



Architectural Review Board

Staff Report

Agenda Date: November 21, 2013

To: Architectural Review Board

From: Jodie Gerhardt, Senior Planner

Department: Planning and
Community Environment

Subject: 4190 El Camino Real [13PLN-00338]: Request by Kevin Stong on behalf of Adam Simms for a minor board level Architectural Review to allow the construction of a new 3,024 square foot service building and installation of two windows in the existing show room, along with associated site improvements, for McLaren/Volvo in the Service Commercial Auto Dealership (CS)(AD)) zone district.

RECOMMENDATION

Staff recommends that the Architectural Review Board (ARB) recommend the Director of Planning and Community Environment approve the proposed project, based upon the Architectural Review findings (Attachment A) and subject to the conditions of approval (Attachment C). The Context Based Design Criteria Findings applicable to this project are provided as Attachment B.

BACKGROUND

Existing Site Conditions

The subject property is a 1.54 acre (66,933 square feet) automobile dealership site, located in the southern portion of City on El Camino Real. The dealership is bounded by El Camino Real to the east, Arastradero Road to the south, single family homes to the west, and an automobile dealership to the north (Tesla Motors at 4180 El Camino Real). Directly across El Camino Real and Arastradero Road are auto related commercial uses. A location map is provided as Attachment D to this report.

The site is currently developed with an approximately 17,675 square foot automobile dealership with associated service areas, parking spaces, and landscaping. The existing Floor Area Ratio (FAR) is 0.26:1. On September 21, 2010 a minor architectural review board application was approved by the Director of Planning and Community Environment after being recommended for approval by the ARB on September 16, 2010. The approved project consisted of the construction of a new single story building of approximately 2,500 square feet and the remodel of the existing

single story 3,700 square foot octagon shaped showroom for the previous Fisker and McLaren Auto Dealerships. Fisker and McLaren are no longer a presence on the site. The Volvo dealership located on the parcel to the north has relocated to this location.

The site has a Comprehensive Plan land use designation of Service Commercial. The Service Commercial land use designation allows facilities providing citywide and regional services and relying on customers arriving by car. Typical uses include auto services and dealerships, motels, lumberyards, appliance stores, and restaurants, and the designation allows for non-residential floor area ratios up to 0.4:1.

The subject property has a zoning designation of Service Commercial with an Auto Dealership overlay (CS(AD)); the zone allows for a wide variety of commercial uses including retail sales. The Automobile Dealership (AD) combining district is intended to create and maintain areas that will accommodate dealerships which generally require special parking, access, and outdoor display provisions for customer convenience, servicing of vehicles or equipment, loading or unloading, or parking of commercial service vehicles.

Project Description

The proposed addition to the Volvo dealership involves the construction of a new 3,024 square foot service building that will accommodate five (5) service bays, a dry detail space, small office area, break room, and parts storage area on the first floor and mezzanine level. Outside the proposed break room will be a small patio and landscaped area for use by employees. On the eastern portion of the site, the project includes installation of two windows to be located along the rear of the existing show room building. There are no proposed changes to the location of the existing driveway entrances. The total floor area of the building, upon completion of the project, would be 20,699 square feet, which represents an FAR of 0.31:1. The Applicant's project description is provided as Attachment E. Project plans (Attachment G) are provided to ARB members, are available at City of Palo Alto libraries and found on the City's website at the following link: <http://www.cityofpaloalto.org/civicax/filebank/documents/37533>

DISCUSSION

El Camino Real Design Guidelines

The 2002 South El Camino Real Design Guidelines (Guidelines) recommended by the ARB designate this area as part of the Triangle Area Pedestrian-Oriented Node. The Palo Alto Comprehensive Plan calls for the area to become a well-designed, compact, vital multi-neighborhood center with diverse uses and a mix of one-, two- and three-story buildings, and a network of pedestrian oriented streets and ways. New development and improvements to existing properties should support this vision. Renovations of existing buildings should support the area as an activity node with pedestrian amenities and enhance the overall visual appearance of the area with improved building massing, façade articulation, materials and signage. Existing buildings that have uninteresting facades and rooflines should receive façade improvements to make it easier to identify individual businesses from the street. Transparent windows and doors must extend across at least 75% of ground floor facades facing El Camino Real to create visual interest and allow one to see inside.

The 1979 Council-adopted El Camino Real Design Guidelines provide direction for architectural design and site planning. These guidelines encourage development to be set back from the front property line, with landscaping or a people-oriented plaza in front of the building. The El Camino Real Design Guidelines also call for buildings with multiple tenants to be compatible with the design of the building as a whole and with those of the neighboring tenant. The new addition, while located at the rear of the property, is designed with similar materials and color choices to enhance the existing showroom that addresses the street and pedestrian environment with transparent windows to create visual interest in this neighborhood.

