

MARINER'S ISLAND SPECIFIC PLAN

CITY OF SAN MATEO GENERAL PLAN
CITY OF SAN MATEO, CALIFORNIA

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INTRODUCTION

Mariner's Island consists of 263.13 net acres of developable land. The planning area is located between Marina Lagoon to the west and the San Mateo/Foster City city limits to the east. It was substantially developed in the 1970s and 1980s with high quality retail stores, offices, and residences. Major development includes the Century Centre, San Mateo Centre, and other Class A offices; the Edgewater Isle condominium project; and the Fashion Island Shopping Center. Mariners Island is a key location for the financial and service companies that constitute much of the City's economic base.

PLAN OBJECTIVES

The majority of land area has been developed. In response, this Specific Plan is intended to:

1. Guide development of the remaining vacant or underutilized sites to maintain the area's role as a site for high-quality development that supports key industries in the City.
2. Document the approved developments in scale and use.
3. Establish a relationship between uses in Mariner's Island and within Foster City.
4. Determine guidelines for private redevelopment and further intensification of Fashion Island Regional Shopping Center.

RELATIONSHIP TO OTHER ELEMENTS

The Mariner's Island Specific Plan provides a more detailed and focused discussion of the policies contained in the other elements of the City's General Plan. Where the Specific Plan does not address a certain issue, the General Plan should be referenced.

GENERAL DESIGN CRITERIA

The design criteria apply to both the few remaining vacant sites and to future intensification of developed sites. In addition, design criteria may recommend apply to specific sites. (See Figure 2, page 18, for site locations.)

1. **Design Quality** - The City's General Plan designates Mariners Island as one of the major focal areas for development, which could include high revenue generation for the City, creation of jobs, or needed housing development. A high-quality design is required for any future development to maintain the area's attractiveness to high-wage jobs and to the financial and service companies which are important components of the City's economic base. High-quality design will also improve the long-term success of both retail and residential development in the area.
2. **Lagoon Treatment** - Pedestrian and bicycle pathway public access shall be provided along the Marina Lagoon shoreline on Site II, Site III, and Site V. The interior lagoon on Site II (B) shall be retained to provide a salt water turning basin with a pedestrian pathway link to Mariner's Island Park. Any change to the configuration of the lagoon shall be approved by the Army Corps of Engineers and the State Department of Fish and Game as well as other appropriate regional, state, or federal agencies that require permits.
3. **Landscaping** - All landscaped setbacks or buffers shall be bermed and planted to provide screening of parking lots and roadways. In order to emphasize the water oriented theme of Mariner's Island, development shall include outdoor manmade water features such as ponds, reflecting pools, or fountains. Views of these amenities from the buildings shall be emphasized.
4. **Building Height** - A transition of building height will be maintained when new construction occurs adjacent to Marina Lagoon and residential development. Buildings within 100 feet of the main lagoon channel will not exceed two stories. Office building or other commercial construction directly facing or adjacent to residential development shall incorporate tiered or terraced elevations to reduce building bulk of high-rise structures. Residential construction fronting on SR92 shall maintain a two-story limit in order to take advantage of acoustic screening.
5. **Wind** - The response of building orientation, pedestrian circulation and the usability of outdoor plazas and recreation areas shall be demonstrated in all planning applications to provide protection from prevailing northwesterly winds.
6. **Signs** - Signs at the Island Shopping Mall shall continue to be coordinated in accordance with an approved Planned Signing District. Signs which face abutting residential neighborhoods shall take into consideration compatibility with the residential area and shall be designed to minimize adverse visual and lighting impacts on such areas.

Real estate lease and sale signs shall be limited only to the development site.

7. Soils Condition - The entire Planning Area rests on land fill of varying age, quality, and depth which causes differential rates of settlement. Due to these highly compressible soils, a preliminary soils investigation of all site improvements shall be submitted with every planning application.

It is recognized that over a 20 to 30 year-period this differential settlement pattern may require major reconstruction of parking lots, site landscaping, and connections to buildings. All vacant sites shall be filled to a minimum 104 foot elevation (San Mateo datum) as mitigation for potential dike failure and subsequent flooding.

8. Utilities - Because of the soil condition and area elevation relative to the sewer collection network, sewer and storm drain capacities and a need for pumping shall be investigated for all sites. The Foster City Estero Municipal Water District provides water service to the Planning Area and is the permit approval agency for meter installation.
9. Traffic - Mariner's Island is served by a network of arterial and collector streets. New development will place increased demands on the existing circulation network, and will be completed as required by the City's circulation element and adopted policies. Because SR92 and Mariner's Island Boulevard bisect the Planning Area, bicycle, pedestrian, and local and regional transit links shall also be included as part of the project design.

