Design Review Subcommittee (DRSC)

Meeting Date: February 10, 2021

PLANNER: Katie Crockett, Associate Planner

SUBJECT: **Cultural Heritage Permit 20-152/Site Plan Permit 20-153/Conditional Use Permit 21-007, The Valencia Building, 1502 S. El Camino Real,** A request to redevelop the former "Top Tune" site and construct a new two-story commercial building that includes a restaurant with outdoor dining on the first floor and office uses on the second floor. Shared parking is requested to reduce the number of required parking spaces.

BACKGROUND:

The 10,731 square-foot project site is located at 1502 S. El Camino Real, at the southeast corner of S. El Camino Real and W. Avenida Valencia (See Figure 1, below). The lot is currently developed with a vacant automotive service station (formerly "Top Tune"). Figure 2 depicts the existing site conditions.

Figure 1: Project Location

The applicant is proposing to demolish the vacant service station and develop a 5,072 square foot two story building with surface and subterranean parking. The planned uses are first floor restaurant with outdoor dining and second floor general office space. The City of San Clemente's General Plan, Urban Design Element, Figure UD-1 identifies the

area as a freeway gateway, and the design guidelines specify that this area of the Architectural Overlay can utilize Spanish Colonial Revival (SCR) or "other Spanish" style.

Figure 2: Existing Conditions

Why is DRSC Review Required?

SCMC Table 17.12.025 specifies that Design Review Subcommitee (DRSC) review is required for the Site Plan Permit and Cultural Heritage Permit to review site planning, parking lot design, setbacks, and compatibility with adjacent development, evaluate architectural design issues, such as quality and style, massing, scale, proportions, landscaping, materials, and design features. The purpose of the DRSC review is to advise applicants on how projects can best comply with general plan policies and/or design guidelines. The DRSC's recommendation will be forwarded to the Planning Commission, which is the final decision making authority for this item.

PROJECT DESCRIPTION

Site Design

The applicant proposed to demolish the existing former Top Tune building, and construct a 5,072 square foot, two-story commercial building. The planned uses for the building are a restaurant (2,975 sf) on the first floor and general office space (2,097 sf) on the second floor. The proposed site design includes 20 parking spaces (6 at grade and 14 subterranean) and site landscape.

The building is located and oriented close to the street property lines (front and side), as required for Mixed Pedestrian and Auto Districts in the Design Guidelines. Parking is located to the side of and underneath the building, and the trash enclosure, is at the back of the site, accessible from the alley, with a trash chute from the 1st floor building level. Landscape is incorporated throughout the parking lot and especially along the street frontages.

Architecture

The architecture is consistent with Spanish Colonial Revival style architecture. In particular, the building is hand-troweled, smooth white stucco, two-piece clay tile roofing, well-proportioned arches, decorative lighting sconces, wrought iron railings and details, and sage green windows and doors with divided lites. The building design includes an open-air tower element at the corner, which marks the entry to both the restaurant space and the stairs to the second floor office space. Outdoor spaces are incorporated into the plan including a large patio for outdoor dining and balconies accessed from the second-floor office space. Consistency with City Design Guidelines is detailed in the Analysis section, below.

Landscaping and Signage

The applicant has provided a preliminary landscape plan (see sheets L-1.0 of Attachment 4), which includes three Washintonia Robusta (the tree specified by the City's Design Guidelines for street trees along El Camino Real) within the right-of-way (ROW). Currently ten-foot brown trunk height Washingtonias are called out on the plan. A larger size for these street trees should be considered. Parking lot trees (Tristania Laurina) are provided as required. Other trees utilized on the plan include Archontophoenix Alexandra, Feijoa Sellowiana, and Podocarpus Maki. Various shrubs, grasses, and groundcovers are also used, such as Phormium, Cordyline, Agave, Rosemary, and Kurapia. The plant palette is drought tolerant but more native species should be incorporated as required by Zoning Ordinance Section 17.68.040.C. The landscape plan will be reviewed by the City's landscape architect prior to public hearing, following input from the DRSC.

The applicant has indicated signage will be under a separate permit. Prior to any signage being approved for the building, a Discretionary Sign Permit will be required, pursuant to SCMC 17.84.020.G.2.b., which requires a Master Sign Program (MSP) for any new non-residential building.

