



Architectural Review Board

Staff Report (ID # 11878)

Report Type:	Action Items	Meeting Date: 2/4/2021
Summary Title:	1700 Embarcadero: Auto Dealership (Prelim)	
Title:	1700 Embarcadero Road [20PLN-000290]: Request for Preliminary Architectural Review of a Proposed Two-Story Approximately 31,377 Square Foot Automobile Dealership. Environmental Assessment: Not a Project. The Formal Application Will be Subject to California Environmental Quality Act (CEQA) Review. Zoning District: CS(D)(AD) (Service Commercial with Site and Design Review and Automobile Dealership Combining Districts). For More Information Contact the Project Planner Sheldon Ah Sing at sahsing@m-group.us.	
From:	Jonathan Lait	

Recommendation

Staff recommends the Architectural Review Board (ARB):

1. Review and provide informal comments. No formal action is requested.

Report Summary

The subject application is a request for preliminary review. No formal direction is provided to the applicant and ARB members should refrain from forming and expressing opinions either in support or against the project.

As this is a preliminary review application, the Planning and Development Services Department has only performed a cursory review of the project for compliance with the zoning code. A comprehensive review of a future project to applicable codes, including context-based design criteria and other standards, would follow the submittal of a formal application. Accordingly, there may be aspects of this preliminary review application that do not comply with municipal regulations or require additional discretionary applications beyond architectural review.

Similarly, there has been no comprehensive review of the project to the Comprehensive Plan or other policy documents. Such review will occur upon the filing of a formal application.

City of Palo Alto
Planning & Development Services
250 Hamilton Avenue
Palo Alto, CA 94301
(650) 329-2442

The purpose of this meeting is to provide the applicant an opportunity to present a conceptual project to the ARB and receive initial comments. ARB members may identify aspects of the project that are appropriate given the neighborhood context and consistent with city policies or areas of concern that the applicant may want to reconsider in a formal submittal. Community members are also encouraged to provide early input to the project.

There has been significant development proposal history on the subject site in the past several years as described in the Background section. This proposal continues to seek approval of an automobile dealership; however, now only on the 1700 Embarcadero property. The proposal is smaller in scale than the prior proposals.

Background

Project Information

Owner:	SC RE Palo Alto, LLC (Eric Iversen)
Architect:	Praxis3 (Jonathan Baker)
Representative:	Eric Iversen/Swickard Auto Group
Legal Counsel:	None

Property Information

Address:	1700 Embarcadero Road
Neighborhood:	Baylands
Lot Dimensions & Area:	1700 Embarcadero: 180 feet along Embarcadero Road and ~550 feet deep (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		
Existing Land Use(s):	Vacant Restaurant		
Adjacent Land Uses & Zoning:	North:	ROLM	(Offices)
	West:	ROLM	(Medical Offices)
	East:	CS(D)(AD)	(Car Dealership)
	South: ROLM (Offices)		

Aerial View of Property:



Source: CNES/Airbus, Maxar, Planet.com, USGS, USDA, Google.

Land Use Designation & Applicable Plans

Zoning Designation:	CS(D)(AD) Service Commercial (Site & Design Review/Automobile Dealership Combining Districts)
Comp. Plan Designation:	Service Commercial
Context-Based Design Criteria:	Yes (Subject to change in the summer of 2021)
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 Airport Influence Area:	Yes

Prior City Reviews & Action

City Council:	20APL-00002, June 22, 2020 Appeal https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=77228 <i>Upheld approval decision for 19PLN-00291</i> 18PLN-00186, June 24, 2019: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=72062 <i>Approval of project – Return to ARB for certain items (see 19PLN-00291)</i> 15PLN-00394, June 6, 2016: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=52594 <i>Was reviewed by ARB six times in 2015/2016; Reviewed by PTC on April 27, 2016; then referred back to ARB by Council, at which time the applicant withdrew the application.</i>
PTC:	18PLN-00186, March 27, 2019: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=70015 <i>Recommend approval to City Council</i>
HRB:	None
ARB:	19PLN-00291, March 5, 2020 2nd Formal: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=75555 <i>Recommend approval to Director</i> December 19, 2019 1st Formal: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=74447 <i>Continue</i> 18PLN-00186, June 6, 2019 3rd Formal: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=71733 <i>Continue to date uncertain (no recommendation to City Council)</i> April 4, 2019 2nd Formal: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=70111 <i>Continue</i> September 20, 2018 1st Formal: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=66721 <i>Continue</i>

The site was a Planned Community zone until the Council approved a rezoning of the site to the CS(D) zone in 2009. A hotel project was approved in 2013 for the site, but its entitlement expired in 2015. The first proposal for an automobile dealership on the site occurred in 2015. The project was a 62,000 square foot automobile dealership that was 50 feet in height. The Council determined that it was not compatible with the surroundings and directed the application back to the ARB for changes and further review (**15PLN-00394**).



