businesses, developers, and property managers to create preferred parking for electric and alternative fuel vehicles and study the installation of electric charging stations for plug-in vehicles.	
		LUC-G-2-a	**Low Emission Vehicles.** The City will support and promote the use of low-emission vehicles, by: a. Encouraging the necessary infrastructure to encourage the use of low-emission vehicles (LEV) and clean alternative fuels, such as development of electric vehicle charging facilities and conveniently located alternative fueling stations; b. Encouraging new construction to include vehicle access to properly wired outdoor receptacles to accommodate LEV and/or plug in electric hybrids (PHEV); c. Encouraging transportation fleet standards to achieve the lowest emissions possible. *Responsibility: City Manager's Office, Community Development Department, Public Works Department, Parks and Recreation Department and other fleet operators* *Timeframe: As appropriate with new or modified development.*
	LUC-G-3	**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-G-4	**Event Parking Policies.** Reduce onsite parking demand and promote ride-sharing and public transit at large events, by: a. Encouraging special event operators to advertise and promote options taking transit, carpooling, bicycling or walking; b. Encouraging residents to utilize alternative forms of transportation including bicycling, walking or boating.	
	LUC-G-5	**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 where bicycle parking spaces are provided, per Chapter 17.62 of the Municipal Code.	

4 - SUSTAINABILITY AND SMART GROWTH

Sustainably oriented Goals, Policies and Programs emphasize environmentally responsible construction techniques and conservation of resources. They encourage sustainability and "smart growth" measures for both new and existing development, ranging from those that encourage green building practices and energy conservation to encouraging infrastructure for electric vehicles, in a healthy, cost-effective way to improve the community. Since Foster City is a planned community, development is focused in concentrated, compact, walkable urban centers that avoid sprawl and advocate supporting land uses such as schools, shops and community gathering places within short distances to residential neighborhoods.

LUC-H	**Foster a More Sustainable Community** Strive to be a community that meets the needs of the present without compromising the ability of future generations to meet their own needs by promoting land use strategies that decrease reliance on automobile use, increase the use of alternative modes of transportation, maximize efficiency provision of services and reduce emissions of GHGs.		
	LUC-H-1	**Promote sustainability.** Encourage sustainability efforts of residents and business owners. Foster the use of technology to improve sustainability, e.g., irrigation controls coordinated with the weather, sustainable remodeling guidelines for homes, use of recycled water for landscaping irrigation, infrastructure for electric vehicles, etc.	
		LUC-H-1-a	**Green Building Guidelines and Incentives.** The City will support the use of green building practices by: a. Providing information, marketing, training, and technical assistance about green building practices; b. Considering guidelines for green building practices in residential and commercial development; and c. Implementing sustainable practices where feasible in public buildings and spaces. *Responsibility: Community Development Department* *Timeframe: Upon completion of the Land Use and Circulation Element Update*
	LUC-H-2	**Reduce GHG Emissions.** The City will strive to reduce GHG emissions by reducing vehicle miles traveled by supporting trip reduction programs and encouraging the use of alternative fuels and transportation technologies.	
		LUC-H-2-a	**Climate Action Plan.** The City will prepare, adopt and implement a comprehensive Climate Action Plan (CAP) to achieve its fair share of statewide emissions reductions for the 2020 timeframe consistent with

