



Architectural Review Board

Staff Report (ID # 9738)

Report Type:	Action Items	Meeting Date: 11/1/2018
Summary Title:	744-748 San Antonio: Revisions to Previously Approved Hotel Project	
Title:	PUBLIC HEARING / QUASI-JUDICIAL. 744-748 San Antonio [18PLN-00347]: Recommendation on Applicant's Request for Approval of Architectural Review to Allow Revisions to a Previously Approved Major Architectural Review for Two New Hotels. Scope of Revisions: Change in Façade Modulations, Decks, Rooftop Equipment Screening, Driveway, Parking, and Landscaping. Environmental Assessment: Covered by Previously Certified Environmental Impact Report. Zoning District: CS (Commercial Service). For More Information Contact the Project Planner Sheldon S. Ah Sing at sahsing@m-group.us.	
From:	Jonathan Lait	

Recommendation

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

1. Recommend approval of the proposed project to the Director of Planning and Community Development based on findings and subject to conditions of approval.

Report Summary

The project proposes revisions to the previously approved Courtyard Marriott and AC Hotels located at 744-748 San Antonio. The project site received demolition and grading permits to remove previous structures and excavate a basement associated with the approved project. The applicant submitted building permit applications that included revisions to the previously approved project. These revisions include changes in façade modulations, fenestration placement, terraces, rooftop equipment screening, driveway arrangement, parking, and landscaping. It was determined in accordance with Palo Alto Municipal Code (PAMC) Section 18.76.020 that the proposed revisions require review by the Architectural Review Board. On

balance, the project is consistent with the Comprehensive Plan and the Palo Alto Municipal Code.

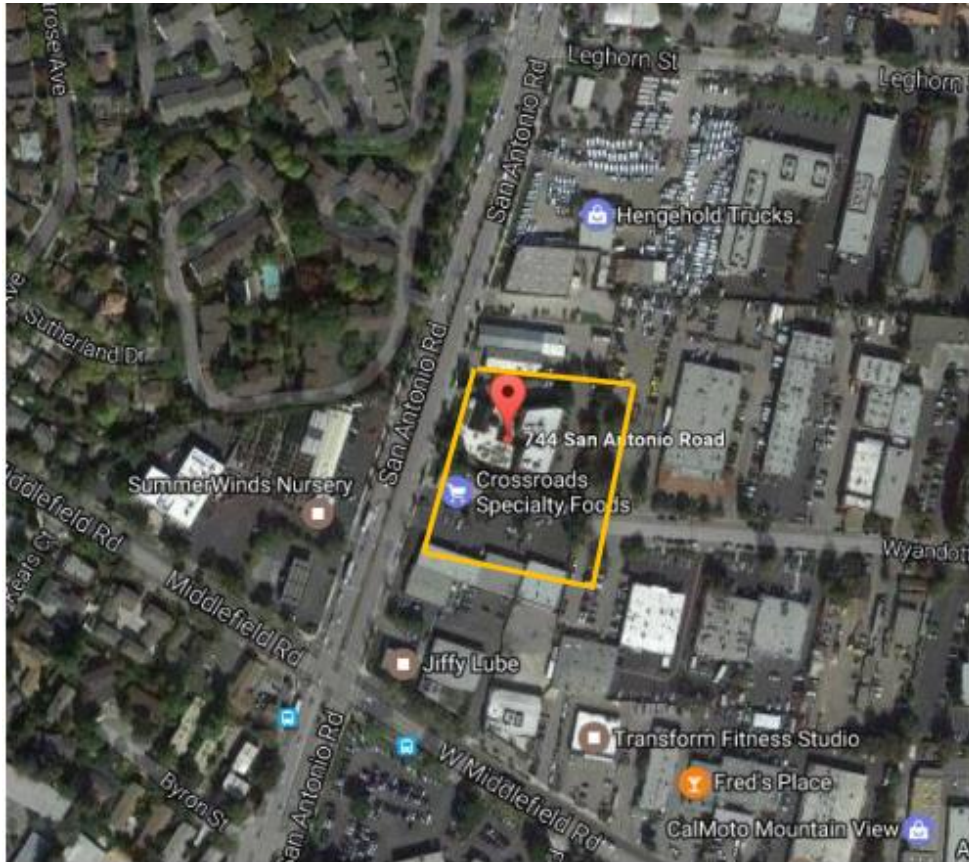
Background

Project Information

Owner:	T2 Development
Architect:	Gene Fong Associates
Representative:	Randy Popp
Legal Counsel:	Not Applicable

Property Information

Address:	744-748 San Antonio
Neighborhood:	Charleston Gardens
Lot Dimensions & Area:	284'-4" along San Antonio, Rear: 345'-5" and north side is 250'-2" and south side is 287'-1" / 1.91 acres (83,440 square feet)
Housing Inventory Site:	Yes, 38 units of realistic capacity
Located w/in a Plume:	Yes, COE Plume as discussed in EIR
Protected/Heritage Trees:	Yes, six street trees adjacent to the site will be retained.
Historic Resource(s):	None
Existing Improvement(s):	Vacant property under construction
Existing Land Use(s):	None
Adjacent Land Uses & Zoning:	North: CS (Educational supply store—BACH Company) West: PC-2711 & CN (Multi-family residential and nursery) East: Industrial (City of Mountain View) South: CS (Commercial—Crossroads Foods)
Aerial View of Property:	