ANALYSIS:

Development Standards

The project meets most development standards as shown in Table 1, below. Additional information is needed to complete evaluation of building height and provided parking.

Table 1 – Development Standards

Standard	Zoning Ordinance	Proposed	Complies with the Code
Lot Area (Minimum)	6,000	10,731 sf	Yes
Lot Coverage (Maximum)	60%	45%	Yes

Standard	Zoning Ordinance	Proposed	Complies with the Code
Floor Area Ratio (FAR)*	0.5	0.472	Yes
Setbacks (Minimum)	0’	Varies	Yes
Building Height (Max)*:			
Plate Height	26’	24’, to tower plate 27.5’*	No*
Top of Roof	33’	32.71’*	Yes*
Stories	2	2	Yes
Landscape	Minimum 10% of lot area	30% (7369 sf)	Yes
Parking (Minimum)	Restaurant: 1 per 4 indoor seats (19 spaces) Office: 1 per 300 sf (7 spaces)	20 spaces (6 fewer than required)**	No**

*Not to exceed the elevation of the freeway per Zoning Ordinance Table 17.36.030E; a height analysis as required in Zoning Ordinance Section 17.24.110 is needed to verify.
**Shared parking requested. See parking discussion, below.

Section 17.24.110 (Height Limitations) requires that the height of the building be measured by averaging the height of each roof element (and the plate height of each roof element) with no individual element exceeding the maximum height. Additional height analysis is needed to ensure this complies with the zoning ordinance. It appears that the plate height of the corner tower element may exceed the maximum permitted. Additionally, Table 17.36.030E requires that the maximum building height be lower than the height of the freeway. While the building does appear to meet this requirement, additional height data, including the freeway elevation is required to verify.

Based on the square footage of the office and the proposed number of seats in the restaurant, 26 parking spaces are required. Twenty spaces are provided, with 6 surface parking spaces and 14 spaces in the basement parking level. The applicant is requesting shared parking, as permitted by Zoning Ordinance Section 17.64.120, with the approval of a Conditional Use Permit (CUP). Shared parking can be permitted for nonresidential uses whose activities are not normally conducted during the same hours, or when hours of peak use vary. The office use and restaurant use have varying peak hours and therefore shared parking is an option. The applicant submitted a parking study (LSA, 11/13/2020), which is attached (Attachment 4). While the parking analysis states that based on peak demand analysis, 20 spaces are required for the site, staff was unable to draw the same conclusion with the amount of information provided. The parking analysis will need to be updated with additional information to ensure the findings for the shared parking CUP can be made. While the number of parking spaces may be slightly outside the scope of the DRSC

review, because the number of parking spaces impacts site design, staff has included this information for purposes of site design discussion.

General Plan Consistency

The project is consistent with General Plan goals and policies, as outlined in Attachment 1.

Design Guidelines Consistency

The project is consistent with most applicable Design Guidelines, as outlined in Attachment 2. The buildings scale and massing are consistent with SCR architecture, with varied roof heights, articulated walls, and proportional elements such as windows and arches. The site itself screens parking and trash enclosures, and incorporates outdoor areas such as decks and balconies on both the first and second floor. Finish materials include smooth, hand-troweled stucco, two-piece clay tile roofing, dark wood corbels and posts, and wrought iron railings and details. Landscape is incorporated into the project, including required street trees for El Camino Real. Staff has recommendations to ensure the project is consistent with all applicable Design Guidelines, as listed in the Recommendations section below.

RECOMMENDATIONS:

1. Add bike racks to the site plan.
2. Consider a larger size for the street trees (Washingtonia Robusta).
3. Incorporate roof-mounted mechanical screening into the roof design. If the screen wall cannot be eliminated, material, finish, and color should be called out on elevations.
4. Provide a building height analysis as specified in the Zoning Ordinance to verify height complies with development standards. Provide a cross section including the freeway elevation to verify that the building height is below the freeway elevation, as specified in Zoning Ordinance Section 17.36.030.E.
5. Ensure provided parking is sufficient to verify that site and building design do not need to be modified.

Staff seeks DRSC concurrence with the above recommendations and welcomes additional input. DRSC comments are intended to assist the applicant in designing a project that best complies with the City's Design Guidelines and applicable City policies.

Attachments:

1. General Plan Policy Analysis
2. Design Guidelines Analysis
3. Project Narrative
4. Shared Parking Analysis
5. Plans

Analysis: General Plan Policies

Below is an analysis of the project's consistency with applicable General Plan (GP) policies.