			AB32. The CAP will specify the strategies, measures and actions to be taken for each inventory sector (transportation, electricity, solid waste, etc.) to achieve the overall emission reduction target, and include an adaptive management process that can incorporate new technology and respond when goals are not being met. *Responsibility: City Manager's Office and Community Development Department* *Timeframe: Upon completion of the Land Use and Circulation Element Update*
		LUC-H-2-b	**Vehicle Idling.** The City will enforce State idling laws for commercial vehicles, including delivery and construction vehicles. *Responsibility: Police Department* *Timeframe: Current and Ongoing*
	LUC-H-3	**Destinations within walking distance.** Maintain a strong base of neighborhood serving uses such as religious facilities, parks and open space, personal services and shopping opportunities within walking distance of existing and new residential neighborhoods.	
	LUC-H-4	**Development Fair Share.** Ensure that all new development and redevelopment participate in appropriate impact fee or other reimbursement programs related to development impacts or circulation improvements, so that the improvement costs such as roadway improvements or provision of services is not born solely by the City or one development.	
	LUC-H-5	**Tree and Landscape Planting.** Look for opportunities throughout the City to increase tree and landscape planting or enhance landscaped areas by promoting drought tolerant species that grow well in Foster City, pursuant to the Outdoor Water Conservation Ordinance and other landscaped related guidelines.	
		LUC-H-5-a	**Tree and Landscape Program.** Include requirements for tree and landscape planting in all new developments and redevelopment in design review and landscape guidelines. *Responsibility: Community Development Department* *Timeframe: Upon completion of the Land Use and Circulation Element Update*

5 - ECONOMIC DEVELOPMENT

Fiscal health and business development are critical objectives of Foster City. Goals, Policies and Programs aimed at economic development help maintain successful businesses, and therefore encourage a strong tax base, services and fiscal sustainability.

LUC-I	**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-I-1	**Economic Development Plan.** Work with the Chamber of Commerce and area stakeholders to develop and adopt a strategy for economic development that promotes commerce, business health and diversity of existing and new businesses in Foster City.	
		LUC-I-1-a	**Enhance existing retail centers** & **opportunities.** Promote retail opportunities through coordinated sign guidelines and way-finding programs to create a “sense of place” in older shopping centers. *Responsibility: Community Development Department* *Timeframe: Upon completion of the Land Use and Circulation Element*
	LUC-I-2	**Encourage home-based businesses.** Working from home promotes commerce and reduces vehicle commute trips out of Foster City. Encourage home-based businesses to support other commercial services within the City and reduce daily vehicle trips.	

6 - REDEVELOPMENT

Since Foster City is essentially a built out community with distinct boundaries, new development will primarily come from redevelopment of underutilized infill sites at higher densities and intensities than they enjoy today. The Goals, Policies and Programs related to redevelopment will help ensure land uses and the amount of development are compatible with existing uses and fulfill a need in the community.

LUC-K	**Encourage Redevelopment of Under-utilized Properties** Encourage the aggregation and redevelopment of under-utilized properties and/or outdated buildings under multiple ownerships in the older commercial/industrial areas of the City, specifically the Chess Drive/Hatch Drive area.		
	LUC-K-1	**Redevelopment Opportunities.** The City will continue to look for opportunities for potential redevelopment properties and proactively work with property owners on options for site reuse or redevelopment.	
		LUC-K-1-a	**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 and Code Enforcement Division.* *Timeframe: Current and ongoing.*
	LUC-K-2	**Consistency with City's Infrastructure.** Ensure that all new buildings, whether free-standing or multi-building developments and all expansions of existing buildings demonstrate consistency with the infrastructure of the Estero Municipal Improvement District and the City, including sewer, storm sewer, parks/recreation facilities, and street system capacity.	

7 - PUBLIC FACILITIES AND SERVICES

The Goals, Policies and Programs related to public facilities and services promote the provision of adequate public services, parks and open space, and community and cultural facilities, including the pedway and Lagoon.

