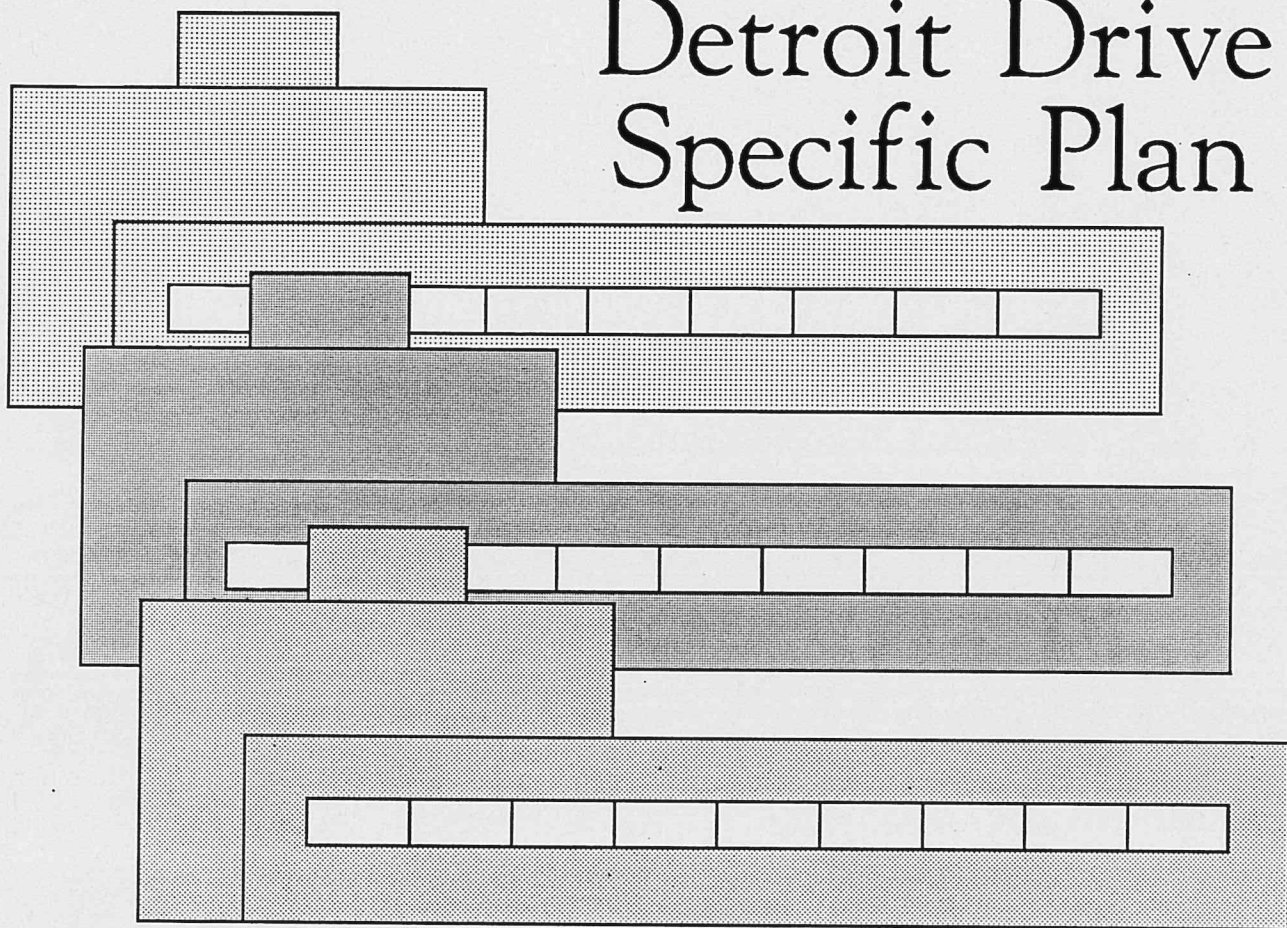


# Detroit Drive Specific Plan





DETROIT DRIVE SPECIFIC PLAN

City of San Mateo General Plan

City of San Mateo, California

April, 1984

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## DETROIT DRIVE SPECIFIC PLAN

### Purpose:

The Detroit Drive Specific Plan defines the range of permitted uses in the land use classifications identified on the General Plan's Land Use Plans and establishes specific performance criteria to insure compatibility of development. Where more restrictive than the underlying zoning district standards, the standards of the Specific Plan shall prevail. Development standards required by other adopted City policies such as the Development Landscape Regulations and Developers Contribution policy remain in effect.

### Location and Site Characteristics

The 7.25-acre site is bounded by J. Hart Clinton Drive, the realigned Detroit Drive, the Dale Avenue entrance to the Wastewater Treatment Plant and the South Shoreview residential subdivision. The site is of lower elevation than surrounding properties with a drainage channel running the length of the west property line. The site is highly visible from J. Hart Clinton Drive.