General Plan Analysis

Policy	Project Consistency
1. *GP LU-2.01: Quality.* We require that new development protect community character by providing architecture, landscaping, and urban design of equal or greater quality than surrounding development, and by respecting the architectural character and scale of adjacent buildings.	Consistent. The project represents quality architecture, utilizing Spanish architectural style, including incorporation of appropriate landscaping and outdoor areas, while locating parking and trash enclosures toward the side or under the building, away from the primary gateway corner. The project represents an improvement in terms of architectural and site design from the existing condition of the lot and is of greater quality to existing surrounding development. Furthermore the style of the building will be consistent with the character and scale of the proposed Shoreline Dental building proposed across the street.
2. *GP LU-13.04 Automobile-Related Uses.* Support the conversion of automobile-related uses in the South El Camino Real Focus Area to legal, conforming uses.	Consistent. The previous use was an automobile service station, which are now prohibited along the El Camino Real corridor. The proposed uses a restaurant and office space, are permitted uses.
3. *GP LU-13.05. Views.* New development (in SECR West of I-5 Focus Area) shall be designed to minimize obstructions of ocean views from the I-5 freeway.	Unclear. The project appears to be consistent with this General Plan policy because the proposed building appears to be sited at an elevation more than 34 feet below the freeway elevation. The maximum height of the building is approximately 33 feet to top of highest roof element, and has a varied roofline with the bulk of the building at an even lower elevation. **A height analysis (as specified in SCMC 17.24.110.B.) and cross section including the freeway elevation is needed to verify this information.**
4. *GP LU 13.07. Gateways.* Enhance and maintain gateways that are	Consistent. The applicant is adding street trees (Washingtonia Robusta), along El

Policy	Project Consistency
designed to be safe for pedestrians, bicyclists, and motorists, well-landscaped, and litter free.	Camino Real, as well as creating a true curb and gutter with a landscape strip between the sidewalk and roadway, where a driveway apron is currently located across the entire El Camino Real frontage, enhancing walkability, pedestrian safety, and aesthetics of the streetscape.
5. *GP UD-2.01: Architecture/Design Quality.* We require high quality design for buildings at visually significant locations in gateway areas. New buildings…in gateway areas adjacent to or opposite I-5 off-ramps shall follow SCR architectural style, except where otherwise specified in the Design Guidelines.	Consistent. The subject site is located within an area designated by the Design Guidelines where "other Spanish architecture is permitted." The architecture and site plan are consistent with Spanish Colonial Revival (SCR) style in many respects. In particular, smooth white stucco, red clay tile roofing, well-proportioned arches and arcade at the storefront, simulated divided lite windows, decorative lighting sconces, and exposed wood rafter tails. The site also utilizes appropriate landscape and outdoor spaces to complement the building.
6. *GP UD-2.06: Parking.* Where practical, we limit the visibility of surface parking lots and parking spaces within gateway areas by requiring them to be located behind or to the side of buildings.	Consistent. The surface parking is located to the side of the building, away from the street corner, and the majority of parking is located below grade.
7. *GP UD-3.07: Inter-jurisdictional Coordination.* We maintain work with other public agencies to help minimize and mitigate impacts and improve the operations and aesthetics of their facilities.	Consistent. The City has requested that Caltrans review the project due to the proximity to their right-of-way (ROW), and is also working with them to ensure the landscape in their ROW is consistent and compatible with the high quality architecture and landscape proposed on the project site to the extent possible.
8. *GP UD-5.07: Other Spanish Architecture.* New buildings and major building remodels may utilize either Spanish Colonial Revival or other Spanish Architecture on S El Camino Real between Avenida Rosa	Consistent. The subject site is located within an area designated by the Design Guidelines where "other Spanish architecture is permitted." The architecture and site plan are consistent with SCR style. In particular, hand-troweled, smooth white

