



Architectural Review Board

Staff Report (ID # 10678)

Report Type: Action Items **Meeting Date:** 10/17/2019

Summary Title: 3585 El Camino Real: Mixed-Use (1st Formal)

Title: PUBLIC HEARING / QUASI-JUDICIAL. 3585 El Camino Real [17PLN-00305]: Consideration on Applicant's Request for Approval of a Major Architectural Review to Allow the Demolition of an Existing Structure and Construction of a New Three-Story Mixed-Use Building. A Consideration of a Variance to the Parking Lot Perimeter Landscaping Requirement. Environmental Assessment: Pending Mitigated Negative Declaration in Accordance with the California Environmental Quality Act (CEQA). Zoning District: CN. For More Information Contact the Project Planner Sheldon S. Ah Sing, AICP at sahsing@m-group.us

From: Jonathan Lait

Recommendation

It is recommended that the Architectural Review Board (ARB) take the following action(s):

1. Consider the proposed project and provide feedback on the project design to staff and applicant, then continue it to a date uncertain.

Report Summary

The applicant proposes a three-story mixed-use project on a 6,276 square foot (sf) site at the intersection of El Camino Real and Matadero Avenue. The project replaces an existing vacant structure, which is not considered a historic resource. The project is subject to the architectural review findings, context-based design criteria, and proposes to use the Housing Incentive Program (PAMC 18.16.060(k)). The applicant requests a variance from the Zoning Code requirement for perimeter landscaping of parking lots.

Background

Project Information

Owner: KSS Management LLC (Fangzhou Song)

City of Palo Alto
 Planning & Development Services
 250 Hamilton Avenue
 Palo Alto, CA 94301
 (650) 329-2442

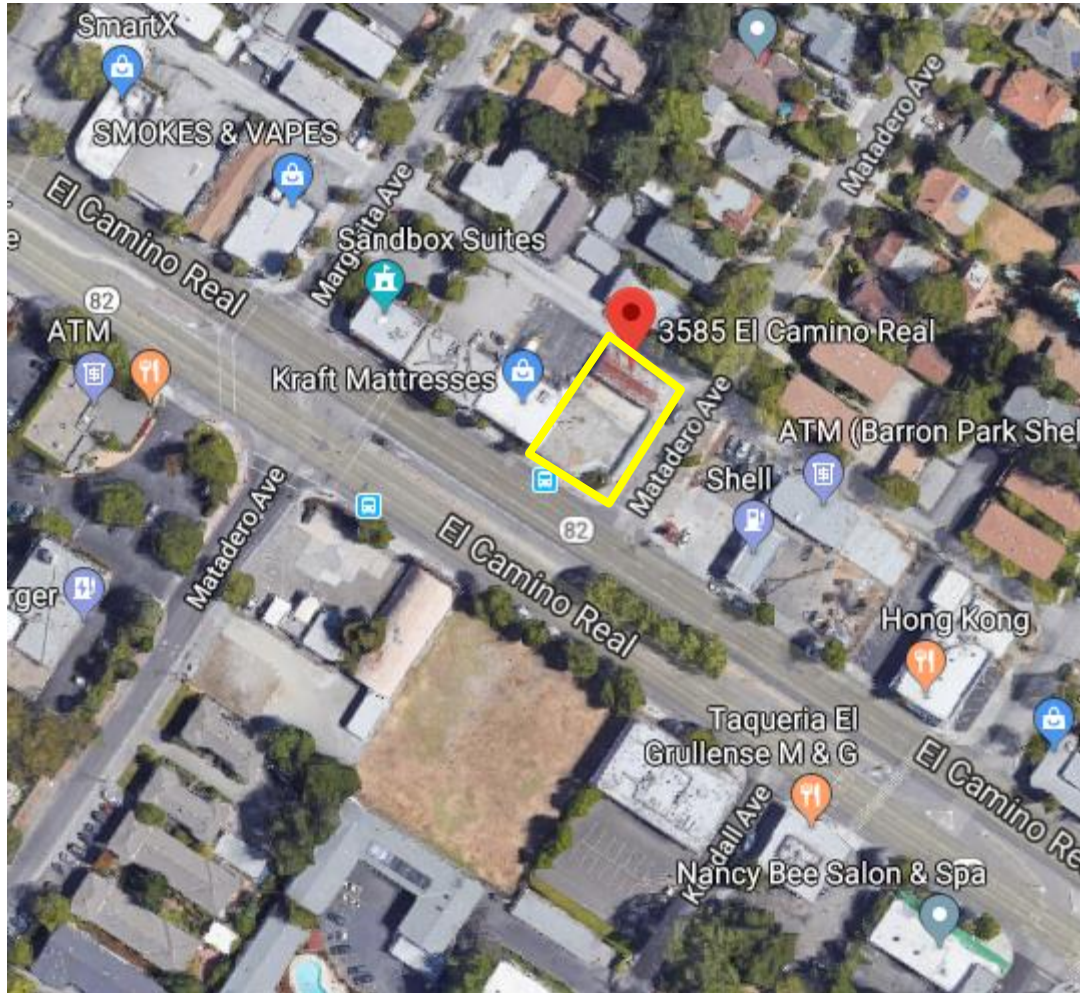
Architect:	Joseph Bellomo
Representative:	Pratima Shah
Legal Counsel:	Not Applicable

