

6.2.4 Recirculated Portions of Draft EIR Public Meeting Transcripts

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COUNTY OF SANTA CLARA
DEPARTMENT OF PLANNING AND DEVELOPMENT

DRAFT EIR RECIRCULATED
PORTIONS & ALTERNATIVES MEETING
STANFORD 2018
GENERAL USE PERMIT

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TRANSCRIPT OF PROCEEDINGS

Wednesday, June 27, 2018

6:00 p.m.

701 Laurel Street
Menlo Park, California 94025

Noelia Espinola, CSR #8060



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A P P E A R A N C E S

Moderator: GEOFF I. BRADLEY, AICP

--o0o--



P R O C E E D I N G S

MR. BRADLEY: Janet Davis.

MS. DAVIS: Is it working?

The original GUP was protested against unanimously, based mostly on the traffic and the housing issues. And then Alternative A and B purport to show that these alternatives would have a greater impact than the original one. So you're going to get a lot of opposition.

I looked before this meeting at the County GUP provisions, and they mandated that the General Use Plan will not be approved if it would cause traffic congestion -- not miles traveled or anything but congestion in surrounding communities, which it most assuredly would.

The GUP also addresses a multitude of bike paths that are supposed to be for new routes. That's not so. At Page 38 of the Stanford bike plan, it states that Stanford University would pay for bike improvements on Santa Cruz and Alameda. I'm part of the County task force for that, and, as far as I know, Stanford has made no overtures to the County for that.

The no new trips -- no new net trips analysis is pure magical thinking. It is completely

DavisJ-1

DavisJ-2

DavisJ-3

DavisJ-4



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frivolous.
The County GUP data also states that the applicant must show all the buildings existing and proposed. Right now what we have is a pig in a poke. Nobody knows whatever will happen in the next 35 years. And we don't know what Stanford plans. We don't know where they plan it. And even Stanford changed its plan in the last GUP. They moved a proposed building from one side of the campus to another.

I live in Menlo Park, unincorporated, on Alpine Road, and I can tell you that the traffic pattern is just completely erroneous. I live just a few yards from my intersection, and sometimes it takes six iterations of the traffic light to get through the Alpine traffic light. And that's just intolerable.

I might have other comments that I will write, but those are my main ones.

MR. BRADLEY: Thank you, Janet.

Any other speaker? Commenter?

Okay. I'm going to go to my comment cards.

Pamela Jones.

MS. JONES: Hello and thank you. I'm Pamela Jones, a resident of the city of Menlo Park. My family has lived on the Peninsula, in Palo Alto, Menlo

↑ DavisJ-4
| cont.

↓ DavisJ-5

↓ DavisJ-5

↓ Jones-1



1 Park and East Palo Alto, since 1929.

2 I have a general comment, and that is I'm
3 deeply concerned that Stanford brings their projects
4 in isolation. Because the way they have set up their
5 system, the medical center does one, the Lucile
6 Packard does something, the university, the medical
7 school and so forth.

Jones-1
cont.

8 So we have a situation now where we're going
9 to have the housing, which is definite -- definitely
10 needed, but the housing -- unless it's going to house
11 the people that work on campus, logically, it's going
12 to create substantially more traffic.

Jones-2

13 When we look at the traffic plan, we have to
14 consider all of the cross-traffic that's created by
15 the Stanford projects. Example: When they open the
16 medical buildings in Redwood City, that is going to
17 create a severe problem for Redwood City that borders
18 Menlo Park along with Woodside. Maybe when Woodside
19 starts having cross-traffic -- not Woodside but
20 Atherton. When Atherton starts having cross-traffic,
21 maybe the dynamics will change a little bit.

Jones-3

22 But I think it's -- it's really a disservice
23 to our cities when Stanford and their -- as they work
24 in their silos, are allowed to say that one project
25 doesn't affect another. They do not have to use

Jones-4



1 current data. They use data that's quite old. And
 2 anybody that has to travel in this area during commute
 3 time knows that substantial amount of traffic comes
 4 from Stanford. And it is their regular workers,
 5 people that need affordable housing or even low-income
 6 housing, they're the ones that live outside the area
 7 and create the majority of the traffic.