Policy	Project Consistency
and Interstate 5, per the Design Guidelines.	stucco, two-piece clay tile roofing, well-proportioned arches, decorative lighting sconces and wrought iron details, and sage green windows and doors with divided lites. A tower element is utilized at the corner to draw attention to the entry to both the office space and the restaurant, and outdoor patios and balconies are incorporated into the design, as well as appropriate landscape.
9. *GP UD-5.10: Scale and Massing.* We require that the scale and massing of development be compatible with its surroundings and with the General Plan, applicable specific plan and/or area plan.	Consistent. The subject site is located in a transitional area. Currently most buildings directly adjacent are single-story. However, the building is consistent with development standards with regard to height and it is consistent with design guidelines with regard to scale and massing. Additionally, new buildings on the adjacent vacant lots at this corner have development plans under review by the City, which propose two-story Spanish-style buildings that the proposed building would be compatible with.
10. *GP UD-5.01: Outdoor Spaces. We require integration of outdoor spaces into the architectural and site designs by encouraging the use of courtyards, patios, paseos, covered walkways, and other outdoor spaces enclosed by architectural or landscape elements.*	Consistent. The building design includes an open-air entryway beneath the tower element at the corner, which marks the entry to both the restaurant space and the stairs to a second floor outdoor walkway, leading to the office space(s). The second floor office space contains two additional small balconies. The restaurant includes a large patio for outdoor dining.
11. *GP UD-5.10: Landscaping Plans.* We require that development projects subject to discretionary review submit and implement a landscaping and irrigation plan.	Consistent. Landscape plans were included with the submittal and meet minimum landscape requirements prescribed by code. The plans are being reviewed by the City's landscape architect.
12. *GP BPR-6.09: Streetscape Amenities.* We encourage and support local, private investment in streetscape amenities (examples include: benches, street trees,	Consistent. The applicant is adding street trees (Washingtonia Robusta), along El Camino Real, as well as creating a true curb and gutter with a landscape strip between the sidewalk and roadway, where a

Policy	Project Consistency
decorative sidewalks) that enhance safety, walkability, neighborhood appeal, and help commercial neighborhoods stay clean, safe, and attractive.	driveway apron is currently located across the entire El Camino Real frontage, enhancing walkability, pedestrian safety, and aesthetics of the streetscape.

Analysis: Design Guidelines

The table below is an analysis of the project's consistency with the Design Guidelines. Because the project requires "other Spanish" architecture, this analysis does not include consistency with the Henry Lenny Spanish Colonial Revival (SCR) Design Guidelines. However, staff utilized the Henry Lenny Design Guidelines to guide the specific recommendations below, as applicable.

Design Guidelines Analysis

Design Guideline	Project Consistency
1. *Design Guidelines II.5: Circulation and Parking.* Minimize number of driveway openings to public streets. Locate off-street parking and service areas to minimize visibility from the street.	Consistent. Only one standard-width driveway is proposed off of El Camino Real, where currently, the entire frontage is a driveway apron. One additional driveway (exit-only) is located off of the access alley to the rear. Parking is located to the side and beneath the building. The surface parking at the side is located away from the street corner and closer to the freeway entrance ramp and overpass. Trash chute is located at the rear corner of the property, away from all streets, and the trash enclosure is incorporated into the structure of the subterranean parking level off of the alley.
2. *Design Guidelines II.6: Internal Site Design.* Provide pedestrian circulation, pedestrian amenities, and bicycle facilities in all site plan proposals.	Partially consistent. The project improves walkability and pedestrian safety by creating a landscape buffer between the sidewalk and street, and incorporates an open air tower entry to the restaurant office. **Bike racks should be incorporated into the plan.**
3. *Design Guidelines II.B.3: Scale, Mass, and Form.* Design buildings to be compatible in scale, mass, and form with adjacent structures and the pattern of the neighborhood.	Consistent. The proposed building is consistent with the two other proposed developments on this street corner, which also proposed two-story Spanish buildings with varied roof lines. A vacant parcel across Avenida Valencia and the freeway directly abut the subject property.
4. *Design Guidelines II.C.2: Basic Principals of SCR Architecture.* Building forms are one, two, and three stories with low pitched red tile hip, gable, and shed roofs. The	Consistent. The building is two-story with higher tower element at the corner. Clay tile hipped roofs are used.