### Review Procedures

1. Permitted Uses - Notwithstanding the underlying zoning classification, uses are limited to the following:
  - a. Warehousing, research laboratories and accessory offices
  - b. Limited processing
  - c. Recreational vehicle storage subject to approval of a Special Use Permit by the Planning Commission
  - d. No uses shall be permitted which uses or stores hazardous or toxic materials.
  - e. General offices in conformance with E1 (Executive Park) District zoning standards except that floor area shall be a maximum of 1.0.
2. Prohibited Uses - The following uses are specifically prohibited on this site:
  - a. Major auto repair and storage
  - b. Heavy manufacturing
  - c. Retail commercial
3. Applicable Zoning Standards - All uses other than offices shall be subject to M1 (Limited Manufacturing) District standards for setback buffers, perimeter fencing and all performance criteria unless an authorized Planned Development is approved which maintains the minimum standards specified below under Development Criteria. The maximum floor area ratio shall not exceed 1.0.
4. Environmental Review - The environmental assessment will consider the need for special studies including a traffic signal warrant study of the J. Hart Clinton Drive/Detroit Drive intersection, a storm drainage study and a soils report.

## RELATIONSHIP TO OTHER PLANS

The Detroit Drive Specific Plan provides detailed development standards which supplement and are consistent with the goals and policies contained in the General Plan. While the General Plan and Specific Plan are closely interrelated not all General Plan policies are relevant, therefore, the following text is limited to only the key relevant policies. The General Plan is intended to be referenced for a more comprehensive policy discussion.

### **Land Use Element**

The Detroit Drive Specific Plan goals and policies are consistent with those contained in the Land Use Element. The land is intended for development of a range of commercial uses which are determined to be consistent with the Shoreline Park and with the adjacent residential, commercial and other public uses. The Land Use Element also contains policies regarding building height and intensity which are not contained in the Specific Plan but which are intended to be followed.

### **Circulation Element**

The Circulation Element contains goals and policies intended to provide adequate automobile, pedestrian and bicycle access throughout the community, without unreasonable congestion. Circulation in the Detroit Drive vicinity is good, however, the signalization of the intersection of J. Hart Clinton Drive/Detroit Drive will need to be reviewed with additional development. Access to public transit is poor in the Specific Plan area because more than half of the area is more than a quarter of a mile from routes existing in 1990. The policies will maintain and enhance access by requiring upkeep of the physical circulation facilities, encouraging service improvements for public transit, requiring new development to mitigate adverse circulation impacts related to the development, and requiring developments to provide public pedestrian/bicycle access to Marina Lagoon and the bayfront.

### **Urban Design Element**

The Urban Design Element contains policies which affect development in the Detroit Drive Specific, Plan area including policies aimed at enhancing the City's image and individual buildings. To improve the City image a gateway is intended, to be developed in the vicinity of East Third Avenue/Mariner's Island Boulevard. To improve the appearance of buildings policies require that the development characteristics and patterns of the general area are reflected. Commercial development is required to be oriented to the street with parking in the rear and the pedestrian environment is to be improved with trees, benches, and detailed building finishes.

The application of Urban Design policies in combination with the design concerns stated in the Specific Plan will assure development which is compatible with the surrounding land uses and the bayfront.

## Safety Element

The Safety Element contains goals and policies to protect the community from unreasonable risk to life and property caused by seismic, geologic, flood or fire hazards. The Detroit Drive Specific Plan area is subject to intense shaking and liquefaction during a seismic event, highly susceptible to ground settlement and is subject to flooding in the event of either the failure or over topping of the bayfront dike or the Crystal Springs Reservoir, and to a lessor extent from peak storm runoff. The Safety Element policies protect against flooding by requiring the bayfront dikes be maintained in a condition and at an adequate level and by requiring habitable floor levels be constructed above 104 feet San Mateo datum. To protect against soil settlement all new development are subject to being required to prepare soils and geotechnical reports and follow the recommendations contained therein.

## Noise Element

The Noise Element contains goals and policies which are designed to protect the community from excessive noise levels. The Element contains policies which establish maximum acceptable noise levels for noise sensitive uses including hotels, residential uses and parks and which require these noise levels be reduced through compliance with the City's adopted Building Codes, site design and/or through the implementation of adequate mitigation measures.

## Development Criteria

Site development within the project area shall be required to incorporate the following in the project design:

### 1. Circulation

- a. Installation of a Class 1 bike path across the southeast corner of the property pursuant to the General Plan Circulation Element.
- b. Access from Dale Avenue limited to emergency vehicles only.

### 2. Visual Amenities

- a. Provide a minimum six-foot wide, bermed landscaped screen along all property lines, to be located between perimeter fencing and any public right-of-way.
- b. Outdoor lighting control to be directed on site and away from adjacent residences.
- c. All signage subject to an approved Planned Signing District.
- d. Any openings above ten feet facing westerly shall be subject to approval of the Development Review Board.

- e. Maximum allowable building height equal to the building setback from the west property, with a maximum height limit of 45 feet in conformance with the General Plan Building Height Plan.
- f. Minimum building setback of 15 feet along the west property line.

