



City of Palo Alto

City Council Staff Report

(ID # 11758)

Report Type: Study Session

Meeting Date: 1/19/2021

Summary Title: 2951 El Camino Real: PHZ Prescreening

Title: 2951 El Camino Real [20PLN-00158]: Prescreening of a Proposal to Rezone the Subject Property From CS (Service Commercial) and R-1 (Single-Family Residential) to Planned Home Zoning (PHZ) and Redevelop the Site With a Mixed-use Development That Includes Approximately 113 new Residential Units, 5,000 Square Feet of Office Space, 1,000 Square Feet of Retail Space, and Provides Parking within a Below-Grade Garage.

Environmental Assessment: Not a Project; Any Subsequent Formal Application Would be Subject to the California Environmental Quality Act (CEQA). Zoning District: CS (Service Commercial) and R-1 (Single-Family)

From: City Manager

Lead Department: Planning and Development Services

Recommendation

Staff recommends that Council conduct a prescreening review and provide informal comments regarding the applicant's request to rezone the subject CS- and R1-zoned properties to "Planned Home Zoning (PHZ)".¹ Comments provided during the prescreening process are not binding on the City or the applicant.

Executive Summary

On October 5, 2020, the City Council conducted the first prescreening for this proposal to rezone the subject properties.² The contemplated development includes five parcels fronting and near El Camino Real, between Pepper and Olive Avenues. Three El Camino Real parcels are

¹ Referred to in this report as "Planned Home Zone" to emphasize the focus on housing as the benefit to the community. Still, PAMC Section 18.38, which outlines the requirement and process for Planned Community (PC) Zoning, remains the underlying code supporting application of this policy.

² Link to 10-5-2020 Prescreening Staff Report:

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=53762.81&BlobID=78539>

Link to 10-5-2020 Prescreening Minutes:

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=42759.83&BlobID=79414>

zoned service commercial (CS) and two parcels fronting on Olive Avenue are zoned single-family residential (R1).

The subject prescreening application responds to the City Council's expressed interest in learning from home builders what it takes to create more housing opportunities in Palo Alto. Adapting the planned community zoning process, a PHZ application must meet two initial qualifying criteria established by the City Council: 1) provide 20% of the total units as income-restricted inclusionary housing, and 2) provide enough housing units to meet the housing demand created by any net new jobs created.

The location of this project presents unique policy considerations. The project continues to require a text amendment to PAMC 18.38 to allow for increased height, a Comprehensive Plan Land Use Map change, and a zoning map change for the R-1 parcels. The prescreening request is a study session discussion only and no formal action will be taken by the City Council. Further detail regarding these considerations is discussed below and available in the October 5, 2020 report.

A prescreening is required for major policy changes. While this procedural requirement for the subject project was satisfied in October, the applicant chose to file a second prescreening request, principally to assess whether proposed plan refinements sufficiently address prior Council concerns. The carrying costs to hold the properties not owned by the developer are significant and sunset at the end of this month, unless extended. City staff has not requested or encouraged the filing of a second prescreening application but is obligated to process the request in accordance with the municipal code.

Background

The project plans were revised after the October 5, 2020, prescreening. The changes are described in the discussion section of this report. Links to the October 5th meeting minutes and staff report are provided in the footnotes below; the earlier report provides background and setting information. The applicant has modified the project designs in response to Council feedback.

In accordance with Palo Alto Municipal Code (PAMC) Section 18.79.030(A), a prescreening review is required for legislative changes, including rezoning, prior to the submittal of a formal application. Prescreening applications are intended to solicit early feedback on proposed projects and, like all study sessions, cannot result in any formal action. Because this proposal may return to the City Council as a quasi-judicial application, Councilmembers should refrain from forming firm opinions supporting or opposing the project. Project plans for both projects can be found on the project webpage³; the current set is viewable via Attachment E.

³ Project Webpage: <https://bit.ly/PS2951ECR>

Project Description

In addition to the description below, the applicant's project description and project plans are found as Attachments B and E, respectively.

The applicant has reduced the number of units from 119 dwelling units (including 24 affordable units) prescreening to 113 units (including 23 affordable units). The amount of office and retail area remained unchanged, with 5,000 square feet (sf) of office space and 1,000 sf of retail/commercial area. The project is designed to have a below-grade garage that meets required parking requirements (162 spaces, reduced from 176 spaces) with the incorporation of mechanical lifts as authorized in the municipal code.