Design Guideline	Project Consistency
building components are divided into parts scaled to human size.	
5. *Design Guidelines II.C.3.b, Building Form and Massing.* Reduce the perceived height and bulk of large structures by dividing the building mass into smaller components. Projections may be used to emphasize important architectural elements such as entrances. Varied roof heights are encouraged.	Consistent. The building is well articulated with varying roof heights, a corner entry tower, and well-proportioned arches and windows.
6. *Design Guidelines II.C.3.d: Building Materials, Color, and Texture for all Discretionary Architectural Review.* White stucco buildings, with red or earth tone barrel clay roof tiles, dark exposed wood structural members, and low walls or open railings for decks.	Consistent. The building utilizes hand-troweled, white stucco, dark wood corbels, posts, and lattice structures, and wrought iron railings and low stucco walls at balconies and decks.
7. *Design Guidelines II.D.1.d. Street Trees.* On El Camino Real, Washingtonia Robusta shall be used as street trees, planted 30 feet on center.	Consistent. Three Washintonia Robusta street trees are added on the El Camino Real frontage. With a street frontage of approximately 120 feet, there should be four Washintonias; however with the driveway apron and street corner, locating four is difficult meeting sight-distance requirements for driveways and corners without siting the trees much closer together than they are on the rest of El Camino Real. **A larger size should be considered.**
8. *Design Guidelines II.F: Building Equipment and Services.* Trash containers and outdoor storage areas should be screened from public streets. Roof mounted equipment should be screened from view from adjacent streets and properties, giving special attention to buildings whose roofs are viewed from higher elevations.	Partially consistent. The trash chute is located at the back corner of the lot away from the streets. The trash enclosure is incorporated into the structure of the parking structure off of the alley at the rear of the site. There is a small equipment screen wall on the roof, which staff recommended be removed and incorporated into the roof plan, but the applicant indicated this was not possible while meeting other building code requirements, height limits, and massing

Design Guideline	Project Consistency
	requirements. **If possible, the use of the equipment screen should be re-evaluated; if it cannot be eliminated, material, finish, and color of equipment screen should be called out on elevations.**
9. *Design Guidelines III.A2: Mixed Pedestrian and Auto Districts.* Sites should be planned such that the building is oriented to the street and on-site parking, with parking areas at the rear or side of the building. The street should have a 10-foot sidewalk with trees (El Camino Real Street Tree: Washingtonia Robusta) planted at regular intervals with a 10-foot landscape buffer from property line to the first row of parking. The sidewalk is to be broom finished concrete with sunset red clay tile decorative trim course.	Consistent. The building is oriented toward the street corner sidewalk and the parking area to the side and underneath the building. The sidewalk along El Camino Real is approximately 7 feet, with a 4-foot landscape buffer between sidewalk and street. Staff is of the opinion that, given the proximity to the freeway entrance and the lack of on-street parking, that use of some of the area for a landscape buffer is appropriate and contributes to the walkability and safety of pedestrians at the site. Washingtonia Robusta street trees are proposed on the El Camino Real frontage. The finish of the sidewalk will be consistent with Council direction and public works standards.

DISCRETIONARY REVIEW SUBMITTAL
Revised 11-17-2020

Submitted by:

Michael Luna & Associates, Architects, Inc.

For the Applicant:
Camino Valencia, LLC

Project: The Valencia Building
Location: 1502 South El Camino Real
Applicant: Mr. Sanjay Patel
Camino Valencia, LLC

PROJECT DESCRIPTION:

This project contemplates a new two-story commercial building with on site and subterranean parking as well as a large street level outdoor dining courtyard. The subject site is 10,731 square feet and currently has a very old automotive service station which has been unoccupied for several years which would be demolished. The site is located within the NC-2 Neighborhood Commercial Zone and is not located within the Coastal Zone. Further, this site is considered a "Gateway Site" which is located at a main entrance to the city via the freeway offramp.

A new restaurant is proposed on the ground floor with a generous outdoor dining patio. The second floor is proposed as office area. Restaurants and Offices are permitted uses in the NC-2 zone. The tenants for the building are yet to be determined. Henceforth, a separate and future CUP application is anticipated for any liquor uses once a restaurant tenant has been selected.

The NC-2 zone provides for 0' setbacks, 33' height limit as well as 60 percent lot coverage. Development criteria also requires no more than .50 floor area ratio. The proposed building height of the tallest roof above existing natural grade is 32.71'. The proposed lot coverage is 49%.

The bulk of the landscaping will be provided at the Avenida Valencia and El Camino Real frontages with additional landscaping provided at the on-site parking level to the East.

PARKING

A shared parking analysis developed by LSA is an integral part of the application and indicates that 20 parking spaces will be adequate for both restaurant uses as well as the second floor office space as part of a shared use scenario.

