

## A. LAND USE

This section describes existing land uses within and in the vicinity of the Master Plan area, and evaluates potential land use impacts that could result from the proposed project. The project's consistency with land use policies adopted for the purpose of environmental protection is discussed in Chapter IV, Planning Policy.

### 1. Setting

The following setting information provides an overview of the land uses within the project site and surrounding areas. The section begins with a discussion of the regional and local land use setting, and then provides more specific information about the project site and its vicinity. Land uses around the project site are identified in the aerial photo provided in Figure V.A-1 and the massing study for the proposed project is shown in Figure V.A-2. Photographs of the site and surrounding area are provided throughout this section as Photo V.A-1 through Photo V.A-3.

**a. Regional Setting.** The project site is located on the San Francisco Peninsula within Foster City, as shown in Figure III-1 in Chapter III, Project Description. Foster City is located approximately 15 miles southeast of the City of San Francisco and approximately 30 miles northwest of the City of San Jose. Foster City is located in San Mateo County and is bordered by San Francisco Bay to the north and east, the cities of Belmont and Redwood City to the south, and the City of San Mateo to the west. Major transportation corridors in the area include US 101 and SR 92.

**b. Local Setting.** Foster City is a planned community consisting of distinct neighborhoods organized around open spaces and water bodies connecting to San Francisco Bay. The City was originally designed in the 1960s as a suburban community with a clear community center and an industrial base to support required services. The City was constructed on reclaimed marshlands devoted to dairy farming, and evaporation ponds. Development of the City has been shaped by the natural, mainly water-oriented constraints of the filled marshlands, including Marina Lagoon on the west, Belmont Slough on the east, and Foster City Lagoon, which extends into the center of Foster City.

The project site is located in the Vintage Park neighborhood, a 132-acre mixed-use development primarily consisting of office and research and development uses. Vintage Park is described below in more detail. The focal point of Vintage Park is Vintage Lake, a man-made lake located to the northeast of the project site. Vintage Park and the project site are located approximately 2,400 feet north of Foster City's Town Center, an approximately 100-acre neighborhood consisting of high density mixed uses, including office, residential, and retail uses. Town Center was envisioned as the "downtown" of Foster City.

The 40-acre project site is generally bounded by East Third Avenue to the north, Vintage Park Drive to the east, Home Depot and other commercial uses to the south, and Mariners Island Boulevard to the west, as shown in Figure V.A-1. Regional vehicular access to the project site is provided via the Foster City Boulevard exit from SR 92, approximately ¼-mile southeast of the project site. Local access to the site is provided via Foster City Boulevard, East Third Avenue, Mariners Island Boulevard and Vintage Park Drive.

**c. Existing Conditions and Land Uses on the Project Site.** The project site was originally developed as part of the Vintage Park Master Plan (General Development Plan). The Vintage Park Master Plan and Design Guidelines guide the development of the site, and were first approved by the City Council in 1981 and 1984, respectively, and have been amended since that time. The Vintage Park Master Plan was approved for the entire 132-acre Vintage Park area, which includes the Electronics for Imaging (EFI)<sup>1</sup> campus and the project site. The Vintage Park Master Plan, as originally proposed, included executive offices, residential condominiums, commercial/retail, research and development, and light industrial uses. The Master Plan and Design Guidelines were amended in 2000, after EFI requested certain changes, including removal of housing from the plans, an increase in the total number of parking spots, a change in building heights, and a modification of development phasing.

Land use on the project site is characterized by 17 one- and two-story buildings, and associated surface parking lots, organized around Lakeside Drive. The structures on the site were built from approximately the mid-1980s to 2007, and total approximately 629,154 square feet of interior building space. These buildings contain a mix of office and research and development laboratory uses. Shared surface parking lots – generally serving small groups of buildings – are located throughout the site. Landscaping on the site is located within and around parking lots, Lakeside Drive, building perimeters, and a walkway connecting the southwest corner of the campus to



*Photo V.A-1: Typical project site office building*

Vintage Lake. Information about existing uses located throughout the project site – including building use, building height, and approximate building area – is provided in Table III-1 in Chapter III, Project Description. Photo V.A-1 depicts a typical office building located on the project site.