Source: Google Maps, 2018: Does not reflect current conditions on property

Land Use Designation & Applicable Plans

Zoning Designation: Service Commercial (CS)

Comp. Plan Designation: Service Commercial (CS)

Context-Based

Design Criteria: Yes, as noted below

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

Located w/in the Airport

Influence Area: Not Applicable

Prior City Reviews & Action

City Council:	<p>June 12, 2017 Staff Report: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=58203 Video: http://midpenmedia.org/city-council-131/ Adoption of the project with conditions of approval and certification of the Final Environmental Impact Report with Statements of Overriding Consideration and mitigation measures.</p>
PTC:	None
HRB:	None
ARB:	<p>Preliminary: June 4, 2015 Item Packet: https://www.cityofpaloalto.org/civicax/filebank/documents/47600 Formal #1: December 17, 2015 Item Packet: https://www.cityofpaloalto.org/civicax/filebank/documents/50284 Meeting Video: http://midpenmedia.org/architectural-review-board-35/ Scoping Meeting: March 3, 2016 Staff Report: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=51265 Meeting Video: http://midpenmedia.org/architecturalreview-board-39/ Meeting Minutes: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=51509 Formal #2: April 6, 2017 Staff Report: http://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=56815 Video: http://midpenmedia.org/architectural-review-board-60/ Formal #3: June 1, 2017 Item Packet: https://www.cityofpaloalto.org/civicax/filebank/blobdload.aspx?BlobID=58033 Video: http://midpenmedia.org/architectural-review-board-63/ Recommendation to the City Council for approval.</p>

Project Description

The project includes revisions to the previously approved Architectural Review application (File No. 15PLN-00314). The following describes the proposed changes to the site plan, landscaping, circulation, and elevations. The project now only includes one level of basement parking as conditioned by the original approval. The project provides the required amount of parking through valet, standard parking and mechanical parking lifts. The floor area and guestroom counts do not change.

Site Plan

Figures 1 and 2 illustrate the approved and proposed site plans. The primary change to the site plan is the driveway circulation and drop-off. While the central driveway remains, the circular drop-off is replaced with an oval drop-off providing additional curb space for drop-offs and facilitating the valet parking operations. To accommodate the changed driveway, the building footprints change and as a result fewer surface parking spaces are provided, a smaller

swimming pool is provided, and landscaping is modified. Other reasons cited for the revisions include the formal programming of the interior spaces and other design refinements. Semi-public seating areas remain a part of the project and are distributed differently on the podium level near the lobbies and swimming pool. Semi-public seating areas in front of the hotels along San Antonio are removed.

Figure 1 – Approved Site Plan



Source: Project Plans, Axis Architecture, 2018

Figure 2: Proposed Site Plan



Source: Project Plans, Axis Architecture, 2018

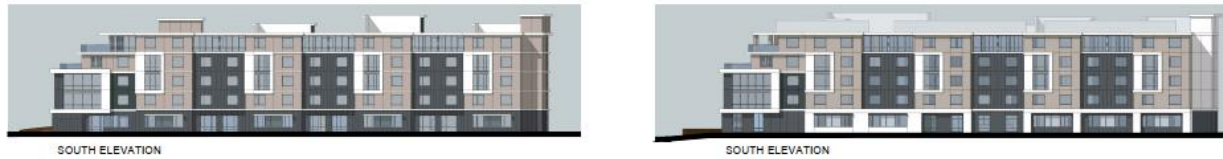
Landscaping

The change in the site plan results in the adjustment of the planting locations. Screening is still maintained along the perimeter of the property. Landscaping along San Antonio changes because a ramped walkway and bicycle parking are removed along the Courtyard Hotel.

Elevations

Sheets A-1.0 through A-4.0 provide comparisons between the approved and proposed. In addition to the change to the driveway arrangement, some of changes are due to the refinement of the design and differentiation between the two brands, implementing construction techniques and design, and formal planning of the interior spaces.

Figure 3: South Elevation Comparison (AC Hotel)



Source: Project Plans, Axis Architecture, 2018

Changes at the first level reflect changes to the interior space. A lighter color is introduced on the first level. Other levels remain generally unchanged.

Figure 4: North Elevation Comparison (Courtyard Hotel)



Source: Project Plans, Axis Architecture, 2018

The first level fenestration placement and size are different because of the changes to the interior space.

Figure 5: West Elevation Comparison (Both)



Source: Project Plans, Axis Architecture, 2018

Minimal changes occur for the first and second levels. The fourth and fifth levels have more significant changes. According to the applicant, due to structural constraints of using concrete frame, the roof and some guestroom areas are proposed to be extended to be consistent with column and beam locations. The overall modulation of the elevation plane is maintained, and a roof overhang is maintained consistent with the approved project. Fenestration placement and size are different reflecting the changes to the interior spaces.

Figure 6: East Elevation Comparisons (Both)



Source: Project Plans, Axis Architecture, 2018

The parapet was raised to serve as a mechanical equipment screen. A lighter color along the wall of the internal circulation stairway of the AC Hotel is proposed.

Roof Top/Parapet and Mechanical Screening

The placement of rooftop equipment was not fully refined during the initial planning phase of the project. For the building plan check phase, these locations were determined, which necessitated screening as required by the PAMC. As shown on Sheets A-5.0 and A-6.0, the project complies with the 50-foot height requirement and screens the rooftop equipment. Portions of the parapet on the interior of the project facing the courtyard between the buildings are above the height limit, however, the purpose of these parapets are to screen the equipment are allowed to exceed the height limit by 15 feet in accordance with PAMC 18.23 (B)(iv).