2015 Proposal

Thereafter the site was sold, and a subsequent application was submitted in 2018 by a different applicant. That proposal also included the adjacent 2.28-acre Audi property. The entire project including both properties included 104,000 square feet of automobile dealership/showroom space for two brands. The 1700 Embarcadero Road site portion equated to 54,628 square feet in floor area and ranged in height between 36 and 43 feet. The Council adopted development standards changes prior to the submittal of the application that exempted the service area drive portions of the building. The proposal also included a 300-vehicle automated storage system and roof deck parking. The buildings appeared large; however, significant floor area portions of the building were exempted consistent with the zoning code. Council approved the 2018 project, including the Design Enhancement Exception for setbacks, and the adopted the zone change to include the AD combining district. Council also directed the project to return to the ARB to address specific architectural items.



2018 Proposal

In 2019, the same applicant applied for an Architectural Review to address Council direction. The changes focused on colors, materials and landscaping. Ultimately, these issues were addressed, and the Director of Planning approved the project.



2019 Submittal

An appeal of the approval was submitted in 2020, objecting to the placement of the car wash facility next to an office use. The Council upheld the Director's approval of the project. No additional conditions were imposed on the project. The implementation of the car wash would follow the mitigation measures established by the adopted Mitigated Negative Declaration (MND) for the project and the standards contained within Palo Alto Municipal Code (PAMC) Section 9.10.040.

The previous applicant sold the property (including the Audi dealership property) in the summer of 2020 and the current owner submitted a new proposal for 1700 Embarcadero Road, which is the subject of this preliminary application.

Project Description

Site Description

The project site (site) consists of a single parcel (2.54 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 identifies the site as within the “East Bayshore Employment Center”. The site is zoned Commercial Service (CS) with Site and Design Review (D) and Automobile Dealership (AD) combining districts. The applicant also owns the adjacent Audi dealership (1730 Embarcadero Road). The site is located within the City’s Baylands Master Plan (Privately Owned Lands).

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 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; however, there are restrictions on the height of any improvements allowed within the easement.

Proposal

The applicant proposes to demolish the existing building and surface parking lot. In its place, the applicant would construct a new two-story Mercedes automobile dealership building. Access to the site will include two-way driveways from East Bayshore and Embarcadero Road. Customer, employee, inventory, and display parking will be located along the west, south and eastern portions of the property. A driveway in the rear of the property would connect the new dealership to the adjacent Audi dealership. The dealership would include space for a showroom, sales and administrative offices, vehicle servicing areas, and a drive area for the service operations. The dealership would include 27,220 square feet of dealership space comprised of the offices, service operation, parts storage, car wash, and recycling/solid waste enclosure areas. The building would include 4,157 square feet of showroom space. The 4,382 square foot covered service drive would be exempted under the Palo Alto Municipal Code (PAMC) section 18.30(F)(a)(3)(b). The total floor area for structures on site would be 31,377 square feet (0.29:1 Floor Area Ratio where 0.6:1 is permitted).

A single-lane automated car wash facility would be located along the south elevation of the building towards the rear. A single vehicle display pad is proposed to be located adjacent to the utility tower at the corner of the property.

Architecture

The Mercedes brand dictates some of the color and material themes proposed by the project. These include “black metal panel”, “silver ribbed metal panel”, “white metal panel canopy” and

“gray stucco exterior insulation finishing system”. The showroom façade includes aluminum curtain wall and clear glazing. Fenestration on other facades is aluminum storefront. Other elements that are more unique to the site is the use of “reclaimed wood siding” and “landscaped wall”. The variety of materials are used primarily along the Embarcadero Road and East Bayshore Road elevations with the reclaimed wood being used near the service drive entries and portion of the service operations elevation and the landscaped wall for the remainder of the service operations portion of the building along East Bayshore Drive. The northeast and southeast elevations of the building include the primarily stucco finishes with a portion of the southeast elevation including the “silver ribbed metal panel” material.



