



Architectural Review Board

Staff Report (ID # 9475)

Report Type:	Action Items	Meeting Date: 9/20/2018
Summary Title:	1700 & 1730 Embarcadero: New Mercedes/Audi Dealership	
Title:	PUBLIC HEARING / QUASI-JUDICIAL. 1700 & 1730 Embarcadero Road [18PLN-00186]: Consideration of a Major Architectural Review, Site and Design Review & Design Enhancement Exception to Allow the Demolition of an Existing 18,000 Square Foot Vacant Restaurant Building and a 15,700 Square Foot Audi Service Building and Construction of a new Two-Story 84,900 Square Foot Automobile Dealership That Combines two Brands. Environmental Assessment: An Initial Study is Being Prepared in Accordance With the California Environmental Quality Act (CEQA). Zoning Districts: CS(D) & PC-2554. For More Information Contact the Project Planner Sheldon S. Ah Sing at sahsing@m-group.us	
From:	Jonathan Lait	

Recommendation

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

1. Consider the information presented and provide comment and continue item to a date uncertain.

Report Summary

The applicant, Lyle Hutson on behalf of Holman Automotive Group, Inc. proposes to demolish the former Ming's Restaurant building and the service building of the Audi Dealership to construct a two-story automobile dealership with roof deck parking and a detached car wash facility. The project includes development on what are currently two separate parcels adjacent to the Baylands (1700 Embarcadero, which includes the Ming's building and 1730 Embarcadero, which includes the Audi dealership). The applicant proposes to maintain two separate parcels and two separate buildings that meet Fire and Building Codes. The 1700 Embarcadero parcel is zoned CS(D), while the 1730 Embarcadero parcel is zoned PC-4846. To provide consistency,

both parcels are proposed to be rezoned to Service Commercial with Site and Design Review and Automobile Dealership combining districts [CS(D)(AD)]. The D combining district requires heightened review due to the proximity to the Baylands, a sensitive environment. The AD combining district allows for special development standards because of the unique operations of automobile dealerships. The applicant also requests a Design Enhancement Exception (DEE) to deviate from the “build-to-line” requirement along Embarcadero Road and East Bayshore Road.

The purpose of this report is to receive early feedback from the Board on the site layout and architecture.