The total project floor area was reduced by nearly 9,900 square feet, with the plans now showing 122,258 sf for a floor area ratio (FAR) of 2.55 (reduced from 2.8 FAR in October). The building height dropped from 56 feet to 53 feet 8 inches in height next to El Camino Real with stair/elevator enclosures up to 58 feet (dropped from 65 feet in October as shown on Plan Sheets A2.1, A3.0, A3.1). The height transitions to 34 feet adjacent to (within 50 feet of) the R-1 zoned properties to the rear and along Olive and Pepper Avenues. The building also now adheres to the standard R-1 zoning side daylight plane (10-foot height at 45 degrees) and rear daylight plane (16-foot height offset by a 20-foot setback at 60 degrees), whereas the October proposal included R-1 zone daylight plane encroachments.

The project continues to meet the City's retail preservation requirements by replacing the retail space at 2999 El Camino Real (approximately 1,000sf). Additionally, the residential units include a mix of studios (24), one-bedroom (65), and two-bedroom (24) units. This is a change from 21 studios, 66 one-bedroom units, and 32 two-bedroom units in the October proposal.

The project would need to demonstrate compliance with one of the four 20% inclusionary housing requirement options recently endorsed by the City Council. At present it appears the applicant would disburse the affordable units among lower, moderate and workforce housing units, or Option 1 as shown in the September 21, 2020, City Council staff report.⁴

The project would not increase the number of jobs onsite and therefore would satisfy the second qualification needed to be eligible for a PHZ application.

Discussion

⁴ 9-21-2020 City Council Staff Report "PHZ Affordability Requirements":

<https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=43675.41&BlobID=78363>

9-21-2020 City Council Action Minutes: <https://www.cityofpaloalto.org/civicax/filebank/documents/78702>

This report analyzes the revisions made since the previous PHZ prescreening request. The transitions between the single-family home R-1 areas and the commercial areas were a concern in the previous Council discussion of this project. While this second iteration of the applicant's PHZ request continues to include the two R-1 zoned properties (470 & 456 Olive), revisions have been made to lessen the impact to adjacent R1 zoned properties.

The City's zoning regulations include requirements addressing the interface of larger commercial developments with nearby residential uses. These regulations offer protections for R-1 zoned properties. The revised project meets the R-1 zoning primary daylight planes (interior yard and rear yard). The R-1 zone daylight planes are the most restrictive in the Municipal Code; they are intended to preclude buildings from encroaching in the calculated area (daylight plane) intended to preserve access to light and some level of privacy for residents. Diagrams of the R-1 zones' daylight planes are provided in Attachment D.

The Municipal Code⁵ restricts the maximum height of a PC district (PHZ) building to 50 feet overall and 35 feet when located within 150 feet of any low-density residential zone, such as R-1. This conceptual project as redesigned still does not comply with these requirements, but has been reduced in height to 34 feet within 50 feet of the adjacent R-1 zoned properties, increasing beyond that distance to 45 feet and ultimately to about 54 feet in height on the CS portion of the development site. At these heights, the project would require a zoning text amendment to the PC District regulations in addition to a request to rezone the subject properties. The stair and elevator enclosure extend to 58 feet and potentially qualify for a Design Enhancement Exception.

The proposed floor area exceeds the basic zoning regulations but may be permissible through Council approval of the PHZ. Current zoning development standards for housing projects (housing/mixed-use) enables a building having and FAR of up to 1.5:1 along El Camino Real. The City Council also has authorized qualifying affordable housing projects to reach a FAR of up to 2.4:1 as is the case with the Wilton Court development. Comparatively, another prescreening for a building at 3300 El Camino Real involved a FAR of 1.8:1 (mixed-use).⁶ The previous (October prescreening) iteration of the subject site PHZ proposal had 2.8 FAR. Modifications to the previous design, including height reduction, decrease in the total number of dwelling units, change in the dwelling unit mixture, and dwelling unit sizes, resulted in a project FAR of 2.55:1 (a 0.25 reduction, approximately 9,900 square feet).

⁵ PAMC 18.38.150 (b) and (c).

⁶ 3300 El Camino Real (20PLN-00101), Zoning: RP, Mixed-use Development that Includes 52,500 Square Feet of Office; 4,400 sf of Ground Floor Retail, and 187 Residential Units. Link to 6-22-2020 Staff Report: <https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?t=73113.28&BlobID=77258>

Other development standards, such as site coverage, would also exceed the base zoning regulations. The project has a site coverage of 63% where 50% is allowed by in the CS zone.⁷ The City has previously allowed lot coverage waivers for housing incentive program (HIP) projects and the workforce housing project at El Camino Real and Page Mill Road. In its current form, the project's open space has been expanded to include more balconies around the street-facing portions of the building. Compliance with the open space requirements for CS zoned properties includes a combination of private and common open space for a minimum equivalency of 150 square feet per unit.⁸ Attachment C includes a table comparing the current proposal's compliance with the CS zoning regulations and the previous site design.

