Architectural Review Board
Staff Report (ID # 7557)

Report Type:	Action Items	**Meeting Date:**	1/19/2017

Summary Title: 3223 Hanover Street: Office and R&D Building

Title: PUBLIC HEARING / QUASI-JUDICIAL MATTER. 3223 Hanover Street [16PLN-00190]: Major Architectural Review to Allow the Demolition of two Existing Office / R&D Buildings and the Construction of a new two-story 110,000 Square Foot Office / R&D Building. Environmental Assessment: An Initial Study is Being Prepared Pursuant to the California Environmental Quality Act (CEQA). Zoning District: RP

From: Hillary Gitelman

Recommendation

Staff recommends the Architectural Review Board (ARB) take the following action(s):

1. Recommend continuance of the Architectural Review application to a date uncertain and provide recommendations to the applicant for how to better meet the findings for approval.

Report Summary

The application is a request for major architectural review of a new 114,696 square foot two story office / R&D building with a two-level subterranean parking garage and associated site improvements. The new building would replace two existing office / R&D buildings on the site. The site is located on Hanover Street in the Stanford Research Park and shares a rear lot line with several single family residences along Matadero Avenue. The site has a Comprehensive Plan land use designation of Research / Office Park, and is zoned Research Park (RP) with a 50 foot Landscape Combining District (L) along the rear lot line.

A Design Enhancement Exception (DEE) is also requested to allow the height of an elevator enclosure and two staircases to exceed the 35 foot height maximum permitted in the Research Park District by 11 feet, for a total height of 46 feet. These elements would allow access to a proposed roof deck located near the portion of the building facing Hanover Street.

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

Staff recommends that the project be continued to allow for further refinements to the site plan to allow for better bicycle and pedestrian connectivity, and to provide further screening enhancements for the residence to the northeast.

Background

Project Information

Owner:	Board of Trustees of the Leland Stanford Junior University
Architect:	Bob Giannini, Form4 Architecture
Representative:	Allison Koo, Steep Slope Property, LLC.
Legal Counsel:	N/A

Property Information

Address:	3223 Hanover Street (formerly 3251 Hanover Street)
Neighborhood:	Stanford Research Park
Lot Dimensions & Area:	10.17 acres (781 feet in width along Hanover Street, 570 feet in depth)
Housing Inventory Site:	No
Located w/in a Plume:	No
Protected/Heritage Trees:	Yes, in existing courtyard between Buildings 204 and 205, and along rear lot line
Historic Resource(s):	No
Existing Improvement(s):	Buildings 204 and 205; 1 story each; c. 1957
Existing Land Use(s):	R&D Buildings
Adjacent Land Uses & Zoning:	North: Research Park (Office / R&D Buildings) West: Research Park (Office / R&D Buildings) East: Residential Estate (Single Family Residences) South: Research Park (Office / R&D Buildings) and Residential Estate (Single Family Residences)

Aerial View of Property:

Aerial Photograph Source: Google Maps

Land Use Designation & Applicable Plans

Zoning Designation:	Research Park (RP) with Landscape Combining District (L) along the rear
Comp. Plan Designation:	Research / Office Park
Context-Based Design Criteria:	Not Applicable
Downtown Urban Design Guide:	Not Applicable
South of Forest Avenue Coordinated Area Plan:	Not Applicable
Baylands Master Plan:	Not Applicable
El Camino Real Design Guidelines (1976 / 2002):	Not Applicable
Proximity to Residential Uses or Districts (150'):	Yes, single family residences are adjacent to the site
Located w/in the Airport	Not Applicable

Influence Area:	

Prior City Reviews & Action

City Council:	None
PTC:	None
HRB:	None
ARB:	Preliminary Review 04/07/2016 (Staff Report and meeting minutes are included at the following link): http://www.cityofpaloalto.org/civicax/filebank/documents/51763 http://www.cityofpaloalto.org/civicax/filebank/documents/52712

Project Description

The site is located on the eastern edge of the Stanford Research Park, across Hanover Street from the HP Campus and adjacent along the rear to four single family homes on Matadero Avenue. Until May 2016 the site constituted the northeastern portion of a larger 25 acre lease area occupied by Lockheed Martin offices and R&D facilities. Hanover Street slopes uphill towards the southwest in the vicinity of the site, and the 25 acre lease area was terraced into three levels containing two groupings of buildings. The lease lines were reconfigured in May 2016[1], and the 10.17 acre subject site constitutes two of these terraces: an upper terrace containing the existing buildings, and a lower terrace with a surface parking lot and vehicular access to the site.

The proposed project would demolish the existing buildings on the site and construct a new 110,000 square foot office building with an additional 5,500 square feet of traffic-mitigating amenity space for a total of 114,696 square feet. The building would consist of two stories, and would be 35 feet in height from grade to the top of the highest roof, 42 feet to the top of the mechanical equipment screen, and 46 feet to the top of the elevator enclosure (with the approval of a Design Enhancement Exception). The building contains a pattern of inverted gables, which the applicant has indicated supports the "Butterfly" theme. Building materials would consist of a glass curtainwall, with frit patterns at the bottom 30 inches of each floor, and aluminum mullions. The canopy fascia and balcony edges would be a metallic blue, and provide the strongest color accent. The canopy soffits and supporting columns would be covered with wood board siding. A color and materials board will be available at the hearing.

The existing vehicular entrance would remain, and vehicles would park in a new small surface lot adjacent to the eastern portion of the building, and a two-level subterranean parking garage. The parking garage would be located beneath the higher terrace on the site, and would be covered with a plaza with landscaping, tables, and walkways. The existing surface lot would

[1] In conformance with the Subdivision Map Act, commercial lease parcels are not subject to City review. As agreed by Stanford and the City, these lease parcel changes will be tracked through the Mayfield Development Agreement annual reporting process.

be removed and the area would be hydroseeded to allow a wildflower mix. Most of the existing parking lot trees, which consist predominately of crape myrtles, would be removed, while six London plane trees in the parking lot would be retained. Pedestrians and bicyclists would access the site from two walkways connecting the site to Hanover Street, as well as via a new connection to the Bol Park bicycle path in the northeast corner of the site.

The application was previously reviewed by the Architectural Review Board as a preliminary submittal on April 7, 2016. At that time, the Design Enhancement Exception request included a canopy for the proposed roof deck, which has been removed from the formal submittal. Additional discussion focused on the use of the lower parking area, which is proposed to be converted to a meadow. It was mentioned that the project was below the maximum FAR for the 10.17 acre site, and that if another building were to be proposed in the future that the meadow area would be likely be converted back to surface parking. The proximity of the residences along the rear of the site was another topic of discussion, and the Board heard from a neighbor who requested changes to the plan's grading and landscaping to reduce potential light pollution and noise emanating from the drive aisle, as well as changes to the elevations to reduce light glare from the all-glass building. Finally, the Board commented on the pedestrian and bicycle paths on the site, and requested that the applicant study options for improving connectivity on and to the site, in particular from the Bol Park bicycle path.

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 Development 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. 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 AR application are provided in Attachment B.
- Design Enhancement Exception (DEE): The process for evaluating this type of application is set forth in PAMC 18.77.070, and is equivalent to the process for Architectural Review. However, DEE requests are evaluated against specific findings separate from Architectural Review. 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 request are provided in Attachment B.