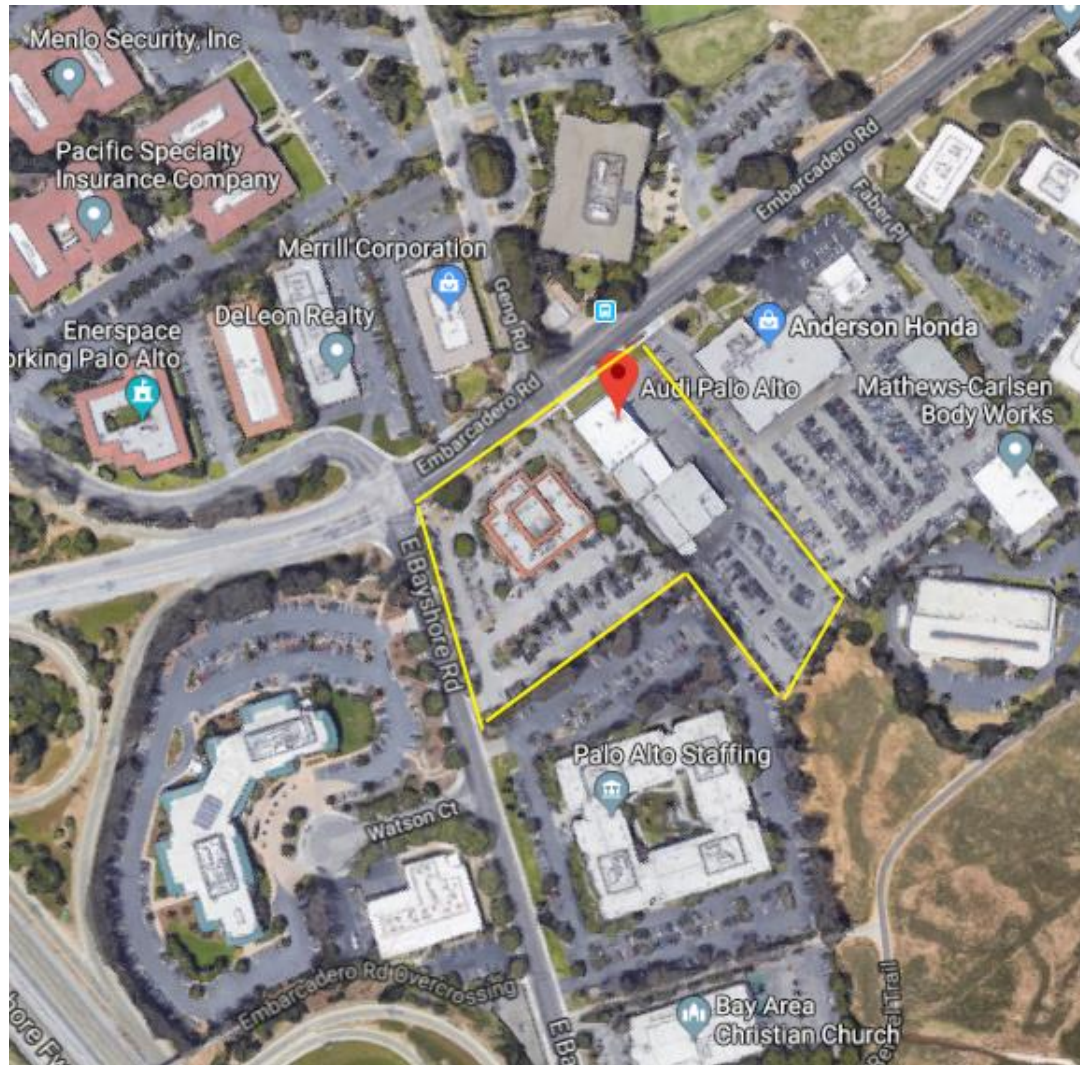
Background

Project Information

Owner:	Holman Embarcadero, LLC (1700 Embarcadero) & Pare, LLC (1730 Embarcadero)
Architect:	Lyle Hutson YSM Design

Property Information

Address:	1700 & 1730 Embarcadero Road
Neighborhood:	Baylands
Lot Dimensions & Area:	1700 Embarcadero: 180 feet along Embarcadero Road and ~550 feet deep (2.28 acres) 1730 Embarcadero: ~251 feet along Embarcadero Road and ~312 feet along East Bayshore Road (2.54 acres)
Housing Inventory Site:	No
Located w/in a Plume:	No
Protected/Heritage Trees:	Yes, street trees
Historic Resource(s):	No, built circa 1968
Existing Improvement(s):	1700 Embarcadero: 17,942 square feet and one story built in 1968 1730 Embarcadero: 15,049 square feet service building and 7,380 square foot showroom (one story) originally constructed in 1970 with recent improvements from 2017.
Existing Land Use(s):	Vacant Restaurant and existing Audi Dealership
Adjacent Land Uses & Zoning:	North: ROLM (Offices) West: ROLM (Medical Offices) East: PC-4847 (Car Dealership) South: ROLM (Offices)
Aerial View of Property:	



Source: Google 2018

Land Use Designation & Applicable Plans

Zoning Designation:	1700 Embarcadero: CS(D), 1730 Embarcadero: PC-4846
Comp. Plan Designation:	Service Commercial
Context-Based Design Criteria:	Yes
Downtown Urban Design Guide:	Not Applicable
South of Forest Avenue Coordinated Area Plan:	Not Applicable
Baylands Master Plan:	Yes
El Camino Real Design Guidelines (1976 / 2002):	Not Applicable
Proximity to Residential Uses or Districts (150'):	Not Applicable

Located w/in the Airport
Influence Area: Yes

Prior City Reviews & Action

While this is a new formal application for a combined Audi/Mercedes dealership, a portion of this site was recently proposed as a Mercedes dealership as shown in the staff reports below:

City Council:	June 6, 2016: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=52594 Refer back to ARB
PTC:	April 27, 2016: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=52072 Recommend approval to City Council
HRB:	None
ARB:	May 7, 2015 Study Session Minutes: https://www.cityofpaloalto.org/civicax/filebank/documents/58580 August 27, 2015 Prelim for Mercedes: https://www.cityofpaloalto.org/civicax/filebank/documents/48697 November 19, 2015 1 st formal for Mercedes: https://www.cityofpaloalto.org/civicax/filebank/documents/49848 February 18, 2016 2 nd formal for Mercedes: https://www.cityofpaloalto.org/civicax/filebank/documents/51101 May 5, 2016 3 rd formal for Mercedes: https://www.cityofpaloalto.org/civicax/filebank/documents/52196 May 19, 2016 4 th formal for Mercedes: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=52377

Project Description

Site Description

The project site (site) consists of two parcels totaling 4.82 acres. The site is located on the southeast corner of Embarcadero Road and East Bayshore Road (see location map, Attachment A). The site has a Comprehensive Plan land use designation of Service Commercial and includes two different zoning districts corresponding with the separate parcels. The current Audi dealership parcel is Planned Community zoning, while the former Ming's parcel is zoned Commercial Service (CS) with Site and Design Review (D) combining district. The applicant will maintain the two separate parcels, however, with easements, the project will function as a single site with two separate brands. The project would include the rezoning for both parcels to CS with (D) and Automobile Dealership (AD) combining districts. The site is also located within the City's Baylands Master Plan (Privately Owned Lands) and the City's Comprehensive Plan identifies the site within the "East Bayshore Employment Center".

A portion of the site is developed with a single-story commercial building with 17,942 square feet (sf) of floor area built in 1968, formerly the Ming's Restaurant and a large surface parking

lot. The existing architecture of the building is characteristic of mid-century modern architecture with some roof elements reminiscent of an Asian style, the cuisine of the former restaurant. The other portion of the site includes the currently functioning Audi Dealership with 15,049 sf service building and 22,929 sf showroom (completed in 2017). The new showroom is indicative of the current Audi branding, while the service/repair building is a non-descript architectural style.

The site includes an approximate 80-foot-wide easement along East Bayshore Road to accommodate overhead high voltage electric transmission lines parallel to East Bayshore Road, and a sub-surface storm drain line. Surface improvements such as landscaping, driveways and parking, are allowed within the easement. The Audi portion of the site directly abuts the Baylands preservation property (former ITT lands) where the site is visible from the Baylands Renzel trail.

Proposal

The applicant proposes to maintain the separate parcels and demolish the existing structures except for the new Audi Showroom and recent site improvements adjacent to the showroom. Subsequently, the proposal includes the construction of a new two-story automobile dealership facility that would include two brands. The automobile dealerships would include separate sales, administrative offices, vehicle storage, and service/repair areas integrated into the buildings. On-site improvements include a car wash facility, customer parking, vehicle merchandise display, solid waste/recycling facilities and landscaping. The brands would share access to the site, the roof deck for vehicle parking, the onsite car wash facility and portions of the service/repair drive aisle. The Mercedes Benz dealership would include an internal automated parking system capable of storing 300 vehicles.

Architecture

While the dealership building is connected, the uniqueness of each brand is expressed through the architecture of their showroom portions of the building. The Audi showroom will remain unchanged. The service portions of the building share complementary architectural themes. While the new Mercedes Benz building will include metal, stucco and clear fenestrations, which is consistent with the materials used on the Audi showroom. There is a cantilevered element extending from the showroom providing a transition in mass of building to Embarcadero Road. The proposed colors are muted, with the proposed portions of the building at the rear facing the Baylands being simple in design and not ornamental in appearance.

Requested Entitlements, Findings and Purview:

The following discretionary applications are being requested:

- Architectural Review – Major (AR): The process for evaluating this type of application is set forth in PAMC 18.77.070. AR applications are reviewed by the ARB and recommendations are forwarded to the Planning & Community Environment Director for action within five business days of the Board's recommendation. Action by the Director is appealable to the City Council if filed within 14 days of the decision. However, since this project includes other actions that require approval by the City

Council, the Board will make their recommendation to the City Council. AR projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project redesign or denial. The findings for an AR application are provided in Attachment B.