As noted in October, the development site is located within the California Olive Emerson regional plume of volatile organic compounds, which has affected groundwater, due to off-site contamination. A vapor barrier is therefore likely to be required with this project. This adds cost and may influence the design.

Policy Implications

When the City Council endorsed using PHZ to encourage more housing, it was known that this process would result in builders seeking adjustments to certain development standards. Such standards include floor area, parking reductions, adjustments to retail preservation requirements, lot coverage, and height. Thus, each PHZ presented to the City Council represents the unique challenges presented by specific lot constraints and a developer's ability to bring a project to market.

The subject proposal is no exception and illustrates the challenge of providing more housing within the existing development standards. For example, the revised design made many adjustments that reduced the FAR, lowered transitional heights, and lowered the overall height. The applicant also proposes to meet the City's parking and retail preservation requirements and continues not to request any increases in the office floor area. Yet, even with these changes, the project seeks adjustments to zoning districts (re-zoning), zoning text amendments for height, and development standards (FAR and site coverage) in excess of current zoning.

Re-zoning: If formally filed, the project would include an amendment to the City's Comprehensive Plan to change the underlying land use designation and it would rezone existing CS and R-1 zoned properties to PC/PHZ. During the October 5, 2020, Prescreening, the Council

⁷ CS zone development standards for mixed-use development, PAMC 18.16.060(b) Mixed Use and Residential Table 4

⁸ CS zone development standard for mixed-use development, required usable open space: (1) may be any combination of private and common open spaces; (2) does not need to be located on the ground (but rooftop gardens are not included as open space except as provided below); (3) minimum private open space dimension six feet; and (4) minimum common open space dimension twelve feet.

had reservations about including the R-1 zoned properties in the project and rezoning them. The concerns related not only to the size and proximity of the conceptual project to the adjacent R1 zoned neighborhoods, but the potential erosion of the R1 neighborhood. While there are intact residential properties in this area, some properties have commercial uses, particularly along Olive Avenue.

Text Amendments for Height: There are two aspects to this request, one exceeds the 50 foot height limit and the other is an encroachment into the transitional height limit near lower density housing. Councilmembers expressed varying comments regarding height, but the overall expressed sentiment was the earlier iteration was too tall and did not provide a sufficient transition to adjacent R1 properties. The applicant has made some refinements, but maintains that some encroachments are necessary to achieve a housing development at this site. The applicant requests feedback or comments from the Council on the revised design with lower height and reduced, but not eliminated, encroachment into the transitional height zone.

The residential/commercial transitional height restrictions for properties along El Camino Real that abut R-1 zoning will continue to be a limiting factor for some PHZ applications. The overall 50-foot height limit for Planned Community Zones, or PHZ projects, will similarly be a concern for other projects throughout the City regardless of the zoning of adjacent properties. Staff anticipates a future text amendment will be required if the City Council is supportive of allowing at least certain housing or mixed-use projects to exceed this 50-foot height limit.⁹

Floor Area & Lot Coverage: The revised design has less floor area (FAR) and smaller, fewer units than previously presented to Council. There is a corresponding reduction of one affordable housing unit. At some point, fewer units may adversely affect project feasibility to a level where the project is no longer pursued. However, allowing for increases in floor area and height, in this instance, also enables the applicant to forego adding office floor area to offset development costs. This illustrates the tradeoffs home builders make when designing their projects. Lot coverage did not change from the previous proposal as the changes to floor area were done via reductions in upper floor square footage rather than building footprint changes.

Zoning Code Compliant Project for Comparison: In response to some of the comments from the Council and the public, the applicant has prepared a high-level study illustrating a zoning-complaint project that excluded the R-1 zoned lots. This is intended to provide information about the trade offs between increased density and changes needed in the code to accommodate more housing units. A conceptual analysis prepared by the applicant is shown in

⁹ Prior planned community, or PC applications, have been allowed to exceed 50 feet for certain architectural design elements or features and not for an additional level of floor area. The design enhancement exception is not-necessarily an appropriate mechanism to allow for an additional level or two of residential floor area and a text amendment to the zoning or other ordinance would be required to allow PHZ projects to exceed 50 feet.

the table below using the Housing Incentive Program on the CS zoned properties only.

To be clear, the applicant is not proposing the code compliant project and has informed staff that the cost to assemble the required parcels, construction costs and expected return on cost makes the code compliant project financially infeasible.