Exterior Perspective 1



Exterior Perspective 2

Anticipated Entitlements:

The following discretionary applications are anticipated:

- Architectural Review – Major (AR). In accordance with PAMC 18.76.020 (2)(B), the construction of a large scale commercial building requires approval of a 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 & Development Services Director for action within five business days of the ARB’s recommendation. Action by the Director is appealable to the City Council if filed

within 14 days of the decision. 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 to approve an Architectural Review application are provided in Attachment B.

- Design Enhancement Exception (DEE). 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 forwarded to the Planning & Development Services Director for action within five business days of the ARB's recommendation. Action by the Director is appealable to the City Council if filed within 14 days of the decision. DEE requests 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 to approve 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.

Discussion

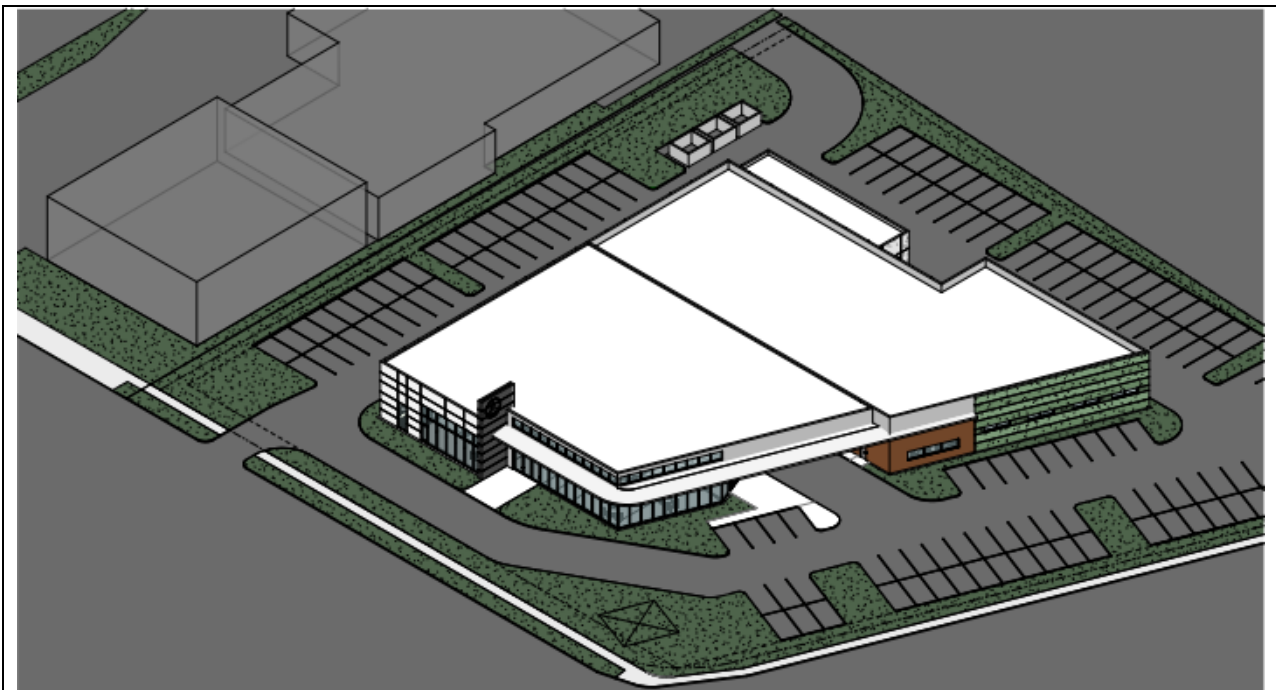
Preliminary review applications receive a cursory review for compliance with zoning regulations and consistency with the comprehensive plan or other applicable policy documents. This information was previously transmitted to the applicant. A more comprehensive review will occur upon formal submittal, which may reveal other code or policy concerns.

At this point in project development, the ARB is encouraged to provide objective feedback to the applicant on the preliminary drawings. The ARB may want to consider comments that relate to:

Relationship to the neighborhood setting and context / Transitions in scale to adjacent properties / Scale and Mass (Finding #2)

- It is notable that this proposal, as illustrated in attachment D, is significantly smaller in size and shorter in height than the previously approved project. This addresses some of the prior controversy regarding massing and compatibility with the Baylands. It is expected that no portion of the building would be visible from the Baylands.
- The same site constraints apply to the project, such as the utility easement along East Bayshore that make it infeasible to meet the "build-to" setback requirements of the CS zone and therefore, the DEE is warranted. On Embarcadero, the project would ask for a DEE to be consistent with prior proposals to accommodate a driveway that aides with onsite circulation. By comparison, the Audi showroom with a 30-foot setback would be closer to the street by approximately 20 feet.