Condition of Approval Regarding Terrace Design

In the initial project approved, condition number 7 stated:

The applicant shall return to the Architectural Review Board subcommittee for approval of terraces landscaping. Any additional screening structures on the terraces shall return to the Architectural Review Board.

Given other changes are now being made to the building. The applicant requests the full Board's review of details to address this condition. The applicant includes on Sheets A-9.0/A-10.0, the details for the terraces. The project includes *Callistemon viminalis* (dwarf bottlebrush) (non-native & drought tolerant) and *Acacia cognata* (non-native & drought tolerant).

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.

Analysis¹

Neighborhood Setting and Character

The project is located in the Charleston Gardens neighborhood and surrounded by one-story structures that include service and light-industrial uses to the north. To the east, in the City of Mountain View, there are one-story office and light-industrial structures. A single-story specialty grocery store is located to the south. Taller structures are located to the west, across San Antonio Road, where there are three-story multifamily residential structures.

The project vicinity is characterized by primarily low-intensity, single-story buildings and associated surface parking lots. These structures have primarily stucco facades with varying setbacks from San Antonio Road. These low-rise structures and parking lots dominate the view corridor. The most similar development in mass and height as the proposed project is at the intersection of San Antonio Road and East Charleston Road (Taube Koret Campus), about a quarter of a mile away.

Residential uses in the vicinity are located approximately 150 feet west of the project site (across San Antonio Road). This three-story multi-family residential complex is separated from the site by four traffic lanes and a landscaped median planted with trees, perennial plants and groundcover. The buildings within the complex are setback from the road by approximately 75 feet. Mature landscaping and trees, a six-foot wall, and a private internal roadway separate the units from San Antonio Road. The exteriors of the residential structures are composed of tan stucco with dark brown trim elements.

The existing site is vacant because of demolition, grading and excavation activities to construct the hotel project. The revisions to the project improve the vehicular entry to the site alleviating potential spillover onto San Antonio Road because the oval driveway facilitates more efficient valet parking operations. As conditioned, the project would maintain good pedestrian access to the site.

Zoning Compliance²

A detailed review of the proposed project's consistency with applicable zoning standards has been performed. The projects includes a slight change in the square footage and height of the proposed building. A summary table is provided in Attachment D. The proposed project complies with all applicable codes and conditions of approval.

Consistency with the Comprehensive Plan, Area Plans and Guidelines³

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

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

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

The Comprehensive Plan land use designation for the project site is Service Commercial (CS). The Comprehensive Plan notes that facilities on CS designated sites are intended to provide citywide and regional services and rely on customers arriving by car. These areas do not benefit from being in high volume pedestrian areas, and typical uses include motels, appliance stores and restaurants including fast service types. The maximum FAR for this site is 2.0 for hotels, with no minimum FAR.

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

Multi-Modal Access & Parking

Vehicular Access

Vehicle and bicycle access to the site would occur from northbound San Antonio Road. A single driveway access would allow travel through the shared center courtyard within the project site to the proposed surface parking lot and below-grade parking garage.

The driveway configuration would allow only right turns into and out of the property and would loop through the center courtyard to facilitate the pick-up and drop-off guests. The oval configuration is more conducive to valet parking operations allowing for more stacking in the courtyard area. This should also alleviate a concern that cars may spillover onto San Antonio Road and limit vehicle conflicts. This central driveway would also allow access to loading areas within the center of the site and additional parking at the rear of the site. The proposed below-grade parking garage would be accessed via the single driveway leading to a ramp at the center of the project site.

Parking

The project provides the required number of parking spaces with standard, accessible, valet and mechanical lifts. Electrical vehicle parking requirements are met consistent with the City's codes. Most of the spaces are in the basement; however, some standard and accessible spaces are provided at the surface level. The project is consistent with the approved project with regarding to parking. The applicant indicates in their project narrative (Attachment F) that they would seek a parking reduction at a future date.

Pedestrian Access

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

Pedestrians would access the property from San Antonio Road. The previously approved project included two access points from the street sidewalk to the property via ramps adjacent to the driveway on both sides. The proposed plan removes these ramps and provides a single access point on the south side of the driveway in front of the AC Hotel with a ramp. While the Building Code may require only one ramp, the Board should consider a ramp in front of the Courtyard Hotel also. *Staff recommends as a condition of approval that the ramp at the north end be maintained to provide efficient access to the site (Attachment C).*

Architectural Review Findings, Standards and Criteria

The project is subject to Architectural Review findings and Context-Based Design Criteria found in Attachment B and Performance Standards contained in Attachment E. This information is provided to help inform the ARB's evaluation of the project relative to compatibility with the immediate environment of the site.

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. The project has a certified Environmental Impact Report (EIR) that included mitigation measures and statements of overriding considerations. The project does not meet the criteria in section 15163 of the CEQA Guidelines to warrant a supplemental EIR, nor does the project meet the thresholds for an addendum under section 15164 of the CEQA guidelines. The proposed changes implement the project described in the EIR.

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 *Daily Post* on October 19, 2018, which is 12 days in advance of the meeting. Postcard mailing occurred on October 16, 2018, which is 16 days in advance of the meeting.