↑
 Jones-4
 cont.

8 So I would urge the Board of Supervisors,
 9 the County, and those working on this project to look
 10 at all of the Stanford projects as a whole, to look at
 11 current traffic patterns, and then come up with a
 12 housing plan that addresses traffic and addresses
 13 those people that need housing most.

↑
 Jones-5

14 Thank you.

15 MR. BRADLEY: Thank you, Pamela.

16 Next call Jessica Von Borck.

17 MS. VON BORCK: I hope you don't mind. I'm
 18 going to start in the front. I feel awkward talking
 19 to the back of your heads.

20 So good evening. My name is Jessica Von
 21 Borck. I'm the director of land use planning at
 22 Stanford and really appreciate you all coming this
 23 evening.

↑
 von Borck-1
 ↓

24 So Santa Clara County has elected to study
 25 two County-initiated alternatives to Stanford's



1 proposed 2018 General Use Permit. Those housing
 2 alternatives are not Stanford's proposals. The County
 3 created the housing alternatives to evaluate the
 4 environmental impacts that would occur if Stanford
 5 were to provide housing on its lands for all the
 6 population growth associated with the 2018 General Use
 7 Permit.

↑
 von Borck-1
 cont.

8 However, the housing alternatives would
 9 exceed Stanford's historical growth rate, adding
 10 2.5 million square feet of development on top of the
 11 development proposed in the General Use Plan.
 12 Stanford's proposal, by contrast, will continue the
 13 balance of academic resources and housing that it
 14 incurred in the past.

↑
 von Borck-2

15 When making their application, Stanford
 16 determined that there was one location that was most
 17 suitable for high-density transit-oriented
 18 faculty/staff rental housing, and that's our Quarry
 19 site. The Stanford Arboretum area separates the
 20 Quarry site from most of the core academic campus so
 21 as not to disrupt the teachings and the collaborative
 22 research in the core area and is across the street
 23 from the Palo Alto transit station. Stanford proposed
 24 550 units at this location and had a density of
 25 40 units per acre.

↑
 von Borck-3



1 Under the County alternatives, additional
 2 units are proposed on lands programmed for academic
 3 uses and, therefore, are assumed to be tall and dense
 4 so that they wouldn't consume more academic land than
 5 necessary. As a result, the EIR assumed a height of
 6 134 feet, as that is consistent with other student
 7 housing projects currently under construction on
 8 campus.

von Borck-4

9 While Stanford agrees that added height and
 10 density can be appropriate in areas such as the Quarry
 11 site, Stanford is concerned that the extreme amount of
 12 new development contemplated by the housing
 13 alternatives would, in effect, compromise the campus
 14 character, especially along Sand Hill Road and along
 15 El Camino Real in front of the athletic field areas.

von Borck-5

16 In addition, the sites identified in the
 17 housing alternatives are not vacant land. These sites
 18 are academic land programmed for recreational uses.

von Borck-6

19 Building apartments in these locations would
 20 necessitate replacement of these recreational fields
 21 and increase the demand for even more on-campus
 22 recreational opportunities. Overall, the housing
 23 alternatives are inconsistent with Stanford's plans
 24 for its campus, and the alternatives would increase
 25 significant environmental effects on the surrounding

von Borck-7



June 27, 2018

1 community.

2 We believe there are ways to achieve housing
3 that does not come at this kind of cost to the
4 communities. To that end, Stanford is committed to
5 participating thoughtfully in housing solutions with a
6 balanced approach and have been preparing an
7 affordable housing proposal that we plan to discuss
8 with county officials in a few weeks.

9 Thank you for your time.

10 MR. BRADLEY: Thank you, Jessica.

11 Any other members of the public?

12 UNIDENTIFIED SPEAKER: I have a question on
13 that.

14 MR. BRADLEY: I'd rather not get into
15 cross-questions with speakers. Because otherwise we
16 might fall over on our times.