- The tallest element appears to be a 36-foot wing wall perpendicular to Embarcadero Road that would support the Mercedes logo, a form of signage. While there is a second floor with some offices and storage space within the building, no elevator is proposed. If an elevator is added, then likely there would be an overrun above the roof. No mechanical equipment is shown at this time. If there is mechanical equipment, then screening would need to be added to the roof.
- The project proposes an automated car wash facility on the south side of the building. There was an objection to the location of the car wash facility of the prior project. While the proposed car wash is not located on the property line it is still located parallel to the same property. A new acoustic study will address any sound impacts and recommended mitigations.
- The formal application will need to note the height of the showroom space to be consistent with the PAMC requirements [18.30(F).050(b)]; and include the solid waste/recycling enclosures in the floor area and lot coverage calculations.



Current Proposal



Architectural design, theme, cohesiveness, and quality of materials (Findings #2 & #3)

- The proposed materials and colors are consistent with the Mercedes brand and the prior approved project. The reclaimed wood siding is a new material that appears to be consistent with the *Baylands Master Plan General Design Principles*. Additional details would need to be included in the formal application regarding the landscape wall.
- The previous project had more variety of materials along the back of the building, adjacent to the Baylands.

Pedestrian-orientation and design / Access to the site (Finding #4)

- The prior project included a Class I 10-foot (8-foot paved and two-foot gravel shoulder) multi-use pathway along the street frontages. This also included a rest area for users of the pathway with three benches and a water refilling station. The premise behind the pathway is that there is a gap in the bicycle infrastructure along the frontage of the subject property. According to the City's *Bicycle & Pedestrian Transportation Plan*, the frontage should be a Class II facility, however, currently the roadway lane is shared by both cyclists and motorists (Class III).

- If a multi-use path is considered, there are two options. The first option is consistent with the prior project having the pathway located along the street. This would result in the removal of the mature street trees. The second option would be to preserve the street trees and locate the pathway inward on the property. This would result in an impact to the parking layout for the project.
- The project is an automobile-oriented use and the proposed site design reflects that. There are two entries to the property (one from each street) that lead to driveways that loop around the building. Customer/employee parking is accessible from the driveways. Parking for the site is functionally tandem because display/inventory vehicles would be parked in the forward parking space, with customer/employee parking behind.
- Upon filing of a formal application, the parking, bicycle and loading calculations will need to be made consistent with the PAMC, addressing parking requirements for vehicles on display.

Consideration to any applicable policy documents (Baylands Master Plan)(Finding #1)

The following policy affects the site:

- 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.

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 Principles
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, black, silver and gray color. Fenestration and glass doors would need to be bird-friendly design.
- Preserve the horizon line with low and horizontal elements: The building would be 26 feet tall with a wing wall at 36 feet tall as an accent element but primarily designed to include a sign logo. The building's mass is articulated and appears to have a horizontal orientation with the exception of the wing wall.

- Mount fences, enclosures, and identity signs low to the ground: The project includes a detail of a sign that is on a wing wall that stands 36 feet (10 feet taller than the rest of the building).
- Design for practicality: The proposed dealership with an integrated sales, service and inventory building is efficient and innovative.

Preservation of existing native or mature landscaping or features, if any

The project proposes to preserve the mature street trees along East Bayshore Road. As mentioned previously these trees impact the location of a multi-use pathway. This was a subject for debate with the Planning and Transportation Commission for the previous project. Ultimately, the benefits of the multi-use path outweighed the preservation of the trees. If a multi-use path is located on the inward side of the street trees, then preservation of the trees could occur, however, site parking would be impacted.

Other Outstanding Issues

The Audi dealership was under separate ownership prior to 2018 and received approval for redevelopment of an existing dealership including a new showroom and associated site and landscape improvements. The showroom was completed in 2017 and the owner at the time sought deferral of several site improvements. In June 2016, the City and that owner entered into an agreement secured by a performance bond to ensure the completion of these outstanding improvements. Many of the improvements have been completed and the remaining items would have been addressed with the construction of the project that was approved in 2020. Since that project is no longer going forward, there are three outstanding items to be addressed:

- Rear lot landscaping
- Rear lot lighting
- Trash enclosure

The current owner has legally assumed responsibility of completing these improvements consistent with the performance bond. The owner is currently working on completing these issues.