Public Comments

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

Alternative Actions

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

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

Report Author & Contact Information

ARB⁴ Liaison & Contact Information

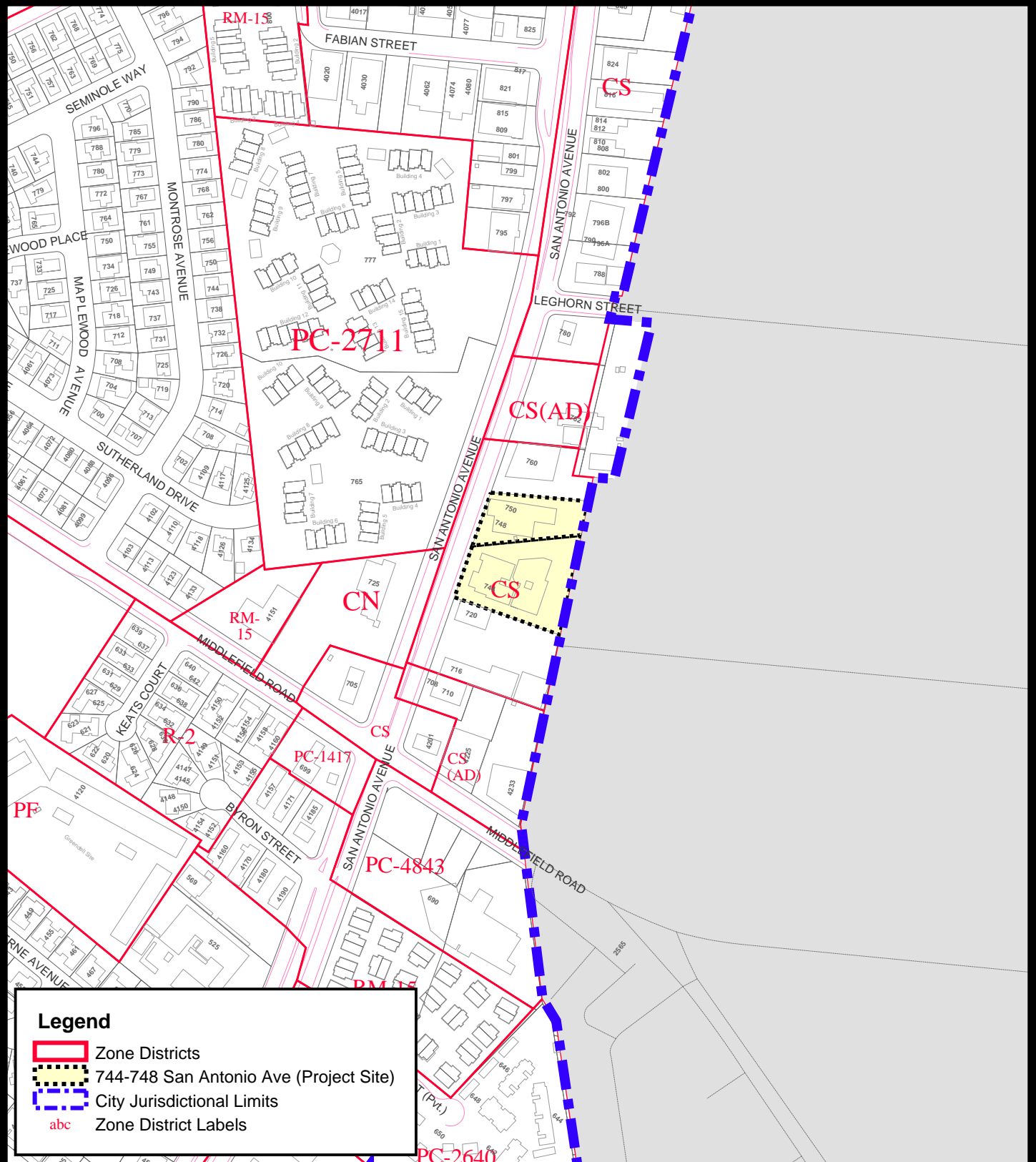
⁴ Emails may be sent directly to the ARB using the following address: arb@cityofpaloalto.org

Sheldon S. Ah Sing, AICP, Contract Planner
(408)340-5642 x 109
sahsing@m-group.us

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

Attachments:

- Attachment A: Location Map (PDF)
- Attachment B: ARB Findings (DOCX)
- Attachment C: Draft Conditions of Approval (DOCX)
- Attachment D: Zoning Comparison Table (DOCX)
- Attachment E: Performance Criteria (DOCX)
- Attachment F: Applicant Letter (PDF)
- Attachment G: Project Plans (DOCX)

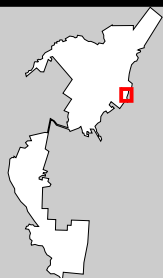


Legend

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



The City of
Palo Alto



744-748 San Antonio Avenue with Zoning Districts Area Map

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



**ATTACHMENT B
ARB FINDINGS FOR APPROVAL**

744 San Antonio Road
18PLN-00347

The design and architecture of the proposed improvements, as conditioned, complies with the Findings for Architectural Review as required in Chapter 18.76 of the PAMC.

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.

The project is consistent with Finding #1 because:

The proposed project complies with the zoning code.