17 Is there any other general comments?

18 Gentleman in this row.

19 MR. VINCENT: I'll speak for myself. My
20 wife and myself are both graduate students -- former
21 graduate students.

22 Excuse me?

23 MR. BRADLEY: State your name, please.

24 MR. VINCENT: My name is Phillip Vincent.

25 I'm from Portola Valley. My wife and I both have

↑ von Borck-7
| cont.

↓ von Borck-8

↓ VincentP-1



1 graduate degrees from Stanford, and we follow Stanford
2 very closely and are somewhat impacted.

3 From what little I know of this plan, even
4 though we've had an introduction to it, there is an
5 issue about housing. Now, to me, I look at it for
6 student housing. And I have heard -- I've seen this
7 number -- 3,000 units. And, now, maybe there are
8 non-student parts to that, but there -- to me, it is a
9 great need. And also it's a great opportunity for
10 Stanford to have more student housing.

11 My impression is that almost all
12 undergraduates have housing on campus or they're
13 available. But it's the graduate area that I'm most
14 familiar with. And those many, many years when I was
15 there, students lived all over. I never lived on
16 campus. I had various types of rental housing, when
17 it was much, much cheaper than it is today. So I was
18 never on housing. And also my friends, who are alums
19 of little college I went to, lived either at the
20 old -- across from SRI, in that area, or lived in
21 various kinds of units.

22 So my feeling is that Stanford has this
23 wonderful opportunity -- there's all this land. I
24 know they're trying to restrict it. Some of the
25 comments we just heard probably says -- or effectively

VincentP-1
cont.

VincentP-2

VincentP-3



1 say, No, we can't go across Junipero Serra or
2 whatever. Whatever is done, I applaud Stanford for
3 more housing.

↑
VincentP-3
cont.

4 A side point of putting in more housing for
5 the students, I would emphasize -- maybe some
6 faculty -- what I would emphasize is that means --
7 should, in a sense, mean less traffic going in our
8 local community. So I appreciate the fact there is
9 tremendous increase in traffic. But insofar as you
10 have students living off campus, they're using not
11 only bicycles but a lot of cars might come into campus
12 and be part of this traffic. So most students are
13 going -- if they live on campus, they're not going to
14 be using their cars and they're not going to be -- or
15 actually could be a decrease in traffic. I simply
16 don't know that, but I'm suggesting that that may be a
17 possibility.

VincentP-4

VincentP-5

18 So, again, I want to restate that I applaud
19 Stanford -- or I applaud Stanford for a variety of
20 things. I agree the traffic issue is a big issue, but
21 it's not just Stanford. It's growth of all kinds of
22 high-tech industries -- there are a companies around
23 here -- and other companies. And so we have a housing
24 issue. I wouldn't say a crisis or anything like that,
25 but there is a housing issue.

VincentP-6



1 Last thing I will make is -- it seems
 2 unrelated. But last night we saw the documentary on
 3 Marin County and how Marin County -- we think it's
 4 wonderful because we go up to the park area up in
 5 there, in the various countryside. But it makes it
 6 wonderful, and people there save a lot of property.

7 But finally one person said what is
 8 obvious -- I guess, to me, as a somewhat urban
 9 economist -- it has driven up housing prices. So the
 10 more land that you keep out of use, the more you're
 11 going to probably, around in our area, drive up
 12 housing prices.

13 So it's an ancillary or unintended
 14 consequence of doing this sort of thing. I'm just
 15 making that as a side remark. Anytime -- anytime you
 16 restrict various kinds of development, it may be -- it
 17 may be good. I have mixed values on that. I know the
 18 preservation of Marin was nice. But insofar as you
 19 restrict housing or other kinds of development, you're
 20 going to drive up the land prices around here.

21 MS. VINCENT: My name is Margarita Vincent.
 22 I also -- Margarita Vincent. I'm from Portola Valley.
 23 I attended Stanford.

