

**City of Palo Alto**

(ID # 6380)

**Architectural Review Board ARB Staff Report**

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**Report Type: New Business****Meeting Date: 12/17/2015****Summary Title: 744-750 San Antonio Road**

**Title: 744-750 San Antonio Road [15PLN-00314]: Request by Rashik Patel on behalf of M10 Dev, LLC for Architectural Review of a lot merger, architectural review, demolition of existing structures and construction of two new hotel buildings (297 rooms in 153,580 square feet). The project includes surface parking and an underground garage, hotel amenities and other minor site improvements. Zoning District: Service Commercial CS.**

**From: Jonathan Lait****Lead Department: Architectural Review Board****RECOMMENDATION**

Staff recommends the Architectural Review Board (ARB) conduct a public hearing and provide feedback on the project design to staff and applicant, then continue it to a date uncertain.

**EXECUTIVE SUMMARY**

At the applicant's request, the first formal hearing for this project has been scheduled prior to completion of staff's zoning compliance and environmental review. The hearing is designed, similar to a study session, to give the applicant early notification of any design changes that may be necessary prior to future hearings and a final decision. Specifically, the applicant is interested in a discussion regarding the project in relation to neighborhood context and compatibility.

No formal action will be taken at this hearing. An environmental impact report is required and preparation of that document is anticipated to begin in January.

The applicant has proposed demolition of existing buildings on the project site followed by construction of two five-story branded hotels (AC and Courtyard by Marriott) on a podium deck with an underground parking garage. The buildings would be situated on opposite sides of a centralized driveway. The hotels would include 154 and 143 rooms respectively for a total of 297 rooms for the site. The project includes 30 surface parking spaces and 353 basement level parking in two levels (includes 84 valet parking spaces) for a total of 383 parking spaces. The

proposed FAR is 1.84:1. No deviations from the Palo Alto Municipal Code (PAMC) are requested.

## **BACKGROUND**

### Preliminary Review

The ARB held a preliminary hearing for this project on June 4, 2015 (video: <https://www.youtube.com/watch?v=d6thKw1ldas&start=290&width=420&height=315> and meeting packet: <https://www.cityofpaloalto.org/civicax/filebank/documents/47600> ). Feedback on the concepts by the ARB were provided to staff and the applicant and discussed later in this report. At the hearing, comments from the public included concerns regarding traffic, massing and noise.

### Pre-screening

On December 7, 2015, the City Council held a pre-screening hearing to solicit early feedback on the proposed project. Several community members expressed concern about the massing of the project and potential traffic impacts. While City Council generally supports the concept of a hotel in this vicinity, they too expressed concerns about the massing and potential traffic impacts, and asked for the ARB to review the design of the project.

## **SITE INFORMATION**

The project site (site) consists of two parcels: 744 San Antonio Road (1.25 acres) and 748 San Antonio Road (0.66 acre). The combined site area is 83,414 square feet (1.91 acres). The site is located on the southeast side of San Antonio Road approximately halfway between Middlefield Road and Leghorn Street (see location map, Attachment A). The entire site has the same Commercial Service (CS) zoning district designation and the same Comprehensive Plan Land Use designation: Regional/ Community Commercial.

The project proposes demolition of the following buildings:

- 744 San Antonio Road building with 20,775 square feet (sf) of floor area built in 1961, used for professional office; and
- 748 San Antonio Road building with 10,800 sf built in 1964, used for automotive repair services and a general business services use (Loewen Window Center).

The existing architecture of the buildings is characteristic of mid- to late-century modern architecture. San Antonio Road has a special setback of 24 feet for structures along this portion of the roadway. The site includes onsite parking and is not located within any Parking Assessment District.

### Comprehensive Plan Designation

The site has a Comprehensive Plan Land use designation of Service Commercial. The purpose of the Service Commercial land use designation is to accommodate facilities providing 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, 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 (Route 101). Non-residential floor area ratios will range up to 0.4:1.

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. Staff will evaluate the project's consistency with these policies and seeks ARB comments.

### Housing Element

Both sites are listed in the City's Housing Element as potential housing sites. The project site at is noted on the Housing Element Sites Table. The sites listed on the Housing Element Table are intended to meet the Regional Housing Needs Assessment (RHNA) need for 2014-2022.