The total required parking for the project including the offices (7 spaces) and restaurant (19 spaces would be 26 spaces. As stated in the shared parking analysis, the project proposes 20 on-site spaces.

Required on-site parking for the project is accessed solely from Southbound El Camino Real with a right turn only entrance at the Easterly side of the lot. Parking occurs both at the El Camino Real level for 6 cars or down an on-site ramp to access an additional 14 spaces at the subterranean level for a total of 20 on-site parking spaces. All 14 subterranean level parking will exit into the rear alley.

A “Do Not Enter” sign is proposed at the alley in order to prevent autos from making a left turn into the alley from Southbound Avenida Valencia which could back up traffic onto the intersection at El Camino Real and Avenida Valencia and the corresponding freeway offramp.

PROJECT DESIGN

As is required for a “Gateway Site” located in an Architectural Overlay, the architectural style for the project is a strict interpretation of Spanish Colonial Revival. Proposed materials and details are traditional, including: smooth undulating stucco with bull-nose corners; inset windows and doors throughout; exposed wood rafters and design elements; wrought iron details and single-barrel, clay roof tile.

Details include inset fenestration, true-light divided windows, decorative sloped sills, wrought iron guardrails, light fixtures, and iron work. With regard to massing, the project is broken into elements appropriate to the style, with significant horizontal and vertical building wall articulation and multiple roof lines.

ENVIRONMENTAL SETTING

The site is an infill lot and not adjacent to any coastal resources such as coastal canyons or coastal bluffs. There is no sensitive plant or animal

species on the site. The site has also obtained clearance from the County of Orange as part of Phase I and II inspections.

LSA

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POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: November 13, 2020

TO: Sanjay Patel, Camino Valencia LLC.

FROM: Ken Wilhelm, LSA

SUBJECT: Shared Parking Analysis for the Proposed Mixed Use Project at 1502 South El Camino Real, San Clemente, California

LSA has prepared this shared parking analysis for the proposed mixed use project at the southeast corner of Avenida Valencia/El Camino Real, in San Clemente, California. The site is currently vacant. The project proposes to construct a two-story commercial building with 2,999 square-feet (sf) of fine-dining restaurant use with approximately 750 sf of outdoor dining area on the first floor, and 2,100 sf of office use on the second floor. The restaurant would have approximately 92 total seats (76 indoor and 16 outdoor seats). The project will include 20 parking spaces on site, shared between the office and restaurant uses. The project site is generally bounded by residential developments. Vehicle access to the project site would be provided via a full-access driveway on South El Camino Real and an egress-only driveway along an internal alley south of the project site.

The purpose of this parking analysis is to identify the peak parking demand of the office and restaurant components and determine if the project will meet City Code Requirements for the number of parking spaces required.

CITY CODE PARKING REQUIREMENTS

The City's Municipal Code (Section 17.64.050) requires one parking space per 300 sf of office use (general and professional). As such, the 2,100 sf office component of the project would require 7 parking spaces. The Code requires restaurants below 3,000 sf to park at one space per 4 indoor seats. The 2,999 sf restaurant includes 76 indoor seats. Based on this, the City's parking requirement for the restaurant would be 19 spaces. Table 17.28.205 of the City's Municipal Code describes that restaurants with more than 32 seats inside would not require additional parking for 16 or fewer outdoor seats. Therefore, City Code would not require additional parking for the 16 outdoor seats proposed as part of the project. It should be noted that the project is not located within the Mixed Use Zone or Downtown Parking Area.

The total required parking for the project including the office (7 spaces) and restaurant (19 spaces) would be 26 spaces. As stated above, the project proposes to provide 20 spaces on site.