The project is not located within a coordinated area plan and not subject to any relevant design guidelines. There are several comprehensive plan policies that relate to this project which are summarized below:

The proposed project is generally consistent with the following Comprehensive Plan, including the following goals and policies:

<i>Comp Plan Goals and Policies</i>	<i>How project adheres or does not adhere to Comp Plan</i>
<i>The Comprehensive Plan land use designation for the site is Service Commercial (CS).</i>	The project consists of architectural and site planning alterations to an approved project that is allowed in the Service Commercial (CS) which the Comp Plan states may be appropriate.
<i>Land Use and Community Design</i>	
Goal L-1 A compact and resilient city providing residents and visitors with attractive neighborhoods, work places, shopping districts, public facilities and open spaces.	The project retains the City's compact nature because it occurs on a site that is infill and provides an attractive development that is consistent with the City's design criteria.
POLICY L-1.3: Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.	The project is an urban infill development proposal in the urban service area of the City. The revisions are in keeping with the overall original design. The square footage is similar, and the footprint is varied in a minor way. The

POLICY L-1.5: Regulate land uses in Palo Alto according to the land use definitions in this Element and Map L-6.	<p>project is contained within the height limit allowed in the zoning district and is appropriate for hotel development.</p> <p>The project is consistent with the land use definition and Map L-6 because it provides a commercial use on a commercially designated property.</p>
Goal L-2 An enhanced sense of “community” with development designed to foster public life, meet citywide needs and embrace the principles of sustainability.	The proposed project is consistent with the policies that implement Goal L-2 thereby fostering public life, meeting the City’s need for additional hotel space and embracing the principles of sustainability. As noted in Finding #6, the project implements numerous sustainable development techniques.
<p>Goal L-6: Well-designed buildings that create coherent development patterns and enhance city streets.</p> <p>POLICY L-6.2: Use the Zoning Ordinance, design review process, design guidelines and Coordinated Area Plans to ensure high quality residential and commercial design and architectural compatibility.</p>	The project is keeping with the originally approved project. The project is consistent with the City’s Zoning Ordinance because it maintains building setbacks, height, parking standards. Further, the project is subject to the City’s design review process, which ensures a high-quality appearance.
<i>Natural Environment Element</i>	
Goal N-2: A thriving urban forest that provides public health, ecological, economic, and aesthetic benefits for Palo Alto.	The project is consistent with Goal N-2 because it provides screening at the perimeter of the property and trees within the courtyard area of the project site.

The project has also been reviewed for conformance with the development standards in the zoning code and found to be in compliance with the intent and regulations contained therein. A comprehensive review of the project to applicable development standards is included in the administrative record.

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.

The project is consistent with Finding #2 because:

The area is comprised of various commercial buildings of differing heights and size. Generally, the buildings range between one and three stories. The project proposes to construct a building that is taller than the immediate surrounding, although a block away, there are buildings of similar mass and height.

Consistent with the approved the project, the proposal is consistent in design, in that it provides high quality materials and finishes and the color palette is muted and appropriate for the area. The structure is one of the taller buildings in the area, which has not seen a significant amount of redevelopment. While surrounding properties have a maximum floor area ratio of 0.4, hotels are permitted to have a floor area ratio of 2.0. This difference in permitted floor areas necessarily creates a challenge when designing a project to be consistent with the neighborhood character and achieve context design solutions. However, this project addresses these challenges with building articulation and upper level setbacks as well as landscaping where visible from San Antonio Road. The revisions provide modulations consistent in variety of those of the approved project.

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

This finding can be made in the affirmative in that the project provides bike racks near the front of the buildings as well bike lockers in the garage to support the bicycle environment. The project has a single driveway on San Antonio Road, thus reducing conflicts with pedestrians and cyclists. Color and texture pavement is used internally to help with slowing vehicles down and enhancing safety for pedestrians.

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

This finding can be made in the affirmative in that project maintains the streetscape by maintaining the 24-foot special setback, provides bicycle parking at the front and provides step-backs for the buildings along San Antonio Road to reduce its mass.

3. Massing and Setbacks

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

This finding can be made in the affirmative in that the proposed project complies with the CS zoning development standards. In addition, massing is reduced in the front because the project steps back the upper floors and the sides of the buildings includes some variation in the facades.

4. Low Density Residential Transitions

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

The project does not directly abut a lower scale residential development. Therefore, this context-based criteria is not applicable.

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

This finding can be made in the affirmative in that the project provides on-site amenities areas and outdoor plaza areas for guests.

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

This finding can be made in the affirmative in that the project provides some surface parking and most the parking below grade. The revised driveway allows for efficient space for the valet parking operations. Adequate areas are included for on-site circulation for those with disabilities, services including solid waste pick-up, emergency equipment and the project provides adequate areas for loading. The site includes one driveway from San Antonio Road to serve the site.

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

Much of the immediately adjacent structures are lower profile in design. A residential development across the street reaches two to three stories in height, with significant setbacks from San Antonio. In addition, there is a large development nearby at the corner of San Antonio Road and East Charleston Road, which is similar in height and massing. In addition, the project conforms to the development standards for the area, which is in transition.

8. Sustainability and Green Building Design

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

This finding can be made in the affirmative in that the project is subject to the California Green Building Code (CalGreen, Tier 2). These measures include some of the following:

- Building orientation to optimization to provide daylight to hotel interiors
- High performance, low-emissivity glazing
- A cool, solar-ready roof, and roof insulation beyond building code minimums
- Use of energy-efficient LED lighting
- Low-flow plumbing and shower fixtures
- Harvesting of collected rainwater for irrigation
- Dual-plumbing systems for future use of greywater in toilets and other areas (in anticipation of future availability of greywater in the project vicinity)

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.