Property Information

Address:	3585 El Camino Real
Neighborhood:	Ventura
Lot Dimensions & Area:	60' x 104.6' (0.14 acres/6,276 square feet)
Housing Inventory Site:	Not Applicable
Located w/in a Plume:	Not Applicable
Protected/Heritage Trees:	Not Applicable
Historic Resource(s):	Property determined ineligible for National Register or California Register listing during in City's 1998-2000 Historic Resources Survey

Existing Improvement(s):	1,725 square feet; one-story; height; 1946
Existing Land Use(s):	Vacant
Adjacent Land Uses & Zoning:	North: (Multi-family residential) RM-30 West: (Commercial) Service Commercial - CS East: (Service Station / multi-family residential) Neighborhood Commercial - CN / RM-30 South: (Vacant) Neighborhood Commercial - CN

Aerial View of Property:



Source: Image and data Google, 2019

Land Use Designation & Applicable Plans

Zoning Designation:	Neighborhood Commercial (CN)
Comp. Plan Designation:	Neighborhood Commercial (CN)
Context-Based Design Criteria:	Yes
Downtown Urban Design Guide:	Not Applicable
South of Forest Avenue Coordinated Area Plan:	Not Applicable
Baylands Master Plan:	Not Applicable
El Camino Real Design Guidelines (1976 / 2002):	Yes
Proximity to Residential Uses or Districts (150'):	Yes
Located w/in the Airport	Not Applicable

Influence Area: _____

Prior City Reviews & Action

City Council: None

PTC: None

HRB: None

ARB: None

Project Description

The proposed project would demolish the existing structure and construct a three-story, mixed-use development at the northwest corner of El Camino Real and Matadero Avenue. The total lot area is 0.14 acres (6,276 square feet). The project would include 2,500 square feet of office space and three residential dwelling units (two 1-bedroom units and one 2-bedroom unit). Office uses will be located on the first floor, office space and a residential unit will be on the second floor, and two residential units will be on the third floor.

The project proposes a contemporary design using slag concrete mixture, three-form cladding (translucent resin product), glass and perforated metal screening. Planters are included on the first level along El Camino Real and Matadero Avenue, balconies are included on the upper levels. Residential units include terraces for open space that hang over the sidewalk while remaining on private property.

Mechanical parking lifts within the building and covered surface parking are provided onsite. The rear of the lot includes the driveway, surface parking, electrical transformer, trash and recycling enclosure, long-term bicycle parking, and limited vegetation.

The project includes a less-than-five-foot perimeter landscaping strip around the parking lot, based on space constraints. The project would require approval of an exception or a variance for the proposed narrower width.

Requested Entitlements, Findings and Purview:

The following discretionary applications are being requested:

- Architectural Review – Major (AR): The process for evaluating this type of application is set forth in PAMC 18.77.070. AR applications are reviewed by the ARB and recommendations are forwarded to the Planning & Community Environment Director for action within five business days of the Board’s recommendation. Action by the Director is appealable to the City Council if filed within 14 days of the decision. AR projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project redesign or denial. The findings to approve an AR application are provided in Attachment C.
- Variance: -- The process for evaluating this type of application is set forth in PAMC 18.76.030. Variance applications are reviewed by the Planning & Community

Environment Director. Action by the Director is appealable to the City Council if filed within 14 days. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires redesign or denial. The findings to approve a Variance application are provided in Attachment C.

Analysis¹

Neighborhood Setting and Character

The project site is a corner lot that backs on to an alley that is parallel with El Camino Real for three blocks. The site was formerly an auto-related use that required hazardous materials remediation. This remediation has taken place and the County of Santa Clara case is now closed. Generally, the buildings in the area are retail establishments of one to two stories in height with a vacant lot across El Camino Real. To the rear of the property and across the alley are several two-story multi-family residential buildings.

The project's design appears to meet the criteria in Finding #2 in that the proposed three-story building provides transitions in scale, mass and character to adjacent land uses and land use designations. The project appears to be consistent with the context-based design criteria, however, staff would appreciate the Board's comments on this subject.