- **Design Enhancement Exception (DEE):** This is to deviate from the “build-to-line” (percentage of building along the front and street side setbacks) requirement within the CS district. The process for evaluating this type of application is set forth in PAMC 18.76.050. DEE applications are reviewed by the ARB and recommendations are typically forwarded to the Planning & Community Environment Director for action within five business days of the Board’s recommendation. Action by the Director is appealable to the City Council if filed within 14 days of the decision. As with the AR, the Board will make its recommendation on the DEE to the City Council. DEE projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. Failure to make any one finding requires project redesign or denial. The findings for a DEE application are provided in Attachment B.
- **Site and Design Review:** The process for evaluating this type of application is set forth in PAMC 18.30(G).060. These applications are reviewed by the Planning & Transportation Commission (PTC) and recommendations are forwarded to the City Council. Site and Design Review projects are evaluated against specific findings. All findings must be made in the affirmative to approve the project. The findings for the Site and Review application are provided in Attachment B.
- **Amendment to Zoning Map:** This is a request to rezone the site to Service Commercial with Site and Design Review and Automobile Dealership combining districts [CS(D)(AD)]. The process for evaluating this type of application is set forth in PAMC 18.80. Rezone applications are reviewed by the PTC and recommendations are forwarded to the City Council.

Analysis¹

Neighborhood Setting and Character

The project is located within the Baylands Master Plan Area, however, in an area designated as “Privately Owned Lands”. This is an urbanized built-out area that includes office buildings and automobile dealerships. A portion of the site directly abuts the Baylands preservation area and is visible from the adjacent Renzel trail.

Properties to the north of the site (across Embarcadero Road)—include (Merrill Corporation) offices. To the south (professional offices), and west (across East Bayshore Road—medical

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

offices), the sites are zoned Research, Office and Limited Manufacturing (ROLM) District. The property to the east is zoned PC-4847 containing a Honda Dealership.

The vicinity around the project site includes two different zoning districts. Each of the zoning districts have different development standards, however, the allowable FAR is 0.4:1 for ROLM and 0.6:1 for the automobile dealerships. The area with the ROLM district is characterized by two story buildings surrounded by parking lots with large street-facing setbacks. Pacific Gas & Electric's easement along East Bayshore includes tall towers carrying high voltage transmission electric lines. One tower is located on the property at the Embarcadero Road and East Bayshore Road intersection.

Because of the easement along East Bayshore Road, the proposed building has a large setback and is therefore requesting to deviate from the "build-to" setback along Embarcadero Road. These setbacks are consistent with the surrounding development, except for the Audi showroom, which is closer to the street, but inconsistent with the CS zoning front setback development standard.

Except for the project's stairwell and elevator towers, the project's height and massing would be consistent with the neighboring buildings' height and massing because of the larger setbacks prominent in the vicinity, the large street trees, and the wide right-of-way. The project is consistent with the FAR maximums for the site and would not be the largest building in the vicinity.

Zoning Compliance²

A detailed review of the proposed project's consistency with applicable zoning standards has been performed. A summary table is provided in Attachment C. The proposed project complies with all applicable codes or is seeking through the requested permits permission to deviate from certain code standards, in a manner that is consistent with the Zoning Ordinance. One area to note is that currently the project's Audi site exceeds the maximum FAR by approximately 1,000 square feet and it is the intent of staff to work with the applicant to ensure compliance and not deviate from the standard. It is expected that the subsequent submittal will resolve this issue.

Zoning Designation

The site is proposed to have a zoning designation of CS(D)(AD) Service Commercial zone with Site and Design Review and Automobile Dealership Combining Districts. The CS Service Commercial district is intended to create and maintain areas accommodating citywide and regional services that may be inappropriate in neighborhood or pedestrian-oriented shopping areas, and which generally require automotive access for customer convenience, servicing of vehicles or equipment, loading or unloading, or parking of commercial service vehicles.

² The Palo Alto Zoning Code is available online: http://www.amlegal.com/codes/client/palo-alto_ca

The Site and Design Review (D) combining district described in PAMC 18.30(G) is intended to provide a process for review and approval of development in environmentally and ecologically sensitive areas, including established community areas which may be sensitive to negative aesthetic factors, excessive noise, increased traffic or other disruptions, in order to assure that use and development will be harmonious with other uses in the general vicinity, will be compatible with environmental and ecological objectives, and will be in accord with the Palo Alto Comprehensive Plan.

