



## City of Palo Alto City Council Staff Report

(ID # 12325)

**Report Type: Study Session**

**Meeting Date: 8/16/2021**

**Summary Title: 280 & 300 Lambert Avenue: PHZ Prescreening for 49 Units**

**Title: 280 & 300 Lambert Avenue (21PLN-00133): Request for Prescreening of a Proposal by Lambert Fields, LLC to Rezone the Properties at 280 and 300 Lambert Avenue From Service Commercial (CS) to Planned Home Zone (PHZ), Merge Parcels Into One Parcel, and Develop the Site With a 49-unit Residential Development. Environmental Assessment: Not a Project. Zoning District: CS (Service Commercial)**

**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 rezoning request.

### **Executive Summary**

The applicant requests a pre-screening review by Council of an application to rezone the subject property (two parcels) from Service Commercial (CS) to "Planned Home Zoning (PHZ)".<sup>1</sup> The applicant's project would include demolishing the existing commercial buildings, merging the parcels, and developing a residential-only project.

The prescreening application is required by PAMC 18.79.030 and responds to the City Council's expressed interest in learning from home builders what it takes to create more housing opportunities in Palo Alto. 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 more housing units than required for any net new jobs on the project site.

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

The conceptual project replaces two automobile service buildings totaling 10,125 square feet with a residential building with 49 housing units (23 one-bedroom units; 21 two-bedroom units; and five three-bedroom units). There would be 10 income-restricted housing units meeting the 20 percent inclusionary requirement. The proposal would not meet the base zoning district development standards for floor area, height, site coverage, density, and rear setback.

#### North Ventura Coordinated Area Plan (NVCAP)

The project site is within the NVCAP, which is currently a coordinated area plan under review. City Council reviewed the NVCAP on June 14, 2021 (ID #11930)<sup>2</sup>. The NVCAP project area lies within the Ventura neighborhood of Palo Alto. It is comprised of approximately 60 acres, roughly bounded by Page Mill Road, El Camino Real, Lambert Avenue, and the Caltrain tracks. The plan area is near local and regional destinations. These include the California Avenue Caltrain Station, California Avenue Business District, and Stanford Research Park. Presently, the NVCAP is in the “Community Engagement and Analysis” phase of the process and not a final, Council-adopted plan.

The prescreening request is a study session discussion only, and no formal action will be taken by the City Council.

## **Background**

Since February 2020, the City Council endorsed using PHZ for housing and mixed-use housing projects to help spur housing production. PHZs allow a home builder to share a plan for adding housing, but also include one or more requests to modify local zoning standards. In exchange for modifying certain development standards, the project must include at least 20% of the housing units as affordable through a menu of options including a combination of inclusionary housing and payment of an in-lieu fee. Moreover, the number of housing units must offset the number of net new commercial jobs that are generated by the project.

In accordance with Palo Alto Municipal Code (PAMC) Section 18.79.030(A), a prescreening review is required for legislative changes, including rezoning, before 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.

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<sup>2</sup> June 14, 2021 CMR on NVCAP <https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/reports/city-manager-reports-cmr/2021/id-11930.pdf>

### City Council PHZ Program Refinements

The City Council endorsed staff's proposed approach for the inclusionary housing options and the formula to determine the jobs/housing ratio on September 21, 2020.<sup>3</sup>

On April 12, 2021, the City Council discussed and updated parameters it would consider for future PHZ applications.<sup>4</sup> While the multi-part motion included several future considerations, more immediately, the Council's motion directed PHZ applications meet the following criteria:

- Clarify that the PHZ has been intended to only apply to housing incentive program (HIP) areas, other commercial districts and zone districts allowing higher density housing, excluding areas east of 101;
- Provide parameters for what is meant by "moderate adjustments to base zoning for PHZ projects";
- Clarify that the PHZ must be predominantly housing and only a minority component of office development;
- PHZ is prohibited in R-1, R-2, and RE zoning, except for projects that have already been prescreened; and
- Allow PHZ in light industrial areas if it is a compatible use.

As proposed, the pre-screening concept meets these parameters. The project proposes floor area ratio, lot coverage and density that are consistent with other PHZ prescreening applications. The proposed height is 10% more than the maximum allowed by the zoning code.