Table 1: Code Compliant Project Compared to Proposed Project		
	Currently Proposed PHZ	Code Compliant (CS HIP Zoning Compliant)
Height	Requires PHZ: 5 stories Max 53' 8" on ECR (with a tower element of 58') 35' Along Olive and within 150' of a residential district (other than an RM-40 or PC zone). The applicant is proposing <u>35' height within 50'</u> of the R-1 zone	3 stories Max 35' and within 150' of a residential district (other than an RM-40 or PC zone).
Floor Area Ratio	Requires PHZ: ~2.55:1 (122,258 sf)	1.13 (40,752 sf) Directors FAR Waiver Per PAMC 18.16.060(k)(1) allows up to 1.5 FAR in the CN or CS zone
Lot Coverage	Requires PHZ: 63% (30,216 sf), 50% lot coverage is standard in the CS zone	48% (17,340 sf)
Residential Density	113 DU on 1.1 acres (108 DU/acres)	24 DU on 35,895 sf (30 DU/0.82 acres)
Total Dwelling Units	113 Unit	24 Units
Total Affordable Units	(20%) 24 Units	(15%) 4 Units
Parking	Parking Proposed (Fully Parked) 5 spaces @ 1/200 sf (Intensive Retail) 20 spaces @ 1/250 sf (General Business Office) 89 spaces/Studio & 1 BD 48 spaces/2 BD (24 studios, 65 1-BED, 24 2-BED) Proposed Total Parking 137 Residential, 25 Commercial	Parking Proposed (Fully Parked) 5 spaces @ 1/200 sf (Intensive Retail) 20 spaces @ 1/250 sf (General Business Office) 11 spaces/Studio & 1 BD 26 spaces/2 BD (11 studios & 1-BED, 13 2-BED) Proposed Total Parking 37 Residential, 25 Commercial

	<p>Loading Area Proposed Not Required, None Proposed</p>	<p>Loading Area Proposed Not Required, None Proposed</p>
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The zoning compliant project would comply with the 35 feet height limit within 150 feet of the R-1 zoned properties. This would effectively limit the project to three floors, 24 apartments (30 Dwelling Units/acre), 5,000 sf of office, 1,000 sf retail, and an underground parking garage with 62 parking spaces (25 commercial, 37 residential).

This also includes two new single-family homes on each of the R-1 parcels along Olive Ave (470 & 456 Olive Ave). Considering that each R-1 zoned parcel could develop a maximum dwelling unit yield of three units (single-family home, JADU, and ADU), these two parcels would add six additional units to the project. Being that the 456 Olive Ave parcel has an existing home, the net dwelling unit gain would be five units.

Though the high-level alternative study appears to be one possibility of a zoning compliant project, it should be noted that there are likely some other configurations (designs) that could yield additional dwelling units on the CS zoned parcels. However, additional units require additional parking, open space, as well as other development standard consideration, which can run in conflict with the additional site area (lot coverage) needed to provide more FAR for additional units. Balancing those factors along with the zoning height limit of 35 feet due to the adjacent R-1 parcels and limited FAR presents additional challenges for increasing total dwelling units a project can produce. A more detailed analysis of the zoning comparison of these concepts can be viewed within Attachment C.

Coordinated Area Plan: The project is located within the North Ventura Coordinated Area Plan area (NVCAP).¹⁰ Three NVCAP Draft Alternatives were presented to the Planning & Transportation Commission (PTC) on December 9, 2020.¹¹ The discussion was continued to January 13, 2021. Due to the timing of this staff report, the results of that hearing are not included in this discussion relative to the proposed project. Staff will provide the Council with an update during the prescreening regarding the PTC review.

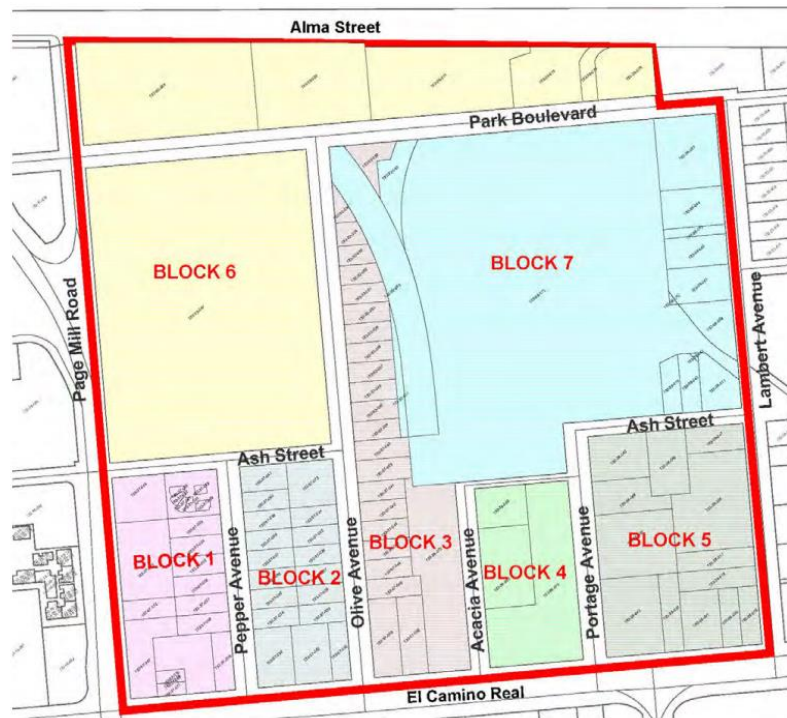
A development moratorium is not in place within the NVCAP. Additionally, due to state law, only a moratorium on commercial projects—not housing projects—could be put in place within