The Housing Element (p. 3 of Appendix B) includes the following:

- 744 San Antonio Road (APN 147-05-088) with a realistic capacity of 25 units, and
- 748-50 (APN 147-05-089) with a realistic capacity of 13 units

The City's housing inventory identified sites for approximately 200 units over the State-required minimum to ensure sign-off on the Housing Element by the State Department of Housing and Community Development (HCD) and to preserve flexibility in case the sites were not developed with housing. The proposed projects would "use" some of this overage and would not trigger the need to identify additional sites pursuant to Government Code Section 65863.

Also, the City's Housing Element included a program committing the City to reevaluate housing sites along San Antonio Road and potentially replace them with alternate sites closer to neighborhood services and transit:

*"The City will continue to identify more transit-rich housing sites including in the downtown and the California Avenue area after HCD certification as part of the Comprehensive Plan Update process and consider exchanging sites along San Antonio and sites along South El Camino that are outside of identified 'pedestrian nodes' for the more transit-rich identified sites." Program H2.2.5, p. 135*

### Zoning Designation

The subject property has a zoning designation of CS Service Commercial. 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.

Surrounding Sites

Properties to the west (front) of the site, across San Antonio Road, are zoned Neighborhood Commercial (CN) and Planned Community (PC-2711) developed with a nursery and multi-family housing respectively. The adjacent property to the south has the same zoning designation as the subject property and includes a grocery store. The property to the north (760 San Antonio) is also zoned similarly (CS) and includes a business services use (The BACH Company). North of that property is 762 San Antonio, which is zoned CS (AD) and supports the Hengehold Trucks rental business. Property to the east is located within the City of Mountain View and zoned General Industrial (MM 40). The block is characterized by a mix of low intensity uses.

**PROJECT DESCRIPTION**

The applicant proposes to merge the two parcels and demolish the existing buildings and site improvements. The project is the construction of two five-story branded hotels (AC and Courtyard by Marriott) on a podium deck with an underground parking garage. The buildings would be situated on opposite sides of a centralized driveway. The hotels would include 154 and 143 rooms respectively for a total of 297 rooms for the site. The project includes 30 surface parking spaces and 353 basement level parking in two levels (includes 84 valet parking spaces) for a total of 383 parking spaces. The proposed FAR is 1.84:1.

Floor Area Ratio and Parking

Table 1 includes a summary of the proposed hotel floors, expressed as square footage by use and floor area that counts towards gross floor area (GFA), to calculate the site’s Floor Area Ratio (FAR) as set forth in the Palo Alto Municipal Code (PAMC). According to PAMC Section 18.04.030 (65)(B)(i), parking facilities accessory to a permitted or conditionally permitted use are excluded from GFA calculations within the CS zone, which would include the basement area (106,020 square feet). However, storage and mechanical rooms within the parking facility are considered FAR square footage and will need to be included in the total FAR calculation.

**Table 1  
Project Summary**

<b>Levels</b>	<b>Rooms</b>	<b>Square feet</b>
<b>AC Hotel</b>		
Ground Floor	9	17,460
2 <sup>nd</sup> Floor	37	16,280
3 <sup>rd</sup> Floor	37	16,280
4 <sup>th</sup> Floor	36	15,850

5 <sup>th</sup> Floor	35	15,410
<b>Sub total</b>	<b>154</b>	<b>81,280</b>
<b>Courtyard</b>		
Ground Floor	10	14,335
2 <sup>nd</sup> Floor	34	14,860
3 <sup>rd</sup> Floor	34	14,860
4 <sup>th</sup> Floor	33	14,330
5 <sup>th</sup> Floor	32	13,915
<b>Sub total</b>	<b>143</b>	<b>72,300</b>
<b>Total</b>	<b>297</b>	<b>153,580</b>

The project would have a Floor Area Ratio (FAR) of 1.84:1 and lot coverage of 39.63 percent within the CS zone, where there is no maximum site coverage standard. On the ground level, the project includes landscaping, surface parking to support 30 spaces, solid waste and recycling enclosures, a swimming pool, patios that front San Antonio Road and access ramps leading to an underground basement. Approximately 27,310 cubic yards of soil would be removed from the site to accommodate the basement. The underground basement would include 353 parking spaces, pool equipment, elevators and stairwells.