### Project Description

The owner, Lambert Fields, LLC, requests a prescreening review for a conceptual residential project containing 49 dwelling units. A location map is included in *Attachment A*; and the preliminary schematic drawings are included in *Attachment D*.

The applicant proposes to demolish the existing commercial buildings on two adjacent properties (280 and 300 Lambert Avenue) and merge the two parcels. The resulting merged lot area would be 25,591 square feet. The project concept plans show two massing components separated by a courtyard. One component is a three-story multi-family building that would be located towards the front of the property. The other component is a five-story multi-family residential building to be placed towards the rear of the property. Parking spaces for the site

<sup>3</sup> Link to September 21, 2020 Council Staff Report:

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

<sup>4</sup> Action Minutes for the April 12, 2021 Council hearing are available at:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/2021/04-12-21-ccm-draft-action-minutes.pdf>

would be in a basement garage below the buildings, using a combination of mechanical lift spaces and standard spaces.

The proposed floor area would be 70,325 square feet (excluding required parking area per PAMC Section 18.04.030(a)(65)(B)), resulting in a floor area ratio (FAR) of 2.66 to 1. The front building would be 35-feet tall with 10 townhouse-style condominium units, with three levels above ground, and one habitable level below grade. The five-story, 55-foot building at the rear of the property would include 39 condominium units. The applicant currently proposes 10 inclusionary units consistent with Option 1 (20% Deed Restricted; balanced across affordable and workforce housing) described in the September 21, 2020, City Council report.

## **Discussion & Summary of Key Issues**

As shown in the zoning comparison table in *Attachment B*, the project does exceed a few of the development standards contained in the base zoning district as well as one of the requirements in the Planned Community special requirements section (PAMC 18.38.150).

### Consistency with the Comprehensive Plan, Area Plans and Guidelines<sup>5</sup>

The Comprehensive Plan Land Use Designation for the site is Service Commercial, which includes facilities providing citywide and regional services and relying on customers arriving by car. These uses do not necessarily benefit from being in high volume pedestrian areas such as shopping centers or Downtown. Typical uses include auto services and dealerships, motels, lumberyards, appliance stores and restaurants, including fast service types. In almost all cases, these uses require good automobile and service access so that customers can safely load and unload without impeding traffic.

In some locations, residential and mixed-use projects may be appropriate in this land use category. Examples of Service Commercial areas include San Antonio Road, El Camino Real and Embarcadero Road northeast of the Bayshore Freeway. 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.

The project site is near El Camino Real, which has high quality transit, and within a half-mile of the California Avenue Train Station. Therefore, the project appears to be consistent with the Comprehensive Plan land use designation.

### *North Ventura Coordinated Area Plan*

The project is located within the NVCAP. The NVCAP is an area that the Comprehensive Plan

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<sup>5</sup> The Palo Alto Comprehensive Plan is available online:

<https://www.cityofpaloalto.org/Departments/Planning-Development-Services/Long-Range-Planning/2030-Comprehensive-Plan>

identified for site specific planning and the development of the plan is currently underway. The project mostly appears to be consistent with the range of alternatives discussed<sup>6</sup>, including the amount of affordable housing proposed. As well, it is near the expected height that would be allowed for buildings. The proposed project does not include the creek amenity and trail envisioned in all Alternatives.

Since the NVCAP is not an adopted plan at this time, the analysis of the proposed project's consistency would not be applicable. On balance, the project appears to be consistent with many of the City Council's goals for the plan.

### Zoning Compliance<sup>7</sup>

The PHZ application provides a path for home builders and the City Council to consider adjustments in zoning that stimulate more housing units. However, Council expressed in its motion on April 12, 2021, that it intends the PHZ to be used for modest changes to the existing zoning regulations of a property.

PAMC Section 18.38.150 sets forth special standards for projects looking to utilize the PC zoning district and that are adjacent to low density residential zone districts, including the R-1 zone district. These include special setbacks, daylight plane, and height requirements. As shown in Attachment B, the project meets these requirements except for PAMC Section 18.38.150(b), where the special standard restricts height to 50 feet. The project includes an element that is 55 feet in height or 10% greater than the standard.