The primary concerns are the use of Hansen Way, the privately owned loop road around the shopping center, as a major arterial connection to Foster City, and the cumulative effect of full buildout of the Foster City area. As traffic volumes increase, reconfiguration of the Shopping Center parking lot will be required.

10. Emergency Services - Through an automatic mutual aid agreement primary emergency response is provided by Foster City. The existing Fire Station on Norfolk Street is judged to be adequate for projected development.
11. Gateways - Require sufficient landscaped setback on the northwest corner of the intersection of East Third Avenue/Mariner's Island Boulevard to provide a City gateway area. Also provide a City gateway area near the transition from Mariner's Island Boulevard to Edgewater Boulevard. Both gateways should consist of a structure, lighting, signage and/or special landscaping.
12. Project Review - Site VI: San Mateo Centre will require the review and approval by both San Mateo and Foster City of the remaining vacant parcels.

AREA PLANS

The Mariner's Island Specific Plan Area is divided into eight area planning sites. The map on this page titled Sites and Redevelopment Project Areas indicates the location of the sites, and also shows the boundaries of the Redevelopment Project Area.

The following discussion provides a specific analysis of land use and development constraints for the eight sites. Refer to Figure 1: Land Use Plan to understand the development potential of the eight areas. Site specific design criteria are provided as a supplement to the guidelines provided in the General Design Criteria.

The following table summarizes the amount of land area designated and developed with specific land uses for the entire Planning Area:

<u>SITE</u>	<u>AREA (ACRES)</u>
I - Fashion Island Shopping Center	78.21
II - Office Complexes	27.12
III - Century Centre	10.53
IV - Residence Inn/Offices	6.43
V - Edgewater Isle	23.66
VI - San Mateo Centre	18.15
VII - Residential/Park Site	100.18
TOTAL	263.13

Area VIII includes sites within Foster City adjacent to the Specific Plan area.

<u>LAND USE</u>	<u>AREA (ACRES)</u>
Low-Density, Multi-Family	86.52
High Density, Multi-Family	23.66
Regional/Community Commercial	80.29
Executive Office	63.02
Parks/Open Space	9.64
TOTAL	263.13

SITE I - FASHION ISLAND SHOPPING CENTER

Location

The Fashion Island Shopping Center site at the easterly terminus of Fashion Island Boulevard incorporates 74.86 acres. The center is bounded by SR92, the city of Foster City, Hansen Way, and a peripheral ring of office structures in the westerly direction.

Site Characteristics

The Fashion Island Shopping Center was constructed in 1981. It comprised approximately 850,000 sq. ft. of retail space, including four major tenants and mall space. A 15,382 sq. ft. bank was also located on the outer boundary of the site adjacent to Fashion Island Blvd.

In the mid-1980s, the center began to suffer from declining sales, due to increased competition from other retail centers, weak anchor tenants, and insufficient market demand. By 1995, most of the center was vacant, except for one department store, a cinema, ice skating rink, a few mall shops, and a medical clinic on the periphery of the site. Three separate owners divided the site, complicating plans for its redevelopment.

The General Plan designates the Fashion Island Shopping Center site as one of the major focal areas for development in the City. It has excellent freeway visibility and relative isolation from single-family neighborhoods. The level site and developed character make it possible for the site to meet several City needs: high revenue generation through retail sales; creation of jobs through the provision of office space; and needed housing. Because the City faces the loss of major employers due to the limited land available for development, highest priority is to include space for a large office complex in any redevelopment or major expansion of the site.

Development Criteria

A. Master Plan

The shopping center site is one of the premier remaining locations for significant development in the City, and the City desires a high quality, signature project when the site is redeveloped.

To achieve this high quality, a master plan for the shopping center site will be required prior to approval of any redevelopment or major expansion (in excess of 50,000 sq. ft. over development existing in 1995). For the portions of the site owned by the applicant, the plan must include a site plan showing the approximate location of buildings, parking, and other uses; proposed land uses or alternative land uses; proposed circulation and parking; and schematic building elevations showing height, massing, and detail sufficient to establish the design character of the project. For any portions of the site not owned by the applicant, the plan must show the existing site plan, parking, circulation, and building elevations, and the relation of the proposed uses to those existing. The applicant may also choose to show potential reuse of the portions of the site not owned by the applicant.

The purpose of the master plan is to establish an urban form integrating all uses, to set the design character of high quality, to establish proposed land uses, and to achieve an integrated parking and circulation plan in relation to the proposed uses. The precise location and size of uses, site plan, and design and height of buildings may be modified during approval of individual buildings so long as the modifications preserve the overall urban form, design character and quality, and circulation plan.

B. Land Use

The shopping center site may be used for high-density residential, retail, office, hotel and/or convention center uses. Research and development facilities as well as auto sales and service may be allowed subject to an approved special use permit. The General Plan designates the site for mixed uses, and a variety of uses are encouraged.