Consistency with the Comprehensive Plan, Area Plans and Guidelines²

The Comprehensive Plan includes Goals, Policies, and Programs that guide the physical form of the City. The Comprehensive Plan provides the basis for the City's development regulations and is used by City staff to regulate building and development, and to make recommendations on projects. Further, ARB Finding #1 requires that the design be consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan.

The property's land use designation, Neighborhood Commercial, includes shopping centers with off-street parking or a cluster of street-front stores serving the immediate neighborhood. Examples include Charleston Center, Edgewood Center, and Midtown. Typical uses include supermarkets, bakeries, drugstores, variety stores, barber shops, restaurants, self-service laundries, dry cleaners, and hardware stores. In locations along El Camino Real and Alma Street, residential and mixed-use projects may also be considered as meeting this land use category. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations.

¹ The information provided in this section is based on analysis prepared by the report author prior to the public hearing. The Architectural Review Board in its review of the administrative record and based on public testimony may reach a different conclusion from that presented in this report and may choose to make alternative findings. A change to the findings may result in a final action that is different from the staff recommended action in this report.

² The Palo Alto Comprehensive Plan is available online: <http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp>

On balance, the project appears to be consistent with the policies in the Comprehensive Plan and therefore fulfills the goals of the Plan as well. Staff will perform a detailed review of the project's consistency prior to the project's next hearing.

Zoning Compliance³

Staff performed a detailed review of the proposed project's consistency with applicable zoning development standards (Attachment B). The proposed project complies with all applicable codes except for the width of the parking lot perimeter landscape strip; the applicant seeks permission to deviate from this code standard.

Context-Based Design Criteria and Performance Criteria Consideration and Findings

The project is subject to Zoning Compliance, Architectural Review approval findings. In addition, Context-Based Design Consideration and Findings found in PAMC Chapter 18.16.090 are applicable to projects in the CN zone district. Performance Standards are found in PAMC 18.23. The applicable criteria and findings are included as Attachment C.

Parking Lot Landscape Requirements

The site plan shows half of the property devoted to the building and mechanical parking, while the other half is devoted to components that support the building such as the driveway, surface parking, electrical transformer, trash/recycling enclosure, long-term bicycle parking, and limited vegetation.

The project requires five-foot perimeter landscaping around the parking lot (PAMC 18.54.040(a)), however, based on space constraints, the project cannot comply with this requirement. In accordance with the PAMC, residential uses are permitted in the CN district only if they are multi-family and only if they are a part of a mixed-use project. According to the PAMC, multi-family is considered at least three units.

In addition to the typical development standards that create the building envelop for the project, other development standards are triggered such as parking requirements (number of spaces and parking lot facility design), covered trash enclosures, electrical transformers, electrical charging stations, and bicycle parking. Implementation of the project and these development standards becomes difficult to achieve on a small lot, such as the project site. In addition, another site constraint is that overhead utilities are located on the project side of the service alley with a utility pole located at the northwest property line and the alley. This utility pole includes a guide wire that is located parallel with the alley and on the property.

One of the benefits of having the perimeter landscaping is to soften the hardscape and create a transition between the parking lot and the property line. In this case, while horizontal landscape is difficult to achieve, vertical landscaping can be included. Large canopy or tall trees are not advised in this location because of the proximity to the overhead utilities and the potential to impede with the service alley operations. The project proposes Japanese Maples,

³ The Palo Alto Zoning Code is available online: http://www.amlegal.com/codes/client/palo-alto_ca

which would be appropriate in this location and situation because they have small canopies and do not interfere with the service alley.

A Variance is requested to deviate from the landscape requirement. Development projects require supporting infrastructure and facilities such as transformers and trash/recycling enclosures. These facilities have minimum size, placement and spacing requirements that take up area that could be used for landscaping. These siting requirements make it increasingly challenging for projects with small lots.

In particular, this issue also affects Architectural Review Finding #5 regarding onsite landscaping. Staff seeks input from the ARB regarding Finding #5.

Multi-Modal Access & Parking

The project would meet the parking requirement with a combination of mechanical lifts and surface parking. The mechanical lifts are screened from view in accordance with the PAMC. Access to the parking is from Matadero Avenue via a driveway.

The project includes three long-term (located off the alley) bicycle spaces and two short-term bicycle spaces (located off of Matadero Avenue) on site.

The project appears to meet Finding #4 regarding pedestrian and bicycle circulation.

Consistency with Application Findings

Based on the project's application requests, findings are required for approval of the Architectural Review and Variance. Staff seeks input from the ARB on the findings and the deviation for the landscape requirements. Example findings are included in Attachment C.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, an Initial Study and Mitigated Negative Declaration is being prepared and will be circulated for public comment prior to the project's next hearing.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Daily Post* on October 4, 2019, which is 12 days in advance of the meeting. Postcard mailing occurred on October 2, 2019, which is 14 days in advance of the meeting.