The Automobile Dealership (AD) combining district described in PAMC 18.30(F) is intended to modify the regulations of the service commercial (CS) and general manufacturing (GM or GM[B]) districts to create and maintain areas accommodating automobile dealerships primarily engaged in new and used automobile sales and service on a citywide and regional basis. Such uses 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. The combining district allows for an additional 0.20 Floor Area Ratio (FAR) for showroom space.

As proposed, the project is consistent with the intent of the zoning district and combining districts.

Design Enhancement Exception (DEE)

The CS zoning development standards require a 0-10-foot setback along the street and a “build-to” setback of 50% of the front setback and 33% of the street side setback. The build-to setback is typically found along commercial corridors such as El Camino Real. In the context of the project, this site will be the only CS district property surrounded by properties zoned ROLM and a non-residential PC. As mentioned previously, the surroundings include sites with large street setbacks. In addition, the utility easement along East Bayshore would preclude any structure from encroaching into the 80-foot area.

Consistency with the Comprehensive Plan, Area Plans and Guidelines³

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

The Comprehensive Plan land use designation for the project site is Service Commercial. This includes facilities that provide 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,

³ The Palo Alto Comprehensive Plan is available online:
<http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp>

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 0.4:1. Consistent with the Comprehensive Plan's encouragement of housing near transit centers, higher density multi-family housing may be allowed in specific locations.

On balance, the project is consistent with the policies in the Comprehensive Plan and therefore fulfills the goals of the Plan as well. A detailed review of the project's consistency with the Comprehensive Plan is provided in Attachment B.

Baylands Master Plan - Private Lands Policies

The following are policies that affect the site:

1. Be sure any future development is consistent with the Comprehensive Plan and continues to receive extensive design review utilizing the Site and Design Review Process and the Site Assessment and Design Guidelines Palo Alto Nature Preserve.
2. Provide screen planting along the southerly urbanized edge of the private property facing the former ITT property.

Site Assessment and Design Guidelines

The Site Assessment and Design Guidelines, Palo Alto Baylands Nature Preserve, developed in 2005, are intended to be used when designing or reviewing projects located in any part of the Baylands—including projects on privately-owned land. Conformance with these Guidelines will help to ensure compatibility with the special aesthetic qualities and environmental conditions unique to the Baylands.

General Design Principals

The following design principles are suggested to reflect and preserve the Baylands' unique landscape character and have been used to review this application.

- Use only muted, natural colors. Choose materials and finishes that will weather without degrading: The proposed building would be clad in metal panels and cement plaster system with white, metallic and sandy hook grey accents. Glass would be high performance, insulated, low-e glazing that is bird safe.
- Preserve the horizon line with low and horizontal elements: The building would be 36'-43'-0" in height for the parapets with the stair and elevator towers being between 48 and 50'. The building's mass is articulated and appears to have a horizontal orientation with the exception of the elevator and stairwell shafts which are vertical.
- Mount fences, enclosures, and identity signs low to the ground: The project includes some general details on signs, however, no application for a sign permit has been submitted. When a sign application is submitted, staff will ensure the any approved signs are low lying, and that all wall signs are located below the roof line so as not to puncture the horizon line.

- Reduce the size and mounting heights of regulatory signs: Specific detail on the site signs were not provided.
- Design for practicality: The proposed dealership with an integrated sales, service and inventory building is efficient and innovative.

Early in the review of the project, staff discussed and encouraged the applicant to provide some architectural screening on the rear of the Audi service building to provide better interface with the Baylands. Staff seeks comment and direction from the Board regarding the design of the rear of the building as they relate to these guidelines.

Multi-Modal Access & Parking

The site will have one driveway entrance on East Bayshore Road and two driveway entrances along Embarcadero Road with a continuous on-site driveway around the site. A City of Palo Alto Shuttle stop is located directly in front of the Audi showroom. No bicycle lanes are currently provided along the street frontage of the site. However, the applicant is exploring the opportunity of including bicycle lanes along the frontage of the project. The project does include a rest area with benches and a water fountain along Embarcadero Road in the front of the Mercedes-Benz showroom. This component could complement the bike lane concept.

Attachment C describes the project's conformance with PAMC Chapter 18.52 regarding off-street parking spaces, bicycle parking and off-street loading spaces. The project complies with the parking requirements.

The project also includes an automated parking system within the building with a capacity of 300 inventory vehicles. No customer vehicles are proposed to use the system.

