



STANFORD UNIVERSITY
DEPARTMENT OF PROJECT MANAGEMENT
LAND, BUILDINGS AND REAL ESTATE

February 1, 2021

Ms. Charu Ahluwalia
County of Santa Clara
Department of Planning and Development
County Government Center, East Wing
70 West Hedding Street
San Jose, CA 94110-1705

Re: Architecture and Site Approval (ASA) and Grading Approval – Land, Buildings & Real Estate (LBRE)
Replacement Building
File number PLN20-081

Dear Ms. Ahluwalia,

I am responding to your letter dated 10/30/2020 regarding the referenced submittal.

PLANNING OFFICE

Transportation and Circulation

1. *Staff received the application materials for this project (on October 2, 2020) and a comment letter from the City of Menlo Park regarding traffic concerns relating to the project (on October 16, 2020). The application materials and Menlo Park comment letter were provided to the County traffic consultant AECOM for peer review. AECOM provided the attached evaluation memo dated October 16, 2020 with additional submittal requirements. Please provide an updated Local Access and Circulation Study in response to the attached AECOM memo. Include a response letter describing the changes to the study.*

Response:

Please see the updated Local Access and Circulation Study and response memo from Fehr & Peers.

The AECOM memo includes several comments on Plan C2.0 and C9.0. The memo from Fehr & Peers does not directly address the comments noted in the peer review. The revised drawing set includes an updated version of C9.0 which addresses the comments.

Demolition at Bonair Siding

2. *The DPR forms submitted for buildings proposed for demolition at Bonair Siding*

was peer-reviewed by the County's consultant LSA Associates, Inc. (LSA). LSA provided the attached peer review memo with additional information requirements. Please provide an updated DPR Form in response to this memo, and a response letter describing the changes.

Response:

Please see response memo and revised DPR. Page and Turnbull has prepared the documentation on behalf of Stanford.

FIRE MARSHAL

3. *Buildings three stories in height or greater than 30 feet in height are required to have a minimum of two fire truck access roads, with a minimum drivable width of 26 feet. Width of the secondary truck access road is shown as 24 feet on sheet C8.0 (Fire Access Plan). Revise sheet C8.0 to increase width of the secondary truck access road to 26 feet.*

Response:

Per a December 1, 2020 zoom conversation between SCCFMO (Brad Fox, Alex Goff), Stanford (Aaron McCarthy, Andre da Vitoria, Will Howekamp), and ZGF Architects (Doug Sams) the shape and heights of the building were clarified. Per the updated C8.0 sheet, the majority of the project is under three stories with roof height < 30'. After review, SCCFMO concluded that 26-foot width of Fremont Road was sufficient and thus the North Service Road could remain 24 feet due to the low height of the building along the north service road. The revised drawings include an updated version of C8.0. which details the heights of the structure and distances from Fremont Road. Additionally, Stanford agreed to increase the width of the Corporation Yard east gate from 11 feet to 16 feet. The intent of this update is to allow fire trucks to access the south end of Fremont Road via Electioneer Road if a fire truck happens to block Fremont Road while servicing the LBRE building.

4. *One side of the proposed structure is required to have a minimum 26 feet drivable width and distance of the same fire access road from all portions of the proposed structure edge must be between 15 feet and 30 feet.*
 - a) *Clarify if Fremont Road is the fire access road that meets this requirement. Fremont Road does not meet this requirement fully as distance of Fremont road from the north eastern length of the structure's edge is over 30 feet (shown as 38'-2"). Revise plans to meet the distance requirement.*

Response:

At the above-mentioned December 1, 2020 zoom conversation, the shape of the building (including the roof parapet edges) was clarified to show distances from the façade to the Fremont Rd. C8.0 has been updated to clarify the location of the building's east façade and the distances from Fremont Road. SCCFMO concluded during the call that the single 26-foot wide access road off Fremont Road was adequate, given the clarifications discussed and reflected in the updated Sheet C8.0.

- b) *Fremont Road is lined with a number of trees. The tree removal plan L1.1 shows tree # 63 - #72 will be removed. Trees shown on sheet C8.0 below tree #63 may impact the fire apparatus from laddering the side of the proposed structure. Clarify if the trees shown on sheet C8.0 below tree #63*

would impact fire department access to the roof. Provide a note on sheet C8.0 with this information or update the tree disposition sheet L1.1.