Comprehensive Plan Consistency

The ARB finding #1 requires that the design be consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan. The Comprehensive Plan includes South El Camino Real in the category 'Multi-Neighborhood Center', with associated policies in the Land Use Element (Policies L-35 and L-36), and applicable policies related to transitions in scale between residential and non-residential areas (Policy L-6 and related programs). The Business Element contains policies regarding the need for reinvestment to upgrade or replace buildings and make other improvements along El Camino Real, to strengthen the commercial viability of businesses along El Camino Real (policies B-17 and B-25). Applicable Comprehensive Plan policies are included in ARB Finding #1.

Zoning Development Standards Compliance

The proposed project is consistent with the required setbacks for the CS zone, in that the proposed building has been set back 10 feet from the rear property line as required when adjacent to residential uses such as this proposed project. The proposed building will be 21 feet 4 inches tall, within the allowed height limit of 35 feet when adjacent to residentially zoned property. The existing floor area ratio for all buildings on the property is 0.26:1. The addition of 3,024 square feet will bring the floor area ratio to 0.31:1. The proposal is in conformance with maximum allowed FAR of 0.4 for the CS zoning district.

Given the property is adjacent to residentially zoned property, the initial height and slope of the subject properties daylight plane shall be identical to that of the adjacent R-1 zoned property, which has a 10 foot initial height and 45 degree angle. The attached revised elevation sheet shows the project conforms with this daylight plane requirement.

Compliance with Zoning Development Standards is indicated in Attachment F.

Context Based Design Criteria

Attachment B is an excerpt of Context Based Design Criteria Findings relevant to this project. The applicable criteria and findings for this site are: (1) Pedestrian and Bicycle Environment, (3) Massing and Setbacks, and (4) Low Density Residential Transitions, found in PAMC Section 18.16.090, Context-Based Design Criteria. Goals of this section are expressed as development that is responsible to its context, compatible with adjacent development and promotes pedestrian oriented design. Context indicates relationships to adjacent street types, surrounding land uses, and on-site or nearby natural features, and seeks effective transitions to adjacent uses and natural features.

Building Design and Materials

The proposed structure is surrounded by existing buildings, and will have only minimal visibility from public right-of-ways or adjacent parcels. The applicant's intent is to keep the design functional, simple, and consistent with other buildings on the property. The building's exterior will be natural gray precision masonry blocks with recycled content. The window frames and roll-up doors would be clear anodized aluminum with gutters, doors and frames painted grey to match the existing structures, as further shown on the color and materials board that will be available at the hearing.

Performance Criteria of PAMC Chapter 18.23

The project is subject to the Performance Criteria found in Palo Alto Municipal Code (PAMC) Chapter 18.23. The criteria are intended minimize impacts on adjacent residential properties, and to enhance the desirability of the proposed developments. There are nine specific design elements in addition to the required ARB findings. The three design elements applicable to this particular project include: (1) Lighting, (2) Visual, Screening and Landscaping, (3) Noise and Vibration, and (4) Parking.

(1) Lighting

Four exterior lights are proposed along the front of the new service building. Staff will work with the applicant to ensure these are downward directed to ensure no light trespassed over the rear property line.

(2) Visual, Screening and Landscaping

The proposed building will be located near the rear of the dealership, surrounded by existing buildings, and will have only minimal visibility from public right-of-ways or adjacent parcels. As shown on Sheet L1.1, new landscaping including two Raywood Ash trees, ground cover and vines are proposed within the 10 foot rear setback of the proposed building to service as a patio for employees and a screen from adjacent properties. Staff would appreciate the ARB's comments on this area of the project, to determine if a solid wall and/or additional landscaping is needed to further screen this dealership building from the adjacent single family neighborhood.