Consistency with Application Findings

The project is subject to a number of applications as described previously. Each application requires the City Council to make findings for any approval. The Board is tasked with recommending findings for the AR and the DEE. A list of the findings is included as Attachment B.

Environmental Review

The subject project has been assessed in accordance with the authority and criteria contained in the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the environmental regulations of the City. Specifically, the project requires the completion of an Initial Study, which is currently ongoing. A traffic study will be completed for the project.

Public Notification, Outreach & Comments

The Palo Alto Municipal Code requires notice of this public hearing be published in a local paper and mailed to owners and occupants of property within 600 feet of the subject property at least ten days in advance. Notice of a public hearing for this project was published in the *Palo Alto*

Weekly on [September 7, 2018], which is 13 days in advance of the meeting. Postcard mailing occurred on September 20, 2018], which is 10 days in advance of the meeting.

Public Comments

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

Alternative Actions

In addition to the recommended action, the Architectural Review Board may:

1. Approve the project with modified findings or conditions;
2. Continue the project to a date (un)certain; or
3. Recommend project denial based on revised findings.

Report Author & Contact Information

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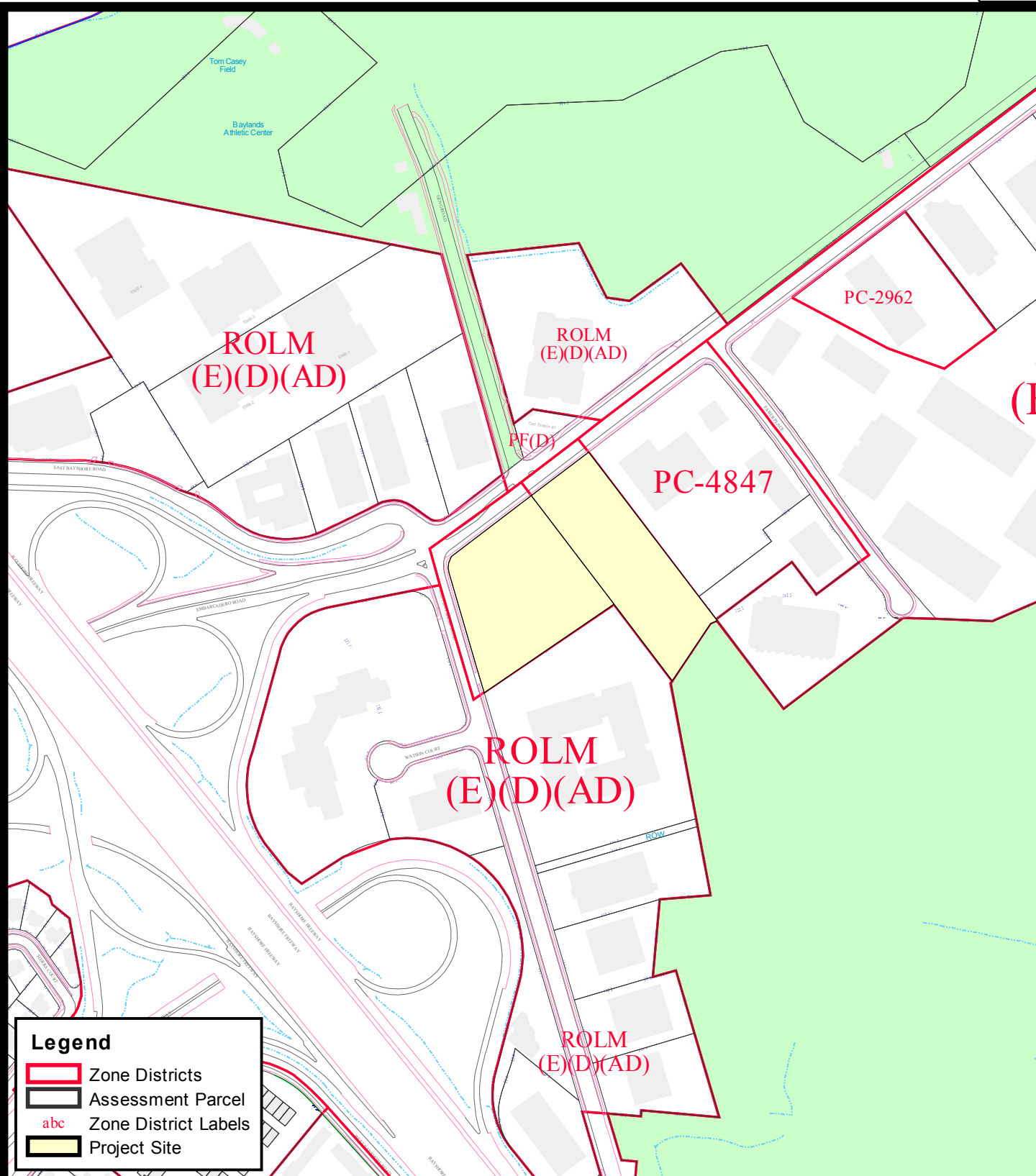
ARB⁴ Liaison & Contact Information