24 And I also feel that -- from another point
 25 of view, my son, Eddie, was a nurse for a while at

VincentP-7

VincentM-1



1 Stanford. And if he didn't have a house here, he
 2 could never have been here.

3 And I think Stanford Hospital is used by a
 4 lot of us. And I would think that they would have to
 5 divide, you know, some land for nurses and maybe some
 6 of the doctors, because I know that they have a
 7 terrible hardship. I spoke to some of the nurses
 8 there. I've been there quite a few times. And they
 9 say that driving, you know, during the morning to
 10 arrive at -- you know, very early in the morning until
 11 late at night and are pretty tired was extremely hard
 12 on them.

VincentM-1
cont.

VincentM-2

13 So that's my take on that.

14 MR. BRADLEY: Thank you, Margarita.

15 MS. WOLOSIN: Good evening. I'm Jen
 16 Wolosin. I'm a Menlo Park resident and I'm also the
 17 founder of a group called Parents for Safe Routes.

18 And I think our community right now is
 19 experiencing -- I didn't want to use the word
 20 "crisis," but I think we are experiencing a housing
 21 and a transportation crisis. According to the Daily
 22 Post, 46 percent of Bay Area residents are ready to
 23 leave the area due to housing and traffic.

Wolosin-1

24 The Mercury News said that San Mateo
 25 County -- I know we're talking Santa Clara County but



1 it can't be that different or worse, that you need \$60
 2 an hour to afford a two-bedroom apartment. And the
 3 Housing Leadership Council on TransForm states that
 4 commuters spend more than 37 hours a year, almost a
 5 full workweek, sitting in traffic.

↑
 Wolosin-1
 cont.

6 And I think when we look at the workers on
 7 Stanford, not the students or the professors but the
 8 people that are working in the kitchens, the nurses,
 9 the maintenance workers, these people cannot afford to
 10 live here, and they're becoming mega commuters. And
 11 the quality of their life is deteriorating rapidly.
 12 Also, they are cutting through our local neighborhoods
 13 and making our local streets more and more congested
 14 and unsafe. And we need to maximize all of the
 15 affordable housing and housing possible for these
 16 workers.

↑
 Wolosin-2

↑
 Wolosin-3

↑
 Wolosin-4

17 I respect Stanford's point of view, wanting
 18 to maintain their campus character and their
 19 recreational spaces; however, I do feel like those are
 20 nice-to-haves. And our entire region is grappling
 21 with some major life-and-death issues of homelessness
 22 and -- and real serious issues, and we're all having
 23 to adapt. Every city is discussing these issues. And
 24 I know Stanford would probably prefer to live in a
 25 bubble. It's a beautiful campus. But we're all

↑
 Wolosin-5
 ↓



1 having to address this issue, and it's incumbent on
2 Stanford to do their part to be responsible community
3 members.

↑
Wolosin-5
cont.

4 Thank you.

5 MR. BRADLEY: Thanks, Jen.

6 Catherine Palter next.

7 MS. PALTER: Thank you. Catherine Palter
8 with Stanford.

9 I'll just provide a data point to the
10 previous speaker about the graduate student housing.
11 There has been a significant amount of graduate
12 student housing added to campus. With our current
13 units under construction, 75 percent of our graduate
14 students will be housed on campus. And our proposal
15 is to continue that percentage into the next General
16 Use Permit.

↑
Palter-1

17 But I would like to speak to the potential
18 traffic impacts of constructing far more faculty/staff
19 housing on Stanford's campus than we have proposed and
20 what may appear on its face -- the recirculating draft
21 EIR's -- what may appear to be counterintuitive
22 conclusions that more housing on campus equals more
23 traffic.

↑
Palter-2

24 There are three types of trips associated
25 with housing occupied by a Stanford person. There is

↑
Palter-3
↓



1 the commute trips by the Stanford employee. There's
 2 the commute trips by their spouse or partner. And
 3 then there is all the other home-based trips necessary
 4 to run a household, such as errands and school and
 5 those sorts of things.

↑
 Palter-3
 cont.