(3) Noise and Vibration

Section 9.10.040 of the Palo Alto Municipal Code limits noise generation to no more than 8 dB above the local ambient at any point outside of the property plane. The existing ambient noise level in the area is 70 Ldn. The new facility would house five additional service bays for vehicle service (brakes, tires, oil changes, and programing) and detailing of vehicles. These services do not include noisy equipment. The existing air compressor will remain in its current location in the main shop. Neither the City nor the applicant have received complaints regarding existing auto repair operation, therefore it is assume this project will create a nuisance for the neighborhood. Also we are in need of additional parts storage and office space for staff to manage the business

(4) Parking

While the proposed building footprint will displace 12 parking spaces, 72 spaces will remain. Per the Palo Alto Municipal Code, automobile dealerships must provide one parking space per 400 square feet of sales, service and office area, and one parking space per 500 square feet of exterior sales display area (excluding automobile storage). Such uses are also required to provide one

short term bicycle parking space per ten employees. The sales, service and office areas would require 52 parking spaces with additional required spaces for exterior sales display areas. The proposed project currently shows three car display areas for a total of 26 parking spaces. Unfortunately, this would leave 46 spaces, which is under the required amount of parking. Staff will continue to work with the applicant to determine the appropriate amount of car display space to ensure the projects conformance with the Zoning Code.

ENVIRONMENTAL REVIEW

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) per Section 15303 (New Construction or Conversion of Small Structures) of the CEQA Guidelines.

ATTACHMENTS

Attachment A: Draft ARB Findings
Attachment B: Context Based Design Findings
Attachment C: Draft ARB Conditions of Approval
Attachment D: Project Location Map
Attachment E: Applicant's Project Description
Attachment F: Zoning Compliance Table
Attachment G: Development Plans (paper copies for Board Members only; also available online at: <http://www.cityofpaloalto.org/civicax/filebank/documents/37533>)

COURTESY COPIES

Kevin Stong, Stong Architects, architects@stongarchitects.com

Prepared By: Jodie Gerhardt, AICP, Senior Planner 

Manager Review: Amy French, AICP, Chief Planning Official 

ATTACHMENT A
ARB FINDINGS FOR APPROVAL

4190 El Camino Real
13PLN-00338

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.

- (1) The design is consistent and compatible with applicable elements of the City's Comprehensive Plan in that the site is designated Service Commercial with an Auto Dealership combining district and is compliant with the following applicable Comprehensive Plan programs and policies:

This finding can be made in the affirmative in that the project incorporates quality design that recognizes the importance of the area as described in the Comprehensive Plan. The project is also consistent with Comprehensive Plan policies related to business and economics. The Comprehensive Plan encourages owners to upgrade or replace existing commercial properties so that these commercial areas are more competitive and better serve the community. The proposed project is also consistent with the following Comprehensive Goals and Policies: Program L-11: Promote increased compatibility, interdependence, and support between commercial and mixed use centers and the surrounding residential neighborhoods; Policy L-35: Establish the South El Camino Real area as a well-designed, compact, vital, Multi-neighborhood Center with diverse uses, a mix of one-, two-, and three-story buildings, and a network of pedestrian-oriented streets and ways; Policy L-36: Allow a full range of office and retail uses on shallow parcels along South El Camino Real, subject to adequate buffering from adjacent residential uses; and applicable policies related to transitions in scale between residential and non-residential areas (Policy L-6: Where possible, avoid abrupt changes in scale and density between residential and non-residential areas and between residential areas of different densities. To promote compatibility and gradual transitions between land uses, place zoning district boundaries at mid-block locations rather than along streets wherever possible and related programs).

The Business Element contains policies regarding the need for reinvestment to upgrade or replace buildings and make other improvements along El Camino Real, to strengthen the commercial viability of businesses along El Camino Real (Policy B-17: Where redevelopment is desired, encourage owners to upgrade commercial properties through incentives such as reduced parking requirements, credit for on-street parking, and increases in allowable floor area. Use such incentives only where they are needed to stimulate redevelopment or contribute to housing or community design goals and Policy B-25: Strengthen the commercial viability of businesses along El Camino Real. Encourage the development of pedestrian-oriented neighborhood retail and office centers along the El Camino corridor.).