Public Comments

As of the writing of this report, no project-related public comments were received.

Report Author & Contact Information

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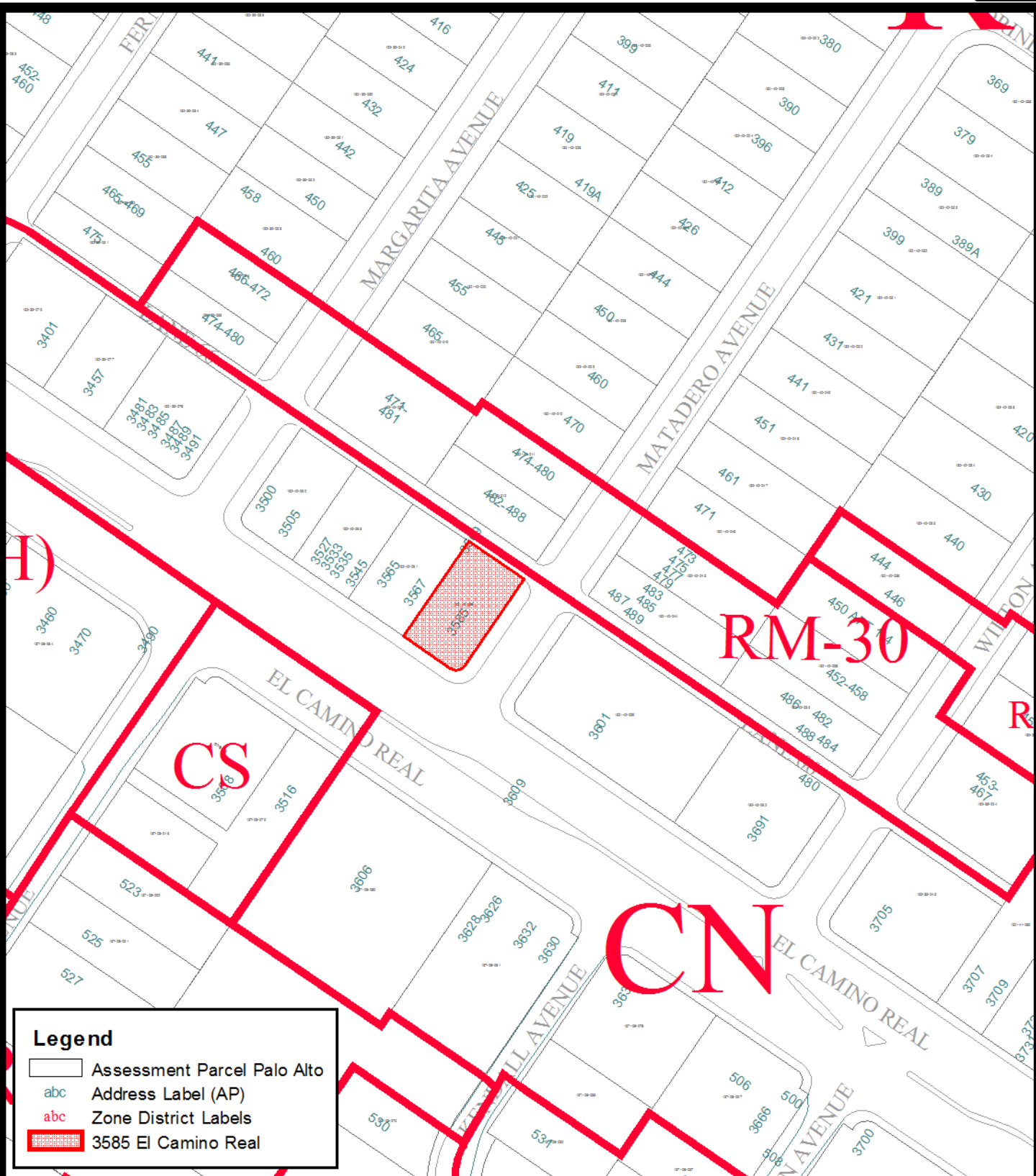
ARB⁴ Liaison & Contact Information

Jodie Gerhardt, AICP, Planning Manager
(650) 329-2575
jodie.gerhardt@cityofpaloalto.org

Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: Zoning Comparison Table (DOCX)
- Attachment C: ARB and Variance Findings (DOCX)
- Attachment D: Applicant's Project Description (PDF)

⁴ Emails may be sent directly to the ARB using the following address: arb@cityofpaloalto.org



Legend

- Assessment Parcel Palo Alto
- abc Address Label (AP)
- abc Zone District Labels
- 3585 El Camino Real



The City of Palo Alto



3585 El Camino Real
17PLN-00305

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



ATTACHMENT B
ZONING COMPARISON TABLE
3585 El Camino Real, 17PLN-00305

Table 1: COMPARISON WITH CHAPTER 18.16 (CN DISTRICT)
Mixed-Use and Residential Development Standards