LUC-L	**Provide Adequate Services and Facilities** Ensure that new and existing developments can be adequately served by municipal services and facilities.		
	LUC-L-1	**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-L-2	**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-L-3	**Requirements for Recreational Facilities.** All new residential developments shall be required to include recreational facilities within the development and/or contribute to the City's park in-lieu fund.	
	LUC- L-4	**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- L-5	**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-L-5-a	**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- L-6	**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- L-7	**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- L-8	**City Services and Buildings.** City services and buildings shall be contained in a central Government Center, which will include City Hall offices, emergency services offices, recreation uses, library, public utility offices and other municipal/public facilities.	
	LUC- L-9	**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 consistent with State Law. The City shall allow small family child care homes for up to eight children as a permitted use in any residential area. Large family child care homes for over eight children, but under 14 children and child day care centers for over 14 children and/or seniors may be allowed as conditional uses in residential zones.	
		LUC-L-9-a	**Child Care Facility Regulations.** Amend Title 17, Zoning, to require a Use Permit for large family day care homes providing care for nine to 14 children and day care centers providing care to over 14 children *Responsibility:* Community Development Department. *Timeframe:* Begin amendment after update of Land Use and Circulation Element.
	LUC- L-10	**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-L-10-a	**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- L-11	**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-L-11-a	**Water System Improvements.** Evaluate the condition and capacity of the water system each year to determine whether to include improvements to the water system in the Capital Improvement Program. *Responsibility:* District Board, Public Works Department. *Timeframe:* During annual Capital Improvement Program review.
	LUC- L-12	**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- L-13	**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.	
		LUC-L-13-a	**Wastewater System Improvements.** Evaluate the condition and capacity of the wastewater system each year to determine whether to include improvements to the wastewater system in the Capital Improvement Program. *Responsibility:* District Board, Public Works Department. *Timeframe:* During annual Capital Improvement Program review.

Land Use and Circulation Glossary

Words	Definitions
100 Year Flood Plain	The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.
Aesthetic Resources	The natural and cultural features of the landscape that can be seen and that contribute to the public's appreciative enjoyment of the environment.
Affordable Housing	Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.
Alameda Contra Costa Transit District (AC Transit)	An Oakland-based public transit agency serving the western portions of Alameda and Contra Costa counties in the East Bay portion of the San Francisco Bay Area. AC Transit also operates "Transbay" routes across San Francisco Bay to San Francisco and selected areas in San Mateo and Santa Clara counties.
Alluvial Materials	Soils deposited by stream action
Alternate Transportation Modes	Alternatives to car including public transit (buses, trolleybuses, trains, subways, monorails, tramways), cycling, walking, rollerblading and skateboarding.
Alternative Fuels	Materials or substances that can be used as fuels, other than conventional fuels. Some well-known alternative fuels include biodiesel, bioalcohol (methanol, ethanol, butanol), chemically stored electricity (batteries and fuel cells), hydrogen, non-fossil methane, non-fossil natural gas, vegetable oil, propane, and other biomass sources.
Association of Bay Area Governments (ABAG)	A voluntary association of counties and cities in the nine-county San Francisco Bay Area. ABAG provides demographic, financial, administrative, training and conference services to local governments and businesses.
Auxiliary Lanes	The extra lane constructed between on and off ramps which allows drivers a safe way to merge into traffic while also preventing bottlenecks caused by drivers attempting to enter or exit the freeway.

Words	Definitions
Bedroom Community	A residential area, typically a suburb of a major urban center, which includes a large number of commuters among the home-owning population.
Below Market Rate (BMR) Housing	See “Affordable Housing”
Build Out	Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.
Bulk	The mass or magnitude of something large.
Building Density	The number of permanent dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.
Building Intensity	For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).
Building Scale	The relationship of the size of a building or object to the size of a human being.
Business Licenses	Permits issued by government agencies that allow individuals or companies to conduct business within the government's geographical jurisdiction. It is the authorization to start a business issued by the local government.
California Environmental Quality Act (CEQA)	A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.
California Government Code	These are 29 legal codes enacted by the California State Legislature, which together form the general statutory law of California. Unlike the United States Code or other U.S. state legal codes, they have never been consolidated into a single unified code. The official Codes are maintained by the California Legislative Counsel for the Legislature.