- (2) The design is compatible with the immediate environment of the site in that the proposed building is located at the rear of the property and of similar size and scale to the adjacent residential units;
- (3) The design is appropriate to the function of the project in that it provides a well designed layout, ample landscaping and design that is consistent with the City's design guidelines;
- (4) In areas considered by the board as having a unified design character or historical character, the design is compatible with such character. The overall design is consistent with the South El Camino Real Design Guidelines and 1979 El Camino Real Design Guidelines and includes architectural elements and design concepts that are consistent with these guidelines;
- (5) The design promotes harmonious transitions in scale and character in areas between different designated land uses. The proposed building is located at the rear of the site, and in scale with adjacent residential uses, and compatible with the newer surrounding buildings as well as becoming more compatible with the intent of the South El Camino Real Design Guidelines and the 1979 El Camino Real Design Guidelines; The development is surrounded by similar service commercial type facilities;
- (6) The design is compatible with approved improvements both on and off the site in that the proposed building is consistent with other buildings on the site that are compatible with the South El Camino Real Design Guidelines;
- (7) 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 in that the proposed design is compatible with the applicable design guidelines, development standards and performance criteria;
- (8) The amount and arrangement of open space are appropriate to the design and the function of the structures in that the new landscaping will provide screen of the adjacent residential uses and some parking lot shading. The site is designed to with drought tolerant landscaping throughout the project site;
- (9) Sufficient ancillary functions are provided to support the main functions of the project. This finding does not apply as the site is an addition to an existing facility and is solely for the purposes of an automobile dealership;
- (10) Access to the property and circulation thereon are safe and convenient for pedestrians, cyclists and vehicles. No change is proposed to the site's access point and internal circulation is well organized;
- (11) Natural features are appropriately preserved and integrated with the project. This finding does not apply as the site in that the location of the proposed building is currently a paved parking lot, so natural features will not be displaced.

- (12) The materials, textures, colors and details of construction and plant material are appropriate expressions of the design and function in that the proposed design concept using the same materials as the existing buildings and landscaping will be provided along the side property line to screen the development from the adjacent residential units.
- (13) The landscape design concept for the site, as shown by the relationship of plant masses, open space, scale, plant forms and foliage textures and colors create a desirable and functional environment in that the landscaping softens the appearance of the buildings and parking lot through plantings;
- (14) Plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety which would tend to be drought-resistant and to reduce consumption of water in its installation and maintenance in that appropriate plant materials are proposed;
- (15) The project exhibits green building and sustainable design that is energy efficient, water conserving, durable and nontoxic, with high-quality spaces and high recycled content materials. The following considerations should be utilized in determining sustainable site and building design:
- (A) Optimize building orientation for heat gain, shading, day lighting, and natural ventilation;
 - (B) Design of landscaping to create comfortable micro-climates and reduce heat island effects;
 - (C) Design for easy pedestrian, bicycle and transit access;
 - (D) Maximize on site stormwater management through landscaping and permeable paving;
 - (E) Use sustainable building materials;
 - (F) Design lighting, plumbing and equipment for efficient energy and water use;
 - (G) Create healthy indoor environments; and
 - (H) Use creativity and innovation to build more sustainable environments.

In accordance with the City's Green Building Regulations, the building will satisfy the requirements for non-residential project type 2, requiring LEED prerequisites

- (16) The design is consistent and compatible with the purpose of architectural review, which is to:
- (1) Promote orderly and harmonious development in the city;
 - (2) Enhance the desirability of residence or investment in the city;
 - (3) Encourage the attainment of the most desirable use of land and improvements;
 - (4) Enhance the desirability of living conditions upon the immediate site or in adjacent areas; and
 - (5) Promote visual environments which are of high aesthetic quality and variety and which, at the same time, are considerate of each other.

The design is consistent for all of the reasons and findings enumerated above.

ATTACHMENT B
CONTEXT-BASED DESIGN CONSIDERATIONS/FINDINGS

4190 El Camino Real
13PLN-00338

Pursuant to PAMC 18.16.090(b), in addition to the findings for Architectural Review contained in PAMC 18.76.020(d), the following additional findings have been made in the affirmative:

- 1) Pedestrian and Bicycle Environment. *The design of new projects shall promote pedestrian walkability, a bicycle friendly environment, and connectivity through design elements.* The building is located at the rear of the property and will therefore not impact the pedestrian environment. The overall project provides five short term bicycle spaces to encourage alternative modes of transportation.
- 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.* The proposed building is located at the rear of the property. The existing buildings facing El Camino Real use large display windows to create an active pedestrian environment.
- 3) Massing and Setbacks. *Buildings shall be designed to minimize massing and conform to proper setbacks.* The building design, massing and materials are in keeping with the other buildings located on the site and will complement the adjacent residential uses as further describe in Finding 4.
- 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.* The building is a low rise two-story structure with no rear facing windows on the second level. Therefore, the project would not impact the privacy or scale of the adjacent residential properties.
- 5) Project Open Space: *Private and public open space shall be provided so that it is usable for the residents, visitors, and/or employees of the site.* The project includes a 10 foot rear setback area that will be landscaped and used as open space, in addition to other existing open spaces areas on the site.
- 6) Parking Design: *Parking needs shall be accommodated but shall not be allowed to overwhelm the character of the project or detract from the pedestrian environment.* The project provides parking in the rear which does not detract from the pedestrian environment.