Because of the limited sites available in the City for office expansion, highest priority for reuse of the site is for offices. The City encourages any plan for redevelopment or major expansion of the site to include at least 400,000 sq. ft. of office space. To provide an incentive for offices, the City does not include covered parking in calculations of floor area for offices on this site.

C. Building Height and Intensity

A maximum height of 75 feet may be allowed for projects which provide public benefits or amenities substantially greater than code requirements, with 55 feet allowed for other projects. A maximum floor area ratio of .62 for retail uses, 1.0 for office, research and development facilities, or hotel uses, or 2.0 for residential uses is permitted. To encourage the development of offices on the site, covered parking to meet the on-site parking needs of offices should not be included in the calculation of floor area. Maximum development potential shall not generate traffic in excess of that anticipated from a retail mall at .62 FAR.

Maximum residential density is 75 units per acre for projects which provide public benefits or amenities substantially greater than code requirements, and 50 units per acre for other multifamily projects.

D. Parking and Circulation

Arthur Hansen Drive, which circles the shopping center, is a private road with ingress and egress rights benefitting adjacent office sites A and B, and site IA (see map on page 18). Hansen Way serves both as part of the parking lot circulation and as a major collector street, particularly on the western side. This configuration is adequate, with minor improvements to decrease circulation conflicts, for the present level of development. However, redevelopment or major expansion of the center may require improvements to all or portions of this road to separate through traffic from the parking lot circulation. The upgraded Hansen Way may be publicly or privately maintained and shall be designed to City standards.

SITE IA – ANCILLARY COMMERCIAL SITE

An ancillary 3.35 acre commercial site is bounded by three public streets (Baker and Armada Ways and Fashion Island Blvd.) and Hansen Way. In 1985, the ancillary commercial site was developed with a 65,945 sq. ft., six-story office building at 999 Baker Way, and a smaller, 7,822 sq. ft. commercial building on Fashion Island Blvd. In 1995, the smaller building was occupied by the Crystal Springs Baptist Church.

Development Criteria

A. Land Use.

The ancillary commercial site is shown for Executive Office use in the City's land use element, and is zoned E1 (Executive Office). That zoning district permits a wide variety of uses, including offices, financial institutions, and restaurants, and hotels and churches subject to a special use permit.

B. Building Height and Intensity

A maximum height of 75 feet may be allowed for projects which provide public benefits or amenities substantially greater than code requirements, with 55 feet allowed for other projects. A maximum floor area ratio of .62 is permitted.

The office building at 999 Baker Way is virtually built out to the maximum allowed floor area ratio, with perhaps another 1,200 sq. ft. permitted. Another 15,700 sq. ft. of development could be permitted, however, on the site of Crystal Springs Baptist Church.

C. Design Criteria

Any additional development must conform to the following criteria:

1. Thirty-five percent of the site shall be maintained as open space.
2. All parking lot street front landscaping shall be bermed and planted.
3. All signs are limited to the building face, unless a planned sign district is approved.

SITE II - OFFICE COMPLEXES

Location

Surrounding Fashion Island Regional Shopping Center along the westerly perimeter are four areas designated for office uses. These areas total 27.12 acres, including the portion of The Franklin Corporate Center (office area B) covered by the lagoon.

Site Characteristics

The location of this office park between the low-density residential planned development on the westerly side of Mariner's Island Boulevard and the regional shopping center is intended as a visual and noise buffer. The site landscaping and setback requirements of the E1 - Executive Park zoning district helps provide additional visual relief from parking lot and roadway pavement. The site is divided into four distinct areas as follows:

Site A. Mariner's Plaza is comprised of three two story office buildings containing 20 commercial condominium units constructed in 1981.

Site B. Franklin Corporate Center contains a seven story office building and a unique lagoon water feature, built in 1985.

Site C. San Mateo Bay Center has two seven story office buildings constructed in 1983.

Site D. Mariner's Island Corporate Center was built in 1980 and has two three story office buildings.

A. Land Use

Compatible uses include offices, financial institutions, and restaurants.

The Franklin Corporate Center (Site B) will retain a water feature that replaces the last remaining remnant of the interior lagoon now covered by the shopping center. A portion of this water feature shall be permanently preserved and connect directly to Marina Lagoon to function as a boat turning basin.

B. Building Height and Intensification

City Council Minute Order 331-80, as amended by City Council Minute Order 264-81b adopted in 1981, provided for a fixed amount of square footage for all parcels in Site II. The maximum allowed square footage reflects actual building construction (excluding any parking structures which were not counted as floor area when these building areas were determined), and has been allocated as follows:

Site A - 48,008 square feet.

Site B - 176,013 square feet, which does not include the parking garage area.