Regulation	Required	Existing	Proposed
Minimum Site Area, width and depth	None	0.14 acres (6,276 sf)	0.14 acres
Minimum Front Yard	0-10 feet to create an 8-12 foot effective sidewalk width ⁽⁸⁾	70 feet	4'-10" (12'-0" from face of curb for effective sidewalk width)
Rear Yard	10 feet for residential portion; no requirement for commercial portion	5 feet	49 feet
Interior Side Yard	None (not abutting residential district)	10 feet	6 inches
Street Side Yard	5 feet	10 feet	5 feet
Build-to-lines	50% of frontage built to setback on El Camino Real 33% of side street built to setback on Matadero Avenue	Front: 0% Street Side: 0%	Front: 71% Street Side: 47%
Max. Site Coverage ^(k)	50% (3,138 sf)	28% (1,757 sf)	60% (3,735 sf), <i>see (k) Housing Incentive Program note below</i>
Landscape/Open Space Coverage	35%	Not applicable	37%
Usable Open Space	150 sf per unit	Not applicable	1-bedroom unit: 180 sf 1-bedroom unit: 270 sf 2-bedroom unit: 495 sf
Max. Building Height	35 ft	20 feet	35 feet
Max. Floor Area Ratio (FAR) ^{(4)(k)}	Residential: 0.5:1 (3,138 sf) Non-Residential: 0.5:1 (3,138 sf) Total Mixed-Use: 1.0:1 (6,252 sf)	27% (1,725 sf)	Residential: 0.67:1 (4,191 sf) Non-Residential: 0.4:1 (2,500 sf) Total Mixed-Use: 1.07:1 (6,691 sf) <i>See (k) Housing Incentive Program note below</i>

Daylight Plane for lot lines abutting one or more residential zoning districts	Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line	Not applicable	Not applicable
Residential Density (net) ⁽³⁾	15 or 20 ⁽⁹⁾	Not applicable	20 du/acre (3 units)
Parking Lot Perimeter Landscaping (18.54.040a)	Five feet	Not applicable	Zero to two feet and not continuous

(3) Residential density shall be computed based upon the total site area, irrespective of the percent of the site devoted to commercial use.

(4) For CN sites on El Camino Real, height may increase to a maximum of 40 feet and the FAR may increase to a maximum of 1.0:1 (0.5:1 for nonresidential, 0.5:1 for residential).

(8) A 12 foot sidewalk width is required along El Camino Real frontage.

(9) Residential densities up to 20 units/acre are allowed on CN zoned housing inventory sites identified in the Housing Element. Other CN zoned sites not located on El Camino Real are subject to a maximum residential density of up to 15 units/acre.

(k) **Housing Incentive Program**

(1) For an exclusively residential or residential mixed-use project in the CC(2) zone or on CN or CS zoned sites on El Camino Real, the Director may waive the residential floor area ratio (FAR) limit and the maximum site coverage requirement after the project with the proposed waiver or waivers is reviewed by the Architectural Review Board, if the Director finds that a project exceeding these standards is consistent with the required architectural review findings. In no event shall the Director approve a commercial FAR that exceeds the standard in Table 4 of Section 18.16.060(b) or a total FAR (including both residential and commercial FAR) in excess of 2.0 in the CC(2) zone or 1.5 in the CN or CS zone.

Table 1: COMPARISON WITH CHAPTER 18.16 (CN DISTRICT) continued
Mixed-Use Residential Development Standards

Topic	Requirement	Proposed
Hours of Operation (18.16.040 (b))	Businesses with activities any time between the hours of 10:00 p.m. and 6:00 a.m. shall be required to obtain a conditional use permit. The director may apply conditions of approval as are deemed necessary to assure compatibility with the nearby residentially zoned property	The application does not include a request for late night hours.
Office Use Restrictions (18.16.050)	Total floor area of permitted office uses on a lot shall not exceed 25% of the lot area, provided a lot is permitted between 2,500 and 5,000 sf of office use. The maximum size may be increased with a CUP issued by the Director.	2,500 sf

18.16.080 Performance Standards. All development in the CN district shall comply with the performance criteria outlined in [Chapter 18.23](#) of the Zoning Ordinance, including all mixed use development

18.16.090 Context-Based Design Criteria. As further described in a separate attachment, development in a commercial district shall be responsible to its context and compatible with adjacent development, and shall promote the establishment of pedestrian oriented design.