PAMC Section 18.52.040 (c) Table 1 states that one (1) space per guestroom; plus the applicable requirement for eating and drinking, banquet, assembly, commercial or other as required for such uses shall be required for hotels. In addition, according to PAMC Section 18.52.040 (c) Table 3, hotel uses 100,000 square feet or greater require two loading spaces. The project includes ancillary uses (meeting rooms, eating areas (café/dining and bar), and a pool area, for hotel guests that are not open to the public. At the pre-screening meeting, some councilmembers indicated that the project should not include meeting rooms or restaurant areas. Table 2 summarizes the parking spaces required and provided for the project, as depicted on the concept plans. Valet parking would be situated perpendicular to the garage parking spaces. Bicycle parking is shown on the project plans, however, numerical compliance with PAMC requirements will need to be confirmed.

**Table 2  
Parking Summary**

Location	Parking Required (1 per guestroom)	Number of Stalls	Valet Spaces	Total Parking
Surface		30	0	30
Garage Basement Level 1		169	56	225
Garage Basement Level 2		100	28	128
<b>Total</b>	<b>297</b>	<b>299</b>	<b>84</b>	<b>383</b>

The buildings would be sited to provide a 10'-0" rear setback and 10'-0" side setbacks. While the buildings would maintain a front setback of 24'-0", the at-grade patio and access ramp structures are shown to encroach into this setback area. The height of the buildings are shown not exceed 49'-4", although additional clarification is necessary for the parapets screening the rooftop mechanical equipment. Elevator shafts would not exceed 59'-0" in height as illustrated.

## **DISCUSSION**

The project was submitted on July 27, 2015 and a Notice of Incomplete was sent to the applicant on August 25, 2015. No re-submittal of the project materials addressing outstanding comments has occurred to date. In addition, the environmental evaluation has not been completed to date.

During this analysis and evaluation phase staff will pay close attention to the following issues: potential traffic impacts, potential impacts to historical resources, compatibility with the surrounding area, and the potential ramifications of using sites identified in the City's Housing Element for non-residential use.

### Response to Preliminary ARB Review

The project completed Preliminary Architectural Review on June 4, 2015. At that meeting, the following comments were made by the ARB. The formal submittal provided responses to these comments.

- Height and mass may be an issue given the surroundings
  - Project provided step back front façade at the upper levels and introduced balconies
- Tandem parking is an issue
  - Project eliminated tandem parking. Provided an additional basement level and introduced valet parking
- Four-sided architecture needed
  - Project made marginal changes to the elevations.

The ARB is requested to provide feedback on the applicant's formal proposal and discuss how it may or may not comply with the ARB's required findings (Attachment C). Specifically, in light of prior comments made by the ARB and more recently at the City Council, the applicant seeks board comments regarding the project in relation to neighborhood context and compatibility.

## **PUBLIC OUTREACH**

Staff has received a number of inquiries regarding this project. Generally there are concerns regarding potential traffic, massing and noise. The applicant sponsored an outreach meeting on October 13, 2015 at the project site. Over 20 people attended the meeting where similar issues and concerns were raised. Hearing notices were mailed to all property owners and residents within the 600 foot mailing radius.

## **ENVIRONMENTAL REVIEW**

The applicant's proposal is subject to CEQA and requires the preparation of an environmental impact report. No final decision to approve or conditionally approve the project may be granted until completion and certification of that document.