In conclusion, the proposed project at 4190 El Camino Real [13PLN-00338] is consistent with the Context-Based Design Criteria for all of the reasons and findings specified above.

ATTACHMENT C
CONDITIONS OF APPROVAL
4190 El Camino Real
13PLN-00338

PLANNING DIVISION

1. The plans submitted for Building Permit shall be in substantial conformance with plans received and date stamped November 26, 2013, except as modified to incorporate these conditions of approval.
2. The ARB approval letter including all Department conditions of approval for the project shall be printed on the plans submitted for building permit.
3. Any exterior changes to the building such as size, location, materials or signage are subject to ARB review and approval prior to occupancy/installation.
4. Development impact fees, currently estimated at \$87,089.36, shall be paid prior to the issuance of the project's building permit.
5. A Planning Division Final inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Any revisions during the building process must be approved by Planning, including but not limited to; materials, landscaping and hard surface locations. Contact your Project Planner, Jodie Gerhardt at Jodie.gerhardt@cityofpaloalto.org to schedule this inspection.

TRANSPORTATION DIVISION

1. The new construction will require one bike parking space per 10 employees.

PUBLIC WORKS ENGINEERING

PRIOR TO SUBMITTAL FOR BUILDING PERMIT

1. **GRADING & DRAINAGE PLAN:** The plan set must include a grading & drainage plan prepared by a licensed professional that includes existing and proposed spot elevations and drainage flow arrows to demonstrate proper drainage of the site. Adjacent grades must slope away from the house a minimum of 2%. Downspouts and splashblocks should be shown on this plan, as well as any site drainage features such as swales. Grading will not be allowed that increases drainage onto, or blocks existing drainage from, neighboring properties. Public Works generally does not allow rainwater to be collected and discharged into the street gutter, but encourages the developer to keep rainwater onsite as much as feasible by directing runoff to landscaped and other pervious areas of the site. See the Grading & Drainage Plan Guidelines for Residential Developments on our website:
<http://www.cityofpaloalto.org/civicax/filebank/documents/2717>

2. **GRADING PERMIT:** The site plan must include a table providing the cubic yardage of dirt being cut and filled outside of the building footprint. If the total is more than 100 cubic yards, a grading permit will be required. An application and plans for a grading permit are submitted to Public Works separately from the building permit plan set. The application and guidelines are available at the Development Center and on our website.
3. **STORM WATER POLLUTION PREVENTION:** The City's full-sized Pollution Prevention - It's Part of the Plan sheet must be included in the plan set. Copies are available from Public Works at the Development Center or on our website:
<http://www.cityofpaloalto.org/civicax/filebank/documents/2732>
4. **STREET TREES:** Show all existing street trees in the public right-of-way. Any removal, relocation or planting of street trees; or excavation, trenching or pavement within 10 feet of street trees must be approved by Public Works' arborist (phone: 650-496-5953). This approval shall appear on the plans. Show construction protection of the trees per City requirements.
5. **WORK IN THE RIGHT-OF-WAY:** The plans must clearly indicate any work that is proposed in the public right-of-way, such as sidewalk replacement, driveway approach, or utility laterals. The plans must include notes that the work must be done per City standards and that the contractor performing this work must first obtain a Street Work Permit from Public Works at the Development Center. If a new driveway is in a different location than the existing driveway, then the sidewalk associated with the new driveway must be replaced with a thickened (6" thick instead of the standard 4" thick) section. Additionally, curb cuts and driveway approaches for abandoned driveways must be replaced with new curb, gutter and planter strip.
6. **IMPERVIOUS SURFACE AREA:** The project will be creating or replacing 500 square feet or more of impervious surface. Accordingly, the applicant shall provide calculations of the existing and proposed impervious surface areas with the building permit application. The Impervious Area Worksheet for Land Developments form and instructions are available at the Development Center or on our website:
<http://www.cityofpaloalto.org/civicax/filebank/documents/2718>
7. **STORM WATER TREATMENT:** This project may trigger the California Regional Water Quality Control Board's revised provision C.3 for storm water regulations (incorporated into the Palo Alto Municipal Code, Section 16.11) that apply to special land development projects such as parking lots, restaurants, and automobile service facilities, that create or replace 5,000 square feet or more of impervious surface. The applicant shall provide a calculation of the amount of impervious surface area being created or replaced. If 5,000 sf of impervious surface area is created or replaced, then the City's regulations require that the project incorporate a set of permanent site design measures, source controls, and treatment controls that serve to protect storm water quality, subject to the approval of the Public Works Department. The applicant shall identify, size, design and incorporate permanent storm water pollution prevention measures to treat the runoff from a "water quality storm" specified in PAMC Chapter