As discussed in greater detail in Chapter IV, Planning Policy, the existing General Plan designation for the project site is Research/Office Park, which allows for generally clean and quiet office, research and development, and manufacturing establishments. The project site is also zoned Commercial Mix/Planned Development (CM/PD) on the Foster City Zoning Map.

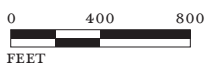
**d. Land Uses in the Vicinity of the Project Site.** The following section describes the land uses found in the vicinity of the project site, as shown in Figure V.A-1. The project site is located near the northern boundary of Foster City, where urban uses transition to open space along the shoreline of San Francisco Bay.

<sup>1</sup> EFI is a company that specializes in digital printing technology, services, and support for a range of businesses.



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FIGURE V.A-1

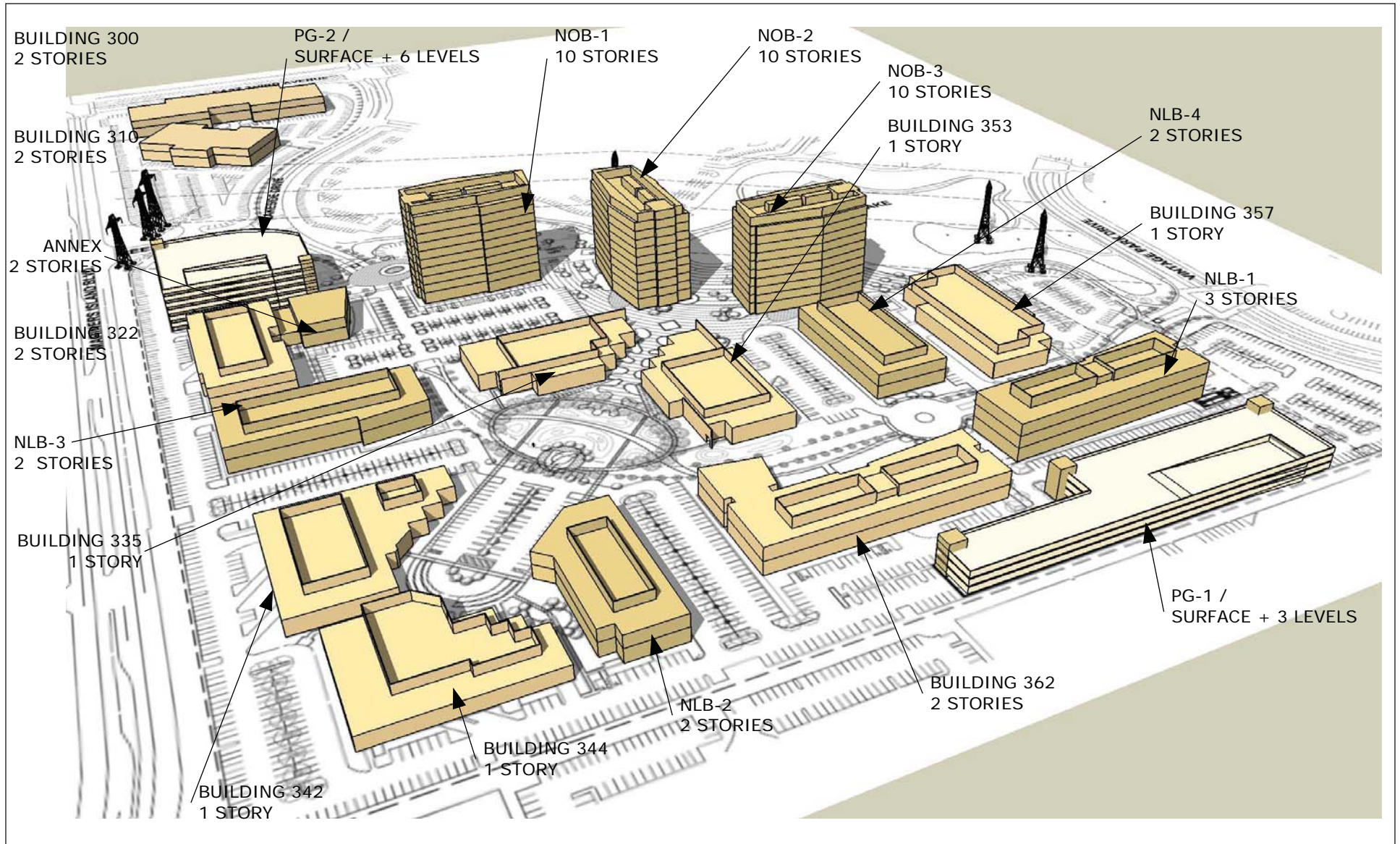


 PROJECT SITE

*Gilead Sciences Corporate  
Campus Master Plan EIR  
Land Uses in the Plan Area*

SOURCE: GOOGLE EARTH, 2008

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FIGURE V.A-2



NOT TO SCALE

SOURCE: DES ARCHITECTS ENGINEERS, 2007

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*Gilead Sciences Corporate Campus Master Plan EIR  
Proposed Master Plan Massing Study*

(1) **Land Uses to the North.** The project site is bordered to the northeast by Vintage Lake (a view of which is shown in Photo V.A-2) and the EFI campus. The approximately 6-acre EFI campus contains an 11-story building and a six-story building along East Third Street, and associated surface parking lots. Vintage Lake is a man-made water body intended to be a visual focus of Vintage Park. Currently, Vintage Lake is bordered by the expansive surface parking lots of the EFI campus on the north, and buildings and surface parking lots of the Gilead campus on the south, and is an important (but somewhat overlooked) open space amenity in the neighborhood. A trail, with exercise stations, connects Lakeside Drive and Vintage Lake.



Photo V.A-2: View of Vintage Lake