Analysis[2]

[2] 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

Neighborhood Setting and Character

The subject site is surrounded on three sides by office / R&D buildings, including the HP Campus across Hanover Street, Lockheed Martin facilities to the southwest, and the law offices of Cooley LLP to the northeast. The surrounding buildings range in age, but all consist of contemporary designs with large surface parking lots as is typical in the Research Park. The site abuts four single family residences along the rear, which are physically separated from the site by a linear cluster of coast live oaks, canary island pines, blackwood acacias, and other trees. Owing to this proximity to residential uses, the applicant proposes improvements to further buffer the office use and the potential impacts associated with vehicle noise and glare, including the use of retaining walls and earthen berms along the rear.

A concern was raised during the preliminary review of the project regarding the existing drive aisle at the rear of the site, which leads from the lower terrace parking lot to the upper terrace, and how trucks making deliveries in this area would produce excess noise while accelerating up this drive aisle. The preliminary grading plan included with this formal ARB submittal indicates that the proposed grade will be smoothed over the depth of the site, and that the slope of the drive aisle located closest to the residences will be negligible (4 feet in elevation gain over approximately 90 linear feet to access the surface parking lot). Trees will be planted along the drive aisles to provide shading, and in select portions of the rear to provide additional screening.

The placement of the building on the upper terrace follows the existing pattern of development on the site, while modifying the plan of the site considerably through the use of subterranean parking garage and a large, open courtyard and plaza. Due to the terraced topography, the scale of the building would be more or less apparent based on the orientation of the view, with the greatest sense of scale from the lower terrace. As viewed from Hanover Street, the scale would be less due to the perpendicular plan for the building and the rising slope at street level. The architecture of the building is contemporary in style and well composed, and would represent a deviation from the boxier massing profiles often seen in the Research Park.

Zoning Compliance[3]

A detailed review of the proposed project's consistency with applicable zoning standards has been performed. A summary table is provided in Attachment D. 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.

Consistency with the Comprehensive Plan, Area Plans and Guidelines[4]

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change to the findings may result in a final action that is different from the staff recommended action in this report.

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

[4] The Palo Alto Comprehensive Plan is available online: http://www.cityofpaloalto.org/gov/topics/projects/landuse/compplan.asp

The Comprehensive Plan contains policies, goals, and programs that applicable for office / R&D development in the Research Park. In particular, the following policies are applicable to the project:

- ***Policy L-44:*** *Develop the Stanford Research Park as a compact employment center served by a variety of transportation modes.*

The project redevelops the site with a new office / R&D building and is well served by public transportation. The site would contain more than the minimum number of parking spaces required for the site. Bicyclists and pedestrians would be able to access the site via a connection to the Bol Park bicycle path, as well as walkways connecting the site to the Hanover Street sidewalk.

- ***Policy L-48:*** *Promote high quality, creative design and site planning that is compatible with surrounding development and public spaces.*

The building's architectural design is well composed and creative, and the site planning limits the scale of the building by proposing a perpendicular orientation to the street. The site planning also provides connection to the Bol Park bicycle path, and would be compatible with surrounding development in the Research Park. Additional screening may be necessary to ensure compatibility with the neighboring residential property immediately to the northeast of the site.

- ***Goal B-1:*** *A thriving business environment that is compatible with Palo Alto's residential character and natural environment.*

The project proposes the redevelopment of an existing office / R&D site with a new building, and would be compatible with Palo Alto's residential character and natural environment.

<u>Multi-Modal Access & Parking</u>

As mentioned above, pedestrians and bicyclists would access the site from two walkways connecting the site to Hanover Street, as well as the connection to the Bol Park bicycle path. Staff believes that further refinement of the bicycle path connection is needed, and should be better connected with the long term bicycle parking spaces, which are located in the lower level of the parking garage. Additionally, staff believes that an additional pedestrian connection to the relocated VTA bus stops would enhance the transit access to the site. Further comments regarding these recommendations are included in the Findings section below.

A transportation analysis was performed by Hexagon Transportation Consultants and reviewed by staff, and concluded that the project would create 9 net new trips during the peak AM and PM hours. This small increase would be due to the shift from the existing facilities, which are a combination of R&D and office uses, to a fully office use.

Valley Transportation Authority, AC Transit, and the Stanford Marguerite Shuttle provide bus transportation in the immediate vicinity of the of the site, with an eastbound bus stop located along the site frontage and a westbound bus stop located directly across Hanover Street. The

applicant would install a new pedestrian crosswalk to provide access to the westbound stop, which will be relocated to a more advantageous location to serve the project and other buildings in the vicinity.

Consistency with Application Findings

Architectural Review

The findings for approval of an architectural review application are included in Attachment D. Staff believes that the findings for approval can be made with minor but important plan refinements needed to fully meet Findings #2 and #4.

ARB 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.*

While new landscaping and additional trees are proposed throughout the site, staff is concerned that the existing cluster of trees along the rear of the site may not provide a sufficient screen for the residence located adjacent to the northeast corner of the site. City records indicate that this residence is located approximately 10 feet from the property line, and while this portion of the property is situated away from the office building, the close proximity of the residence to the proposed bike path connection could introduce privacy concerns without sufficient landscaping. Additionally, no privacy fence exists along this portion of the rear of the site. Given the proximity of this residence to the site and proposed bicycle path, it is recommended that the ARB provide recommendations for better screening this portion of the property.

Additionally, most of the trees currently located in the surface parking lot are proposed for removal. It is understood that approximately 67,000 square feet of FAR would be remain undeveloped on the site with the current proposal, and that this area could eventually host a second structure. However, as there is no application to develop this portion of the site, staff believes that more of the trees in the parking lot could be retained.

ARB 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.).*

The proposed connection to Bol Park bike path is a positive attribute to the overall plan for the site, however, it terminates at the drive aisle curb and does not provide for an easy or convenient path of travel to the building for pedestrians and bicyclists. A condition of approval would normally be recommended to address this issue by reorienting the path to run between the new wall along the rear and the drive aisle to connect with the hardscape adjacent to the building, however, this area is proposed to provide trees necessary to meet parking lot and drive aisle shading requirements, as well as to provide additional screening for the adjacent residences. Additionally, the long term bicycle parking is provided in the lower level of the parking garage, which is served by the entrance closest to Hanover Street. Staff is supportive of placing the long term spaces in the garage, but believes an additional dedicated pathway leading to the garage entrance would increase bicyclist safety along the vehicle drive aisle. .

Additionally, while the new proposed VTA bus stops on either side of Hanover Street would improve the usability of the site, the pedestrian route from the stops to the building entrance is circuitous. It is recommended that the ARB provide direction regarding additional pedestrian connectivity to the bus stops.

Design Enhancement Exception

The findings for the approval of a Design Enhancement Exception are included in Attachment C. The preliminary review of the project included the request for a design enhancement exception to allow a shade structure, elevator enclosure, and staircases on the roof that would exceed the 35 foot height limit in the RP Zoning District. The shade structure has been removed from the project, however, the request for the elevator enclosure and staircases remains a component of the current application. These elements would be necessary to provide access to the applicant's proposed roof deck, to be situated on the western side of the building facing Hanover Street. The stair enclosures are depicted in the building elevations as having a height no greater than the 42 foot-high mechanical equipment screen, which is permitted to exceed the 35 foot height limit. The maximum height of the elevator is proposed at 46 feet, which would be four feet taller than the mechanical screen.