A review of the conceptual plans against the CS zoning standards shows that the project would not meet some of the zoning requirements for mixed-use or residential development, as shown in *Attachment B*. The project would need to vary from the base zoning to allow for the requested height, floor area ratio, site coverage, density, and rear setback. The proposed open space does appear to be consistent with the development standards; however, the project lacks details for a full evaluation currently on that issue. These deviated development standards appear to be like those seen in other prescreening applications using the PHZ process. These are described in greater detail in the following sections.

### *Height*

The 35 feet proposal for the front-placed building is consistent with the development standards acknowledging a transition to lower height development across Lambert Avenue. The rear building element of the project, at a height of 55 feet, would be five feet taller (10%) than what

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<sup>6</sup> June 14, 2021 City Council Staff Report regarding NVCAP Plan Alternatives:

<https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/reports/city-manager-reports-cmr/2021/id-11930.pdf>

<sup>7</sup> The Palo Alto Zoning Code is available online: [http://www.amlegal.com/codes/client/palo-alto\\_ca](http://www.amlegal.com/codes/client/palo-alto_ca)

is allowed by the base zoning and the special standards contained within PAMC Section 18.38.150 for PC zones. This proposed height also exceeds the recommended height maximum in the NVCAP for the site. However, NVCAP Alternatives 2 and 3B would allow an additional five feet in height for buildings with ground floor retail.

Currently, no other building within the vicinity of the site is taller than two stories. The rear building includes a portion that is approximately 150 feet away from the R-1 (Single-Family Residential) zoning district across from Lambert Avenue. As seen from across Lambert Avenue, the front building would limit the view and massing of the rear building. It is expected that the area within the NVCAP will transition to development with taller buildings consistent with the proposal.

#### *Floor Area Ratio, Site Coverage, Density*

Consistent with other prescreening projects proposing to use the PHZ process, the project would exceed standards for the base district FAR (2.66:1 versus 0.6:1), site coverage (62% versus 50%) and density (80.3 units/acre versus 30 units/acre).

#### *Rear Setback*

The first floor of the rear building does not meet the minimum setback set forth in the base zoning district (5'-6" is proposed versus 10 feet required). The upper floors of the building are compliant with the standard (14'-7"). Staff discussed with the applicant providing a larger ground floor setback near Matadero Creek. This would allow additional area for a pedestrian access easement that could be applied to open space requirements, consistent with NVCAP goals for an amenity space along Matadero Creek. This concept should be further pursued if the project moves forward.

#### *Parking*

The applicant would request a 14.67% reduction in the number of parking spaces typically required per the City's multi-family residential parking standards. Such a reduction could be supported based on submittal of a robust Transportation Demand Management plan (PAMC 18.52.050). If Council adopts NVCAP recommendations, the project would be consistent with a parking ratio proposed in Alternative 3 of one space per housing unit, and would not need approval of a parking reduction.

### **Policy Implications**

As noted, the project lies within the NVCAP area and City Council reviewed several plan alternatives on June 14, 2021. Council continued the item to Fall 2021 (currently scheduled for September 20, 2021). Discussion was captured in video format.<sup>8</sup>

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<sup>8</sup> Video of Council meeting June 14, 2021, item 9 (NVCAP) <https://midpenmedia.org/city-council-152-6142021/>

Each PHZ that is presented to the City Council represents the unique challenges individual developers face with specific lot constraints and their willingness to accept various returns on cost or yield for the project. This project does not include office space or other commercial space. This approach would provide more housing to help alleviate the City's jobs-housing imbalance. The applicant indicated in their project description (*Attachment C*) that the additional height would allow for additional floor area for residential units and would make the project financially feasible.

The plans and compliance review in this report are preliminary. The purpose of the prescreening process is not to exhaustively review a project for compliance with code or require significantly detailed plans, which may change before a formal application is filed. However, staff presented several key development standards for Council discussion of this prescreening application.

Prescreening reviews are intended to solicit early feedback on proposed projects and, like all study sessions, cannot result in any formal action. Therefore, informal comments from Councilmembers would not have any policy implications.

### **Resource Impact**

Staff time processing this prescreening as well as any future application is subject to cost recovery.

### **Timeline**

Following the prescreening review, the applicant will consider Council's comments and determine how they want to proceed. Any formal application to rezone the property to a planned community zone would be subject to review by the Planning and Transportation Commission and Architectural Review Board prior to City Council review.