The project is consistent with Finding #3 because:

The project is consistent with the original approved project with respect to this finding. The project proposes a contemporary style that is compatible with recent development within the vicinity, however, not particularly with the existing development adjacent to the project site. The project does use materials such as wood laminate, stucco plaster surfaces, and metal paneling. As conditioned, the stucco surfaces will be a smooth finish texture. The proposed colors are muted and are compatible with surrounding color schemes.

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 project is consistent with Finding #4 because:

The design of the new buildings will provide connectivity throughout the property and will result in fewer driveway cuts, which will reduce the amount of potential conflicts with pedestrians and cyclists. The project provides most of its parking below grade with a single ramp down. The project provides different colors and textures for the pedestrian areas and this alerts those in vehicles to slow down in the presence of pedestrians.

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.

The project is consistent with Finding #5 because:

The project will provide a variety of drought-tolerant planting. Some of the plantings were selected from a California native palette. The selected varieties of trees would provide appropriate habitat for wildlife as a part of a bigger neighborhood and community wide system. Additional landscaping is provided on the terraces of the buildings along the front elevation. Additional density of trees is located along the San Antonio Road frontage providing a larger buffer. The Architectural Review Board Subcommittee reviewed the plant varieties of the originally approved project. The proposed project maintains the plant varieties.

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

The project is consistent with Finding #6 because:

In accordance with the City's Green Building Regulations, the building will satisfy the requirements for CALGreen Mandatory + Tier 2. Several green building measures are included in the design and construction including:

- Building orientation to optimization to provide daylight to hotel interiors
- High performance, low-emissivity glazing
- A cool, solar-ready roof, and roof insulation beyond building code minimums
- Use of energy-efficient LED lighting
- Low-flow plumbing and shower fixtures
- Harvesting of collected rainwater for irrigation
- Dual-plumbing systems for future use of greywater in toilets and other areas (in anticipation of future availability of greywater in the project vicinity)

ATTACHMENT C
CONDITIONS OF APPROVAL

744 San Antonio Road
18PLN-00347

PLANNING DIVISION

1. CONFORMANCE WITH PRIOR APPROVAL. This approval is subject to Record of Land Use Action No. 2017-8 except as modified by these conditions of approval.
2. CONFORMANCE WITH PLANS. Construction and development shall conform to the approved plans entitled, "Courtyard by Marriott & AC by Marriott, 744-748 San Antonio Road, Palo Alto, California," stamped as received by the City on October 12, 2018 on file with the Planning Department, 250 Hamilton Ave, Palo Alto, CA except as modified by these conditions of approval.
3. BUILDING PERMIT. Apply for a building permit and meet any and all conditions of the Planning, Fire, Public Works, and Building Departments.
4. BUILDING PERMIT PLAN SET. The Architectural Review (AR) approval letter including all Department conditions of approval for the project shall be printed on the plans submitted for building permit. Project plans submitted for Building permits shall incorporate the following changes:
 - a. The project shall incorporate the required 30 long term bike parking spaces in a convenient location as determined by Transportation and the Director of Planning.
5. PROJECT MODIFICATIONS: All modifications to the approved project shall be submitted for review and approval prior to construction. If during the Building Permit review and construction phase, the project is modified by the applicant, it is the responsibility of the applicant to contact the Planning Division/project planner directly to obtain approval of the project modification. It is the applicant's responsibility to highlight any proposed changes to the project and to bring it to the project planner's attention.
6. PEDESTRIAN ACCESS: The owner or designee prior to issuance of building permits demonstrate that direct pedestrian access is provided from the San Antonio Road sidewalk to the Courtyard Hotel (north building). A separate accessible ramp is required unless a more centralized ramp is provided to serve both hotels that is closer to the central driveway.
7. PROJECT EXPIRATION. The project approval shall automatically expire after two years from the original date of approval, if within such two-year period, the proposed use of the site or the construction of buildings has not commenced pursuant to and in accordance with the provisions of the permit or approval. Application for a one year extension of this entitlement may be made prior to the expiration. (PAMC 18.77.090(a))

8. INDEMNITY: To the extent permitted by law, the Applicant shall indemnify and hold harmless the City, its City Council, its officers, employees and agents (the “indemnified parties”) from and against any claim, action, or proceeding brought by a third party against the indemnified parties and the applicant to attack, set aside or void, any permit or approval authorized hereby for the Project, including (without limitation) reimbursing the City for its actual attorneys’ fees and costs incurred in defense of the litigation. The City may, in its sole discretion, elect to defend any such action with attorneys of its own choice.
9. FINAL INSPECTION: A Planning Division Final inspection will be required to determine substantial compliance with the approved plans prior to the scheduling of a Building Division final. Any revisions during the building process must be approved by Planning, including but not limited to; materials, landscaping and hard surface locations. Contact your Project Planner, Sheldon Ah Sing at sahsing@m-group.us to schedule this inspection.

ATTACHMENT D
ZONING COMPARISON TABLE
744-748 San Antonio Road, 18PLN-00347

Table 1: COMPARISON WITH CHAPTER 18.16 (CS DISTRICT) Non-residential Development Standards			
Regulation	Required	Approved	Proposed
Minimum Site Area, width and depth	None	1.91 acres (83,440.93 sf)	1.91 acres (83,440.93 sf)
Minimum Front Yard	0 - 10' to create an 8' - 12' effective sidewalk width ^{(1), (2), (8)}	24 feet	No change
Rear Yard	None	10 feet	No change
Interior Side Yard (if abutting residential zone district)	None	10 feet	No change
Street Side Yard	None	Not Applicable	Not Applicable
Build-to-lines	50% of frontage built to setback on El Camino Real 33% of side street built to setback ⁽⁷⁾	186 feet (77%) No Street side yard	178 feet (63%)
Special Setback	24 feet – see Chapter 20.08 & zoning maps	24 feet	No change
Max. Site Coverage	None	39.63% (33,075 sf)	No change
Max. Building Height	50 ft or 35 ft within 150 ft. of a residential district (other than an RM-40 or PC zone) abutting or located within 50 feet of the site	49'-4"	50 feet
Max. Floor Area Ratio (FAR)	Hotel: 2.0:1(166,882 sf)	166,065 (1.99:1)	166,878 (1.99:1)

(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..