## **NEXT STEPS**

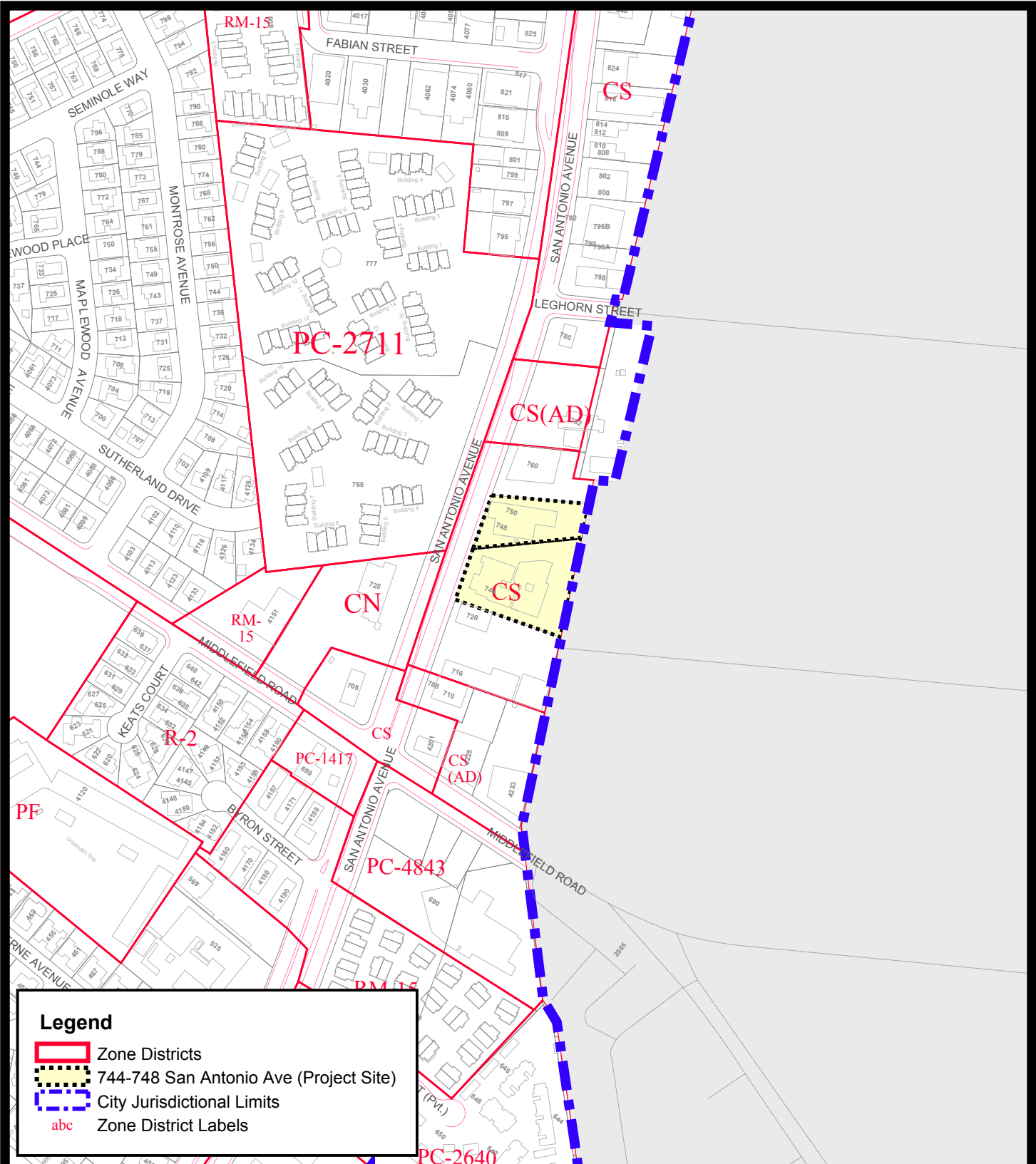
Once the applicant re-submits materials to address the incomplete notice and comments, staff will complete the review of the project and the environmental evaluation. The project will then return to the ARB for their recommendation to the Director of Planning.

**Prepared by:** Sheldon Ah Sing, AICP, Consulting Planner

**Reviewed by:** Jodie Gerhardt, AICP, Current Planning Manager  
Jonathan Lait, AICP, Assistant Director  
Cara Silver, Senior Assistant City Attorney

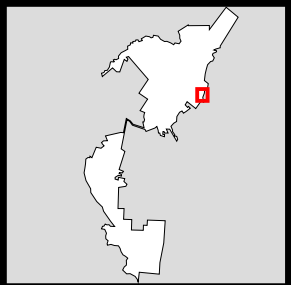
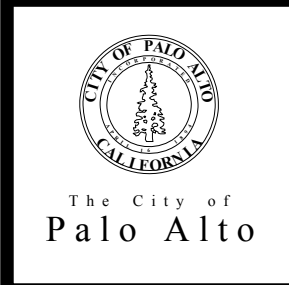
### **Attachments:**