Staff believes that the elements would blend in visually with the existing mechanical screen and would not detract from the appearance of the building. Additionally, the location of the roof deck, which would be enabled by the stair and elevator enclosures, would not be detrimental to the health, safety, or general welfare and convenience of the surrounding area, as it is located away from the neighboring residences and towards the site frontage. Given this, staff believes that Finding #3 for the approval of a DEE can be made. However, staff does not believe that Findings #1 and #2 can be made to support an exception, as there are no "exceptional or extraordinary circumstances applicable to the property or site improvements involved that do not apply generally to property in the same zone district". As this is a new building to be situated on a greatly improved site, there do not appear to be extraordinary circumstances to permit a height exception. Additionally, it does not appear that permitting the height exception 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)". As the current design already includes several canopied second floor decks, it does not appear as though the inclusion of an uncovered roof deck would contribute to the architectural design of the project. Further details would be needed to assess the potential impacts to the adjacent residences stemming from the use of the roof deck. Staff believes that the DEE request enhances the use of the site, but is not consistent with the intent of the DEE provisions in the Municipal Code.

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. An Initial Study is being prepared and it is expected that a Mitigated Negative Declaration will be circulated within the next few weeks.

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 January 6, 2017, which is 12 days in advance of the meeting. Postcard mailing occurred on January 9, 2017, which is [10 days in advance of the meeting.

Public Comments

As of the writing of this report no public comments have been received on the formal submittal of this application. A letter was written for the preliminary review of this application, and has been included in Attachment F.

Alternative Actions

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

1. Recommend project denial based on revised findings.

Report Author & Contact Information
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graham.owen@cityofpaloalto.org

ARB[5] Liaison & Contact Information
Jodie Gerhardt, AICP, Planning Manager
(650) 329-2575
jodie.gerhardt@cityofpaloalto.org

Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: Applicant Project Description (PDF)
- Attachment C: Findings for Approval (DOCX)

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

- Attachment D: Zoning Comparision Table (DOCX)
- Attachment E: Project Plans (DOCX)
- Attachment F: Public Comments (PDF)

The City of Palo Alto

3223 Hanover Street Project Site Area Map

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

0' 300'

3251 Hanvover, Palo Alto
Project Narrative - Formal ARB Review June 1, 2016 (updated August 15, 2016)

To: City of Palo Alto Planning Division
Architectural Review Board Members

From: From4 Architecture - Applicant
Robert Giannini, Architect

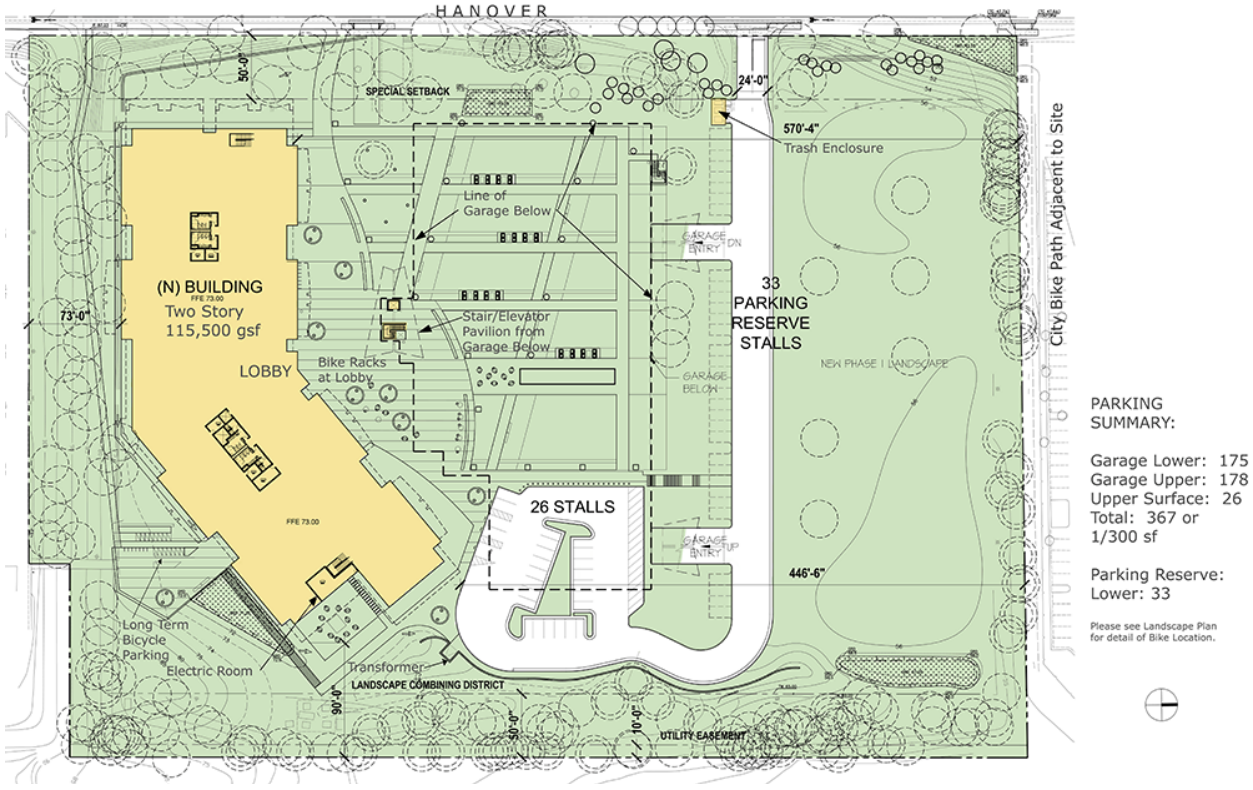
Subject: **3251 Hanover, Palo Alto**

Formal Architectural Review Board Review

Thank you for your preliminary review of this proposed project on April 7, 2016 located on Hanover Street in Palo Alto on a site currently occupied by Lockheed.

Building FAR: Currently there are two occupied office/R&D buildings on the site with an FAR of +/- 110,000 sf. This is well below the allowable 0.4 FAR of 177,202 sf per the existing RP zone. This application seeks a stand-alone approval for one new office/R&D building of 110,000 sf floor area to replace the existing buildings. This will be a one for one replacement on the same size and same use of buildings.

Parking: This application includes a 2 level below grade parking structure. Together with surface parking, 1/300 sf parking on FAR is proposed. Space for potential additional parking is provided as "parking reserve." This may be constructed at the Owner's discretion should the need arise to help assure that all parking be contained on site. The existing, aging, surface parking on the lower tier of the site will be removed as part of this project so that the site is not over parked and remains in



Form4 Architecture, Inc.
126 Post Street, 3rd floor, San Francisco, CA 94108 415 775-8748 fax 415 775-8752

compliance with the City parking code. Applicant reserves the right to reuse this area as part of any future potential project that, of course, would be subject to City approval.