### **Stakeholder Engagement**

This item was published in the Daily Post on August 6, 2021, which is 11 days in advance of the meeting. Postcard mailing occurred on August 2, 2021, which is 14 days in advance of the meeting.

### **Environmental Review**

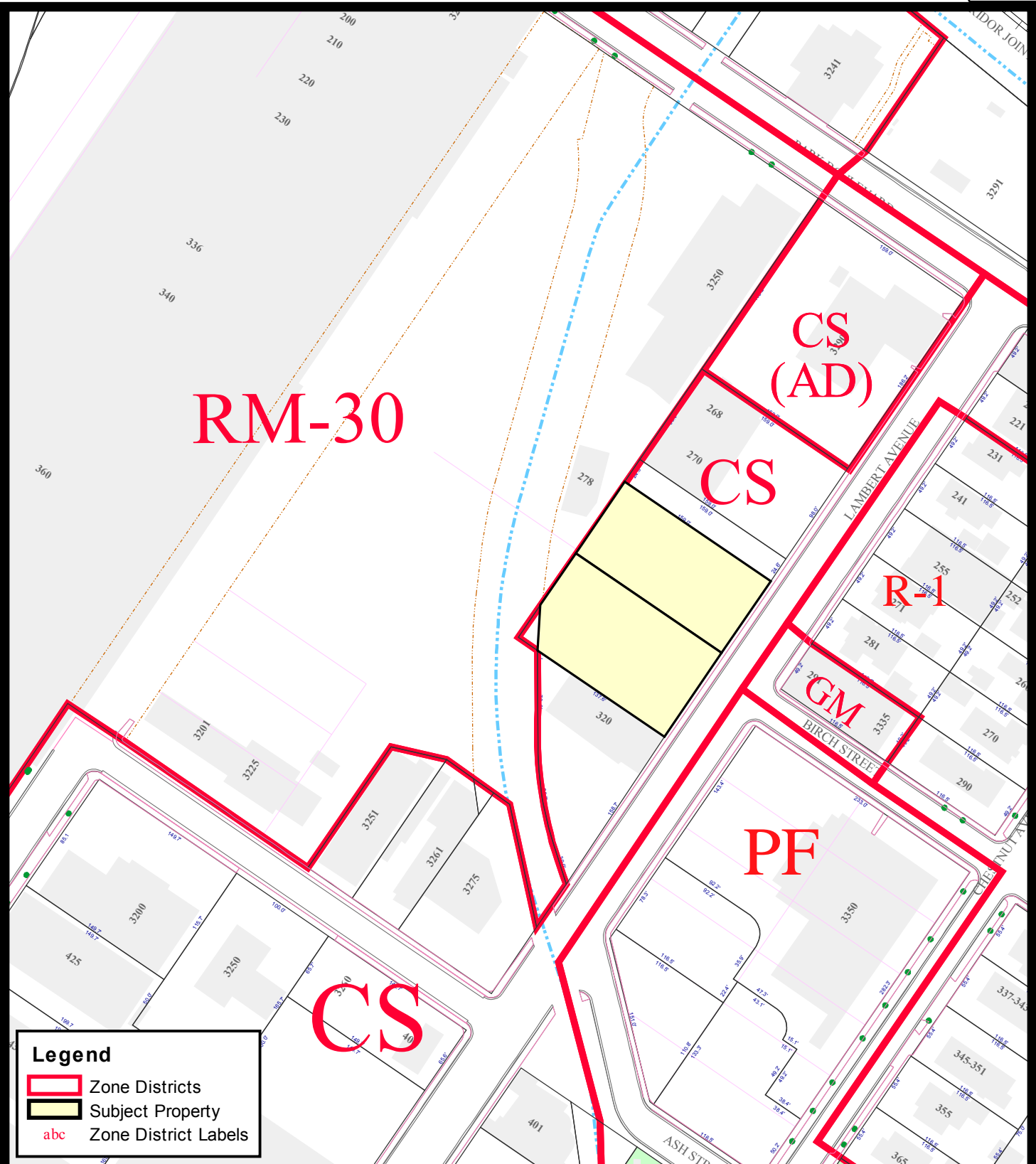
The prescreening application involves no discretionary action and is therefore not subject to review pursuant to the California Environmental Quality Act. Subsequent project applications will require project-specific environmental analysis.