Section 17.64.120 of the City's Municipal Code describes the requirements of a shared parking approach for mixed-use projects. In all nonresidential and mixed-use zones, private parking facilities may be shared by multiple uses whose activities are not normally conducted during the same hours,

or when hours of peak use vary. The applicant shall have the burden of proof for a reduction in the total number of required off-street parking spaces. The Code requires that the following findings be provided as part of the shared parking analysis:

1. Given the specific conditions of the site and the adjacent area, the shared parking arrangement will not result in inadequate parking;

2. The number of parking spaces required for the site, in accordance with Section 17.64.050(B), Number of Parking Spaces Required, is provided through the shared parking arrangement, based on varied hours of operation and/or combinations of peak and oft-peak uses. Exceptions: The following findings may be substituted for this finding in the specific situations described below:

    a. In the case of sites/projects that are already nonconforming as to the number of parking spaces provided, the following finding may be made:

        The shared parking arrangement does not intensify the nonconformity, and/or any intensification can be accommodated because of varied hours of operation and/or combinations of peak and off-peak uses.

    b. In the case of the Downtown Parking Study Area, the following finding may be made:

        The number of spaces to be shared has been demonstrated to be physically available (not occupied) for the proposed use(s), during the hours of operation of the proposed use(s).

PARKING DEMAND ASSESSMENT

The peak parking demand of the proposed office will occur at different times of the day than the peak parking demand of the restaurant. As shown in Table A (attached), the peak of the office use occurs on a typical weekday at 10:00 a.m. and 11:00 a.m., based on time of day factors provided in the Urban Land Institute (ULI) Shared Parking manual (3rd Edition). The peak parking of the fine dining restaurant occurs between 7:00 p.m. and 9:00 p.m. These varying peak demands depict a synergistic nature of shared parking between the different uses on site.

Table A shows the parking spaces required by the City for each use, and applies the ULI time-of-day factors to determine the peak parking throughout the day for the two uses. The total parking requirement by the City is 26 spaces. However, based on the shared parking analysis, 20 parking spaces will accommodate the peak parking demand of both uses throughout the day.

CONCLUSION

The project proposes to construct a 2,100 sf office tenant and 2,999 sf fine dining restaurant that will share 20 parking spaces on site. The shared parking analysis determined that the parking demand for the proposed project could be accommodated within the proposed parking supply on site. The mix of uses on site allows for this to occur, as the restaurant use peaks at different times of the day than the proposed office facility.

Based on this report, the shared parking arrangement at project site will not result in inadequate parking. The total peak demand will be accommodated based on the proposed parking supply, due to the reasons listed above. The number of parking spaces required for the site, in accordance with Section 17.64.050(B) will be provided through the shared parking arrangement, based on varied hours of operation and combinations of peak and oft-peak uses.

If you have any questions, please contact me at (949) 553-0666.

ATTACHMENT A

SHARED PARKING TABLE

Table A: Proposed Shared Parking Analysis - Weekday

Weekday							
	Office Size = 2,100 sf Demand[1] = 7 spaces		Fine-Dining Restaurant Size = 92 seats Demand[1] = 19 spaces		Total Spaces		
Time	% Utilization [2]	Spaces	% Utilization [2]	Spaces	Utilized	Provided	Residual/ (Deficit)
6:00 AM	3%	0	0%	0	0	20	20
7:00 AM	15%	1	0%	0	1	20	19
8:00 AM	50%	4	0%	0	4	20	16
9:00 AM	90%	6	0%	0	6	20	14
10:00 AM	100%	7	15%	3	10	20	10
11:00 AM	100%	7	40%	8	15	20	5
12:00 PM	85%	6	75%	14	20	20	0
1:00 PM	85%	6	75%	14	20	20	0
2:00 PM	95%	7	65%	12	19	20	1
3:00 PM	95%	7	40%	8	15	20	5
4:00 PM	85%	6	50%	10	16	20	4
5:00 PM	60%	4	75%	14	18	20	2
6:00 PM	25%	2	95%	18	20	20	0
7:00 PM	15%	1	100%	19	20	20	0
8:00 PM	5%	0	100%	19	19	20	1
9:00 PM	3%	0	100%	19	19	20	1
10:00 PM	1%	0	95%	18	18	20	2
11:00 PM	0%	0	75%	14	14	20	6
0:00 AM	0%	0	25%	5	5	20	15
					Peak Shared Parking Demand		***20***
					Parking Supply		*20*
					Residual / (Deficit)		***0***

[1] Parking demand based on the City of San Clemente Municipal Code, Section 17.40.050.

The restaurant is 2,999 sf. Per the City Code, the number of parking spaces for a restaurant below 3,000 sf is based on the number of seats (one parking space per four indoor seats). 16 outdoor seats do not require parking spaces.

[2] Time-of-Day Factors referenced from *Shared Parking, Third Edition* , Urban Land Institute, 2020.

sf = square feet