16.11 prior to discharge to the municipal storm drain system. **Effective February 10, 2011, regulated projects, must contract with a qualified third-party reviewer during the building permit review process to certify that the proposed permanent storm water pollution prevention measures comply with the requirements of Palo Alto Municipal Code Chapter 16.11.** The certification form, 2 copies of approved storm water treatment plan, and a description of Maintenance Task and Schedule must be received by the City from the third-party reviewer prior to approval of the building permit by the Public Works department. **Within 45 days of the installation of the required storm water treatment measures and prior to the issuance of an occupancy permit for the building, third-party reviewer shall also submit to the City a certification for approval that the project's permanent measures were constructed and installed in accordance to the approved permit drawings.**

8. **STORMWATER MAINTENANCE AGREEMENT:** The applicant shall designate a party to maintain the control measures for the life of the improvements and must enter into a **maintenance agreement** with the City to guarantee the ongoing maintenance of the permanent C.3 storm water discharge compliance measures. **The maintenance agreement shall be executed prior to the first building occupancy sign-off.** The City will inspect the treatment measures yearly and charge an inspection fee. There is currently a \$350 C.3 plan check fee that will be collected upon submittal for a grading or building permit.
9. **CALTRANS:** If new driveway approaches or utility laterals are proposed that require excavation within the roadway on El Camino Real, Caltrans review and approval of this project is required. Caltrans right-of-way across El Camino Real extends from back-of-walk to back-of walk. The City has a maintenance agreement with Caltrans that requires the City to maintain the sidewalk and to issue Street Work Permits for work done on the sidewalks by private contractors. Caltrans has retained the right to review and permit new or proposed abandonments of ingress/egress driveways off El Camino Real as well as the installation of traffic control devices as part of this project. Please include a record of Caltrans approval on the plan set submitted for a building permit.

PUBLIC WORKS URBAN FORESTRY SECTION

PRIOR TO DEMOLITION, BUILDING OR GRADING PERMIT ISSUANCE

1. New 10 foot rear landscaped section to be prepared by landscape architect to reflect:
Two shade trees (Quercus frainetto, 'Schmidt', Italian Oak, 24" box size or similar) located at least 4 feet from fenceline, planted per PWDetail #604 and ground cover or shrubs (carpet rose or similar, planted on 3-foot centers) Irrigation bubblers, PWDetail #513, connected to automatic irrigation timers.

PUBLIC WORKS ENVIRONMENTAL SERVICES

1. If car washing is to be conducted on site, an oil/water separator will need to be installed and a Discharge Permit Application submitted to the City of Palo Alto's Environmental Services. The location of any such oil/water separator shall be shown in the plan set prepared for the Building Division and well as associated connection lines.