PROJECT DATA

Development Standards	Standard		Proposed Project		Conforms
Lot Size	none		443,005	10.17 acres	yes
Min Bldg Setback:					
Front - Hanover (west)	50'		50'		yes
Side Yard (south)	20'		approx 73'		yes
Side Yard (north)	20'		aprox 446'		yes
Rear Yard (east) There is a 50' Landscape Overlay	50'		approx 90'		yes
Max Site Coverage	132,902	30%	55,000	12%	yes
Max Height *	35'		35'	46' (with DEE)	yes
Daylight Plane	NA		NA		yes
Floor Area Ratio (FAR)	177,202	40%	110,000	25%	yes

Parking Required	367	1/300sf		
Parking Provided				
Note that garage is below grade and does not count toward FAR or Coverage				
Surface Parking			26	
Lower Garage Level			175	
Mid Garage Level			178	
subtotal			**379**	yes
Bicycle Parking (minimum), Ord. Section 18.52.040	37	1/3000 sf	37 (see breakdown below)	yes
Short Term	7	20%	7	yes
Long Term	30	80%	30	yes
Building Area Breakdown:				
Base Building FAR (used for parking calcs) *			109,434	
Trash Enclosure			262	
Courtyard Stair and Elevator			304	
Ammenity Allowance +/- 5% (not req'd to be parked)			5,500	
Total Gross Area			**115,500**	

** If the proposed DEE is approved, the area of the roof stairs and elevator will come out of this area.*

For Reference Only:	
Potential Future FAR Allowed per Zoning:	
Total Site Coverage Allowed (30%):	132,902
Total Site FAR Allowed (40%):	177,202
Coverage Proposed this application:	55,000
FAR Proposed this application:	110,000
Potential Additional Coverage Zoning allows:	77,902
Potential Additional FAR Zoning allows:	67,202

Description of Amenity Space Allowance:

This application is for a shell building however the type of user that will lease this building generally includes amenity features in the interior design such as fitness and cafeteria. A conservative area for this sort of approved amenity space is 5% of the total area which is what is included in the data above. The owner commits that, while the location is undetermined at this time, no less than 5% of the area will be amenity space; if not constructed by the tenant it will be constructed by the owner.

Architectural Design Narrative

"A Kaleidoscope of Butterflies"

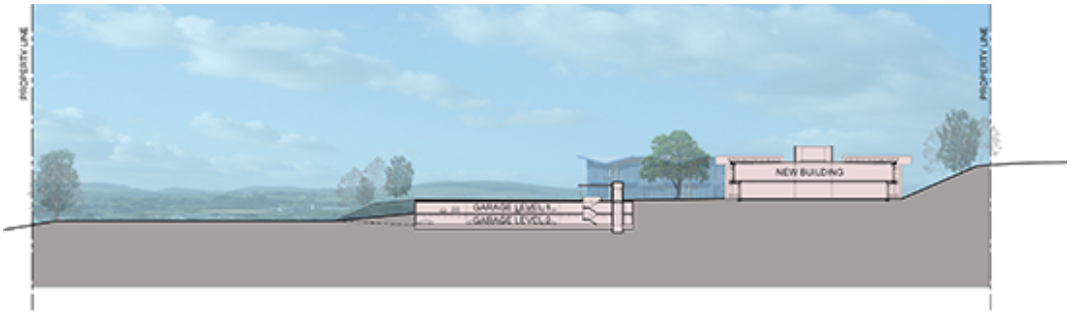
We thank the ARB again for its comments at our Preliminary ARB Hearing. Following are the items that were requested to be studied in greater detail:

1. Site Circulation, Wayfinding & Arrival
2. Sustainability - Bird Friendly Glass
3. Existing Trees and their use
4. Neighbor Concerns
5. Design Detail

Master Planning & Architecture

Site Circulation, Wayfinding & Arrival:

To work in harmony with natural grades, the site is proposed to be organized in much the way it is used today where the building is located on the upper terrace. The new garage is proposed to be buried in the hill.



Arrival by public transportation, bicycle, or foot: One would arrive at the upper terrace where the public sidewalk is flush with the natural grade - this spot is the centerline of our proposed pedestrian courtyard. From there one may walk to the main lobby entry at the center of the building. Short term bike parking is at the door. Long term parking is around the side in the landscape area between the building and the residential property to the southeast where there is also an immediate entry into the building. Please see circulation diagram in the plan set, Sheet MP 1.3.

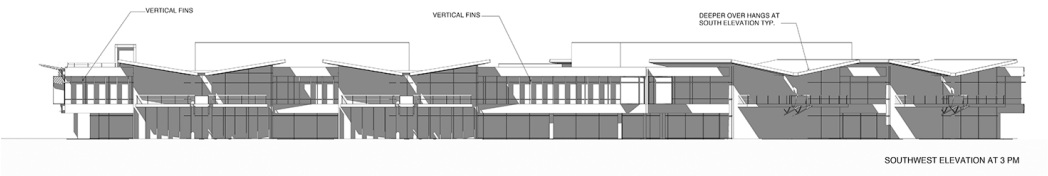
Arrival by car: Enter at the driveway on Hanover located at the lower terrace. Garage entries are immediately apparent, marked by canopies that are consistent with the butterfly theme of this project. Turn immediately into the lower level of the garage, or continue on to enter the upper level of the garage. Continuing on your are directed by a low landscape wall to the upper terrace drop off. Please see entire entry sequence shown on Sheets MP 2.3 through 2.6.

Deliveries and Trash: Trash is proposed to be located at the Hanover entry to avoid the noise of trucks driving to the upper terrace. Deliveries would by Fed Ex or the like, and they would be able to drive to the upper terrace drop off.

Note that grades have been made more gradual by this entry drive / garage configuration. 90 degree corners have been eliminated as well, all to help reduce the sound of cars or trucks that may proceed to the upper terrace in deference to our residential neighbors.

Sustainability & Glass:

The butterfly roofs on this project effectively shade the glass skin as shown on the sun studies provided on Sheet A 4.3.. Where the sun is lower in the west, vertical glass fins have been added.



SOUTHWEST ELEVATION AT 3 PM

The combination of high efficiency low emissivity clear glass and almost complete shading of the skin provide a highly efficient envelope which leads to lower energy use. Please see Sheet A 4.3.

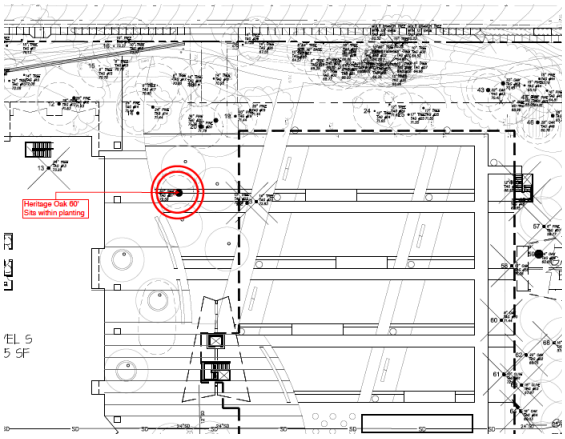
Daylighting: The roofs are one of the most distinctive features of the design. They were created to allow well-balanced natural daylight through clearstories. Clearstory lighting is appealing because you can see the sky comfortably as you walk through the space as opposed to skylights, you can control light better than with skylights, and because the natural day lighting they provide reduces the need for artificial light which all leads to lower energy use. The imagery also harkens back to some of the sawtooth roof designs that were common in the park in early day lit buildings.

Bird Friendly Glass: The building's glazing is broken up to avoid large glazed facades where possible. Fritted glass sun shade elements have also been added to help mitigate the issue. The most dangerous configuration for birds are buildings that funnel them to a large glass wall. That geometry does not exist on this project.

Existing Trees & Their Use:

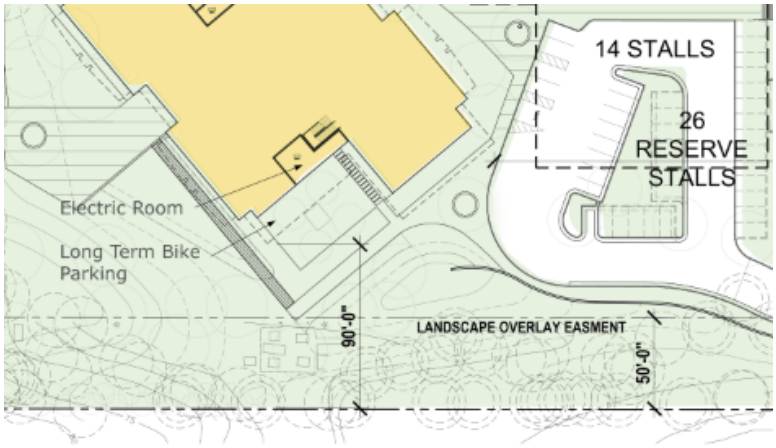
There are several mature and important trees on the site; primarily located in the front 50' Landscape Setback. They will be protected and remain as is.