(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

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

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

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

Type	Required	Approved	Proposed
Vehicle Parking	1 space per guestroom 294 rooms = 294 parking spaces	294 spaces Condition of approval to eliminate second basement level	294 spaces, includes 101 standard spaces, 7 accessible spaces, 128 mechanical lift spaces and 58 valet spaces
Bicycle Parking	1 space per 10 guestrooms (100% LT) 30 required	30 provided	30 Spaces Condition of approval to ensure design to be for Long-term
Loading Space	2 loading spaces for 30,000 - 69,999 sf	2 spaces	No change

ATTACHMENT E

Performance Criteria 18.23
 744 San Antonio Road
 18PLN-00347

These performance criteria are intended to provide additional standards to be used in the design and evaluation of developments in the multi-family, commercial, and industrial zones. The purpose is to balance the needs of the uses within these zones with the need to minimize impacts to surrounding neighborhoods and businesses. The criteria are intended to make new developments and major architectural review projects compatible with nearby residential and business areas, and to enhance the desirability of the proposed developments for the site residents and users, and for abutting neighbors and businesses.

18.23.020 Trash Disposal and Recycling

Assure that development provides adequate and accessible interior areas or exterior enclosures for the storage of trash and recyclable materials in appropriate containers, and that trash disposal and recycling areas are located as far from abutting residences as is reasonably possible.

Project Consistency

The trash enclosures are in the rear of the property, opposite from the residential areas across San Antonio Road. Noise associated with the servicing of the solid waste facilities would be shielded by the new buildings.

18.23.030 Lighting

To minimize the visual impacts of lighting on abutting or nearby residential sites and from adjacent roadways.

The proposed exterior lighting is sufficient to provide safe circulation and is directed downward to reduce glare and impacts to the neighboring residents. Outside lighting on the proposed building would be limited, focused at the ground floor level, and comparable in brightness to the ambient lighting in the surrounding area. Landscape or architectural accent lighting that is aimed upward, would contain glare control, louvers or be shielded from direct vertical uplight, consistent with this PAMC Section.

18.23.040 Late Night Uses and Activities

The purpose is to restrict retail or service commercial businesses abutting (either directly or across the street) or within 50 feet of residentially zoned properties or properties with existing residential uses located within nonresidential zones, with operations or activities between the hours of 10:00 p.m. and 6:00 a.m. Operations subject to this code may include, but are not limited to, deliveries, parking lot and sidewalk cleaning, and/or clean up or set up operations, but does not include garbage pick-up.

The hotel includes ancillary uses that are associated with guest services and not open to the public. Any loading would occur in the rear of the property. All uses are more than 50 feet from residentially zones or residentially used properties.

18.23.050 Visual, Screening and Landscaping

Privacy of abutting residential properties or properties with existing residential uses located within nonresidential zones (residential properties) should be protected by screening from public view all mechanical equipment and service areas. Landscaping should be used to integrate a project design into the surrounding neighborhood, and to provide privacy screening between properties where appropriate.

The project provides the required setback and includes vegetation and tree plantings within the setback and open spaces. Mechanical equipment areas are screened appropriately .

18.23.060 Noise and Vibration <p>The requirements and guidelines regarding noise and vibration impacts are intended to protect residentially zoned properties or properties with existing residential uses located within nonresidential zones (residential properties) from excessive and unnecessary noises and/or vibrations from any sources in abutting industrial or commercially zoned properties. Design of new projects should reduce noise from parking, loading, and refuse storage areas and from heating, ventilation, air conditioning apparatus, and other machinery on nearby residential properties. New equipment, whether mounted on the exterior of the building or located interior to a building, which requires only a building permit, shall also be subject to these requirements.</p>	Project Consistency <p>The project will comply with the City's noise ordinance. The trash enclosures are in the rear of the property.</p>
18.23.070 Parking <p>The visual impact of parking shall be minimized on adjacent residentially zoned properties or properties with existing residential uses located within nonresidential zones.</p>	<p>The project provides most of its parking below grade. The parking that is located at-grade is shielded by the new buildings and not visible from San Antonio Road.</p>
18.23.080 Vehicular, Pedestrian and Bicycle Site Access <p>The guidelines regarding site access impacts are intended to minimize conflicts between residential vehicular, pedestrian, and bicycle uses and more intensive traffic associated with commercial and industrial districts, and to facilitate pedestrian and bicycle connections through and adjacent to the project site.</p>	<p>The site circulation facilitates access for all modes of transportation. The project includes short-term and long-term bike parking. On-site vehicular parking is valet and most of the parking is below ground. Pedestrian areas include colored and textured pavement that would enhance safety.</p>
18.23.090 Air Quality <p>The requirements for air quality are intended to buffer residential uses from potential sources of odor and/or toxic air contaminants.</p>	<p>The project will not produce odors or toxic air contaminants because it contains mechanical equipment that will conform to manufacturer requirements designed to protect human health.</p>
18.23.100 Hazardous Materials <p>In accordance with Titles 15 and 17 of the Palo Alto Municipal Code, minimize the potential hazards of any use on a development site that will entail the storage, use or handling of hazardous materials (including hazardous wastes) on-site in excess of the exempt quantities prescribed in Health and Safety Code Division 20, Chapter 6.95, and Title 15 of this code.</p>	<p>This is not applicable to the proposed uses associated with the project.</p>

