May 19, 2005

Maureen Cassingham, City Manager  
Town of Los Altos Hills  
26379 Fremont Road  
Los Altos Hills, CA  94022-2624

Dear Ms. Cassingham:

Thank you for the opportunity to clarify actions the City of Palo Alto Council has taken in approving the Mayfield Development Agreement with Stanford University. We also appreciate the time your staff has taken to meet with Palo Alto staff and its efforts to clarify the facts pertaining to development agreement.

The City of Palo Alto is committed to working with Los Altos Hills and all our neighbors in implementing the Mayfield Agreement. The following clarifies the agreement and responds to questions posed by Los Altos Hills staff:

**FACT SHEET QUESTIONS/ANSWERS FOR LOS ALTOS HILLS:**

**QUESTION:** What development controls exist in the Stanford Research Park and does the Development Agreement change the development potential within the Park?

**RESPONSE:** The Development Agreement (DA) does not result in more development or square footage than currently permitted within the Stanford Research Park. It provides the mechanism to relocate 300,000 square feet of currently developed space to different sites within the Park. It allows individual sites to accommodate the relocated square footage by increasing the allowable floor area in a site by up to 25%. The DA will affect approximately 10% of the square footage allowed in the Research Park and will not result in more development than would otherwise be allowed in the overall Park.

The Research Park consists of 700 acres and has approximately 10 million square feet of development within its boundaries. Under the current Stanford Research Park Zoning, the potential remains for another 870,000 square feet of development. That development will occur gradually over the next ten to twenty years, as allowed by the City of Palo Alto’s Comprehensive Plan.
**QUESTION:** Are there any plans now or in the future to widen Arastradero Road from 2 to 4 lanes between Foothill Expressway and Hwy 280?

**RESPONSE:** No. Palo Alto has no plans to change the design of this two-lane roadway now or in the future. In fact, the installation of the two traffic signals at Arastradero/Hillview-Fremont and Arastradero/Deer Creek was recommended to eliminate the need for any roadway widening. Future traffic increase due to local and regional growth (associated with new developments and higher occupancy rates of existing developments) cannot be avoided. However, the traffic analysis completed as part of the Mayfield Project EIR concludes that the intersections signalization would mitigate the overall traffic growth including the full buildout of the development agreement, thus eliminating the need for additional traffic lanes or roadway widening in the future.

**QUESTION:** When will the traffic signals be installed at the intersections of Arastradero/Deer Creek and Arastradero/Fremont-Hillview?

**RESPONSE:** Palo Alto staff will monitor these two intersections yearly in conjunction with the City’s annual intersection monitoring program. The traffic signals would not be installed until the actual traffic conditions as measured in the field reach the thresholds that would justify their installation. It is anticipated that the traffic signals will be needed within the next 3 to 5 years.

**QUESTION:** Is the City of Palo Alto willing to meet with Los Altos Hills residents now to explain the need for traffic signals on Arastradero Road and then again in the future before the traffic signals are designed and implemented?

**RESPONSE:** Yes. City of Palo Alto staff would be happy to meet with LAH residents within the next three to four weeks to discuss this issue and would be happy to meet with LAH residents again before any signals on Arastradero Road are designed and put in place.

**QUESTION:** What would the proposed traffic signals at Hillview-Fremont/Arastradero and Deer Creek/Arastradero look like?

**RESPONSE:** The City will be able to exercise discretion and considerable flexibility in the design, appearance and operation of the new traffic signals. Palo Alto would work with Los Altos Hills during the design phase to develop the most appropriate design for each location. The signals could be designed to a rural standard (signals mounted on overhead wires) rather than the normal suburban standard (fixed poles, mast arms, etc.).

**QUESTION:** Will the recommended installation of the traffic signals on Arastradero Road increase the potential for cut-through traffic on Los Altos Hills streets?

**RESPONSE:** No. In view of the layout of the roadway network, location of the two intersections within the network and the served land uses, Palo Alto staff concludes that the traffic signals will not encourage cut-through traffic within the Town of Los Altos Hills. The signals will improve the operation of the two intersections and will reduce queuing and delay at
the intersections during morning and evening peak periods, thereby reducing the need for drivers to seek alternative and less direct routes within Los Altos Hills.

**QUESTION:** Will drivers on Hillview-Fremont experience more delays as a result of signal installation?

**RESPONSE:** No. Signal phasing and timing will be designed to properly accommodate vehicular traffic movements on all approaches. It should also be noted that the signal installation will enhance safety conditions for pedestrian and cyclist crossings.

**QUESTION:** What other measures to reduce traffic impacts are included in the Development Agreement?

**RESPONSE:** The Development Agreement includes provisions for Stanford University to implement a phased Transportation Demand Management (TDM) program to reduce commute trips into the Research Park. The TDM program initially includes a ½ time coordinator (which will transition to into a full time position as further development occurs) to work with all employers and employees in the Research Park to encourage alternative commute modes including transit, carpooling, walking and bicycling as well as flexible work hours and telecommute programs. In addition, Stanford University will expand service on the existing Caltrain Deer Creek Shuttle and Hanover Shuttle. The City’s development review process also encourages on-site employee amenities (such as employee cafeterias, ATM machines, dry cleaners, on-site training, exercise facilities, etc.) to reduce the need for midday trips.

The traffic signal installation and the TDM measures will also have air quality benefits. The new traffic signals will reduce vehicle stopping and associated engine idling while the TDM measures will eliminate trips through telecommuting, as well as shift automobile trips to more environmentally friendly modes.

Sincerely,

FRANK BENEST
City Manager
City of Palo Alto