One significant oak is back from that setback on site as shown on the diagram to the right. The master plan was designed around it, and there is adequate clearance between it and the proposed garage. The tree will become the centerpiece of the central courtyard - a gathering place with presence - "meet you at the big Oak."



Sensitivity to Neighbors: The site has a public street to the west, and a residential neighborhood, Barron Park, to the east. Our design team has had several meetings with the neighbors so that we may better understand their concerns. We have visited several of the homes that are most affected.

- On the east side facing residential, the nearest point of the building has been set back 90'.
- In addition the building geometry was rotated 45 degrees so it never faces the residences broadside… the 90' dimension is at one point, and the majority of the building recedes from there to an even greater setback.
- On that short, end elevation, spandrel glass will be used in the lower 30" of the windows to help reduce floor to ceiling glass and the amount of light.
- More dramatic measures have also been taken to help reduce noise and light spill. Lights have been selected so that foot candle readings at the property line are zero (see sheet LD 2.0 Photometrics).
- Berms have been added to screen headlights and noise.
- Berms will also be carried through to the lower tier of the site (former parking area) to buffer the neighbors adjacent to that portion of the site.
- The amount of surface parking at the upper terrace is very small.
- Finally extensive landscaping including hedges that will go in +/- 8 to 10' tall will completely block views and protect privacy.
- Please see sheets A 1.2 through 1.4 for photos, site sections and diagrams.



It is also fortunate that a portion of the existing buildings are at 33' tall (see sheet MP 1.4); just 2' lower than the highest point of the project's butterfly roofs. Existing mature landscaping in the buffer between sites already blocks views of the existing building's roof as demonstrated by the picture below taken from a neighbor's home. That tallest portion of the existing building is completely obscured by existing landscaping.

View from neighbor property toward existing 33' tall building on site

Design Detail:

Attention has been paid to the project's details. On a more global scale the theme of "A Kaleidoscope of Butterflies," has been carried through all aspects of the project starting with arrival and entry into the garage; repeated in the parasol structure that protects the stair and elevator coming up from the garage, to the entry canopy at the lobby and large flying sunshade on Hanover. The goal is to create a poetic, crystalline and lyrical statement; like butterflies alighting on the hill. The package includes several perspectives of the project to demonstrate how materials come together.

… and Finally the DEE

At the preliminary ARB hearing it was clear that a DEE would not be granted for the proposed roof deck shade structure, and that element has been eliminated.

We would like to preserve the opportunity to have a roof deck, however, if desired by the project's tenants. That can only be a reality if we can provide a stair and elevator to the roof. Those elements are not exempt from the height limit (as is the mechanical screen or elevator overrun) so the only option is a DEE, and that is our request.

To be more specific, we would like the option to construct a roof deck if requested by our future tenant (unknown at this time), and that will require the ability to add a stair and elevator to the roof. Please see Sheet A 4.4 for their proposed locations.

- The elevator and one stair is buried in the center of the building between mechanical equipment screens.
- The stair closest to the deck, proposed only to be on the Hanover end of the building, will also become part of the roof screen.

Thank you for your consideration of this item.

Thanks very much for your attention and review of the various design aspects of this project!

Robert Giannini, Form4 Architecture

Form4 Architecture, Inc.
126 Post Street, 3rd floor, San Francisco, CA 94108 415 775-8748 fax 415 775-8752

ATTACHMENT C
ARB FINDINGS FOR APPROVAL
3223 Hanover Street
16PLN-00190

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.

DESIGN ENHANCEMENT EXCEPTION (DEE) FINDINGS

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 D
ZONING COMPARISON TABLES
3223 Hanover Street
16PLN-00190

Table 1: COMPARISON WITH CHAPTER 18.20 Research Park (RP) District			
Regulation	**Required**	**Existing**	**Proposed**
Minimum Site Area, width and depth	1 acre	10.17 acres (previously 25.938 acres)	10.17 acres
Min. Front Setback	50 feet special setback along Hanover Street	86 feet to Buildings 204 and 205	50 feet
Rear Yard Setback	20 feet (50 foot Landscape Combining District along the rear establishes de-facto setback on the site)	139 feet to Building 205; 144 feet to Building 204; 98 feet to rear building	90 feet
Min. Side Setback	20 feet	308 feet to northeast; 64 feet to southwest	447 feet to northeast; 73 feet to southwest
Min. yard for site lines abutting or opposite residential districts	20 feet	139 feet to Building 205; 144 feet to Building 204; 98 feet to rear building	90 feet
Max. Site Coverage	30% (132,901 sf)	25% (111,384 sf)	12% (55,000 sf)
Max. Total Floor Area Ratio	0.4:1 (177,202 sf)	0.25:1 (111,384 sf)	0.25:1 (109,696 sf + 5,500 sf amenity space)
Max. Building Height	35 feet (with additional 15 feet for mechanical and screen)	33 feet	35 feet (46 feet with DEE)
Daylight Plane	N/A	N/A	N/A

(4) See subsection 18.20.040(e) below for exceptions to height and floor area limitations in the ROLM and RP zoning districts.
(5) Residential zones include R-1, R-2, RE, RMD, RM-15, RM-30, RM-40 and residential Planned Community (PC) zones.

Table 2: CONFORMANCE WITH CHAPTER 18.52 (Off-Street Parking and Loading) for Administrative Office and Research & Development uses*			
Type	**Required**	**Existing**	**Proposed**
Vehicle Parking	1/300 sf of gross floor area for a total of 367 parking spaces	N/A	381 spaces
Bicycle Parking	1/3,000 sf (80% long term and 20% short term) equals 37 spaces	N/A	37 bike spaces (30 long term and 7 short term)
Loading Space	2 loading spaces for 100,000-199,000 sf or greater	N/A	2 spaces

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

Attachment E

Project Plans

Hardcopies of project plans are provided to ARB Members. These plans are available to the public 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: https://paloalto.buildingeye.com/planning
2. Search for "3251 Hanover Street" and open record by clicking on the green dot
3. Review the record details and open the "more details" option
4. Use the "Records Info" drop down menu and select "Attachments"
5. Open the attachment named "**Project Plans**"

Matadero Avenue Families Group
c/o Palmer
922 Matadero Ave.
Palo Alto, CA 94306

March 20, 2016

Alison Koo
Project Manger
Sand Hill Property Company

Dear Ms. Koo,

Thank you for holding the neighborhood meeting in January to describe your development plans to the homeowners living near your property at 3251 Hanover, and to solicit our feedback. Lockheed Martin, the previous leaseholder of the property, had a good history of conferring with the neighbors and we're glad you are continuing that tradition. The meeting was well attended; from the neighborhood we had approximately 10 families represented from both sides of Matadero Avenue, near to your property.

At the meeting, the neighbors described concerns we have about your initial plans for the property, and we discussed several possible solutions. Your architect, Bob Giannini, said he would "take a look at" these and other solutions to our concerns. However, we haven't heard back from you, so we thought we would outline these concerns and possible solutions in a letter, and ask for your thoughts on them.