Randolph B. Popp

ARCHITECT

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17 November 2018

Mr. Jonathan Lait
City of Palo Alto Planning Division
250 Hamilton Ave.
Palo Alto, CA 94301

Re: 744-750 San Antonio Road Application 15PLN-00314
Project Design Revisions – Minor ARB Application

Mr. Lait:

We are hereby requesting a Minor ARB Review for design changes we are proposing from the approved application. Materials describing the changes have been prepared and are included with this submittal. Changes to the elevations primarily have been made to reflect refinement of the interior organization of space within the building. We will share some updated colors we hope will be acceptable. Materials and placement remains in general conformance with the approved design.

To help understand the changes more easily, we offer the following:

Courtyard by Marriott:

North Elevation

- At all levels, the plan profile of the building is generally unchanged.
- First level window placement and size has been adjusted to reflect the interior reorganization of space.
- Upper level window placement and size is generally unchanged
- Building materials

West Elevation

- At the first level, the plan profile of the building is generally unchanged.
- 2nd and 3rd level plan profile of the building has improved with an added recess at the central full height glazing to increase shadow and provide more interest.
- 4th and 5th level – due to structural constraints imposed because of the concrete frame, the roof and some room areas have been extended to be consistent with column or beam locations. We have maintained the overall articulation of the wall plane and overhang of the roof which is consistent with the approach taken in the approved plan. The plan profile of the building is generally unchanged.
- First through 3rd level window placement and size has remained generally unchanged but has been adjusted to reflect the interior reorganization of space.
- 4th and 5th level window placement and size has been refined to be more consistent with the room types they reflect and overall pattern.

East Elevation

- At all levels, the plan profile has improved with greater articulation expressing the end of the internal hallway.
- A mechanical exhaust for the garage and laundry has been added to help break up the portion of the building which does not have other fenestration.

Marriott AC:

South Elevation

- At the first level, the plan profile has improved with greater articulation, particularly in the area of the guest rooms. Additional material placement changes have been to be consistent with the overall pattern and style.
- First level window placement and size has been adjusted to reflect the interior reorganization of space.
- 2nd through 5th level, the plan profile of the building is generally unchanged.

West Elevation

- At the first level, the plan profile of the building is generally unchanged.
- 2nd and 3rd level plan profile of the building has improved with an added recess at the building corner closest to the entrance to increase shadow and provide more interest.
- 4th and 5th level – due to structural constraints imposed because of the concrete frame, the roof and room areas have been extended to be consistent with column or beam locations. We have maintained the overall articulation of the wall plane and overhang of the roof which is consistent with the approach taken in the approved plan.
- First level window placement has been adjusted to reflect the interior reorganization of space.
- 2nd through 5th level window placement and size has remained generally unchanged.

East Elevation

- At all levels, the plan profile has improved with greater recess at the end of the internal hallway which will increase shadow and add interest.
- Material color has been adjusted here to be more consistent with the architectural concept we have for the design. We prefer the contrast this creates and helps to differentiate the two brands in an area where there is no signage planned.

Overall Site Plan at Grade/Podium Level

We have updated the central shared drive, lengthening it as was encouraged by the Board. We have moved the building entry points further back to improve stacking for vehicular circulation and to limit pedestrian and vehicular interaction. Revisions to the Landscape, resulting from the changes, are included as well. We have increased the plant density and overall character of the frontage by removing the duplicate pathways. Quantity of bike parking is coordinated with the requirements and is distributed to both the front (guest and shared bike use) and the rear (staff use). A greater number of gathering areas have been created with a variety of fire tables, 'picnic' spaces, and casual seating.

Open COA Item

We have included detail for the terrace design on Sheets A-9.0/A-10.0 as part of this package. While furniture decisions have not been finalized, the condition asked for us to identify the planters and plant material palette. We believe what is proposed will be attractive and easy to maintain for longevity. The plants are drought tolerant, compatible with container planting, colors which will complement the architecture, and texture that will be interesting.

Roof Parapet and Mechanical Screen Elements

We have now fully designed the building mechanical systems and as a result, have adjusted the placement and extent of the mechanical screening elements. We have also addressed the placement and height of the elevator penthouse and roof access stair elements. We have reviewed these changes, with Planning Staff and have confirmed these changes do not exceed the interpretation of building height.

Future Items

We plan to return to the Board in the near future for review of overall building signage and a request for a Parking Reduction.

In closing, we believe the changes we have proposed represent thoughtful and appropriate refinement of the design, aligned with the approved proposal, and consistent with the goals and direction articulated by the ARB during their review.

Thank you,

A handwritten signature in black ink, appearing to read 'R. B. Popp', written in a cursive, stylized script.

Randy B. Popp, Architect

Attachment G

Project Plans

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

Directions to review Project plans online:

1. Go to: bit.ly/PApendingprojects
2. Scroll down to find “744 San Antonio 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=4394&TargetID=319>