6 The original DEIR assumed that Stanford
 7 employees who are not housed on campus would live
 8 throughout the Bay Area. Approximately 43 percent of
 9 those people living off campus would commute to campus
 10 using a solo car. And more than half of them would
 11 take advantage of Stanford's extensive TDM programs to
 12 travel to campus by other modes. The commute trips by
 13 the spouses and other household members living with
 14 the Stanford employees and all the home-based trips
 15 would occur in the communities where those homes are
 16 located.

↑
 Palter-4

17 However, under the County's housing
 18 alternatives, more Stanford employees would live on
 19 the campus, and the commute trips for those employees
 20 would be eliminated. However, less than half of those
 21 trips were coming by car. Meanwhile, the new home on
 22 the Stanford campus would commute to their jobs in
 23 cars rather than on transit because it's unlikely that
 24 their employers would have the types of TDM programs
 25 that could help get them out of cars. In addition,

↑
 Palter-5



1 all the home-based vehicle trips would occur
2 throughout the day in a much more concentrated manner
3 in these local communities rather than distributed
4 throughout the region.

Palter-6

5 The recirculated draft EIR results do bear
6 this out. In the peak hours there were about -- there
7 would be about 350 commuter trips removed from the
8 roadways, while there would be another thousand
9 residential trips associated with the commuters
10 that -- commuting staff and the home-based trips.

Palter-7

11 And it's also important to realize that
12 these residential trips are very difficult to remove
13 from the roads through Stanford's TDM program. A
14 spouse living on campus would not use Caltrain if the
15 spouse's job is not located on a Caltrain line. And
16 home-based trips to a wide range of locations are not
17 readily addressed through TDM programs.

Palter-8

Palter-9

18 Under Stanford's proposed projects, we have
19 proposed 550 faculty/staff units at the Quarry Road
20 site. While these units would generate some spouse
21 commute and home-based trips, we believe we can offset
22 those residential trips through enticing more
23 commuters out of their cars through enhanced TDM
24 programs.

Palter-10

25 However, under the County's alternatives to

↓ Palter-11



1 add an extreme amount of housing to the campus, we are
2 not at all confident that we'll be able to achieve no
3 net new commute trips in the coming years. As a
4 result, the nearby communities will experience more
5 traffic during the peak hour and throughout the day
6 under the housing alternatives than if the employees
7 were distributed throughout the region, as they are
8 today.

9 MR. BRADLEY: Thank you, Catherine.

10 Come over to this side of the room. We'll
11 come back over there, and then we'll work the middle
12 part.

13 MR. NICHOLSON: My name is Hal Nicholson.
14 I'm a Palo Alto resident in the southern half of Palo
15 Alto, down close to Mountain View.

16 I can't resist sharing a bit of history,
17 just as a matter of reflection. When Senator and
18 Mrs. Stanford got some expensive advice from
19 architects and planners about the university they
20 wanted to name after their son, they got some bad
21 advice and they rejected it. The East Coast-based
22 expert said, in essence, You want to build a New
23 England college on the crests of the foothills that
24 overlook your stock farm. Little three- and
25 four-story brick buildings that would be at the summit

Palter-11
cont.

Michelson-1



1 of those foothills and look down on the valley.

2 And Senator Stanford wisely said to them,
3 No, that's a bad idea because we don't have the same
4 weather in California that they have in New England.
5 We don't need to build boxy brick buildings that
6 conserve heat. We can have low buildings with open
7 arcades, walkways connecting one building to another,
8 low-rise buildings that take advantage of the
9 California climate.

10 It was a very smart decision, and it set the
11 hallmark for what Stanford looks like today. It's
12 those walkways and open arcades and not red tile roofs
13 that are the hallmark of the architecture of the
14 Stanford campus.

15 The Stanford GUP proposal is a proposal that
16 is an in-fill project and, therefore, the best kind of
17 development. But Stanford has wisely put limits on
18 how much growth upward is going to be part of what it
19 does.

20 And that's my point. Stanford itself is the
21 best judge of the density appropriate for development
22 on its campus. Stanford should be given credit for
23 its exemplary stewardship of its real estate
24 resources. If you start out in San Jose and you drive
25 to San Mateo Creek on Highway 280, the open space you

Mickelson-1
cont.