**Table 2: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading)
for Residential & Office**

Type	Required	Existing	Proposed
Vehicle Parking	Office: 1/250 sf: 10 spaces Residential: 1-bedroom: 1 per unit (2 spaces) 2-bedroom: 2 per unit (2 spaces) Total: 14 spaces	Zero	Office: 10 spaces Residential: 4 spaces
Bicycle Parking	Office: 1/2,500 sf = 1 Residential: 1 per unit (LT) = 3	Zero	3 long term 2 short term
Loading Space	0-9,999 sf = zero	Zero	Zero

ATTACHMENT B
ARB FINDINGS FOR APPROVAL
 3585 El Camino Real
 17PLN-00305

The design and architecture of the proposed improvements, as conditioned, complies with the Findings for Architectural Review as required in Chapter 18.76 of the PAMC.

Finding #1: The design is consistent with applicable provisions of the Palo Alto Comprehensive Plan, Zoning Code, coordinated area plans (including compatibility requirements), and any relevant design guides.

Comprehensive Plan Goal/Policy	Consistency
<p>Neighborhood Commercial: Includes shopping centers with off-street parking or a cluster of street-front stores that serve the immediate neighborhood. Examples include Charleston Center, Edgewood Center and Midtown. Typical uses include supermarkets, bakeries, drugstores, variety stores, barber shops, restaurants, self-service laundries, dry cleaners and hardware stores. In locations along El Camino Real and Alma Street, residential and mixed use projects may also locate in this category. Non-residential FARs will range up to 0.4. Consistent with the Comprehensive Plan’s encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations.</p>	<p><i>Consistency will be determined prior to the next hearing</i></p>
<p>Policy L-1.3: Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.</p>	
<p>Policy L-1.11: Hold new development to the highest development standards in order to maintain Palo Alto’s livability and achieve the highest quality development with the least impacts.</p>	
<p>Policy L-3.1: Ensure that new or remodeled structures are compatible with the neighborhood and adjacent structures</p>	
<p>Policy L-4.15 Recognize El Camino Real as both a</p>	

local serving and regional serving corridor, defined by a mix of commercial uses and housing.	
Program L-9.10.2: Encourage the use of compact and well-designed utility elements, such as transformers, switching devices, backflow preventers and telecommunications infrastructure. Place these elements in locations that will minimize their visual intrusion.	
Policy T-5.1: All new development projects should manage parking demand generated by the project, without the use of on-street parking, consistent with the established parking regulations. As demonstrated parking demand decreases over time, parking requirements for new construction should decrease.	

Finding #2: The project has a unified and coherent design, that:

- a. creates an internal sense of order and desirable environment for occupants, visitors, and the general community,
- b. preserves, respects and integrates existing natural features that contribute positively to the site and the historic character including historic resources of the area when relevant,
- c. is consistent with the context-based design criteria of the applicable zone district,
- d. provides harmonious transitions in scale, mass and character to adjacent land uses and land use designations,
- e. enhances living conditions on the site (if it includes residential uses) and in adjacent residential areas.

The project is consistent with the following Neighborhood Commercial (CN) context-based design criteria, as further described below:

1. Pedestrian and Bicycle Environment

The design of new projects shall promote pedestrian walkability, a bicycle friendly environment, and connectivity through design elements

2. Street Building Facades

Street facades shall be designed to provide a strong relationship with the sidewalk and the street (s), to create an environment that supports and encourages pedestrian activity through design elements

3. Massing and Setbacks

Buildings shall be designed to minimize massing and conform to proper setbacks

4. Low Density Residential Transitions

Where new projects are built abutting existing lower scale residential development, care shall be taken to respect the scale and privacy of neighboring properties

5. Project Open Space

Private and public open space shall be provided so that it is usable for the residents and visitors of the site

6. Parking Design

Parking shall be accommodated but shall not be allowed to overwhelm the character of the project or detract from the pedestrian environment

7. Large Multi-Acre Sites

Large sites (over one acre) shall be designed so that street, block, and building patterns are consistent with those of the surrounding neighborhood

8. Sustainability and Green Building Design

Project design and materials to achieve sustainability and green building design should be incorporated into the project

Finding #3: The design is of high aesthetic quality, using high quality, integrated materials and appropriate construction techniques, and incorporating textures, colors, and other details that are compatible with and enhance the surrounding area.

Finding #4: The design is functional, allowing for ease and safety of pedestrian and bicycle traffic and providing for elements that support the building's necessary operations (e.g. convenient vehicle access to property and utilities, appropriate arrangement and amount of open space and integrated signage, if applicable, etc.).

Finding #5: The landscape design complements and enhances the building design and its surroundings, is appropriate to the site's functions, and utilizes to the extent practical, regional indigenous drought resistant plant material capable of providing desirable habitat that can be appropriately maintained.

Finding #6: The project incorporates design principles that achieve sustainability in areas related to energy efficiency, water conservation, building materials, landscaping, and site planning.