The four-lane East Third Avenue borders the EFI Campus to the north. Across East Third Avenue is undeveloped open space with Mariners Point Golf Course located further north. San Francisco Bay is located immediately beyond the golf course.

(2) **Land Uses to the East.** The easternmost portion of the project site is bordered by Vintage Park Drive, which is surrounded by light industrial, office, and parking uses. East of the project site at the intersection of Vintage Park Drive and Lakeside Drive is a site that contains several one-story buildings, though most of the site is devoted to parking and storage. Foster City Boulevard, which extends north to the San Francisco Bay shoreline, and south towards the northern limits of Town Center, is located further east of this site. Buildings around Foster City Boulevard in the vicinity of the site are generally one- to two-stories tall and contain office and light industrial uses.

(3) **Land Uses to the South.** Lakeside Drive, which forms the “spine” of the Gilead campus, generally divides the project site into a northern and southern half and connects to East Third Avenue to the north, Vintage Park Drive to the east, and Reef Drive to the west. Immediately south of the project site is the City of San Mateo, and land uses include a Home Depot and a six-story Hilton Garden Inn, both of which are located on Chess Drive. South of Chess Drive is the Bridgepointe Shopping Center, which includes big box stores, such as Target and Staples, and expansive surface parking lots.

(4) **Land Uses to the West.** The project site is bordered by the four-lane Mariners Island Boulevard to the west. Land uses across Mariners Island Boulevard include a mix of one-, two-, and three-story multi-family and single family residential uses (as shown in Photo V.A-3), and the Marina Lagoon. These residential uses are located in the City of San Mateo. Tidelands Park, consisting of mostly undeveloped open space, is located adjacent to the northwest corner of the project site. In addition, a 76-unit condominium project has been approved at the southwest corner of Mariners Island Boulevard and East Third Avenue.