### 3. Noise Control

- a. All activity must conform to M1 (Limited Manufacturing) District sound level performance standards.
- b. Operating hours for allowed outdoor activities on the west portion of the site limited to weekdays between 7 a.m. and 8 p.m.
- c. Major doorway openings, other than standard doorways to be oriented to East Third Avenue or Detroit Drive.
- d. Install six-foot solid fencing along the west property line abutting the residential district; masonry fencing shall be constructed along the west property line if the drainage channel is culverted for the purposes of paving for vehicle access or parking.

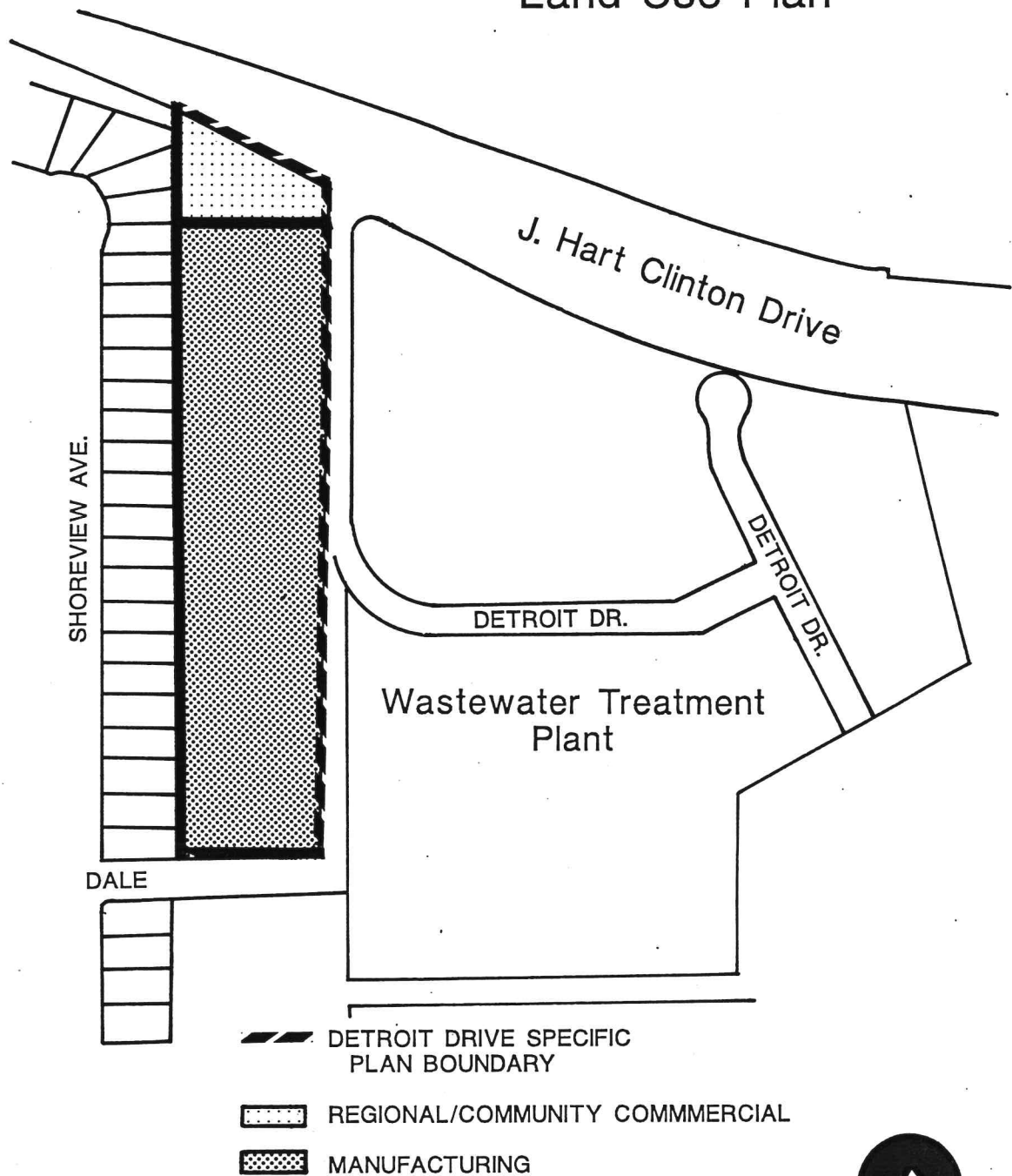
### 4. Drainage and Soils

- a. Provide a maintenance access easement along the drainage channel.
- b. Underground the drainage channel or provide landscaping and maintenance access improvements to the drainage channel abutting residential properties, subject to approval by the Public Works Department.
- c. Finish floor elevations of all buildings shall be established to provide a minimum floor elevation of 104 feet San Mateo Datum after the anticipated 30 year settlement as determined by soils consultant.

### 5. Notification

- a. The City shall require as a condition of approval for all developments that all tenants/purchasers shall be formally advised of conditions existing in the area with regard to the dike, water and sewer conditions, water quality treatment plant, and of the flood-prone area, and that this document be recorded so that all future buyers may be informed of those conditions.

# Detroit Drive Specific Plan - Land Use Plan



NOT TO SCALE

FIGURE 1