#### **Attachments:**

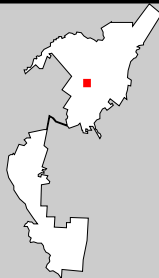
**Attachment2.a:      Attachment A: Location Map(PDF)**

**Attachment2.b:**      **Attachment B: Zoning Comparison Table    (DOCX)**  
**Attachment2.c:**      **Attachment C: Applicant's Project Description      (PDF)**  
**Attachment2.d:**      **Attachment D: Project Plans (DOCX)**





The City of  
Palo Alto



Location Map  
280 & 300 Lambert Ave

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



0' 123'

**ATTACHMENT B**  
**ZONING COMPARISON TABLE**  
 280 & 300 Lambert Avenue, 21PLN-00133

<b>Table 1: COMPARISON WITH CHAPTER 18.16 (CS DISTRICT)</b> <b>*Bold indicates exceedance of special standards for Planned Community/PHZ projects</b>			
Regulation	Required CS <sup>1</sup>	Existing <sup>2</sup>	Proposed <sup>3</sup>
<b>Minimum Site Area (ft)</b> <b>Site Width (ft)</b> <b>Site Depth (ft)</b>	None Required	25,591 sf (two parcels) 169'-7" 159'-0"	No Change
<b>Minimum Setbacks (ft)</b>			
<b>Front Yard</b>	0 – 10 feet to create an 8 – 12 feet effective sidewalk width	280 Lambert: 0 feet 300 Lambert: 0 feet	<b>6 ft 11-inch sidewalk</b> with 2-foot landscape setback  Portion of property opposite of R-1 district: (20 feet required per PHZ special standards) <sup>4</sup>
<b>Rear Yard</b>	10 feet (for lots abutting a residential zone district)	280 Lambert: 5'-6" 300 Lambert: 5 feet	<b>1<sup>st</sup> floor: 5'-6"</b> Upper floors: 14'-7"
<b>Interior Side Yard</b>	10 feet (for lots abutting a residential zone district)	280 Lambert: 0 feet / 45 feet 300 Lambert: 34 feet / 0 feet	10 feet
<b>Street Side Yard</b>	5 feet	Not applicable	Not applicable
<b>Build-to-Lines</b>	50% of frontage built to setback.	280 Lambert: 44% (34 ft 6 inches) 300 Lambert: 65% (60 ft)	75.5% (128 ft)
<b>Minimum Site Open Space (percent)</b>	30% (7,677 sf)	Not applicable	39.29% (10,447 sf) <sup>6</sup>
<b>Minimum Usable Open Space (sf per unit of Common and Private)</b>	150 sf per unit <sup>5</sup>	Not applicable	183 sf per unit <sup>6</sup>
<b>Max. Building Height</b>	50 feet		<b>Rear portion of building: 55 feet</b> <b>(50 feet required per PHZ special standards)<sup>7</sup></b>
<b>Maximum height within 50 ft. of a residential zone district (other than an RM-40 or PC zone)</b>	35 feet (35 feet, within 150 feet of RE, R-1, R-2, RM, or PC district per PHZ standards)	280 Lambert: 15 feet 300 Lambert: 14 feet	Front portion of building: 35 feet (building is over 66 feet from R-1 zone property)

<b>Daylight Plane for lot lines abutting one or more residential zoning districts</b>	Daylight plane height and slope shall be identical to those of the most restrictive residential zoning district abutting the lot line	Not applicable	None is required. No daylight plane required when abutting RM-30 when the lot is wider than 70 feet.
<b>Max. Site Coverage</b>	50%	280 Lambert: 26% (3,375 sf)  300 Lambert: 47% (6,750 sf)  Combined: 38% (10,125 sf)	<b>62% (16,583 sf)</b>
<b>Max. Floor Area Ratio</b>	0.6:1	280 Lambert: 0.26:1 (3,375 sf)  300 Lambert: 0.47:1 (6,750 sf)  Combined: 0.37:1 (10,125 sf)	<b>2.66:1 (70,641 sf)</b>
<b>Maximum Residential Density per acre (net)</b>	30 units/per acre	None	<b>80.3 units/acre (49 units)</b>