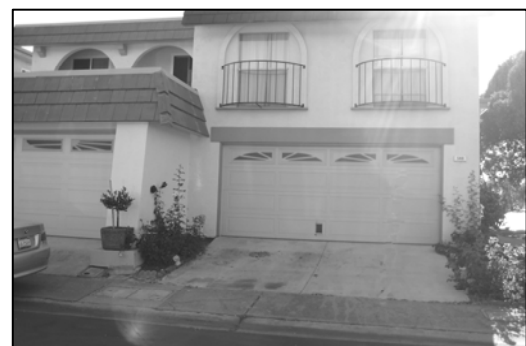


Photo V.A-3: Typical residential development along Mariners Island Boulevard

## 2. Impacts and Mitigation Measures

The following section presents a discussion of the impacts related to land use that could result from implementation of the proposed project. The section begins with the criteria of significance, establishing the thresholds to determine whether an impact is significant. The latter part of this section presents the land use impacts that would result from the proposed project. Impacts are organized into separate categories based on their significance according to the criteria listed below: less-than-significant impacts, which do not require mitigation, and significant impacts, which do require mitigation.

**a. Criteria of Significance.** The proposed project would have a significant impact if it would:

- Disrupt or divide the physical arrangement of an established community;
- Alter the type or intensity of land use on a project site, causing it to be substantially incompatible with surrounding land uses or the overall character of surrounding neighborhoods;
- Fundamentally conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan or zoning ordinance), adopted for the purpose of avoiding or mitigating an environmental effect, and where such conflict would actually result in an adverse physical change in the environment; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

**b. Less-than-Significant Land Use Impacts.** Less-than-significant impacts of the proposed project are discussed below. Potential conflicts with land use policies and regulations are addressed in Chapter IV, Planning Policy.

**(1) Divide an Established Community.** The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For example, the construction of an interstate highway through an existing community could constrain travel from one side of the community to another; similarly, such construction could also impair travel to areas outside of the community.

The proposed Master Plan would result in the removal of up to eight existing buildings, totaling 236,259 square feet of office and research and development uses, and several surface parking lots. The project site would be redeveloped with up to 807,585 square feet of new office and research and development laboratory uses, two structured parking lots, surface parking lots, open space along Vintage Lake, and other open space and landscaped areas. After implementation of the Master Plan, building square footage on the site would almost double, from 629,154 square feet to up to 1,200,480 square feet (a net increase of 571,326 square feet of building space). No new roadways would be constructed as part of the Master Plan, although the proposed project would result in the privatization and closure of portions of Lakeside Drive.

The Master Plan proposes the partial closure and privatization of Lakeside Drive in order to increase pedestrian safety and unify the campus. The partial road closure and privatization is intended to slow traffic on Lakeside Drive, and reduce the potential for vehicle/pedestrian collisions, and would facilitate the movement of employees throughout the campus by removing the need to cross a public

thoroughfare. See Figure III-3 in Chapter III, Project Description, for a diagram of this proposed roadway change.

Lakeside Drive would remain a public road from East Third Avenue to Reef Drive. The 40-foot-wide roadway would remain intact from Reef Drive to the proposed office building labeled NOB-1, where it would terminate into a proposed cul-de-sac. South of the cul-de-sac, a 24-foot-wide private asphalt drive would be constructed to access adjoining future parking lots. The portion of Lakeside Drive from the intersection of Vintage Park Drive to a second proposed cul-de-sac near the laboratory building labeled NLB-4 would also remain intact. Emergency vehicles would be able to drive along the entire length of Lakeside Drive, and private pedestrian pathways would link the two culs-de-sac.

The partial privatization and closure of Lakeside Drive would impede access through the project site by non-emergency vehicles and the public. However, the transportation analysis of the Master Plan and two other major projects in the City shows that relatively few vehicles use Lakeside Drive as a cut-through route.<sup>2</sup> Pedestrian use of the roadway as a cut-through route is also thought to be infrequent (no through-traveling pedestrians were observed during repeated site visits). While the public would not be able to drive or bike through the site, the major roads that border the site, including Vintage Park Drive, East Third Avenue, and Mariners Island Boulevard, would not be altered. Motor vehicles, bikes, and pedestrians would be able to use these other roadways to access land uses surrounding the project site, but would not be allowed to cut across the campus.