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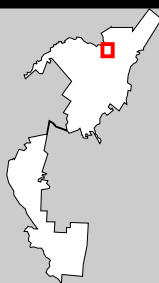
Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: Required Findings (DOCX)
- Attachment C: Zoning Comparison Table (DOCX)
- Attachment D: Project Plans (DOCX)

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



The City of
Palo Alto



1700 & 1730 Embarcadero
Road
18PLN-00186

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



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ATTACHMENT B
ARB FINDINGS FOR APPROVAL
1700 & 1730 Embarcadero Road
18PLN-00186

In order for the ARB to make a future recommendation of approval, the project must comply with the following Findings for Architectural Review as required in Chapter 18.76.020 of the PAMC.

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

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

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

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

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

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

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

CONTEXT-BASED DESIGN CRITERIA

1700 & 1730 Embarcadero Road
18PLN-00186

Pursuant to PAMC 18.16.090(b), the following context-based design considerations and findings are applicable to this project. These context-based design criteria are intended to provide additional standards to be used in the design and evaluation of development in a commercial district. The purpose is to encourage development in a commercial district to be responsible to its context and compatibility with adjacent development as well as to promote the establishment of pedestrian oriented design.

1. Pedestrian and Bicycle Environment

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

2. Street Building Facades

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

3. Massing and Setbacks

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

4. Low Density Residential Transitions

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

5. Project Open Space

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

6. Parking Design

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

7. Large Multi-Acre Sites

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

8. Sustainability and Green Building Design

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

DEE FINDINGS

1700 & 1730 Embarcadero Road
18PLN-00186

In order for the ARB to make a future recommendation of approval for a design enhancement exception, the project must comply with the following Findings for a Design Enhancement Exception as required in Chapter 18.76.050 of the PAMC.

Finding #1: There are exceptional or extraordinary circumstances or conditions applicable to the property or site improvements involved that do not apply generally to property in the same zone district;

Finding #2: The granting of the application will enhance the appearance of the site or structure, or improve the neighborhood character of the project and preserve an existing or proposed architectural style, in a manner which would not otherwise be accomplished through strict application of the minimum requirements of this title (Zoning) and the architectural review findings set forth in Section [18.76.020](#)(d); and

Finding #3: The exception is related to a minor architectural feature or site improvement that will not be detrimental or injurious to property or improvements in the vicinity and will not be detrimental to the public health, safety, general welfare or convenience.

SITE AND DESIGN OBJECTIVES

1700 & 1730 Embarcadero Road
18PLN-00186

The PTC shall review the site plan and drawings, and shall recommend approval or shall recommend such changes as it may deem necessary to accomplish the following Site and Design objectives, as required in Chapter 18.30(G).060 of the PAMC.

Objective (a): To ensure construction and operation of the use in a manner that will be orderly, harmonious, and compatible with existing or potential uses of adjoining or nearby sites.

Objective (b): To ensure the desirability of investment, or the conduct of business, research, or educational activities, or other authorized occupations, in the same or adjacent areas.

Objective (c): To ensure that sound principles of environmental design and ecological balance shall be observed.

Objective (d): To ensure that the use will be in accord with the Palo Alto Comprehensive Plan.

