STANFORD UNIVERSITY FACULTY HOUSING PROJECT

PROJECT DESCRIPTION
September 12, 2019

Overview

Stanford University proposes to develop a portion of University property (often referred to as the "Stanford Wedge") in the Town of Portola Valley to create 27 single-family residences for Stanford faculty and 12 affordable multifamily housing units. Approximately 6 acres, or 8% of the project site, would be developed, and the remainder of the 75.4-acre site would be preserved as open space. Development would be clustered in the small portion of the property that is flattest and closest to existing infrastructure.

The project objectives are to:

- Maximize single-family housing opportunities in an area the Town has studied and approved for housing.
- Include sufficient affordable housing to make progress toward the Town's fair share low-income housing needs under the Housing Element of the Town's General Plan, enable a density bonus, and comply with the Town's inclusionary housing ordinance.
- Cluster development closest to existing infrastructure on relatively flat land, in a manner that preserves substantial open space and steep slopes, and fosters a sense of community.

Project Site

The project site is a triangular-shaped property of approximately 75.4 acres commonly called the Stanford Wedge property. It is located immediately west of Alpine Road in the northeastern part of the Town. (APN 077-281-020). The site is largely undeveloped, but the portion of the site proposed for development is currently occupied by the Alpine Rock Ranch, a horse boarding facility with stables. Elevations within the project site range from approximately 323 feet to 678 feet above sea level, but the development site is limited to a relatively flat portion along Alpine Road that is surrounded by steep hillsides to the sides and rear of the property.

The Glenoaks Stables are located across Alpine Road from the southeastern boundary of the site. Single-family homes are located to the north, west, and south of the project site.

The property is designated "Conservation-Residential" in the General Plan. That designation includes relatively accessible undeveloped lands with some potential geologic instabilities, which are to be developed using a slope-intensity standard. The Town's 2015 Housing Element contemplates single-family homes on the site and affordable housing that can help meet the Town's Regional Housing Needs Allocation (RHNA) requirements.

The site is zoned Residential Estate (R-E) and is subject to the 3.5A residential density combining district, the SD-2 slope-density combining district, and the D-R design review combining district.

Physical Development

Maximum allowable density at the site is governed by the Municipal Code and the State Density Bonus Law (Government Code section 65915). Municipal Code sections 18.50.040 and 18.50.050(A) impose a slope-density formula that yields just over 20 lots for the site. Municipal Code sections 17.20.215, 18.04.055 and 18.44.060(H) allow and require inclusionary housing that may be configured as multifamily housing, resulting in a maximum base density of 18 single-family units and 12 multifamily affordable units (or 30 total base units). By restricting 20% of these units to low-income households, the project qualifies under state law for a 35% density bonus, which would allow 11 additional market-rate units. The project proposes 9 rather than 11 bonus market-rate units, resulting in a total of 27 market-rate single-family homes and 12 affordable multifamily units on a total of 30 developable lots.

This development would be clustered on roughly 6 acres (or 8% of the total site area) of the flattest and most readily developable area of the property next to Alpine Road.

The 27 single-family homes would be located on clustered lots as a planned unit development. Most of these homes would be separated from each other, while 6 of the homes would be configured into 3 duets. Each single-family home would be located on its own lot. The homes would be two stories, each having three or four bedrooms and a study. No accessory dwelling units would be constructed as part of the project. The single-family homes are anticipated to range from approximately 1,800 square feet to 2,100 square feet. Parking in the amounts required by the State Density Bonus Law would be accommodated through a combination of one-car garages and uncovered parking spaces primarily located on each lot. Lot sizes would be in the range of 3,300 to 4,800 square feet. These lot sizes are smaller than those permitted by local zoning, but would be permitted pursuant to a State Density Bonus Law incentive/concession. The individual homes would have private fenced rear yards. Each single-family lot would be subject to a ground lease.

Under the Town of Portola Valley's inclusionary lot requirements, three lots must be developed as affordable housing. Up to 4 affordable units may be placed on each lot provided under the inclusionary housing program, allowing up to 12 multifamily affordable units on the property. At least 6 of the 12 affordable units would be set aside for low-income households.

The 12 multifamily rental units would be clustered on three lots of approximately 6,200 to 8,300 square feet each, with a four-unit building on each lot. Each multifamily building would contain two studio units (approximately 475 SF each), one 1-bedroom unit (approximately 600 SF), and one 2-bedroom unit (approximately 975 SF). The project would provide parking consistent with the requirements of the State Density Bonus Law.

The architectural style of the single-family homes and the multifamily buildings could be characterized as traditional in form and modern in execution. Simple gable roof forms, two-story bays, and covered entries would be clad in painted cement fiber siding with wood accents, standing seam metal roofs, and large metal-clad wood windows with narrow trim and crisp detailing. Colors would be muted—gray to gray-blue tones—typically with two colors per building, and gray metal roofs.

The buildings as proposed would comply with Wildland Urban Interface (WUI) materials and construction methods for exterior wildfire exposure as required per CBC 701A.3, CRC R337.1.3. All buildings would be equipped with an automatic sprinkler system. A defensible space area within 0-5' of the building would be noncombustible. A 4" vertical noncombustible separation zone on the building would be maintained between the siding and the ground plane (or other built horizontal surfaces).