Public Notification, Outreach & Comments

The item was published in the Daily Post on January 22, 2021, which is 14 days in advance of the meeting. Postcard mailing occurred on January 21, 2021, which is 13 days in advance of the meeting.

In prior proposals for the site, there have been significant public comment regarding massing, adjacency to the Baylands and noise. Thus far, the neighbor of the site has contacted the City regarding the proposed car wash.

Environmental Review

The subject review involves no discretionary action and is therefore not a project and not subject to review pursuant to the California Environmental Quality Act (CEQA). If a formal application is filed, an analysis of the project to CEQA will be performed. The previous project included adoption of a Mitigated Negative Declaration (MND). It is likely that an addendum to this MND would be appropriate since this project is smaller and includes some modifications such as the relocation of the car wash, and the removal of the back-up generator. However, prior to this determination, staff will obtain and review an updated noise report and other necessary reports to make the determination.

Report Author & Contact Information

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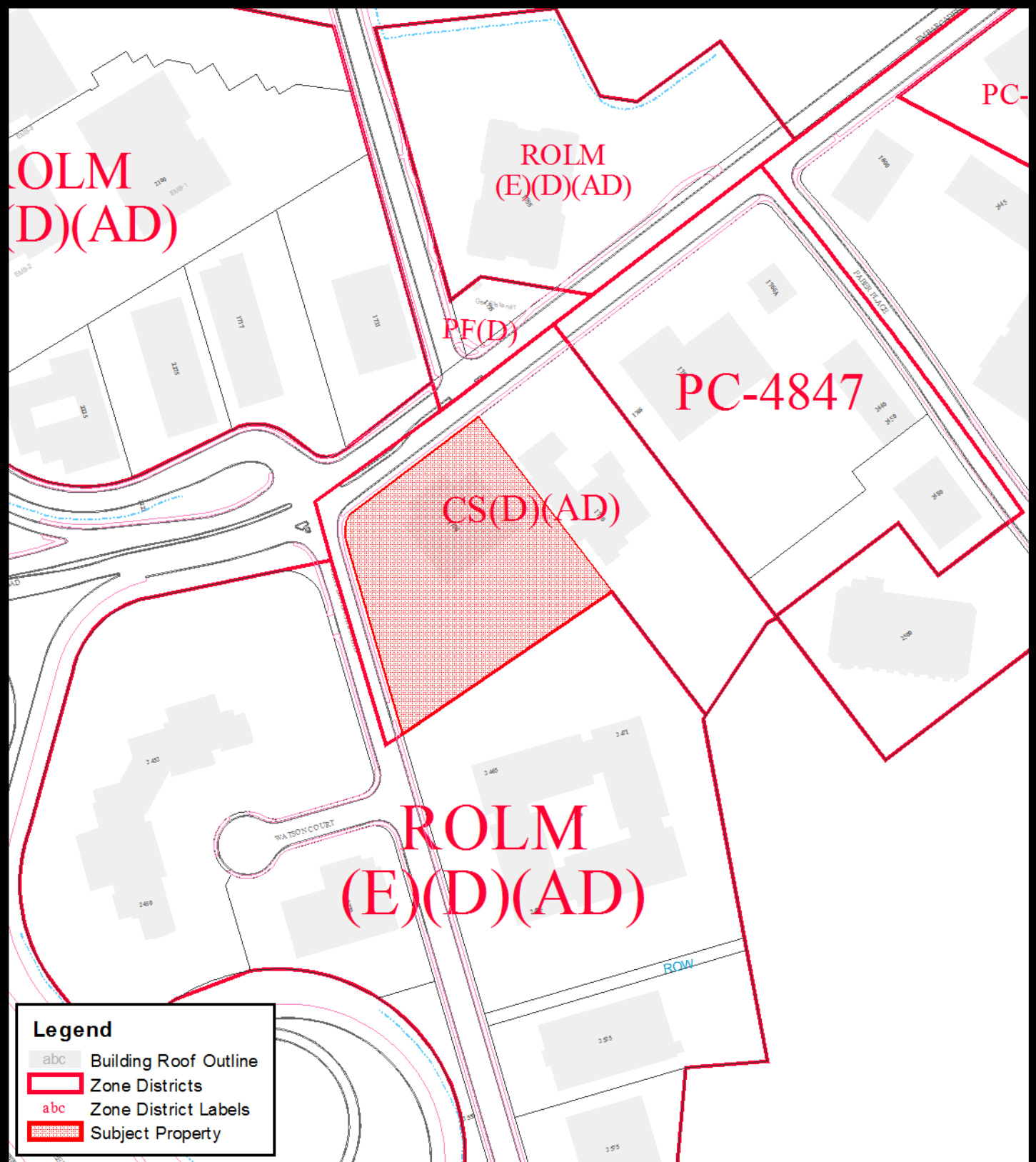
ARB¹ Liaison & Contact Information