Site C - 241,112 square feet.

Site D - 125,888 square feet.

C. Traffic, Parking, and Circulation

Mariner's Plaza and the Franklin Corporate Center (Sites A and B) utilize Hansen Way for either primary or secondary access as allowed by recorded easement rights. Businesses in this area should utilize conventional and alternative mass transportation systems, including staggered work hours and vanpooling, in coordination with neighboring office developments in the Planning Area.

SITE III - CENTURY CENTRE

Location

The 10.53-acre site is bounded by Marina Lagoon, Fashion Island Boulevard, and Mariner's Island Boulevard.

Site Characteristics

The Century Centre office complex is comprised of two buildings and an at-grade parking lot. The ten-story building contains approximately 177,350 square feet of office space, while the smaller six-story building is comprised of approximately 107,000 square feet of office area.

The site is subject to high levels of noise, vibrations, and glare emanating from traffic on SR92; and has high visibility from SR 92, Marina Lagoon, and neighboring residential uses.

Development Criteria

A. Land Use

Uses which are desirable and compatible with the site are executive offices and other uses subject to the standards of the E1 zone.

In order to minimize impacts on Marina Lagoon and the neighboring residential uses, the development shall maintain the following criteria:

1. Buffer uses from SR92 noise, vibrations, and glare.
2. Provide public access along Marina Lagoon and a paved and landscaped bicycle and pedestrian path with a minimum width of 12 feet.
3. Provide a paved 10.5-foot-wide bicycle and pedestrian path and landscaped berming along West Cape Drive.
4. Utilize conventional and alternative mass transportation systems, including staggered work hours and vanpooling in coordination with neighboring office developments in the Planning Area.
5. Set back buildings fronting along Marina Lagoon a minimum of 12 feet or more from the lagoon high water mark, contingent on the recommendation of the soils and foundation investigations.

B. Building Height and Intensity

In 1991, the maximum height was reduced to 75 feet for projects which provide public benefits or amenities substantially greater than code requirements, with 55 feet allowed for other projects. The two existing office buildings on the site have heights of 148 feet (ten stories) and 63 feet (six stories).

The site is currently built out to the maximum allowed floor area ratio of .62.

C. Traffic, Parking, and Circulation

The site has access to major arterials, Fashion Island Boulevard and Mariner' Island Boulevard, as well as SR 92, and is traversed by a private access road.

SITE IV - RESIDENCE INN/OFFICES

Location

Located within the southeasterly quadrant of the SR92/Mariner's Island Boulevard interchange is approximately 6.43 acres of land. The site is specifically bounded by SR92, the SR92 eastbound off-ramp, and Edgewater Boulevard/Mariner's Island Boulevard (the same thoroughfare with a name change at the Foster City/San Mateo city limits).

Site Characteristics

The site is developed with a 144 unit two story hotel/motel use called Residence Inn, and a 21,720 square foot two story office building. The site is surrounded on all sides by a freeway and a major arterial street. The impacts of automobile circulation around and through the site have determined the development pattern of the property.

Development Criteria

A. Land Use

Office and residential uses are permitted. Neighborhood retail services are also allowed including automobile fuel (under special permit), grocery, pharmaceutical and household variety sales. With high visibility from SR92 and close proximity to a major employment center, service retail facilities are encouraged at the hotel. Uses which are not compatible with the existing uses and cannot locate on the site include but are not limited to amusement centers and fast food restaurants.

B. Building Height and Intensity

The maximum height shall not be greater than 45 feet; the maximum floor area ratio shall not be greater than .62; and the maximum residential density of the site is 50 units per acre.

Remaining development potential for the site is limited to 2,400 square feet of floor area for the Residence Inn portion of the property, and 9,700 square feet of floor area for the office building.

C. Traffic, Parking, and Circulation

Access to the site is severely restricted due to the limitation of the abutting off-ramp and elevated section of Mariner's Island Boulevard. A circulation pattern utilizing the adjacent Site V (Edgewater Isle residential development - see map on page 18) requires traffic to enter the site in a northbound direction with a right-turn-only movement onto Windward Way, because of a raised center island opposite the site entry. Southbound traffic on Mariner's Island Boulevard will enter the site via a shared access frontage road in Edgewater Isle which passes under Mariner's Island Boulevard and through this site. Edgewater Isle residents will likewise utilize the primary entry to this site to make right-turn-only entrance and exit movements.

D. Special Studies

Any additional development shall require the preparation of the following special studies, in addition to those required by General Design Criteria:

1. Reflectivity and glare from on-site structures on passing motorists.
2. Acoustic analysis of traffic noise on building occupants.

SITE V - EDGEWATER ISLE

Location

Separated by SR92 from Century Centre is a residential development. The site totals approximately 23.66 acres, and is bounded by Marina Lagoon, SR92, Mariner's Island Boulevard, and the city limits of Foster City.