- Attachment A: Project Location Map (PDF)
- Attachment B: Applicant Letter (PDF)
- Attachment C: Findings (DOCX)
- Attachment D: Project Plans (ARB Members only and available online) (DOCX)



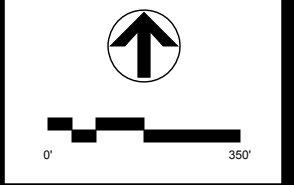
**Legend**

- Zone Districts
- 744-748 San Antonio Ave (Project Site)
- City Jurisdictional Limits
- abc Zone District Labels



744-748 San Antonio Avenue  
with  
Zoning Districts  
Area Map

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





# Attachment B

Randolph B. Popp, AIA  
ARCHITECT

212 High Street  
Palo Alto, CA 94301

650.427.0026  
info@rp-arch.com

27 July 2015

Sheldon Ah Sing  
City of Palo Alto  
P&CE Department  
250 Hamilton Avenue  
Palo Alto, CA 94301

Dear Sheldon:

As a representative for T2 Development I have prepared the following letter to complement our Major ARB design submittal to the Architectural Review Board. While we continue to develop the project, we have tried to assemble a submittal which is descriptive of our project intent.

## **Zoning Compliance**

The project site is within the Commercial Service (CS) zone district. In addition, there is a 24 foot special setback described along San Antonio Rd. **The project as presented today complies with all zoning requirements, regulations for the special setback and obligations related to the 'build-to' line.** No exceptions, variance or special consideration is requested.

## **Parking and Traffic**

On July 24, 2015 the project team met with City Staff to discuss parking and traffic. The outcome of that meeting was a goal to study some specific issues related to traffic which will be described in a TIA to be submitted separately. Parking is currently shown as 299 physical parking spaces for 297 rooms. As this project will be fully valet parked, an additional 84 spaces are shown as being available in parking aisles at the underground garage. After speaking with staff, an option to provide 297 parking spaces total, including aisle valet spaces was recommended. T2 Development, based on extensive experience, describes the optimal parking for this type of hotel property to be 0.85 spaces per room which equates to 253 spaces. We will develop a supplemental parking plan which shows 253 physical spaces and an additional 44 spaces in the aisles. This will be submitted to staff shortly and should be available by the time Architectural Review is conducted. While it is not necessarily within the typical role of the ARB to comment on quantity of parking, we would like to encourage some discussion about the benefit of providing the correct amount, versus too much.

In addition to studying current traffic information we are evaluating the benefit of a TDM program which is unique. In addition to providing passes for all staff, T2 Development has indicated a goal of creating shuttle service to transport guests to and from destinations in the local area as well as connections with regional and other transit. We are also evaluating the project within the State described goals for reduction of Vehicle Miles Traveled. Both of these topics will be evaluated with Staff and presented at ARB.

### **Preliminary Review Comments:**

A number of individuals spoke at the Preliminary Review and some very thoughtful comments were provided by the Board. The following is a summary of our progress and comments related to topics discussed at the Preliminary Review.

#### **Neighbor's concerns:**

##### ***Traffic***

*"We already have trouble getting in and out of our complex."* - Neighbors in the Greenhouse II development,

We are preparing a TIA to evaluate the impact of this development in regard to this, and other concerns. At this time, it does not appear the project creates a significant impact either individually or when evaluated cumulatively with other current and planned development in the area. While the project will generate more trips overall than the existing use, the peak trips will not significantly impact traffic conditions.

##### ***Height (related to Neighbor Concern)***

*"We will lose our views and access to sunlight"*

*"The shadows from this building will block the sun from our windows"*

The proposed buildings, as shown in accurate renderings on Sheet A-1.1, will be well below the limit of visual access created by the existing trees on the Greenhouse II property. In addition, at a distance of 184' from the closest building corner and 259' from the closest direct facing window, the visual impact is minimized to the greatest extent possible.