¹⁰ More information on the NVCAP effort is online: <https://www.paloaltonvcap.org/>

¹¹ Staff Report Planning & Transportation Commission December 9, 2020: <https://www.cityofpaloalto.org/civicax/filebank/documents/79522>

the plan area. The project site is located within Block 1 of the NVCAP area map shown below.

Figure 1 NVCAP Index Area/Block Map



The plans and compliance review in this report are preliminary. The purpose of the prescreening process is not to exhaustively review a project for code compliance nor require significantly detailed plans. Plans may change before a formal application is filed. However, staff analyzed compliance with several key development standards for the purposes of this prescreening application. If a formal application is filed, staff will perform a comprehensive review and analysis. The Planning and Transportation Commission and the Architectural Review Board will have opportunities to hold public hearings and make recommendations to the City Council. Council makes final decisions on any PHZ application.

Stakeholder Engagement

This item was published in the *Daily Post* on January 8, 2021, which is 11 days in advance of the meeting. Postcard mailing occurred on January 5, 2021, which is 14 days in advance of the meeting. It should be noted that the property owners (developers) have been attending the most recent NVCAP meetings and have hosted a community meeting via zoom to engage with the neighbors. Staff attended to observe the zoom meeting hosted by the applicant team which was held shortly before the October Council Prescreening for this site. Staff noted that the community concerns included traffic impacts, daylight plane, and construction noise.

Environmental Review

The prescreening application involves no discretionary action and is therefore not a project and not subject to review pursuant to the California Environmental Quality Act (CEQA). Subsequent projects will require project-specific environmental analysis.

Attachments:

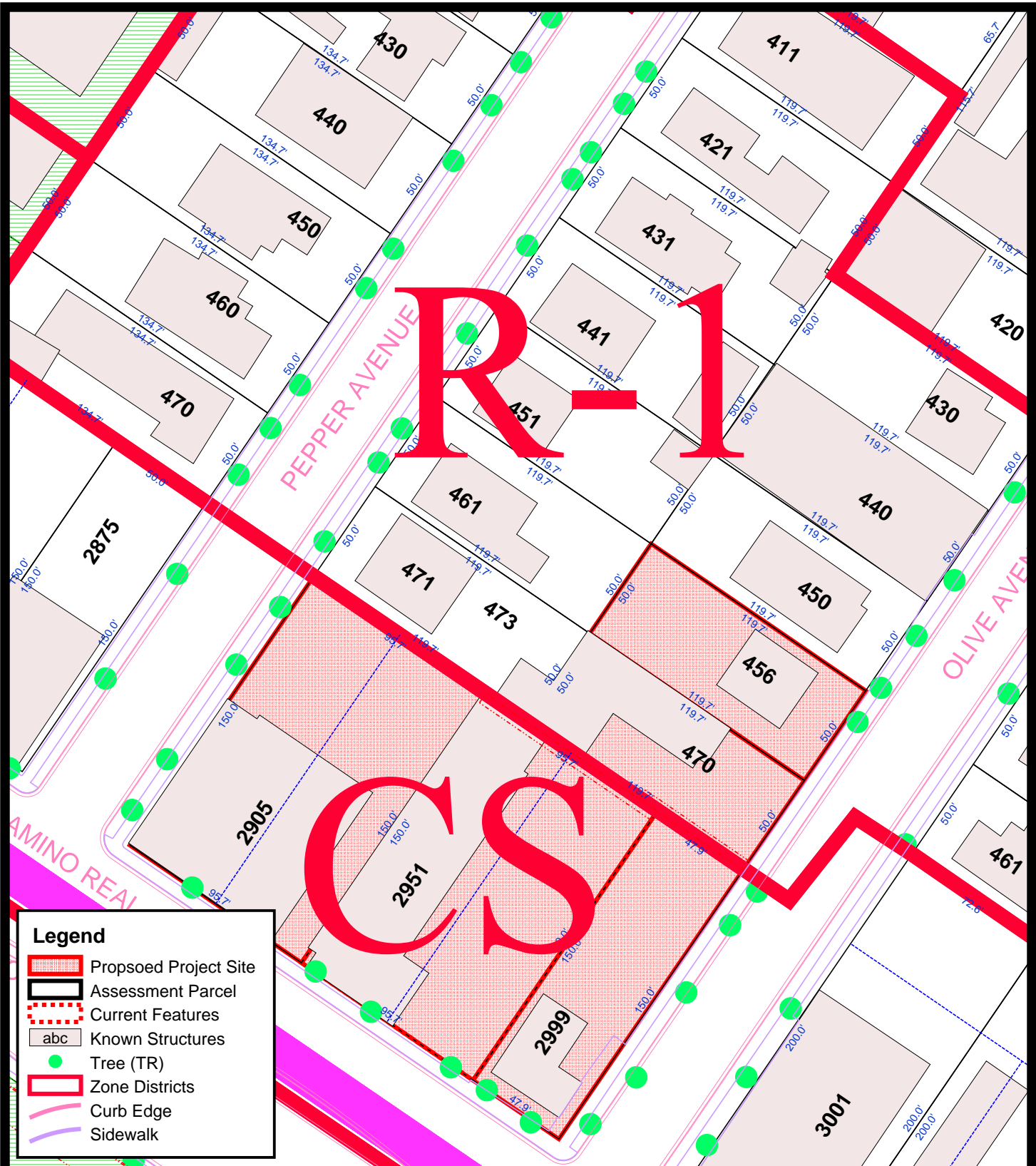
Attachment A: Location Map(PDF)

