

Area & Master Plan Policies for PA 14-045 Century Centre Parking Structure

Future growth and redevelopment of the subject site is guided by the following relevant planning documents:

1. General Plan Vision 2030
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=2021>
2. City of San Mateo Zoning Code
Available online at: <http://www.cityofsanmateo.org/index.aspx?NID=1982>
3. Mariner's Island Specific Plan 1995
Available online at: <http://www.cityofsanmateo.org/DocumentCenter/Home/View/2483>

A summary of the relevant area and master plans and the major policies related to the Century Centre Parking Structure planning application are included below.

GENERAL PLAN VISION 2030

LU 1.10:

Commercial Development. Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety including hazardous material storage, fire safety, air pollutant emissions and odors.

LU 1.11:

Commercial Focal Areas. Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the commercial nodes delineated on the Land Use Plan.

By concentrating major commercial development in nodal areas such as the Downtown, Mariner's Island, and along SR 92, the City achieves comparatively efficient design of its infrastructure and greater opportunities for transit usage. The viability and value of commercial areas are also enhanced by concentrating high quality development in compatible areas. Additionally, a more distinctive city image is established, and neighborhood impacts caused by regional traffic are minimized.

C 5.1:

Parking Standards.

- a. Review parking requirements periodically to ensure adequate parking supply as a condition of development approval.
- b. Review parking requirements periodically to ensure adequate parking supply for change and/or expansion of land use resulting in increased parking demand.

Marina Lagoon Planning Area

PA 6.3:

Mariner's Island Specific Plan. Allow development that includes low to high-density multi-family residential uses and small to large scale commercial retail and office uses, as delineated on the Building Height and Intensity Plans. Consider increasing the building intensity standards to include structured parking in the floor area ratio calculations.

1. **Bridgepointe Retail and Office/Residential Site.** Allow expansion and/or redevelopment of the Bridgepointe retail and office/residential area, formerly known as "The Island" Shopping Center, for any of the following uses, as delineated in the Bridgepointe Master Plan: high-rise, high-density residential; retail, offices, and hotel. Limit redevelopment potential based on traffic generation which is equal to, or less than, that anticipated from a retail mall of 0.62 floor area ratio (FAR).
2. **Ancillary Commercial Sites, Area I.** Expand the list of allowable uses to include churches, subject to a special use permit.
 3. **Height Limits.** *Maximum densities of up to 75 units per acre and maximum heights of up to 75' and appropriate FARs may be allowed in the following areas of Mariner's Island, for projects which provide public benefits or amenities substantially greater than code requirements:*
 - a) *The area designated on the Land Use Plan (LU-3) as Mixed-Use Incentive (Regional/Community Commercial) which is commonly described as Fashion Island Shopping Center and is circumscribed by Arthur Hansen Drive; and*
 - b) *The area designated Executive Office on the Land Use Plan (LU-3) which is north of SR 92 and bounded by Fashion Island Boulevard, Mariner's Island Boulevard, and Fashion Island Shopping Center.*

The Bridgepointe retail and office/residential area is a very large site with excellent freeway access and visibility, and relative isolation from single-family neighborhoods. The site provides revenue for the City, creation of jobs, and needed housing. Covered parking for office use shall not be counted as floor area.

The Mariners Island Specific Plan limited floor area ratio (FAR) for this and other commercial sites in the area is based on anticipated traffic capacity. For the Bridgepointe and adjacent office/residential property, a range of FAR's is provided, based on traffic generation.

MARINER'S ISLAND SPECIFIC PLAN 1995

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 SR 92 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's Island Boulevard, as well as SR 92, and is traversed by a private access road.