Site Characteristics

Edgewater Isle is a 416 unit residential condominium development comprised of 43 buildings ranging in height from two to three stories. Three of the buildings (92 units) are specifically designated for senior citizens as part of the Senior Citizen Overlay (/SC) zoning district. The buildings were constructed from 1983 through 1986.

Development Criteria

A. Land Use

High density multiple family residential development is desirable on this site. Under State Redevelopment Law, at least 15 percent of the units must remain affordable to low and moderate income families. As of 1995, all 92 senior units were affordable to low income seniors under agreement with the City. The City's Housing Element calls for efforts to achieve permanent affordability for these units.

B. Public Access and Open Space.

Site development shall maintain provision of public access along the shores of Marina Lagoon, including a paved and landscaped bicycle and pedestrian path with a minimum width of 12 feet. Common open space and park area shall continue to be provided adjacent to Marina Lagoon.

C. Buffer.

Residential uses shall be buffered from SR92 noise, vibration, and glare. All sites shall maintain an interior CNEL of 45dB. Earth berms, large trees and shrubs shall be incorporated into the landscape plan to act as buffers from noise and wind and to de-emphasize the flat topography.

D. Building Height and Intensity

The maximum height limit shall not be greater than 45 feet, the maximum allowed floor area ratio is 1.5, and the maximum residential density is 50 units per acre.

If the property were to be redeveloped, the maximum allowed number of dwelling units for the site would be 1,183. The maximum allowable floor area is 1,548,943 square feet.

E. Traffic, Parking, and Circulation

Access to the site is provided by Mariner's Island Boulevard, but turning movements are severely restricted by a raised center island along this road. A circulation pattern utilizing the adjacent Site IV (Residence Inn and offices) requires traffic to enter the site in a southbound direction with a right-turn-only movement because of the median strip opposite the site entry. Northbound traffic on Mariner's Island Boulevard enters the site via a shared access frontage road on Site IV, which passes under Mariner's Island Boulevard and through this site. Traffic generated by Site IV likewise utilizes the primary entry to this site to make right-turn-only entrance and exit movements.

The developments on both Site IV and this site shall require the maintenance of the mutual access road across both sites and the raised median in Mariner's Island Boulevard at site entries. Pedestrian and bicycle access shall be maintained with crosswalks at Site IV and Edgewater Isle entries, to allow a pedestrian link between the residential uses and the neighboring commercial and office developments.

Site development shall include utilization of conventional and alternative mass transportation systems by including facilities or programs for bus, bicycle, and vanpools administered and promoted by the developer.

D. Special Studies

As a result of the development proposals previously approved for this site, the following special studies have been prepared:

1. Storm drain and sewer capacity.
2. Preliminary soils analysis.
3. Traffic circulation.
4. Acoustical analysis of traffic noise on residents.

These studies shall be considered for any new development proposal.

SITE VI - SAN MATEO CENTRE

Location

This 20.15 acre office complex is located southeast of the regional shopping center and across SR92; approximately 2.00 acres of the property are within the city of Foster City. The remaining 18.15 acres are bounded by the city limits of Foster City, Edgewater Boulevard, and the Mariner's Island Boulevard off-ramp.

Site Characteristics

The site is comprised of three developed parcels and two vacant parcels of land. The developed parcels include: a three story office building at 1800 Gateway Drive; two three story office buildings at 1810 and 1820 Gateway Drive; and a seven story office building at 1850 Gateway Drive. The two vacant parcels contain approximately 112, 400 square feet and 110,400 square feet of land area, respectively.

The site is subject to high levels of noise, vibrations, and glare due to its proximity to SR92 and the proposed "Town Center" high-rise mixed-use complex to the east in Foster City.

Development Criteria

A. Land Use

Office, high technology research and development, and accessory commercial uses are compatible and desirable uses on the site, in addition to other permitted uses in the E1 zoning district. Hotel and public service uses would be allowed subject to granting of a special use permit.

Development review procedures for this site are required by both the cities of San Mateo and Foster City, due to the split jurisdiction.

B. Buffer.

Building occupants shall be buffered from noise, vibrations, and glare emanating from SR92 and the neighboring commercial and mixed-use developments. Earth berms, large trees and shrubs shall be incorporated into the landscape plan to act as buffers from noise and wind, and to deemphasize the flat topography.

C. Open Space.

35% of the site inclusive of any right-of-way or easements shall be retained as open space. Landscaped berms shall be provided along all streets. Perimeter landscaping should be coordinated with CalTrans to provide an integrated landscape treatment.

D. Sanitary Sewer.

All uses shall comply with the Sanitary Sewer Use Rules and Regulations (Resolution No. 172-1978) which may require Industrial Wastewater Discharge Permits.