Jodie Gerhardt, Planning Manager
(650) 329-2575
jodie.gerhardt@cityofpaloalto.org

Attachments:

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

¹ Emails may be sent directly to the ARB using the following address: arb@cityofpaloalto.org



The City of
Palo Alto



Location Map 1700 Embarcadero Road

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



0' 213'

ATTACHMENT B
ARB FINDINGS FOR APPROVAL
1700 Embarcadero Road
20PLN-00290

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 (subject to change in summer of 2021)

1700 Embarcadero Road
20PLN-00290

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 Embarcadero Road
20PLN-00290

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.

ATTACHMENT C
ZONING COMPARISON TABLE
1700 Embarcadero Road, 20PLN-00290

Table 1: CHAPTER 18.16 (CS District with AD Combining District)
Exclusively Non-residential Development Standards

Regulation	Required	Existing	Prior Approved Project	Proposed
Minimum Site Area, width and depth	None	2.54 acres Width: 255' Depth: 342'	2.54 acres 110,423 sf	2.54 acres
Minimum Front Yard (Embarcadero Road)	0-10 feet to create an 8-12 foot effective sidewalk width (1), (2), (8)	37 feet	55'-5" 45'-7" to the canopy	47'
Rear Yard	None	154 feet	33'-9"	68'-4"
Interior Side Yard	None	52 feet	0 feet	71'-10"
Street Side Yard	None	87 feet	83'-11"	89'-5"
Min. yard for lot lines abutting or opposite residential districts or residential PC districts	10 feet ⁽²⁾	Not Applicable	Not Applicable	Not Applicable
Build-to-lines	50% of frontage built setback Embarcadero 33% of side street built setback on East Bayshore Road ⁽⁷⁾	Unknown	No Build-to Proposing DEE 83'-11" (Embarcadero) 47'-7" (Bayshore)	No Build-to-lines DEE is necessary
Max. Site Coverage	50%	20% (43,408 sf)	45.5% (50,277 sf)	27% (30,130 sf)

Max. Building Height	50 ft	30 feet	36-43 feet to top of roof deck. 50 feet to top of elevator shaft	26 feet to parapet 36 feet to architectural accent element
Max. Floor Area Ratio (FAR)	0.4:1 18.18.060(e) 0.2:1 Additional FAR for Automobile Dealership Showrooms on the first floor.	0.2:1 (43,408 sf)	(Mercedes) 0.4:1 Dealership 44,169 sf 0.10:1 Showroom 11,042 sf (Audi) 0.4:1 Dealership 39,472 sf 0.10:1 Showroom 9,654 sf	0.25:1 Dealership 27,220 sf ⁽⁹⁾ 0.04:1 Showroom 4,157 sf

- (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
- (9) Includes trash/recycling storage enclosure

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))	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	The proposed dealerships will operate between the hours of 6:00 am and 10:00 pm.
Outdoor Sales and Storage (18.16.040 (h))	Not Applicable because the site is proposed to be subject to the AD combining district	Not Applicable
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. *(Subject to change in summer of 2021)*

Type	Required	Proposed
Vehicle Parking	Automobile Dealership: 1 space per 400 SF Automotive Display: 1 space per 500 SF Excluding auto storage Dealership: 77.5 spaces Display: 0.3 spaces $30,991 \text{ sf} / 400 = 77.5$ $3,415 \text{ sf} / 500 = 6.83$ Total: 84 spaces	81 customer spaces
Bicycle Parking	1/10 employees (Short- term)	Not shown
Loading Space	30,000 – 69,000 sf = 2 spaces Total: 2 spaces Director could waiver one loading space per 18.52.050	Not shown

Attachment D

Project Plans

During shelter-in-place, documents are only available on-line.

Directions to review Project plans online:

1. Go to: bit.ly/PAwaitingprojects
2. Scroll 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=5070&TargetID=319>