UTILITIES - WATER,GAS,WASTEWATER

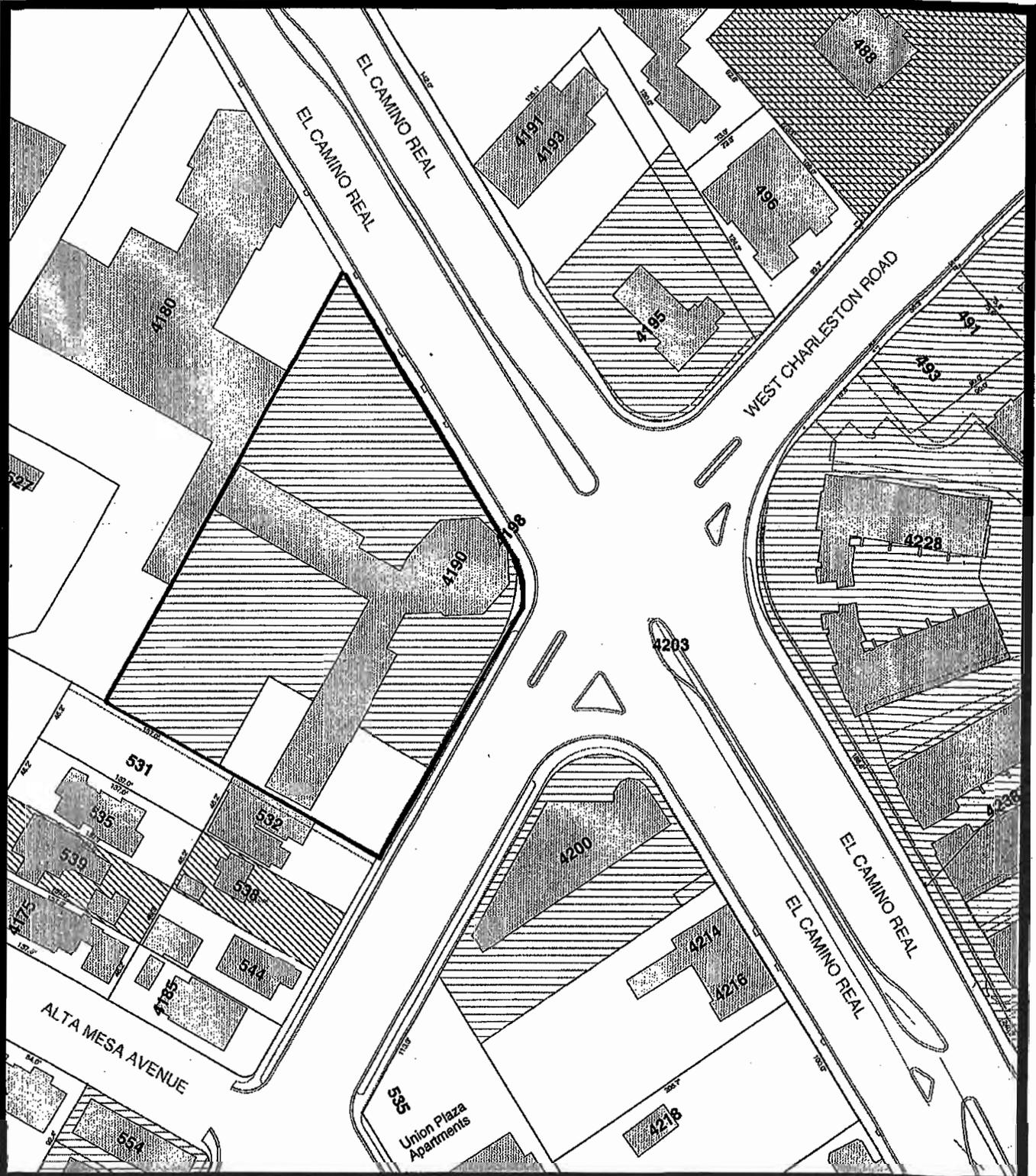
PRIOR TO SUBMITTAL FOR BUILDING PERMIT

1. The applicant shall submit completed water-gas-wastewater service connection applications - load sheet for City of Palo Alto Utilities. The applicant must provide all the information requested for utility service demands (water in fixture units/g.p.m., gas in b.t.u.p.h, and sewer in fixture units/g.p.d.).
2. The applicant shall submit improvement plans for any utility construction. The plans must show the size and location of all underground utilities within the development and the public right of way including meters, backflow preventers, fire service requirements, sewer mains, sewer cleanouts, sewer lift stations and any other required utilities. Plans for new wastewater laterals need to include new wastewater pipe profiles showing existing potentially conflicting utilities especially storm drain pipes, electric and communication duct banks. **Existing duct banks need to be daylighted by potholing to the bottom of the ductbank to verify cross section prior to plan approval and starting lateral installation.** Plans for new storm drain laterals need to include profiles showing existing potential conflicts with sewer, water and gas.
3. The applicant must show on the site plan the existence of any auxiliary water supply, (i.e. water well, gray water, recycled water, rain catchment, water storage tank, etc).
4. The applicant shall be responsible for installing and upgrading the existing utility mains and/or services as necessary to handle anticipated peak loads. This responsibility includes all costs associated with the design and construction for the installation/upgrade of the utility mains and/or services.
5. An approved reduced pressure principle assembly (RPPA backflow preventer device) is required for all existing and new water connections from Palo Alto Utilities to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive. The RPPA shall be installed on the owner's property and directly behind the water meter within 5 feet of the property line. RPPA's for domestic service shall be lead free. **Show the location of the RPPA on the plans.**
6. An approved reduced pressure detector assembly is required for the existing or new water connection for the fire system to comply with requirements of California administrative code, title 17, sections 7583 through 7605 inclusive (a double detector assembly may be allowed for existing fire sprinkler systems upon the CPAU's approval). reduced pressure detector assemblies shall be installed on the owner's property adjacent to the property line, within 5' of the property line. **Show the location of the reduced pressure detector assembly on the plans.**
7. All backflow preventer devices shall be approved by the WGW engineering division. Inspection by the utilities cross connection inspector is required for the supply pipe between the meter and the assembly.

