



TWO-UNIT DEVELOPMENT OVERLAY DISTRICT

URBAN LOT SPLIT

SCREENING CRITERIA FORM

Location

Project and Property Information:

Address: _____

Assessor Parcel Number: _____

Zoning District: Parcel is located in a single-family (R1) residential zone?

R1-A

R1-B

R1-C

Historic Resource: Parcel is not located within a historic district or included in the State Historic Resources Inventory or within a site designed or listed as a City landmark, historic property, or historic district.

Hazards: Is the parcel located in a hazardous area or does it contain a hazard?

The parcel is not located in a hazardous area and does not contain a hazard

Very high fire hazard zone

Earthquake fault zone

Floodplain or floodway

Contains hazardous materials specified in state law

If located in a hazardous area, the safety criteria of Gov. Code Section 65913.4(a)(6) has been met. Provide brief description below:

Previous Two-Unit Development Overlay District (SB 9) Parcels:

The subject parcel was not previously created using the provisions of SB 9.

Neither the owner of the parcel nor any person acting in concert with the owner, has previously subdivided an adjacent parcel using the provisions of SB 9.



Unit Restriction

- The site has either been vacant or owner-occupied for three (3) years prior to application submittal. Evidence such as: property tax record, income tax records, utility bills, vehicle regeneration, or similar documentation has been provided as verification.
- The subject housing unit(s) are not subject to rent control.
- No Ellis Act eviction(s) have occurred for any of the existing house on site within the last fifteen (15) years prior to the submittal of this application.

Affidavit

- An affidavit signed by the owner(s) stating they intend to occupy one of the units as their principal residence for three (3) years following approval of the urban lot split has been attached.
- The owner is a community land trust or qualified non-profit corporation and thus is not required to provide an affidavit.

Uses

- Allowed Use: The project includes residential uses only.
- Disallowed Use¹: The project does not involve a proposal to create a short-term rental and the owner(s) acknowledge that any existing or proposed units on site may not be used for short-term rentals of less than 30-days.

Development Standards

Parcel Size:

- Each newly created parcel is at least 1,200 square feet in size (i.e. the parcel being split must be at least 2,400 square feet).
- Each newly created parcel is no smaller than 40% of the original parcel's size.
- A brief description of the parcel sizes and proportion to the original parcel size is included below:

¹ Deed restriction indicating a prohibition on short-term rentals will be required prior to the recordation of the final subdivision map or prior to building permit final inspection where no subdivision is proposed.



- Access: Each parcel provides access to or adjoins the public right-of-way.
- Parking: One (1) off-street parking space is provided per primary unit, except no parking is required when either of the following occurs:
 - The parcel is located within 0.5 miles walking distance of a high-quality transit corridor (i.e. El Camino Real), a major bus stop², or a major transit stop (i.e. Caltrain Stations)
 - I have included a map printout illustrating that the project is within 0.5 walking distance of a high-quality transit corridor, a major bus stop, or a major transit stop.
 - There is a car share within one block of the property.
- Setbacks: A minimum 4'-0" rear and side yard setback has been provided.
- Objective Standards: Objective zoning, design, and subdivision requirements are met.

Total Number of Dwelling Units

- Proposed lot split does not include more than two (2) total dwelling units. Dwelling units can be a combination of primary units, Accessory Dwelling Units (ADUs) and/or Junior Accessory Dwelling Units (JADUs).
- A summary of number and types of existing and proposed units on each lot is included below:

² A major bus stop is defined as a bus stop that has an intersection of two or more bus routes with 15-minute or less service intervals during the morning and afternoon peak commute hours (PRC 21064.3).