The proposed buildings would be built with WUI materials and comply with construction methods for wildfire exposure, including:

- Roofs of metal or tile.
- Protected vents in eaves or cornices with baffles to block embers.
- Eaves and soffits protected with ignition-resistant or non-combustible materials.
- Dual-paned windows with one pane of tempered glass to reduce the chance of breakage in a fire.
- Walls made of ignition resistant building materials, such as fiber cement, wall siding, fire retardant, treated wood, stucco, or other approved materials.
- Decks (if provided) would be built with ignition-resistant, non-combustible, or other approved materials.

In addition, a Zone 1 wildfire protection area, consisting of irrigated, low-fuel landscaping would be established around the perimeter of the buildings and common open space areas within the development area. A Zone 2 defensible space would be established, where grasses are kept mowed, dead plant material is removed, and space is kept between shrubs, larger trees, and other combustible materials, would be maintained within 200' of buildings. Further out, shaded fuel breaks may be used to reduce the fuel load in the surrounding area. The Zone 1 and Zone 2 areas would be owned and maintained by the project homeowner's association.

The project would be configured as shown in the concept design package. Buildings would be constructed on both sides of a new, private loop road that connects at both ends to Alpine Road. This layout is proposed pursuant to a State Density Bonus Law incentive/concession for relief from the development standard in paragraph 2105.4 of the General Plan Land Use Element, to the extent this provision could be read to apply to the proposed project. That paragraph otherwise might be read to require a layout that includes several small separated clusters of houses, each with substantial direct frontage on common open space.

The project would include common open space areas, which could be used for recreational purposes. These open space areas include areas that front Alpine Road, creating a visual buffer between the road and the project. A trail would be constructed in the open space area, behind lots 1 – 14. The trail would be open to the public, including project residents and their guests. Aside from the approximately 6 acres of the project site that would be developed, the remainder of the site would be protected from development by appropriate legal instrument.

The amount of grading, and cut and fill, are shown conceptually in the plan submittal. The project has been designed so that the grading of the site would "balance", meaning that dirt brought onto or hauled off the site during grading activities would be minimized.

Sustainability

In addition to compliance with the new 2019 Building Energy Efficiency Standards, which require zero net electricity development, including solar electricity generation on-site, and compliance with Town of Portola Valley's "Green Building" code sections, the project would include the following sustainability features that are not required by regulations or ordinances:

- One Level-2 electric vehicle charging station installed in each single-family residence garage.
- All-electric construction with no natural gas connections.

Funding of Private Amenities

A homeowner's association or similar mechanism would be used to fund maintenance of:

- common areas near the residences, including open space/recreational areas, landscaping, and stormwater detention/treatment areas;
- front yards of the homes;
- private internal loop street;
- private segments of utilities; and
- areas designated as fuel management fire protection areas around the perimeter of the homes.

Stanford University would fund maintenance of the natural undeveloped area located further from the residential units and outside the Zone 1 and Zone 2 wildfire protection areas.

Infrastructure

As noted, the project would include a new private road that starts on Alpine Road, runs through the developed area, and terminates at another location on Alpine Road. Utilities would be installed underneath the new private road, and then extended to individual residences as necessary.

The project anticipates receiving utility service from the following providers:

Electricity:	Pacific Gas & Electric Company
Solid Waste & Recycling:	GreenWaste Recovery, Inc.
Water:	California Water Services Company
Sewer:	West Bay Sanitary District

The project would construct sewer and water lines from existing mains located in Alpine Road to reach the project site. (In the case of water, a new water line would be extended within Alpine Road to the nearest water connection point as determined by California Water Services Company.) The project would fund or construct such offsite improvements as are needed to create additional capacity to serve the incremental demand of the project.

Stormwater management would be accommodated on site through the use of stormwater detention and bioretention treatment facilities. The project would be designed to meet the stormwater treatment quality standards stated in the C.3 Stormwater Technical Guidance and the stormwater runoff quantity and rates stated in the "Hydromodification Management" guidelines.

Construction

All project construction would occur by or under the direction of Stanford, without custom development of homes. Depending on when project approvals are obtained, construction is anticipated to commence in Spring 2021 and take approximately 24 – 30 months. Site grading activities would take approximately six to eight months, and would utilize equipment that meets BAAQMD Tier Four requirements.

Construction would require removal of 112 of the project site's existing trees as outlined on sheet 3.1 of the Vesting Tentative Map package. (Note: This number may change as the project is reviewed by the Town of Portola Valley.) As part of the construction of the Project, 124 new trees would be planted, as outlined on sheet L3.1 of the Landscape Plans contained on the ASCC submittal package.

Town Approvals

The project would require approval of the following applications:

- Request for Density Bonus
- Conditional Use Permit to Allow Establishment of a Planned Unit Development
- Vesting Tentative Map
- Site Development Permit
- Building Permits
- The project may also include an Affordable Housing and Development Agreement