8. The applicant shall pay the capacity fees and connection fees associated with new utility service/s or added demand on existing services. The approved relocation of services, meters, hydrants, or other facilities will be performed at the cost of the person/entity requesting the relocation.
9. Flushing of the fire system to sanitary sewer shall not exceed 30 GPM. Higher flushing rates shall be diverted to a detention tank to achieve the 30 GPM flow to sewer.
10. Sewage ejector pumps shall meet the following conditions:
 - The pump(s) shall be limited to a total 100 GPM capacity or
 - The sewage line changes to a 4" gravity flow line at least 20' from the City clean out.
 - The tank and float is set up such that the pump run time not exceed 20 seconds each cycle.
11. Utility vaults, transformers, utility cabinets, concrete bases, or other structures can not be placed over existing water, gas or wastewater mains/services. Maintain 1' horizontal clear separation from the vault/cabinet/concrete base to existing utilities as found in the field. If there is a conflict with existing utilities, Cabinets/vaults/bases shall be relocated from the plan location as needed to meet field conditions. Trees may not be planted within 10 feet of existing water, gas or wastewater mains/services or meters. New water, gas or wastewater services/meters may not be installed within 10' of existing trees. Maintain 10' between new trees and new water, gas and wastewater services/mains/meters.
12. Any utility installations shall be in accordance with the City of Palo Alto utility standards for water, gas & wastewater.
13. The applicant shall obtain an encroachment permit from Caltrans for any utility work in the El Camino Real right-of-way. The applicant must provide a copy of the permit to the WGW engineering section.

FIRE DEPARTMENT

1. Install a monitored NFPA 13 fire sprinkler system under separate permit.
2. Fire sprinkler system monitoring is required
3. Fire Department access must be maintained during construction.
4. Contractor to notify Fire Dispatch when the fire sprinkler system is out of service, 650.329.2413
5. Fire extinguishers are required per the California Fire Code

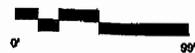


The City of
Palo Alto



4190 El Camino Real

This map is a product of the
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Volvo Palo Alto

ATTACHMENT E

Planning Department,

Price-Simms PA Inc. is submitting a proposal for construction of a new service facility. We recently acquired Carlsen Volvo in a buy sell. At this time we have moved the operation from 4180 El Camino Real to our current McLaren dealership at 4190 El Camino Real. With the addition of Volvo's service business we are in need of adding shop capacity. The new facility would house 5 additional service bays. Also we are in need of additional parts storage and office space for staff to manage the business. Our plan is to construct the facility at the back of the property behind the current existing service bays. Currently there is paved parking in that location. The materials, colors and construction methods would be consistent with the building we recently up fitted for McLaren.

Please feel free to contact me with any questions,

A handwritten signature in black ink, appearing to read "Mike Shum".

Mike Shum
General Manager
Volvo Palo Alto
(408)209-3389

Volvo Palo Alto
4190 El Camino Real
Palo Alto, CA 94306

Main 650.815.4477
Fax 650.485.2840
www.VolvoPaloAlto.com

ATTACHMENT F
ZONING COMPARISON TABLES
 4190 El Camino Real
 13PLN-00338

Table 1: COMPARISON WITH CHAPTER 18.20 (CS (AD) DISTRICT)

Regulation	Proposed	Existing	CS(AD) Service Commercial
Minimum Site Area	No change	66,933 sf	none
Min. Front Setback (Arastradero)	No change	10 feet	0-10 ft to create 8-12 ft effective sidewalk width
Street Side Setback (El Camino Real)	No change		12 ft effective sidewalk width along El Camino Real
Interior Side Setback	10 feet for new structure	2 feet (legal non-conforming)	10' for lot lines abutting residential districts
Rear Setback	None for new structure	2 feet	none
Max. Site Coverage	31% (20,699 sf)	26% (17,675 sf)	none
Max. Total Floor Area Ratio	31% (20,699 sf)	26% (17,675 sf)	40% (26,773sf)
Max. Building Height	21 feet 4 inches	20 feet	50 ft or 35 ft when located within 150 ft of residentially zoned property

Table 1: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading)

Use	Required	Proposed	Conformance
Admin Offices, R&D, Manufacturing and Warehousing	Total of 60 parking spaces	46 parking spaces	Non-conforming – deficient by 14 spaces (23%)
	52 spaces (1/400sf of sales, service and office admin)	(72 total spaces with 26 spaces devoted to auto display)	Can be corrected by reducing auto display area
	8 spaces (1/500sf of exterior sales & display area)	5 bike spaces	Conforms
	1/10 employees for short term bicycle parking		