Concern 1: Our first concern was that all the traffic from the lower part of your property to the upper part of your property would be routed via a driveway ramp that is very close to the residential neighborhood. The ramp is marked as #1 on Figure 1.

In the past when Lockheed leased the property, we experienced significant car and delivery truck noise from this ramp. We asked you and Mr. Giannini if there was an alternate path to get traffic to the drop-off area in front of the buildings. We suggested several possible solutions:

1) A second entrance from the street marked as #2 in Figure 1. This would eliminate the need for the ramp at #1.

2) A ramp further from the residential neighborhood, marked as #3 in Figure 2.

3) A ramp further from the residential neighborhood, marked as #4 in Figure 3. This ramp is diagonal to reduce its slope, if necessary.

4) An earthen berm, marked as #5 in Figure 4. The SW end of this berm could start at grade level of the upper part of the property, and naturally continue at this grade level to the NE, until sloping down near the NE corner of the property. Note that at the property line near #5, the residences are currently level with the lower parking lot ("Landscape area"). This berm would also serve to block views and noise from cars currently level with the residences.

Of course, any of the above means to replace the ramp could be combined with the earthen berm implementation, to maximize the noise reduction to the residences.

Could you give us your thoughts on these ways to address our concern about the proximity of traffic? We would be pleased to give feedback on any other solutions you can think of.

Concern 2: The second concern was light pollution from the all-glass facades of the buildings at night. The new buildings will be level with the second-floor bedrooms of several homes on the other side of the property line, as marked at #6 in Figure 5. You said you were expecting a tech industry tenant, and such companies often work late into the night.

Shielding with trees was discussed as one solution; but this is not currently effective with the outdoor security lighting you have operating on the buildings now. Reducing outdoor lighting on the residential side of the building would be more effective, but a more complete solution to reduce light pollution would involve changing the building façade. We fear that the tall, all-glass design you propose is not well-suited to coexistence with a nearby residential neighborhood.

Could you give us your thoughts on this issue, as well?

Finally, one household from our group, Michael and Jessica Palmer, would like to invite you, your colleagues at Sand Hill Property Company, and your architects, to visit their home at 922 Matadero Ave., to get a view of your property from the other side of the fence. Lockheed Martin accepted a similar invitation when they were remodeling their property further up the hill on Hanover, and you would be very welcome to come over for a visit as well.

Sincerely,

Your neighbors on Matadero Ave.

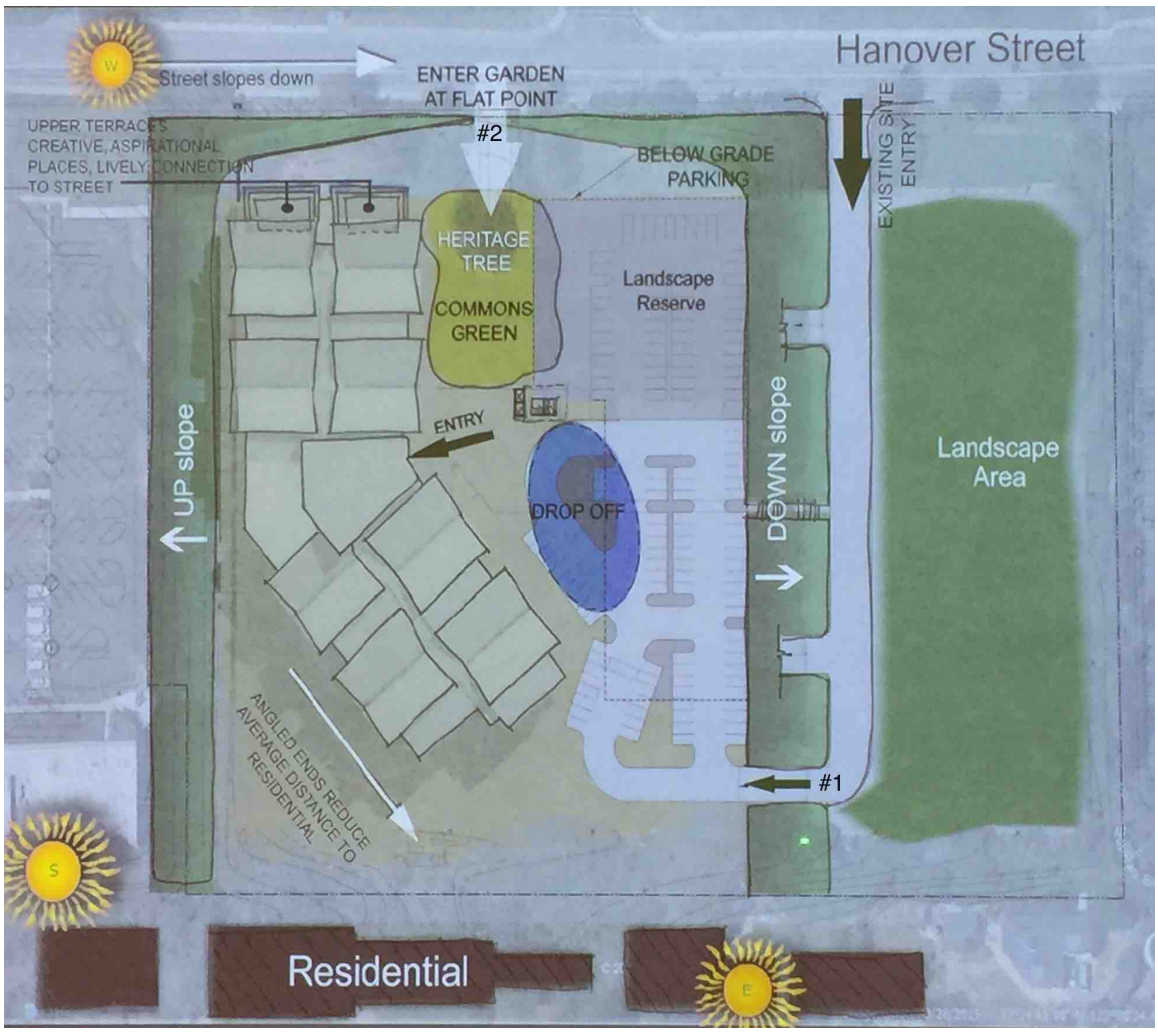


Figure 1: **Original** architect's drawing, with numberings added. The traffic access ramp is at #1. An alternative entrance from the street is at #2, which would eliminate the need for the ramp at #1. (Residences are figurative.)