Words	Definitions
Capital Improvement Program (CIP)	A proposed timetable or schedule of all future capital improvements to be carried out during a specific period and listed in order of priority, together with cost estimates and the anticipated means of financing each project. Also, a listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service and standards. The CIP includes proposed and approved projects as well as a financial plan for implementation.
Certificate of Occupancy	A document issued by a local government agency or building department certifying a building's compliance with applicable building codes and other laws, and indicating it to be in a condition suitable for occupancy.
Condominium	A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units. (See "Townhouse.")
Controlled Intersections	Intersections having traffic control signs or signals. When a driver approaches this type of intersection, he or she must obey the signs, signals, and right-of-way rules.
Cultural Resources	The collective evidence of the past activities and accomplishments of people. Buildings, objects, features, locations, and structures with scientific, historic, and cultural value are all examples of cultural resources.
Daytime Workforce Population	The number of people who are present in an area during normal business hours, including workers.
Deltaic Landforms	Landform that forms at the mouth of a river, where the river flows into an ocean, sea, estuary, lake, or reservoir. Deltas form from deposition of sediment carried by a river as the flow leaves its mouth.
Design Review	The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance.

Words	Definitions
Design Review Process	The City's design review process, also known as architectural review, includes the consideration of the overall site and architectural development and redevelopment of properties, including site planning, architecture, landscaping, relationship to adjacent properties and other concerns as specified in Chapter 2.28 of the Foster City Municipal Code.
Duplexes	A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.
Easements	The right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.
Economic Obsolescence	Also referred to as external obsolescence, is the loss in value resulting from influences external to the property itself. External conditions causing EO may be international, national, industry-based, or local in origin.
Electric Charging Stations	An electric vehicle charging station, also called EV charging station, electric recharging point, charging point, charge point and EVSE (Electric Vehicle Supply Equipment), is an element in an infrastructure that supplies electric energy for the recharging of electric vehicles, such as plug-in electric vehicles, including electric cars, neighborhood electric vehicles and plug-in hybrids.
Embayment	An indentation of a shoreline larger than a cove but smaller than a gulf.
Employer Based Trip Reduction	See "Transportation Demand Management"
Energy Conservation	Reducing energy consumption through using less of an energy service. Energy conservation differs from efficient energy use, which refers to using less energy for a constant service. For example, driving less is an example of energy conservation
Energy Resources	Renewable (sun, sea, wind) or non-renewable (coal mine, gas well, oil well) resource used for obtaining an energy source.
Environment Impact Report (EIR)	A public disclosure document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives and to disclose possible ways to reduce or avoid the possible environmental damage.

Words	Definitions
Estero Municipal Improvement District	The special district created in 1960 to finance major improvements for and provides services prior to the area's incorporation as Foster City. EMID continues to provide water and sewer service.
Estuaries	Bodies of water and their surrounding coastal habitats typically found where rivers meet the sea. Estuaries harbor unique plant and animal communities because their waters are brackish—a mixture of fresh water draining from the land and salty seawater.
Floor Area Ratio (FAR)	The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically is applied on a parcel- by-parcel basis as opposed to an average FAR for an entire land use or zoning district.
Foster City Municipal Code	It refers to the Municipal ordinances, laws that are enacted and enforced by Foster City.
General Plan	A compendium of city or county policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Board of Supervisors. In California, the General Plan has 7 mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space, Safety and Seismic Safety) and may include any number of optional elements (such as Air Quality, Economic Development, Hazardous Waste, and Parks and Recreation). The General Plan may also be called a "City Plan," "Comprehensive Plan," or "Master Plan."
Green Building	Refers to both a structure and the using of processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.
Greenhouse Effect	A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's

Words	Definitions
	surface, "trapping" it in the same manner as glass in a greenhouse traps heat.
Hazards	A situation that poses a level of threat to life, health, property, or environment
Home Occupations	A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.
Horizontal Mixed Use Development	Single use buildings on district parcels in a range of land uses within one planned development project.
Human Hazards	Threats having an element of human intent, negligence, or error; or involving a failure of a human-made system.
Incompatible Uses	Different uses of land or other resources which cannot exist together in the same area because one inhibits or adversely affects another.
Incubator Space	Retail or industrial space that is affordable to new, developing businesses.
Industrial by Product	Something produced in an industrial process in addition to the principal product.
Interchanges	A road junction that typically uses grade separation, and one or more ramps, to permit traffic on at least one highway to pass through the junction without directly crossing any other traffic stream.
Intelligent Transportation Systems (ITS)	ITS are advanced applications which aim to provide innovative services relating to different modes of transportation and traffic management, enabling users of all modes to be better informed and make safer, more coordinated use of transport networks. ITS improves transportation safety and mobility and enhances vehicle movement efficiency through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. ITS can encompass a broad range of high-tech communications-based information and electronics technologies such as signal timing and synchronization, sensing technologies and emergency vehicle notification.
Jobs-Housing Balance	The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0