Attachment B: Project Description (DOCX)

Attachment C: Zoning Comparison Table (DOCX)

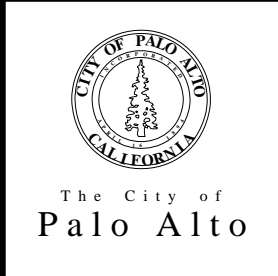
Attachment D: R-1 Daylight Plane Diagrams (DOCX)

Attachment E: Project Plans (DOCX)



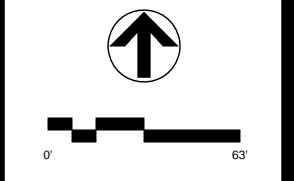
Legend

- Proposed Project Site
- Assessment Parcel
- Current Features
- Known Structures
- Tree (TR)
- Zone Districts
- Curb Edge
- Sidewalk



2591 El Camino Real Planned
Housing Zoning (PHZ)

This map is a product of the
City of Palo Alto GIS



Applicant's Project Description

2951 El Camino Real

This new mixed-use development will provide 113 New Residences while retaining the existing small office and retail uses on site. An underground parking garage preserves the street level for active uses and landscaping. The existing properties include approximately 1,000 sf retail and 5,000 sf office which will be retained along El Camino Real, increasing their visibility while buffering the new residences from busy traffic and street noise. The residential unit are terraced in 2-5 stories oriented around a courtyard and along quieter side streets. To respect the massing and zoning of adjacent single-family homes, the building the height varies from two stories directly adjacent to R-1 to five stories along El Camino Real. The 5th floor along El Camino Real extends above the 50' height limit with varying roof heights to comply with 53'-8" height limit. The majority of the 5th floor is setback an additional 6' along the street frontages to minimize the visual impact and accentuate the lower 4 story height. The proposal complies with CS setback requirements with a 12' minimum sidewalk with at El Camino Real and minimum 5' side setback along Olive and Pepper Avenues. At 470 and 456 Olive, the setback is increased along Olive create a townhouse scale to reflect the adjacent single-family homes. In addition to complying with the setback described above, the proposal will comply with the parking and open space requirements. The project sponsor would like the City Council to consider the following adjustments to current zoning:

- ADDITIONAL HEIGHT ON CS PARCELS (50' MODIFIED TO 53'-8")
- ADDITIONAL HEIGHT ON R-1 PARCELS (30' MODIFIED TO 34')
- INCREASED FAR (1.5 MODIFIED TO 2.55)
- INCREASED RESIDENTIAL DENSITY (MODIFIED TO 103 DU/AC)

This zoning modification will contribute to a vibrant, mixed-use community by preserving existing ground floor retail and adding up to 23 affordable residential units.