##### ***Shade cast by the buildings***

*"This building will block out all my sun."*

The solar shade studies on Sheet A-6.0 best describe the profile of shade the buildings will generate at the summer and winter solstice in addition to other points in the year. The condition at 9 AM, 12 PM and 3 PM clearly indicates the impact created by this proposal is insignificant or none. We have modeled the adjacent structures as well so you can understand during the extreme of winter solstice, all buildings in the area with similar orientation will generate some impact on the immediate neighboring properties. The goal is to minimize this impact and we have sought to do just that.

##### ***Disruption during construction***

*"It's going to be a mess and they just fixed this part of San Antonio Road"*

Careful coordination will be performed in advance toward developing a Construction Logistics Plan. As a condition of approval for building permits in Palo Alto, this typically includes obligations for repair/resurfacing of streets, sidewalks and plant materials in the immediate area of construction. The project does not seek to just maintain the current conditions, but to improve them.

## **ARB Comments**

### *Compatibility and Character*

*“Adjacent buildings are single and 2 story structures. Having a hard time seeing how this fits in that context.”*

In 2006, the Planning and Transportation Commission, in an effort led by Pat Burt, elevated a discussion to allow hotels to have a special FAR of 2.0:1 in the CS zone. This was in reaction to the loss of TOT at the Hyatt Rickey’s project, an overall concern for the financial health of the City and a goal of incentivizing new hotel development. Without contention, this change was approved by Council and has been a major catalyst toward recent hotel construction. While most cities see hotel occupancy in a range of 75%, Palo Alto is consistently above 95% indicating a need for more hotel rooms to serve the population and businesses in the immediate area.

In a zone where Commercial FAR is limited to 0.4:1 and Mixed-Use FAR is limited to 1.0:1, the consideration for hotels to be 2x presents a particular challenge for design. If you look across the City you will see a number of examples of this. Both the Hilton Garden Inn and Hilton Homewood Suites are significantly taller than the adjacent existing buildings. In an effort to overcome this challenge the approach taken for this proposal, in recognition of project zoning allowing double what would otherwise be permitted, is to heap extra attention on the design at pedestrian level. The pedestrian level is the way the building will be most directly experienced. To our benefit, the extra distance required by the Special Setback allows us to have a greater quantity of landscape and site amenities between the building face and the public right-of-way. We have loaded this area with elegant and lasting plant and landscape materials described in the Landscape proposal.

In addition to the pedestrian level experience, out of respect for this being a newly developed parcel in an area where light-industrial and other building types are lower or do not respect current zoning requirements such as the Special Setback line, we have amended the street facing corners at the side property lines. We have removed 3 rooms total, two at the fifth level and one at the fourth. This creates a building edge which is 3-stories at the street edge property line adjacent to the neighboring sites. We have replaced the rooms with open terraces and modest trellises to allow guests to experience the views to the hills and surroundings and to control sun and exposure.

### *Materials*

*“Buildings need to be A1+ quality. Don’t want to see large expanses of stucco.”*

High quality, durable and easily maintained materials are proposed for both buildings. We have proposed a hard-trowel, integral color Venetian plaster finish rather than traditional stucco. An abundance of high-quality metal detailing has been described for building elements such as window shading, trellis and eave projections. Thoughtful articulation and variation has been applied to all building faces by adjusting guest room design at the interior. At the East face of the building we have worked hard to arrange service and egress space requirements to best enhance the building design and to limit the building dimensions to a minimum.

*“Buildings should not be too similar”*

Brand standards suggest a “Lifestyle” aesthetic for the Courtyard by Marriott and an “Urban” aesthetic for the AC by Marriott. These characteristics have influenced both design and material choices. Because this is developed as a dual-brand site there are similarities we want to reinforce but the buildings are differentiated by material. The Courtyard by Marriott will be warmer tones and will include a wood-pattern Trespa panel system to create a more ‘home-like’ feel. The AC by Marriott will be more sleek – metal detailing and crisp forms with darker colors throughout. Because this is a single, coordinated site, some building forms are intentionally similar and limited materials such as clear anodized aluminum window systems will be consistent across both hotels.