Words	Definitions
	indicates a net out-commute.
Joint-Use Agreement	A formal agreement between two separate government entities–often a school and a city or county–setting forth the terms and conditions for shared use of public property or facilities.
Joint powers Authority	A Joint Powers Authority (JPA) is an entity permitted under the laws of some states of the USA, whereby two or more public authorities (e.g. local governments, or utility or transport districts), not necessarily located in the same state, may jointly exercise any power common to all of them.
Land Use Intensity	A measure of the extent to which a land parcel is developed. A high land use intensity is where people live or work in high numbers, such as apartment complexes and high rise office buildings. A low land use intensity is where people live or work in low numbers, such as single family homes and warehouse buildings.
Level of Service (LOS)	**Level of Service (LOS) Standard** A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway. **Level of Service (Traffic)** A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. o Level of Service A - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed. o Level of Service B - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle. o Level of Service C - Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches. o Level of Service D - Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks. o Level of Service E - Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections. o Level of Service F - Describes unsatisfactory stop-and-go traffic

Words	Definitions
	characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.
Levee System	A long ridge of sand, silt, and clay built up by a river along its banks, especially during floods. An artificial embankment along a river course or an arm of the sea, built to protect adjoining land from inundation.
Live/Work Units	Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.
Low Emission Vehicles	Motor vehicles that emits relatively low levels of motor vehicle emissions.
Maintenance Agreement	An agreement which ensures long term continuance of something to a certain standard.
Marshland Vegetation	A habitat that is dominated by marshes, swamps, bogs, and the like.
Master Plan	A comprehensive or far-reaching plan of action.
Mitigation Measures	Means, by which an adverse impact may be lessened, minimized or eliminated.
Mixed Use	Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.
Mud Flats	Also known as tidal flats, are coastal wetlands that form when mud is deposited by tides or rivers. They are found in sheltered areas such as bays, bayous, lagoons, and estuaries. (See “Tidal Flats”.)
Multi-Modal Transportation System	Also known as combined transport, is the transportation of goods under a single contract, but performed with at least two different means of transport; the carrier is liable (in a legal sense) for the entire carriage, even though it is performed by several different modes of transport (by rail, sea and road, for example).
Natural Hazards	Severe and extreme weather and climate events that occur naturally

Words	Definitions
	in all parts of the world, although some regions are more vulnerable to certain hazards than others. Natural hazards become natural disasters when people's lives and livelihoods are destroyed.
Natural Resources	Materials or substances such as minerals, forests, water, and fertile land that occur in nature and can be used for economic gain.
Off-Street Parking	Spaces for cars located on private property rather than on a public street.
Pacific Flyway	The major north-south flyway for migratory birds in America, extending from Alaska to Patagonia. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources, heading to breeding grounds, or travelling to overwintering sites.
Park In-Lieu Fund	Fund collected from new residential development “in lieu” of providing new parks and expended on park and recreation assets in the city.
Peninsula Traffic Congestion Relief Alliance	A Joint Power Agency providing public transportation service in San Mateo County. It operates a shuttle bus network that supplements SamTrans's fixed-route and shuttle system.
Planned Community	A large-scale development whose essential features are a definable boundary; a consistent, but not necessarily uniform, character; overall control during the development process by a single development entity; private ownership of recreation amenities; and enforcement of covenants, conditions, and restrictions by a master community association.
Planned Unit Development	A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.
Planning Commission	A body, usually having five or seven members, created by a city or county in compliance with California law (Section 65100) that requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.
Peak Hours	For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak

Words	Definitions
	hour" may stretch into “peak period" of several hours' duration.
Plug-In Vehicles	Motor vehicles that can be recharged from an external source of electricity, such as wall sockets, and the electricity stored in the rechargeable battery packs drives or contribute to drive the wheels.
Easement	A non-possessory right to use and/or enter onto the real property of another without possessing it.
Redevelopment	To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.
Road Diets	Also called a lane reduction or road rechannelization, is a technique in transportation planning whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements.
Roadway Capacity	The maximum traffic flow obtainable on a given roadway using all available lanes; usually expressed in vehicles per hour or vehicles per day.
Safety Element	One of the seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the protection of the community from any unreasonable risks associated with seismic and geologic hazards, flooding, and wild land and urban fires. Many safety elements also incorporate a review of police needs, objectives, facilities, and services.
SamTrans	A public transport agency in and around San Mateo, California, in the San Francisco Bay Area. It provides bus service throughout San Mateo County and into portions of San Francisco and Palo Alto.
Scale	The ratio of a distance on a map to the corresponding actual distance.
Shared Parking	A parking facility that serves multiple destinations.
Smart Growth	An urban planning and transportation theory that concentrates growth in compact walkable urban centers to avoid sprawl.
Sphere of Influence	The probable ultimate physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) of the County, commonly used where cities may ultimately expand into unincorporated county lands.

Words	Definitions
Sprawl	Haphazard growth or outward extension of a city resulting from uncontrolled or poorly managed development.
Storm Drainage Retention Basin	A basin used to manage storm water runoff to prevent flooding and downstream erosion, and improve water quality in an adjacent river, stream, lake or bay.
Street Furniture	Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.
Successor Agency	Agencies formed to wind down the former redevelopment agency functions, including manage redevelopment projects currently underway, make payments on enforceable obligations, and dispose of redevelopment assets and properties.
Sustainability	Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.
Tax Base	The total amount of assets or revenue that a government can tax.
Tenure	The act, right, manner, or term of holding something (as a land related to property, a position, or an office), commonly used to distinguish owner from renter.
Tidal Flats	Coastal wetlands that form when mud is deposited by tides or rivers. They are found in sheltered areas such as bays, bayous, lagoons, and estuaries. (See Mud Flats).
Tilt-Up Buildings	Tilt-up, tilt-slab or tilt-wall is a type of building and a construction technique using concrete. Though it is a cost-effective technique with a shorter completion time, poor performance in earthquakes has mandated significant seismic retrofit requirements in older buildings.
Title 17 of Municipal Code, Foster City	The title is enacted for the purpose of adopting a zoning plan for the Foster city, the zoning plan being a districting plan, as provided by law. The plan is adopted to promote and protect the public health, safety, peace, morals, comfort, convenience and general welfare, and for the accomplishment thereof.

Words	Definitions
Townhouse	A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association. (See "Condominium.")
Traffic Calming	It consists of physical design and other measures, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic as well as to improve safety for pedestrians and cyclists.
Traffic Impact Analysis	A study which assesses the effects that a particular development's traffic will have on the transportation network in the community. These studies vary in their range of detail and complexity depending on the type, size and location of the development.
Traffic Model	A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses.
Traffic Signal Synchronization (TSS)	A program to help improve mobility on congested local highways and streets. The typical TSS project involves upgrading all the traffic signals along a route to keep the signals synchronized, placing vehicle detectors in the pavement to detect the presence of vehicles, coordinating the timing of the signals between successive intersections, and automatically adjusting the traffic signals to facilitate the movement of vehicles through the intersections.
Traffic Systems Management (TSM)	An approach to congestion mitigation seeks to identify improvements to enhance the capacity of existing system of an operational nature. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.