Zoning Comparison Table

2951 El Camino Real

Parcel Data			
Address	Zoning & Comp LU	Parcel Area (approximate sf)	APN
2905 El Camino Real	CS & CS	14,361	132-37-033
2951 El Camino Real	CS & CS	14,358	132-37-052
2999 El Camino Real	CS & CS	7,179	132-37-030
470 Olive Street	R-1 & SF	5,983	132-37-029
456 Olive Street	R-1 & SF	5,983	132-37-028
Total Parcel Area	47,864 sf*		

Zoning Information				
	CS Zoning Mixed Use & Residential	CS HIP Zoning	Previous PHZ design (10/5/2020)	Currently Proposed PHZ
Required Setbacks				
Front	0 - 10' to create an 8' - 12' effective sidewalk width		12' effective sidewalk width	12' effective sidewalk width
Side	10' Required Adjacent to R-1	10' Required Adjacent to R-1	10' at Olive, 13' at Pepper	11' 6" at Olive, 14' at Pepper
Rear	None Required Adjacent to Commercial, 10' Adjacent to Residential	None Required Adjacent to Commercial, 10' Adjacent to Residential	29' Adjacent to R-1 properties	29' Adjacent to R-1 properties
Street Side	5'	5'	5' min, 20' along Olive	5' min, 20' at 2 stories along Olive
Height	50' (35' Within 150' of a residential district (other than an RM-40 or PC	50' (35' Within 150' of a residential district (other than an RM-40 or PC	Max 65' on ECR, 37' Along Olive (35' maximum height within 150' of any	Max 53' 8" on ECR (with a tower element of 58'), 35' Along Olive (35' maximum height within 150' of any

	zone) abutting or located within 50 feet of the site)	zone) abutting or located within 50 feet of the site)	RE, R-1, R-2, RM, or applicable PC district.)	RE, R-1, R-2, RM, or applicable PC district.)
Build to Lines	50% of frontage built to setback ⁽¹⁾ 33% of side street built to setback ⁽¹⁾	50% of frontage built to setback ⁽¹⁾ 33% of side street built to setback ⁽¹⁾	100 frontage built to setback, ~40% of street side Olive, 100%	100 frontage built to setback, ~40% of street side Olive, 100%
Floor Area Ratio	0.9:1 (47,864 sf); 0.5:1 residential, 0.4:1 Nonresidential	1.5:1 (71,798 sf); 2.0:1 Max	~2.8:1 (132,098 sf)	~2.55:1 (122,258 sf)
Lot Coverage	50% (23,931 sf)	50% (23,931 sf)	63% (30,216 sf)	63% (30,216 sf)
Residential Density	No Maximum	No Maximum	119 DU on 1.1 acres (108 DU/acres)	113 DU on 1.1 acres (108 DU/acres)
Open Space (Common & Private Open Space)	150 sf/unit		Common 13,412 sf Private 4,450 sf 150.1 sf/unit (119 units)	Common 13,296 sf Private 3,700 sf 150.38 sf/unit (113 units)

Parking				
	Previous PHZ design (10/5/2020)		Currently Proposed PHZ	
Retail	1 space/200 sf (Intensive Retail)	5 spaces @ 1/200 sf	1 space/200 sf (Intensive Retail)	5 spaces @ 1/200 sf
Office	1 space/250 sf (General Business Office)	20 spaces @ 1/250 sf	1 space/250 sf (General Business Office)	20 spaces @ 1/250 sf
Housing	1 per micro unit 1 per studio unit 1 per 1-bedroom unit 2 per 2-bedroom or larger unit At least one space per unit must be covered	87 spaces/Studio & 1BD, 64 spaces/2BD (21 studio units, 66 1-BED, 32 2-BED)	1 per micro unit 1 per studio unit 1 per 1-bedroom unit 2 per 2-bedroom or larger unit At least one space per unit must be covered	89 spaces/Studio & 1 BD 48 spaces/2 BD (24 studio units, 65 1-BED, 24 2-BED)