- (1) From Table 4 (Chapter 18.16.060) for Mixed-Use and Residential Standards
- (2) The existing sites include non-residential uses.
- (3) 100% residential project
- (4) Chapter 18.38.150(d) On any portion of a site in the PC district, which is opposite from a site in any RE, R-1, R-2, RM or applicable PC district, and separated therefrom by a street, alley, creek, drainage facility or other open area, a minimum yard of 10 feet shall be required. Where a use in a PC district where the gross floor area, excluding any area used exclusively for parking purposes, is at least sixty percent residential, the minimum yard requirement shall be at least as restrictive as the yard requirements of the most restrictive residential district opposite such site line. The minimum yard shall be planted and maintained as a landscaped screen, excluding areas required for access to the site.
- (5) 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.
- (6) Conceptual number that will be verified when a formal application is submitted for review.
- (7) Chapter 18.38.150(b) All Other Uses. The maximum height within one hundred fifty feet of any RE, R-1, R-2, RM, or applicable PC district shall be thirty-five feet; provided, however, that for a use where the gross floor area excluding any area used exclusively for parking purposes, is at least sixty percent residential, the maximum height within one hundred fifty feet of an RM-4 or RM-5 district shall be fifty feet.

**Table 2: CONFORMANCE WITH SECTION 18.52 (Off-Street Parking)  
for Multi-Family Residential Uses**

Type	Required	Existing	Proposed
Vehicle Parking	1 space per studio and one-bedroom; 2 spaces per two-bedroom unit  1-Bedroom: 23 units = 23 spaces  2-Bedroom: 21 units = 42 spaces  3-Bedroom: 5 units = 10 spaces  Total: 75 spaces	31 spaces	<b>64 spaces<sup>1</sup></b>
Bicycle Parking	1 space per unit/100% long term (LT)  1 space per 10 units short term (ST)	None	Unclear <sup>2</sup>

- (1) Proposes Transportation Demand Management plan to reduce parking by 14.67%. NVCAP parking requirements if adopted may not require reduction request for project.
- (2) Project includes "Bike Parking" room with undisclosed amount of LT parking. Site has space for ST parking.



June 10<sup>th</sup>, 2021

**Sheldon Ah Sing**

Senior Planner  
City of Palo Alto  
Planning & Development Services Department  
285 Hamilton St, 1<sup>st</sup> Floor  
Palo Alto, CA 94301

**DEVELOPMENT PROGRAM STATEMENT & SCHEDULE**

**RE: 300 LAMBERT AVE - PHZ PRE-SCREENING SUBMITTAL**

Dear Mr Sing,

On behalf of our client Peninsula Land & Capital, Hayes Group Architects submits this development program Statement pursuant to PAMC 18.38.070 for a proposed multi-family residential development at 280 and 300 Lambert Avenue in South Palo Alto. The proposed development consists of forty-nine (49) for-sale residential condominium units and associated common area for parking, utilities and resident amenities. This proposal is contingent on the use of PHZ (PC) zoning regulations outlined in Palo Alto Municipal Code (PAMC) section 18.38.

**PROJECT SUMMARY**

The site consists of 2 parcels that will be merged, with addresses of 280 and 300 Lambert Avenue. The combined site area is 26,591 SF (0.61 acres). The proposed floor area is 70,735 SF, resulting in an FAR of 2.66:1. All parking is proposed on-site in a single level underground garage, with the majority of parking stalls provided in mechanical lifts. Based on a Transportation Demand Management Plan with a 14.67% reduction the project is fully parked with 64 stalls.

The proposed design is organized into 2 major massing elements. The front mass is aligned parallel to Lambert street and is 3 stories tall and 35 feet high as measured to the middle of the sloped roofs. A total of ten (10) townhouse style condo units are contained in this front portion of the project; six units located above grade on levels 2 and 3, and four units accessed from the ground level directly from Lambert Avenue. These 4 lower units extend down into the basement and have outdoor light and air courts at the lower level. The roof line is articulated with individual shed roofs at each of the 6 upper townhouse units, establishing a modest scale and creating a direct connection of residences to the street.