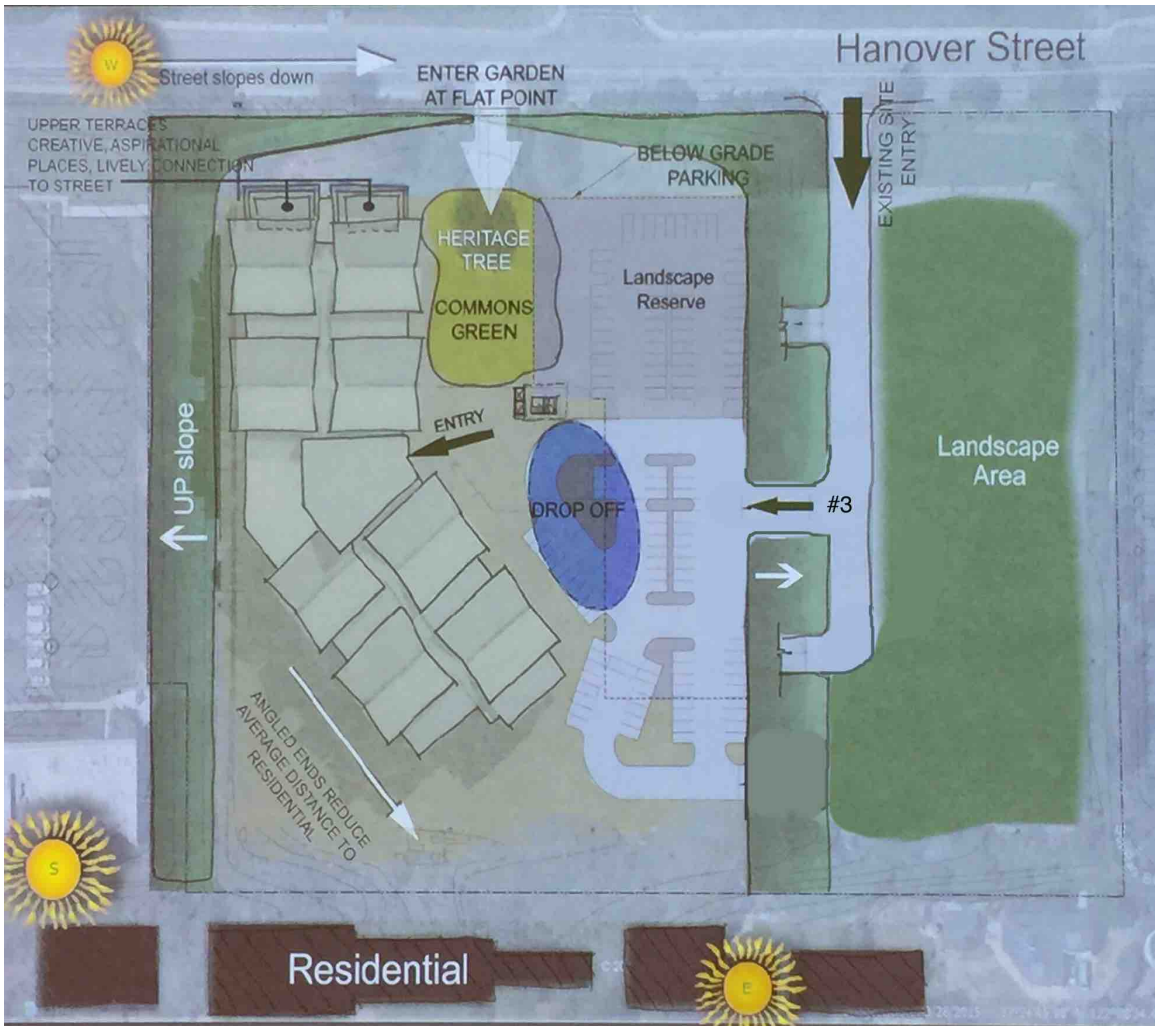


Figure 2. **Modified** drawing with alternative ramp at #3, further from the residences. (Residences are figurative.)

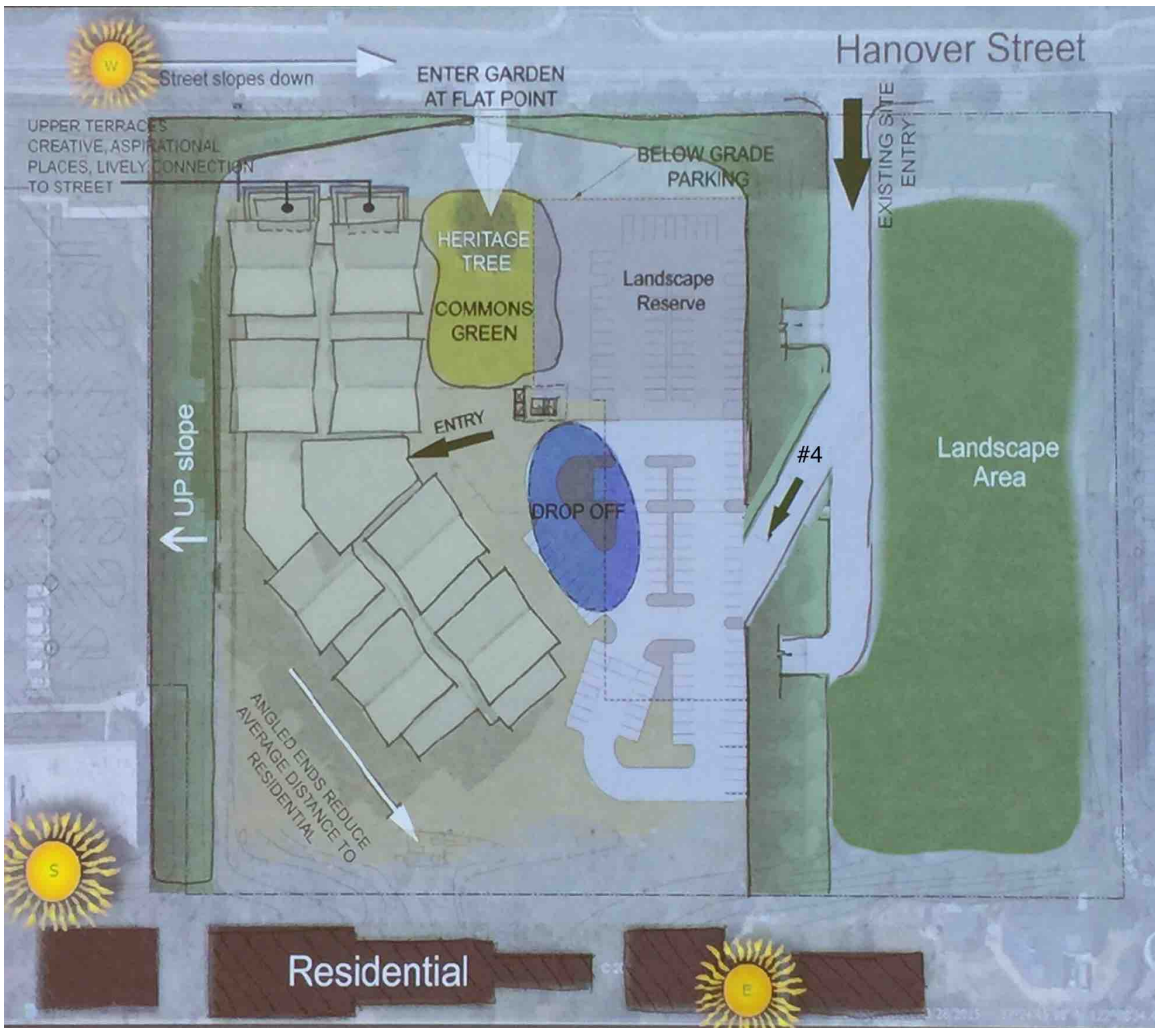


Figure 3. **Modified** drawing with alternative ramp at #4, further from the residences. This ramp is diagonal in order to reduce its slope, if necessary. (Residences are figurative.)