Other Topics

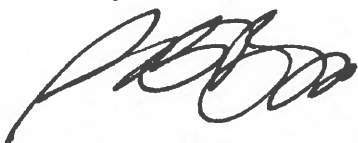
**Sustainability**

The design is energy efficient and incorporates renewable energy design elements including, but not limited to:

- Careful building orientation to optimize daylight to interiors
- High performance, low-emissivity glazing
- Cool roof and roof insulation beyond Code minimum
- Solar ready roof
- Use of energy efficient LED lighting
- Low-flow plumbing and shower fixtures
- Below grade parking to allow for increased landscape and stormwater collection and retention areas
- Harvesting of all collected rainwater for irrigation
- Evaluating dual-plumbing systems for use of greywater in toilets and other areas

Thank you in advance for your consideration of this proposal. We look forward to a collaborative and successful process.

Sincerely,



Randy Popp, AIA  
Principal  
Randolph Popp, ARCHITECT

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**ATTACHMENT C**  
**DRAFT FINDINGS FOR INFORMATION**  
**PURPOSES**  
**744-750 San Antonio/ File No. 15PLN-**  
**00314**

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**ARCHITECTURAL REVIEW BOARD STANDARDS FOR REVIEW**

The design and architecture of the proposed improvements, as conditioned, complies with the Findings for Architectural Review findings as required in Chapter 18.76.020 of the PAMC.

**Comprehensive Plan and Purpose of ARB:**

Finding #1: The design is consistent and compatible with applicable elements of the Palo Alto Comprehensive Plan.

Finding #16: The design is consistent and compatible with the purpose of architectural review, which is to:

- Promote orderly and harmonious development in the city;
- Enhance the desirability of residence or investment in the city;
- Encourage the attainment of the most desirable use of land and improvements;
- Enhance the desirability of living conditions upon the immediate site or in adjacent areas; and
- Promote visual environments which are of high aesthetic quality and variety and which, at the same time, are considerate of each other.

**Compatibility and Character:**

Finding #2: The design is compatible with the immediate environment of the site.

Finding #4: In areas considered by the board as having a unified design character or historical character, the design is compatible with such character;

Finding #5: The design promotes harmonious transitions in scale and character in areas between different designated land uses.

Finding #6: The design is compatible with approved improvements both on and off the site.

**Functionality and Open Space:**

Finding #3: The design is appropriate to the function of the project.

Finding #7: The planning and siting of the building on the site creates an internal sense of order and provides a desirable environment for occupants, visitors and the general community.

Finding #8: The amount and arrangement of open space are appropriate to the design and the function of the structures.

**Circulation and Traffic:**

Finding #9: Sufficient ancillary functions are provided to support the main functions of the project and the same are compatible with the project's design concept.

Finding #10: Access to the property and circulation thereon are safe and convenient for pedestrians, cyclists and vehicles.

## Landscaping and Plant Materials:

Finding #11: Natural features are appropriately preserved and integrated with the project.

Finding #12: The materials, textures and colors and details of construction and plant material are an appropriate expression to the design and function and compatible with the adjacent and neighboring structures, landscape elements and functions.

Finding #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 on the site and the landscape concept depicts an appropriate unit with the various buildings on the site.

Finding #14: Plant material is suitable and adaptable to the site, capable of being properly maintained on the site, and is of a variety that would tend to be drought-resistant and to reduce consumption of water in its installation and maintenance.

## Sustainability:

Finding #15: The design is energy efficient and incorporates renewable energy design elements including, but not limited to:

- a. Careful building orientation to optimize daylight to interiors
- b. High performance, low-emissivity glazing
- c. Cool roof and roof insulation beyond Code minimum
- d. Solar ready roof
- e. Use of energy efficient LED lighting
- f. Low-flow plumbing and shower fixtures
- g. Below grade parking to allow for increased landscape and storm-water treatment areas

## CONTEXT-BASED DESIGN CONSIDERATIONS AND FINDINGS

In addition to the Architectural Review approval findings, the project is subject to the Context Based Design Criteria found in the PAMC Section 18.16.090, 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.*
- (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 residents, visitors, and/or employees of 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.*

- (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.*

**Attachment D:** Project Plans – delivered to ARB Board Members only and available online.

Also available online at: <http://www.cityofpaloalto.org/civicax/filebank/documents/47439>