The second massing element also runs parallel to Lambert street but is set back towards the rear of the property, creating an interior courtyard in the center of the project. This central courtyard serves as the primary entrance court to the rear portion of the project. This rear element contains 39 residential condos as well as shared amenity space at the ground and second floors. This rear element is proposed to be five (5) stories tall and 55 feet high measured to the top of parapet surrounding a flat roof. This proposed height exceeds the maximum of 50 feet outlined in the municipal code. This additional 5 feet (or 10%) of building height allows for the construction of an additional floor of residential units which makes a

significant difference in the financial viability of the project, specifically the ability of the project to offset the cost burden of the 20% affordable requirement.

The southeast corner of the rear massing element is located within 150 feet of the neighboring R-1 lot directly across the street. To achieve the intent of the applicable height limits established in the municipal code (to create a gradual transition between lower density and higher density uses) the overall massing concept described above allows the project to establish a neighborhood friendly 35 foot height along Lambert Avenue while effectively screening the taller portion of the project behind it. When viewed from the R-1 parcels across the street the shorter 3-story element will mostly conceal and will appear taller than the five-story element at the back. This can be seen in the conceptual building section and the perspective views provided in the attached development plans.

## PROGRAM STATEMENT

Application of PHZ designation for this project is necessary for the following reasons:

- a. The underlying Zoning designation of CS would only allow for an FAR of 0.6:1, and site coverage would be limited to 50%, with a maximum density of 30 du (development units per acre). This limited development potential severely limits the number of housing units that can be built. Coupled with the high price of land it also further challenges the inclusion of affordable housing. Under these regulations the site would be limited to a maximum of 18 residential units but would more likely result in 12 or so units due to practical realities. Application of PHZ regulations would allow for roughly a four-fold increase in unit count as illustrated in the attached plans. The proposed residential use is compatible with the surroundings as there are parcels designated R-1 and RM-30 in the immediate vicinity, and Lambert street marks the transition from the more commercial area of the North Ventura neighborhood to the more residential South Ventura neighborhood.
- b. The proposed uses in this project are limited to private residential condominiums, including support and amenity spaces related to residential use. Support and amenity spaces include parking, mechanical and storage spaces, shared circulation, utilities, trash & recycling, and undetermined amenity spaces such as a common area lounge or exercise space.
- c. The nature of all proposed uses is that of residential living and associated activities. Each residential unit will contain its' own private kitchen and bathing facilities, with all parking located below grade. Portions of the site are designed as usable outdoor space for the condominium users and their guests to use.
- d. Below is a schedule of unit types and sizes and anticipated sales prices. Please note that sales prices are based on an estimated sales price of \$1,250 per occupied square foot, not including common areas such as parking and utilities etc.

unit description	BR#	unit size	quantity	sales price
3 BEDROOM	3BR	1,800 SF	4	\$2,250,000
2 BEDROOM TOWNHOUSE	2BR	1,450 SF	10	\$1,812,500
2 BEDROOM AT GRADE	2BR	1,400 SF	4	\$1,750,000
2 BEDROOM ABOVE GRADE	2BR	1,300 SF	5	\$1,625,000
1 BEDROOM CORNER UNIT	1BR	840 SF	8	\$1,050,000
1 BEDROOM ABOVE GRADE	1BR	790 SF	9	\$987,500
<b>TOTAL:</b>			<b>49</b>	

Note: Sales prices shown above are for market rate units. 20% of units will be sold as BMR units. Pricing for Below Market Rate units shall be established by the Director of Planning & Development Services in accordance with the City's website.

#### DEVELOPMENT SCHEDULE

Planning Entitlements:	15 months
Detailed Design:	6 months
Permitting:	6 months
Construction:	15 months
<b>Total:</b>	<b>42 months</b> (3 ½ years)

If you have any questions regarding the contents of this letter or the accompanying plans, please feel free to contact me by phone or email.

Sincerely,



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Jeff Galbraith  
Principal  
Hayes Group Architects Inc.  
(650) 223-4026  
jgalbraith@thehayesgroup.com

## Attachment D

### Project Plans

Project plans are available online, as shown below..

#### **Directions to review Project plans online:**

1. Go to: [bit.ly/PAwaitingprojects](http://bit.ly/PAwaitingprojects)
2. Scroll to find “**300 Lambert Avenue**” 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://www.cityofpaloalto.org/News-Articles/Planning-and-Development-Services/300-Lambert-Ave-21PLN-00133>