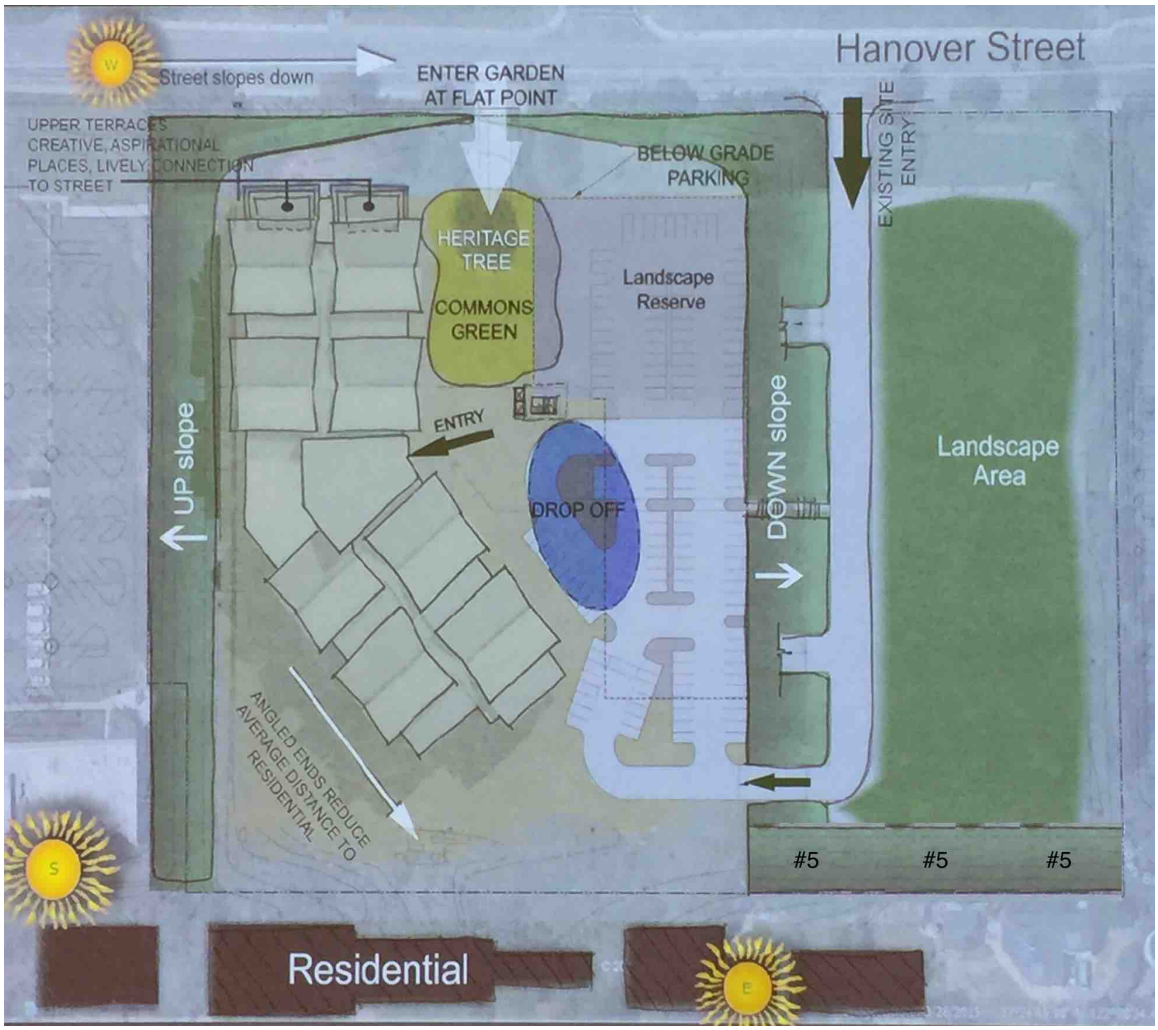


Figure 4. **Modified** drawing with earthen berm at #5. The SW end of this berm could start at grade level of the upper part of the property, and naturally continue at this grade level to the NE, until sloping down near the NE corner of the property. Note that at the property line near #5, the residences are currently level with the lower parking lot ("Landscape area"). This berm would also serve to block views and noise from cars currently level with the residences. (Residences are figurative.)

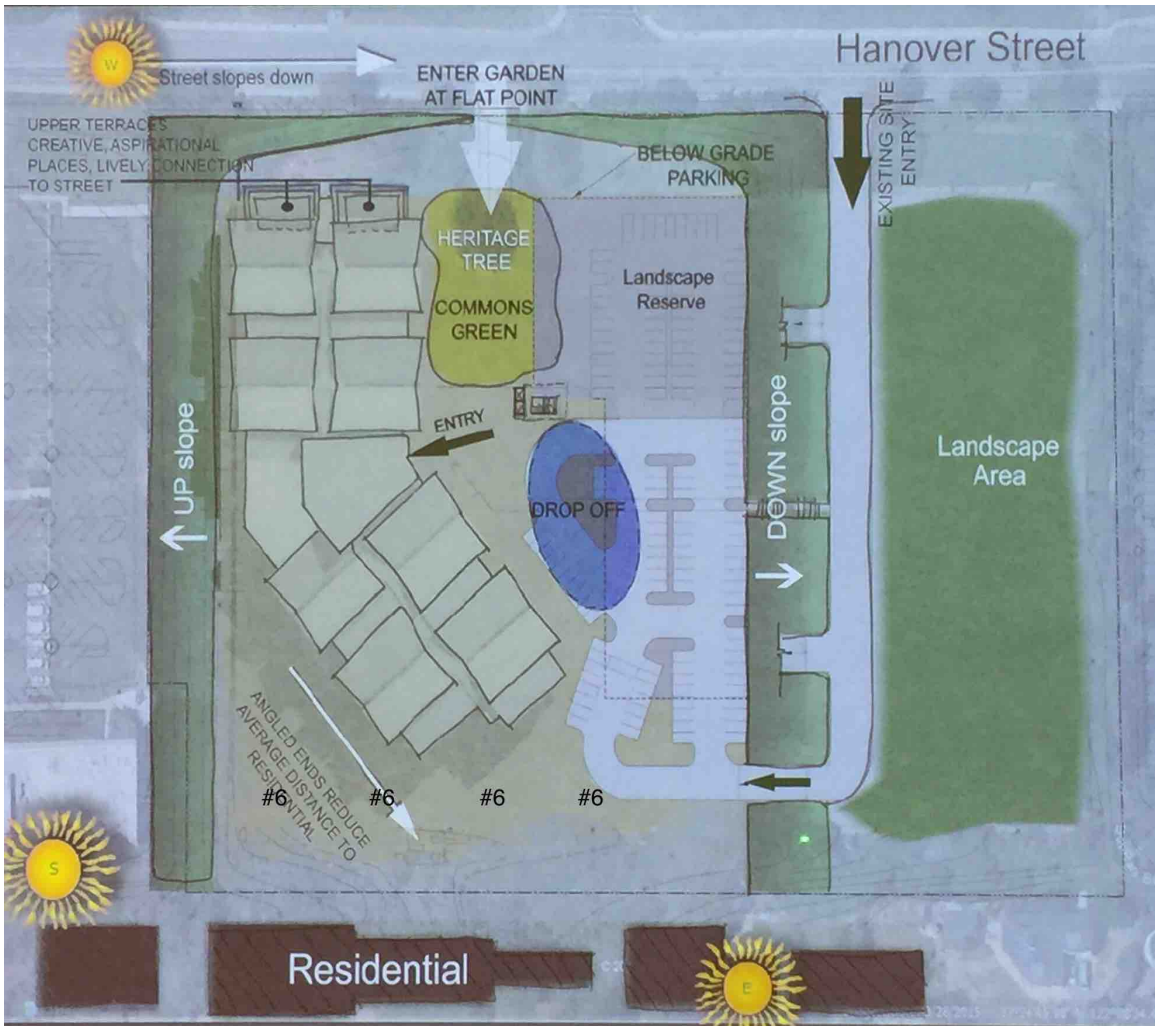


Figure 5. Concerns about light emission at #6. The new buildings will be level with the second-floor bedrooms of several homes on the other side of the property line at #6.