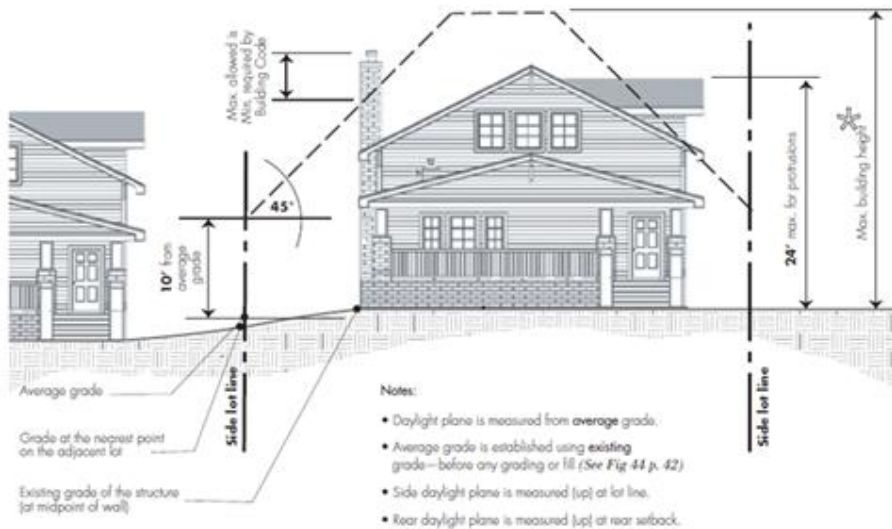
	Tandem parking allowed for any unit requiring two spaces (one tandem space per unit, associated directly with another parking space for the same unit, up to a maximum of 25% of total required spaces for any project with more than four (4) units)		Tandem parking allowed for any unit requiring two spaces (one tandem space per unit, associated directly with another parking space for the same unit, up to a maximum of 25% of total required spaces for any project with more than four (4) units)	
Total Parking	Required: Residential 151, Commercial 25	Proposed: 151 Residential, 26 Commercial	Required: 137 Residential, 25 Commercial	Proposed: 137 Residential, 25 Commercial
Loading Area				
Office	1 space @ 10,000- 99,000 sf	None Proposed	None Proposed	
Retail	1 space @ 5,000- 29,999 sf	None Proposed	None Proposed	
Housing	No Requirement for Multiple Family Residential Uses	None Proposed	None Proposed	

Daylight Plane Diagrams

Primary daylight plane (sides)

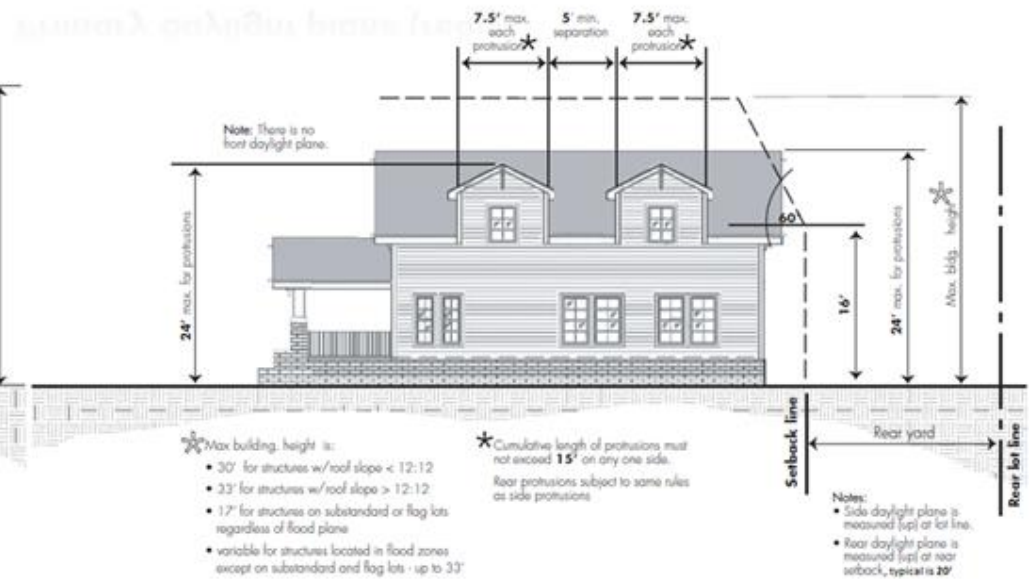
The primary daylight plane regulates structures located within the *buildable area*. Structures located in the rear and/or side yards are regulated by the accessory-structure daylight plan described on the next page.

Fig 20 Front elevation showing side primary daylight plane



Primary daylight plane (rear)

Fig 23 Side elevation showing Rear primary daylight plane



Project Plans

Hardcopies of project plans are provided to ARB Members. These plans are available to the public online and by visiting the Planning and Community Environmental Department on the 5th floor of City Hall at 250 Hamilton Avenue.

Directions to review Project plans online:

1. Go to: bit.ly/PApendingprojects
2. Scroll to find “**2951 El Camino Real**” and click the address link
3. On this project specific webpage you will find a link to the Project Plans and other important information

Direct Link to Project Webpage:

<https://bit.ly/PS2951ECR>