Variance Findings

PAMC 18.76.030

(1) Because of special circumstances applicable to the subject property, including (but not limited to) size, shape, topography, location, or surroundings, the strict application of the requirements and regulations prescribed in Title 18 substantially deprives such property of privileges enjoyed by other property in the vicinity and in the same zoning district as the subject property.

(2) The granting of the application shall not affect substantial compliance with the regulations or constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and in the same zoning district as the subject property.

(3) The granting of the application is consistent with the Palo Alto Comprehensive Plan and the purposes of Title 18 (Zoning).

(4) The granting of the application will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare, or convenience.

Performance Criteria
3585 El Camino Real 17PLN-00305

Pursuant to PAMC 18.23, the following performance criteria are intended to provide additional standards to be used in the design and evaluation of developments in the multi-family, commercial, and industrial zones. The purpose is to balance the needs of the uses within these zones with the need to minimize impacts to surrounding neighborhoods and businesses. The criteria are intended to make new developments and major architectural review projects compatible with nearby residential and business areas, and to enhance the desirability of the proposed developments for the site residents and users, and for abutting neighbors and businesses.

Performance Criteria	Project Consistency
18.23.020 Trash Disposal and Recycling	
<i>Assure that development provides adequate and accessible interior areas or exterior enclosures for the storage of trash and recyclable materials in appropriate containers, and that trash disposal and recycling areas are located as far from abutting residences as is reasonably possible.</i>	
18.23.030 Lighting	
<i>To minimize the visual impacts of lighting on abutting or nearby residential sites and from adjacent roadways.</i>	
18.23.040 Late Night Uses and Activities	
<i>The purpose is to restrict retail or service commercial businesses abutting (either directly or across the street) or within 50 feet of residentially zoned properties or properties with existing residential uses located within nonresidential zones, with operations or activities between the hours of 10:00 p.m. and 6:00 a.m. Operations subject to this code may include, but are not limited to, deliveries, parking lot and sidewalk cleaning, and/or clean up or set up operations, but does not include garbage pick-up.</i>	
18.23.050 Visual, Screening and Landscaping	
<i>Privacy of abutting residential properties or properties with existing residential uses located within nonresidential zones (residential properties) should be protected by screening from public view all mechanical equipment and service areas. Landscaping should be used to integrate a project design into the surrounding neighborhood, and to provide privacy screening between properties where appropriate.</i>	

Performance Criteria	Project Consistency
18.23.060 Noise and Vibration	
<p><i>The requirements and guidelines regarding noise and vibration impacts are intended to protect residentially zoned properties or properties with existing residential uses located within nonresidential zones (residential properties) from excessive and unnecessary noises and/or vibrations from any sources in abutting industrial or commercially zoned properties. Design of new projects should reduce noise from parking, loading, and refuse storage areas and from heating, ventilation, air conditioning apparatus, and other machinery on nearby residential properties. New equipment, whether mounted on the exterior of the building or located interior to a building, which requires only a building permit, shall also be subject to these requirements.</i></p>	
18.23.070 Parking	
<p><i>The visual impact of parking shall be minimized on adjacent residentially zoned properties or properties with existing residential uses located within nonresidential zones.</i></p>	
18.23.080 Vehicular, Pedestrian and Bicycle Site Access	
<p><i>The guidelines regarding site access impacts are intended to minimize conflicts between residential vehicular, pedestrian, and bicycle uses and more intensive traffic associated with commercial and industrial districts, and to facilitate pedestrian and bicycle connections through and adjacent to the project site.</i></p>	
18.23.090 Air Quality	
<p><i>The requirements for air quality are intended to buffer residential uses from potential sources of odor and/or toxic air contaminants.</i></p>	
18.23.100 Hazardous Materials	
<p><i>In accordance with Titles 15 and 17 of the Palo Alto Municipal Code, minimize the potential hazards of any use on a development site that will entail the storage, use or handling of hazardous materials (including hazardous wastes) on-site in excess of the exempt quantities prescribed in Health and Safety Code Division 20, Chapter 6.95, and Title 15 of this code.</i></p>	



Date: Sept 30 th 2019

To: City of Palo Alto Planning Department

Attn: Sheldon Ah Sing

Subject: Major Architectural Review of development at 3585 El Camino Real

Introduction:

We, Bellomo Architects together with KSS management, present, for your architectural review, a mixed-use building - one with office and residential spaces.

The building unifies commercial and residential use, and celebrates the City of Palo Alto's tradition and innovation. The building will provide cutting-edge commercial spaces for businesses and residences; encourage walkable, livable, and sustainable urban lifestyle.

Our goal is to create a building that will revitalize the corner, which has been vacant for past 27 years.

The building will create a vibrant "node" with neighborhood oriented commercial uses that serve the surrounding residential area. The building will promote harmonious transition in scale and character between different designated land uses.