Response:

During the December 1, 2020 zoom conversation mentioned above, the trees along Fremont Road were discussed. Stanford presented an exhibit that showed the relationship of the ladders from a fire truck to access the parapet at the top of the building. The updated version of Sheet C8.0 includes a diagram displaying the ladder access which works with the planned trees.

ADDITIONAL INFORMATION

1. *In the peer review memo provided by AECOM, recommendations are made to bring the plans into compliance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD) guidelines. Please consider revising the signing and striping plans per these recommendations prior to the resubmittal.*

Response:

The memo from Fehr & Peers does not directly address AECOM's comments on C2.0 and C9.0. The revised sheet C9.0 included in the revised ASA drawing set addresses AECOM's signage and striping comments. If general traffic and pedestrian safety has been adequately addressed, Stanford respectfully requests that any further minor recommendations are addressed as a condition to be resolved in subsequent LBRE Building permit submission(s).

2. *A comment letter from the City of Menlo Park regarding traffic concerns relating to the project was submitted to the County on October 16, 2020 (attached). The letter refers to City Staff's engagement of Advanced Mobility Group for providing peer review of the assumptions for the vehicle and truck trip assignments. County has not yet received the city's additional peer review comments. Once received, the additional comments provided by Menlo Park will need to be reviewed by County Staff and traffic consultants.*

Response:

Menlo Park issued two comment letters to the County of Santa Clara Department of Planning and Development, Planning Division, dated October 16, 2020 and November 19, 2020. Stanford was directed by the County of Santa Clara to respond to the following:

1. The analysis memo prepared by the County of Santa Clara's consultant, AECOM, dated October 28, 2020, and included in the County of Santa Clara's incomplete letter dated October 30, 2020;
2. An additional email request from the County of Santa Clara Department of Planning and Development Planning Division, dated December 3, 2020 (*included as an attachment to this response letter*).*

In response to AECOM's analysis, a memo from Fehr & Peers is submitted as part of this response package to the County of Santa Clara Department of Planning and Development, Planning Division.

Stanford is providing the following in response to the County's email request:

**Clarification note: The December 3, 2020 email from the County states: “as indicated at the meeting on 11/30/2020, Stanford instructs their truck drivers to use a route that does not include Alpine Road. The County is requesting that Stanford include with their resubmittal the specific language and process by which Stanford makes that routing request to their truck drivers.”)*

As clarified further via phone on December 8, 2020, and in this response, Stanford did not state that it addresses the Alpine Road truck routes directly with truck drivers. Rather, Stanford addresses this with its General Contractors. Thus, Stanford's response below references General Contractors rather than truck drivers.

The City of Menlo Park designates the segment of Alpine Road between Junipero Serra Boulevard and approximately Stowe Lane, as a “Unlimited Truck Route” and requires trucks exceeding 3 tons to carry a Menlo Park Truck Route Permit. (<https://www.menlopark.org/157/Truck-route-permits>). The section of Alpine Road within the County of San Mateo’s jurisdiction is currently a legal truck route. San Mateo County has not set any limits on its use or undesignated it as a truck route.

That said, in response to neighbor concerns, Stanford discourages the use of Alpine Road as a trucking route for campus construction projects. As part of Stanford’s contracts with General Contractors, Stanford requires the General Contractor to follow the Stanford Truck Routes map posted to both <https://stanford.app.box.com/v/Truck-Routes-Map> and <https://transportation.stanford.edu/maps-resources-access/map>. This map indicates Alpine Road is an “alternate truck route (less preferable)” and Sand Hill Road, El Camino and Page Mill Road as “Truck Route (Stanford preferred)”.

Stanford is not able to directly instruct individual truck drivers of this map, as they are typically subcontracted to the General Contractor. Rather, Stanford instructs the General Contractors to ensure that throughout the course of construction, trucks associated with the campus project are to avoid using Alpine Road.

In summary, Stanford has actively discouraged construction trucks coming to and from campus from using Alpine Road, reminds contractors often, includes a Stanford truck route map within its contracts, and is willing to comply with the truck routes as designated by each jurisdiction.

If you have additional comments or questions, please don’t hesitate to call.

Best Regards,



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