ATTACHMENT C
ZONING COMPARISON TABLE
 1700 & 1730 Embarcadero Road, 18PLN-00186

Table 1: COMPARISON WITH CHAPTER 18.16 (CS DISTRICT) with AD Combining District Exclusively Non-residential Development Standards			
Regulation	Required	Existing	Proposed
Minimum Site Area, width and depth	None	2.28 acres (MB) 2.54 acres (Audi)	2.28 acres (MB) 2.54 acres (Audi)
Minimum Front Yard	0-10 feet to create an 8-12 foot effective sidewalk width ^{(1), (2), (8)}	37 feet (MB) 24 feet (Audi)	55 feet (MB) 30 feet (Audi)
Rear Yard	None	154 feet (MB) 200 feet (Audi)	37'-6" (MB) 95 feet (Audi)
Interior Side Yard	None	52 feet (MB) 48 feet/ 8 feet (Audi)	0 feet (MB) 0-32 feet (Audi)
Street Side Yard	None	87 feet (MB) Not Applicable (Audi)	85'-6" (MB)
Min. yard for lot lines abutting or opposite residential districts or residential PC districts	10 feet ⁽²⁾	Not Applicable	Not Applicable
Build-to-lines	50% of frontage built to setback on Embarcadero Road, 33% of street side built to setback on East Bayshore Road ⁽⁷⁾	None	No Build-to proposed
Max. Site Coverage	None	20% (43,408 sf)	40.4% (84,877 sf)
Max. Building Height	50 ft or 35 ft within 150 ft. of a residential district (other than an RM-40 or PC zone) abutting or located within 50 feet of the site	varies	36-43 feet to top of roof deck. 50 feet to top of elevator shaft.
Max. Floor Area Ratio (FAR)	0.4:1 (39,726 sf) MB 0:4:1 (44,257 sf) Audi 18.18.060(e) 0.2:1 Additional FAR for Automobile Dealership Showrooms on the first floor. (22,128 sf MB) (19,863 sf Audi)	20% (43,408 sf)	34,194 sf (MB) 40,763 sf (Audi) Showroom: 8,224 sf (MB) 6,662 sf (Audi)

(1) No parking or loading space, whether required or optional, shall be located in the first 10 feet adjoining the street property line of any required yard.

(2) Any minimum front, street side, or interior yard shall be planted and maintained as a landscaped screen excluding areas required

- for access to the site. A solid wall or fence between 5 and 8 feet in height shall be constructed along any common interior lot line..
- (6) The initial height and slope shall be identical to those of the most restrictive residential zone abutting the site line in question.
- (7) 25 foot driveway access permitted regardless of frontage, build-to requirement does not apply to CC district.
- (8) A 12 foot sidewalk width is required along El Camino Real frontage

Table 1: COMPARISON WITH CHAPTER 18.16 (CS DISTRICT) continued

Exclusively Non-residential Development Standards

Topic	Requirement	Proposed
Hours of Operation (18.16.040 (b))	Businesses with activities any time between the hours of 10:00 p.m. and 6:00 a.m. shall be required to obtain a conditional use permit. The director may apply conditions of approval as are deemed necessary to assure compatibility with the nearby residentially zoned property	Not Applicable
Outdoor Sales and Storage (18.16.040 (h))		Not Applicable because the site is subject to the AD combining district
Recycling Storage (18.16.040 (i))	Provide adequate and accessible recyclable collection.	Recycling will be provided in the rear of the building

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

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

**Table 2: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading)
for Automobile Dealerships***

Type	Required	Existing	Proposed
Vehicle Parking	Outdoor vehicle display $5,433/500 = 10.8$ spaces Automobile Dealership $48,369/500 = 96.7$ spaces Automotive Services $42,051/350 = 120.1$ spaces Total: 216.8 spaces		Surface: 63 2nd Floor: 111 <u>Roof Deck: 211</u> 385 spaces
Bicycle Parking	1/10 employees (Short-term) = $114/10 = 12$		15 spaces
Loading Space	70,000 to 120,000 SF =3 spaces		3 spaces

* On-site employee amenity space is exempted from the parking requirements

Attachment D

Project Plans

Hardcopies of project plans are provided to Board members. These plans are available to the public online and/or by visiting the Planning and Community Environmental Department on the 5th floor of City Hall at 250 Hamilton Avenue.

Directions to review Project plans online:

1. Go to: bit.ly/PApendingprojects
2. Scroll down to find "1700 Embarcadero Road" 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/displaynews.asp?NewsID=4367>