Words	Definitions
Transit Bulb Outs	Curb extensions that extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations; they can be used at corners and at mid-block. Curb extensions enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway.
Transportation Demand Management (TDM)	A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking.
Transportation Routes	The regular path that is followed by a movement of people or goods.
Transportation System	The equipment and logistics of transporting passengers and goods. It covers movement by all forms of transport, from cars and buses to boats, aircraft and even space travel.
Underutilized Parcel	A parcel that is not developed to its full zoning potential.
Urban Trail	A multi-use public path which creates an active transportation corridor through a built environment. Urban trails are ideal from many uses including: bicycling, walking, running, in-line skating, stroller and wheelchair use.
US Census Bureau	A principal agency of the U.S. Federal Statistical System responsible for producing data about the American people and economy. The primary mission of the Census Bureau is conducting the U.S. Census every ten years, which allocates the seats of the U.S. House of Representatives to the states based on their population. In addition, the Census Bureau continually conducts dozens of other censuses and surveys, including the American Community Survey, the U.S. Economic Census, and the Current Population Survey.
Use Permit	The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.
Vanpooling	An element of the transit system that allow groups of people to share the ride similar to a carpool, but on a larger scale with concurrent savings in fuel and vehicle operating costs.

Words	Definitions
Vehicle Flow Simulation	The mathematical modeling of transportation systems (e.g., freeway junctions, arterial routes, roundabouts, downtown grid systems, etc.) through the application of computer software to better help plan, design and operate transportation systems.
Vehicle Idling	Running a vehicle's engine when the vehicle is not in motion. This commonly occurs when drivers are stopped at a red light, waiting while parked outside a business or residence, or otherwise stationary with the engine running. When idling, the engine runs without any loads except the engine accessories.
Vertical Mixed Used Development	Combination of different uses on different floors within the same building.
Volume to Capacity	A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as "v/c." At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour." and "Level of Service.")
Wastewater Treatment	A process to convert wastewater - which is water no longer needed or suitable for its most recent use - into an effluent that can be either returned to the water cycle with minimal environmental issues or reused.
Waterfowl	Certain wildfowl of the order Anseriformes, especially members of the family Anatidae, which includes ducks, geese, and swans. The term is sometimes expanded to include unrelated aquatic birds such as coots, grebes and loons.
Waterfront	The land or the part of a town next to the water of an ocean, lake, etc.
Wetlands	A transitional area between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils.”
Wholesale	The sale of merchandise to retailers rather than directly to the public.

Words	Definitions
Wildlife Refuge	An area maintained in a natural state for the preservation of both animal and plant life.
Wildlife Sanctuary	A place of refuge where abused, injured and abandoned captive wildlife may live in peace and dignity for the remainder of their lives.
Zoning	The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.
Zoning Ordinance	Government regulations describing the acceptable use for specified areas of land and also the procedures for handling infractions (including any penalties), granting variances and hearing appeals.

Sources:

1. https://en.wikipedia.org/wiki
2. http://www.britannica.com
3. http://www.investopedia.com
4. https://definedterm.com
5. http://www.pawsweb.org/
6. http://dictionary.reference.com/
7. Foster City Municipal Code (http://www.codepublishing.com/CA/FosterCity)
8. The California General Plan Glossary (www.cproundtable.org/cprwww/docs/glossary.html
9. www.codepublishing.com/CA/FosterCity/html/FosterCity17/FosterCity1704.html
10. City of Irvine General Plan Glossary
11. http://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming
12. http://dpw.lacounty.gov/traffic/tssp.cfm
13. http://www.lic.wisc.edu/shapingdane/facilitation/all_resources/impacts/analysis_traffic.htm
14. http://www.audioenglish.org/dictionary

Maps

3.1 Neighborhoods
3.2 Retail and Commercial Centers Access
3.3 School Access
3.4 Land Use
3.5 Roadway Network
3.6 Planned Roadway Improvements
3.7 Public Transit Service
3.8 Bicycle Facilities

Appendices

Foster City Snapshot, 2011: Prepared by Metropolitan Planning Group