E. Building Height and Intensity.

The maximum height shall not be greater than 55 feet, the maximum allowed floor area ratio is .62, and the maximum residential density is 35 units per acre.

The remaining development potential for each parcel as of 1995 is shown below. Since the site is divided into several parcels, some parcels may be combined, or parcel lines redrawn, to allow for increased development on a given area of land.

1800 Gateway Drive is located on two parcels of land, one in San Mateo and one in Foster City, which were combined for the development of the office building. When combined, the site will allow an additional 8,388 square feet of floor area.

1810 and 1820 Gateway Drive will allow an additional 45,700 square feet of floor area.

1850 Gateway Drive has reached the maximum allowed .62 floor area ratio.

The vacant 112,400 square foot parcel will allow for construction of a 69,700 square foot building, while the 110,400 square foot vacant site will allow a building containing 68,400 square feet.

F. Traffic, Parking, and Circulation

Primary access to the property is provided from the east, within Foster City.

Development of the site shall incorporate a continuous circulation pattern throughout the entire parcel, with no disruption in traffic patterns due to jurisdictional boundaries. Priority shall be given to the coordination of emergency services for the site and phasing of circulation improvements to provide adequate primary and secondary access to the site during all phases. Pedestrian and bicycle access shall be upgraded with crosswalks

at Residence Inn and San Mateo Centre entries. A continuous bicycle lane or route connecting Mariner's Island Boulevard and Edgewater Boulevard shall be provided and maintained.

Development on the site shall strive to utilize conventional and alternative mass transportation systems by including staggered work hours and vanpooling, and encouraging use of public transit and bicycles. Any project ownership shall administer and promote these programs.

D. Special Studies

Proper analysis of the suitability of a particular project shall require preparation of the following studies, in addition to those required by General Design Criteria:

1. Wind alteration from high rise buildings.
2. Shading of outdoor use areas or adjacent residential uses.
3. Reflectivity and glare from on-site structures on passing motorists.
4. Acoustical study for residential development to protect occupants.

SITE VII - RESIDENTIAL/PARK SITE

Location

The area bounded by Mariner's Island Boulevard, West Cape Drive, East Third Avenue, and Marina Lagoon exists as a completely built-out neighborhood of low density residential planned developments. Within this area is the developed Mariner's Island Park and the undeveloped San Mateo Shoreline Park.

Site Characteristics

A. Land Use

Residential Uses - Because all constructed residential projects are planned developments, the existing building forms include both two-story townhouses and three-story flats based on the clustering of accumulated density.

Park Uses - As a portion of the Shoreline Park three acres are in the Shoreline zoning District area:

- a. Mariner's Island Park - Developed for active and passive recreation.
- b. San Mateo Shoreline Park - The undeveloped parkland in the general vicinity of the intersection of East Third Avenue and Mariner's Island Boulevard and the vacant land at the northerly end of Marina Lagoon has been incorporated into a

master plan of the entire Bayfront in the approved Shoreline Plan. Included is the area between Anchor Road and Seal Cove which are state lands granted to the City.

The privately owned 2.87 acre vacant land at the northwest corner of the intersection of J. Hart Clinton Drive and Mariner's Island Boulevard as identified on the General Plan Land Use Plan shall be allowed to develop a range of uses including restaurant, office, hotel, retail, and/or medium-density multi-family residential.

B. Building Height and Intensity

Residential Units - Private improvement commencing in the early 1970's up until 1990 resulted in the construction of five housing projects which have provided over 982 units on 86.52 acres or 11.34 units per net acre. The prevailing form of ownership is condominium and cooperative though many units are rental units. The established site plans, built density, and circulation pattern will not allow additional density intensification. The maximum height is 35 feet.

The privately owned 2.87 acre vacant land at the northwest corner of the intersection of J. Hart Clinton Drive and Mariner's Island Boulevard is limited to a maximum height of 45 feet. The height of buildings and structures shall be no greater than two stories nearest the adjacent park and allowed to step up in height towards the street intersection. Buildings shall be compatible with the adjacent park. The intensity of development shall not have a floor area ratio greater than 1.5.

C. Traffic, Parking, and Circulation

All internal roadways, driveways, and parking areas are owned and maintained by the individual planned developments. Connecting circulation is provided by dedicated public streets as noted on the attached area map. Public access to Marina Lagoon includes pedestrian access at Mariner's Island Park, a walkway along the frontage of Harbortown, a seating area and dock off Shoal Drive, and a bikeway and pedestrian pathway skirting the lagoon parallel to Third Avenue.