Existing Conditions:

The 6252 sq. ft. lot is located on the Southwest Corner of El Camino Real and Matadero Avenue with 60 ft. frontage on El Camino Real and 110 ft on Matadero Avenue with a 20 ft. wide alley on the North side.

The property is neighboring two story commercial buildings on El Camino Real, a gas station on Matadero Avenue and a residential apartment complex on the alley.

The lot has been vacant for the last 27 years. It has a metal shed, approx. 800 sq. ft., which was once used as a garage or an automobile repair center. The shed is in a distressed condition and has been partially dismantled for safety reasons. It will be demolished prior to the proposed development.

Proposed Project:

We propose a three story, mixed use building with an office on the first floor, an office and a residential unit on the second floor and two residential units on the third floor

Project Program:

The proposed program follows the guidelines under Palo Alto's Housing Incentive Plan.

A Mixed Use Building

Two Office Spaces and Three Residential Units

Total Site Area: 6252 sq ft

Proposed Office Space: 2500 sq ft (permitted 3126 sq ft)

Proposed Residential space: 4191 sq ft

(As per the City of Palo Alto's Housing Incentive Plan: Permitted residential FAR is increased from 0.5 to 1.5. So permitted square footage is 9378 sq ft .

Proposed square footage is more than 50% less than the permitted)

First Floor:

Office Space: 1246 sq ft

Second Floor:

Office: 1020 sq ft

One Bedroom Residence: 1235 sq ft

Third Floor:

One Bedroom Residence: 892 sq ft

Two Bedroom Residence: 1187 sq ft

Car Parking:

Total Car Parking Spaces Required: 14

Total Car Parking Spaces Provided: 14

- Car Parking with three level mechanical lift systems: 11 cars
- One Van Accessible Space
- One Van Accessible Charging Station
- Two car parking spaces on grade as required by Palo Alto Municipal Code.

Planning:

The planning and siting of the various functions and buildings on the site create an internal sense of order and provide a desirable environment for occupants, visitors, and the general community.

The plan follows approximately an 11'-0" grid; with all utilities and services located in the central core area.

The office spaces are located towards El Camino Real, and the residential units, mainly bedrooms, are located towards the alley.

The ground floor facade has a rhythmic glass front which maintains 10'0" storefront rhythm of neighboring buildings.

The Third Floor residential space is set back from El Camino to reduce massing, create desirable terraces and provide privacy to the residential units.

Access:

Parking facilities are located on the rear half of the property with access from Matadero Avenue.

The ground floor office has an entry on El Camino Real while the residences and office space on the second floor have a stairway entry on Matadero Avenue near the corner of El Camino Real and Matadero Avenue.

The proposed vehicular access eliminates the existing curb cut on El Camino Real, thus providing cohesive building frontage and streetscape.

The property has a well-demarcated entries and circulation is safe and convenient to pedestrians, cyclists, and vehicles.

Setbacks:

On El Camino Real: Building sets back 4'0" to create 12'0" wide sidewalk promoting pedestrian environment.

On Matadero Avenue: 5'-0" building set back.

Structural System:

- 1: First and Second Floor: Reinforced Concrete Exposed Structure
- 2: Third Floor: Metal Framing.

Sustainability:

The project would comply with the City's Green Building Ordinance. The design includes overhangs, recesses, and other shading devices (vertical garden wall) and techniques to reduce the solar heat gain and energy consumption related to the cooling of the building.

Materials:

The building will be composed of sustainable building materials with exposed structural composition.

- Concrete: 70% replacement of cement with slag (a byproduct of iron extraction process) into concrete mixture making it stronger and environmentally friendly (cement is a significant emission polluter during its refinement process). Slag also makes exposed concrete more impermeable to water.
- Steel Framing: Steel is a renewable material.
- Thermo exterior glazing (double insulated low e-glazing) for energy efficiency.
- Fleetwood operable doors and windows promote natural light, ventilation as well as excellent acoustical values.
- 3 Form cladding: 3 Form is a manmade, renewable polymer material. The cladding reduces building maintenance and avoids exterior paint.
- Solar panels will be located on the roof.

Landscape:

Landscape forms an integral part of this urban building. The design intent is to create usable landscaped terraces which will form a buffer between the office and residential spaces and the state highway.

The terraces will have potted plants. The Second Floor balcony on El Camino Real will have a vertical screen garden. A cable trellis system will be provided which will guide creepers potted in the planters in the balcony. The creepers and the cable will create a beautiful garden wall with an interesting view and make urban space more livable. It will also help in reducing solar gain, mitigating noise and dust.

There are no existing trees on or on the sidewalk of the property. We are proposing five trees, permitted by the City of Palo Alto on sidewalk along El Camino Real and Matadero Avenue.

The parking is shaded with corrugated metal roofing.

END