An existing pedestrian pathway south of the intersection of Reef Drive and Lakeside Drive connects Lakeside Drive and Vintage Lake. For pedestrians arriving from Mariners Island Boulevard and points to the west, this public use trail would be accessed via a segment of Lakeside Drive that is proposed for privatization. Privatization of Lakeside Drive could preclude access to the public use trail from Lakeside Drive, making the trail an effectively dead-end route, or requiring users to walk through the southern EFI parking lot to access the trail (or access Reef Drive and Mariners Island Boulevard from the east). Therefore, privatization of Lakeside Drive could limit use of the trail as an east-west route. However, because the privatization of Lakeside Drive would not obstruct access to the public use trail or the open space around Vintage Lake, this impact is considered less than significant.

Therefore, the net effects of the privatization and closure of Lakeside Drive would be a slightly longer vehicle/bike trip for certain non-Gilead travelers who might have typically used Lakeside Drive to access points beyond the Master Plan area, and diminished access for cyclists and pedestrians using the public trail to Vintage Lake. However, privatization of Lakeside Drive would not substantially impede access to neighborhoods and open space in Foster City around the project site.

The primary users of Lakeside Drive are Gilead and EFI employees. Since the portion of Lakeside Drive serving the EFI campus would remain open to the public, the partial closure of Lakeside Drive would not obstruct EFI employees from reaching their campus. In addition, Gilead employees would be able to access the site by vehicle from the public portions of Lakeside Drive. The change in circulation would force traffic destined for the northern parking garage to access the site from East Third Avenue and traffic destined for the southern garage to access the site from Vintage Park Drive. Pedestrian access for Gilead employees would be improved as a result of the Master Plan due to the

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<sup>2</sup> Fehr & Peers, 2008. *Foster City Multi-Project Traffic Analysis*. August.

reduction of vehicle traffic and improvement in the pedestrian environment (including through the conversion of a portion of Lakeside Drive into an open space area with a pedestrian walkway). Sidewalks are proposed to extend from the Vintage Park Drive entrance along the proposed Lakeside Drive pathway, and throughout the entire campus, ending at East Third Avenue. As such, the partial closure of Lakeside Drive would not impede access to the two campuses by employees, visitors, and other associated vehicles.

(2) **Land Use Conflicts.** As previously described, the project site is surrounded by a variety of land uses, including office park uses and open space to the north, office and light industrial uses to the east, retail uses to the south, and single-family and multi-family residential uses to the west. Most of the surrounding uses are separated from the project site by major roadways, including Mariners Island Boulevard and Vintage Park Drive, and by Vintage Lake. The project site is currently developed with 17 one- to two-story office and research and development buildings and associated surface parking and landscaping. The proposed project would not introduce new land uses to the project site, although other accessory land uses such as a cafeteria and gymnasium would likely be incorporated into the new buildings. These accessory land uses would not represent a substantial change in land use, as similar uses are currently present on the campus. After implementation of the Master Plan, the project site would continue to be used by Gilead Sciences for biopharmaceutical research and development, and no conflicts with surrounding uses would occur. The project would intensify use on the site through the reuse of surface parking lots for multi-story buildings and parking garages. Although taller and more massive structures would increase the intensity of land use in the project area, the redeveloped uses would not create land use conflicts with existing on-site and surrounding land uses. The Master Plan area is an appropriate place for intensified uses because it is buffered from surrounding lower-scale residential uses to the west by Mariners Island Boulevard. As such, the proposed project would not result in incompatible uses. Potential conflicts related to air quality and noise are discussed in Sections V.H, Air Quality and V.I, Noise of this EIR.

(3) **Conflict With Land Use Policies.** The proposed project would be generally consistent with applicable land use plans and policies, but would conflict with policies related to transportation and noise that were adopted for the purpose of avoiding or mitigating significant environmental impacts. Refer to Chapter IV, Planning Policy, for additional detail.

(4) **Conflict with Habitat Conservation Plan.** The project site is not located within any habitat conservation plan or natural community conservation plan area and would not conflict with any such plan.

c. **Significant Land Use Impacts.** Implementation of the proposed project would not result in significant land use impacts.