VIII - FOSTER CITY

Location

Foster City is adjacent to the east side of the Mariner's Island Specific Plan Area. The westerly city limits are defined by East Third Avenue, the northern terminus of Mariner's Island Boulevard, the Regional Shopping Center, Edgewater Boulevard, and Marina Lagoon. SR92 traverses this peripheral region of Foster City.

Site Characteristics

A portion of the Foster City fringe area is adjacent to Marina Lagoon and is intended for residential use. The remainder of the neighboring Foster City property abutting the Mariner's Island Specific Plan Area is flat, vacant land.

Development Criteria

A. Land Use

Proposed Uses - Allowable land uses for any proposed development in the peripheral areas are defined by the ordinances and policy documents of Foster City. Two major mixed-use developments are intended for this property, to include townhouses and multilevel residential uses, offices, light industry, retail commercial uses, and open space areas.

Agency Review - While the primary authority for land use decisions in the area is with Foster City, development review of any proposals will be coordinated with the City of San Mateo; the City of San Mateo will comment on regional traffic circulation and emergency services. The City of San Mateo should be represented during the public hearing process to provide additional comments on issues affecting roadways and public services.

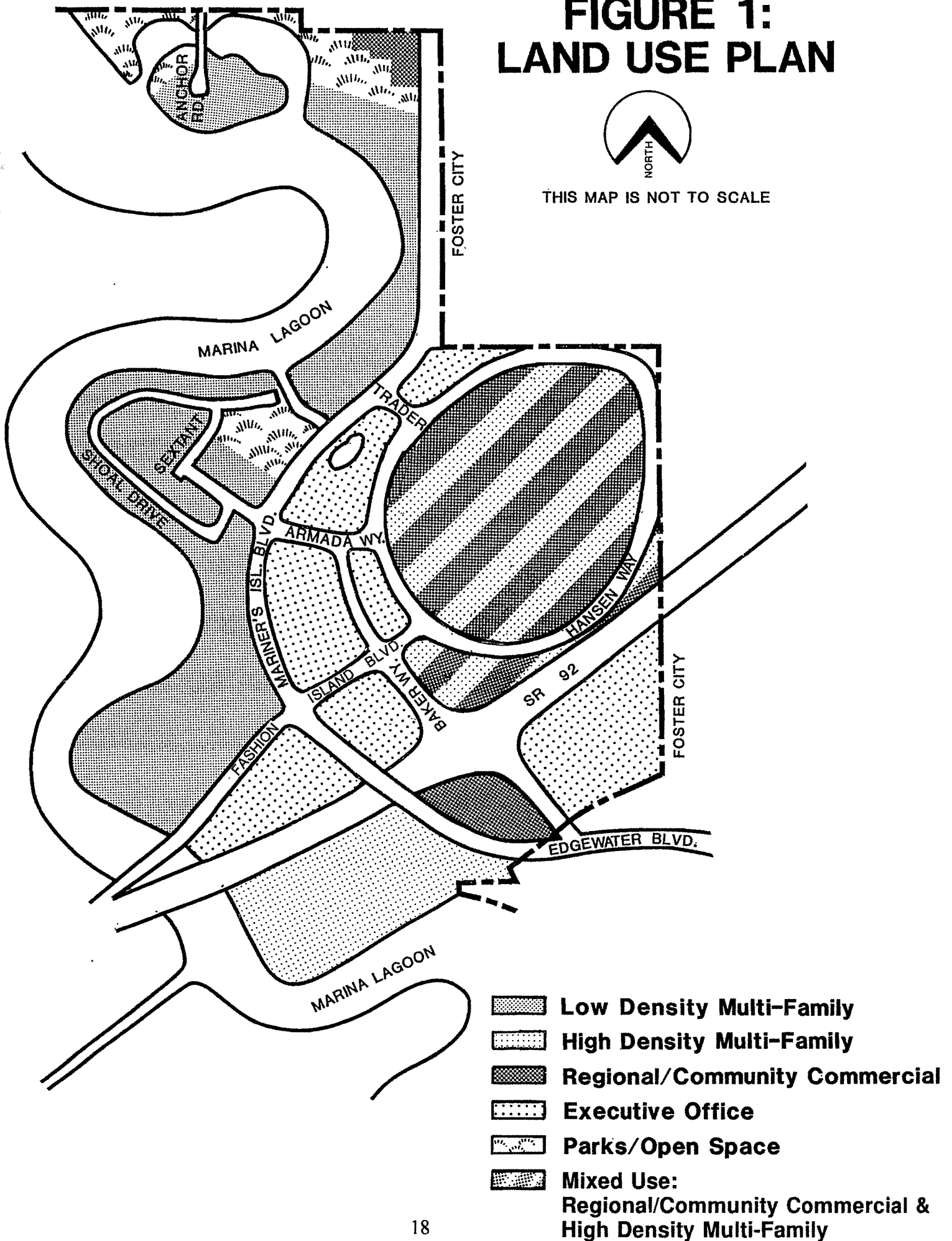
B. Traffic, Parking, and Circulation

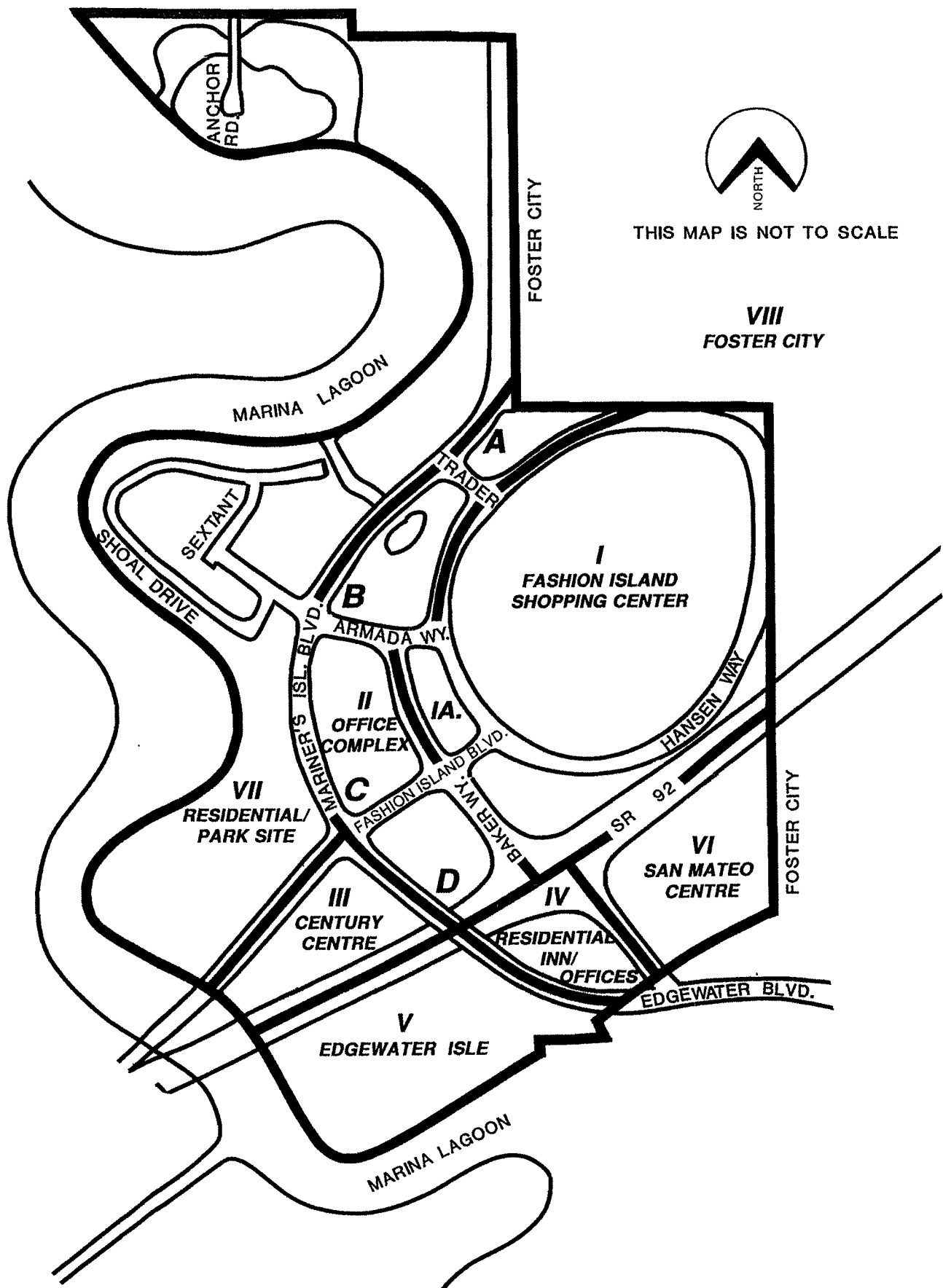
The traffic circulation patterns are intended to connect the peripheral development in Foster City with the Mariner's Island Specific Plan Area, with no distinction made between jurisdictional boundaries. This link is desirable because it will facilitate emergency service responses and encourage use of neighboring commercial developments. Peripheral development in Foster City will utilize facilities within the City of San Mateo which will place an increased demand on the circulation system to the Mariner's Island Specific Plan Area. Increased traffic flows are anticipated along Hansen Way in particular, as motorists utilize this road for the most direct link to local arterials.

FIGURE 1: LAND USE PLAN



THIS MAP IS NOT TO SCALE





SITES AND REDEVELOPMENT PROJECT AREAS