Mickelson-2



1 see is the open space that Stanford has provided for
 2 and promised to us. As -- in recognition of what
 3 Stanford has done in responsible use of its lands, it
 4 should be treated with fairness and given flexibility
 5 under these circumstances.

↑
 Mickelson-2
 cont.

6 So a couple of points. Fairness. In
 7 fairness, there's nothing sinister about Stanford
 8 having done one plan for the hospital and another
 9 plan -- one plan for the medical center and another
 10 plan for Lucile Packard and a third for the GUP that's
 11 forced on Stanford because the hospital and Lucile
 12 Salter Packard are within the City of Palo Alto
 13 jurisdiction and the GUP applies to the County
 14 jurisdiction. Stanford has no choice about presenting
 15 those separately.

↑
 Mickelson-3

16 Second point about fairness. If we're
 17 talking about a figure of \$68 per square foot or some
 18 other number as an affordable housing impact fee, the
 19 issue should be fairness. What have other colleges
 20 and universities been required to do in that area?

↑
 Mickelson-4

21 And finally let's recognize Stanford's
 22 exceptional stewardship of its lands by giving it
 23 flexibility to decide whether the additional housing
 24 is needed on campus or should be provided in some
 25 other way. If Stanford is given additional options to

↑
 Mickelson-5
 ↓



1 put it on Stanford, I think Stanford will use that
2 wisely.

↑ Mickelson-5
cont.

3 MR. BRADLEY: Thank you, Hal.

4 Do one more speaker over here and then
5 bounce over there.

6 MR. O'CONNELL: My name is John O'Connell,
7 and we live in Los Altos Hills and -- but we're in
8 Palo Alto Unified School District. So we're just near
9 the Page Mill intersection.

↑
O'Connell-1

10 We moved here in 2000, and our youngest
11 child went to a school called Nixon on Stanford
12 campus. Today it would be very difficult for my wife
13 to be able to get our daughter to Nixon school and
14 back. The roads are just totally congested. If you
15 tried to travel on Junipero Serra to get from where we
16 live to Stanford campus, Stanford Hospital, the
17 schools -- doesn't matter which direction, you
18 can't -- it will take you 45 minutes to be able to
19 make that travel.

20 So I read the first EIR. And, you know,
21 when you employ consultants to put together massive
22 amounts of information, such that nobody can either
23 really understand it or challenge it, and then claim
24 that there's been no increase in their commute
25 trips -- the last meeting we attended, almost

↑
O'Connell-2
↓



1 everybody in Palo Alto was complaining about -- even
2 today, before they do this expansion, the traffic
3 impacts and the fact that, you know, things have
4 dramatically changed.

↑
O'Connell-2
cont.

5 The other thing is all of this construction
6 has massive numbers of vehicles coming in and out of
7 Stanford campus. And this is going on -- it's not
8 something which is a six-month project and it's over.
9 It's constant.

↑
O'Connell-3

10 So Stanford is not recognizing the impacts
11 they're having, and they're using language like "no
12 net new commute trips." And if you look very
13 carefully as to what that means, it's a figure within
14 the precise time periods during the commute. It
15 doesn't say that the roads are not completely
16 congested. It just says that in that time period
17 there's no net new commute trips. Well, there
18 couldn't be because I don't think you can get any more
19 vehicles on the road.

↑
O'Connell-4

20 So the other thing that I think is happening
21 is -- and the prior speaker kind of alluded to it.
22 It's divide and conquer. First of all, we're divided
23 in jurisdictions. This falls under Santa Clara
24 County, unincorporated, because most of Stanford land
25 is not part of Menlo Park, which is in San Mateo, or

↑
O'Connell-5
↓



1 Palo Alto, which is in Santa Clara. So
2 jurisdictionally we're all divided up.

O'Connell-5
cont.

3 The next thing is Stanford is not presenting
4 the big picture of everything that they're doing.
5 They're expanding constantly the business on the -- on
6 what was -- what is park, where Tesla and Xerox and
7 SAP and et cetera are. They're constantly knocking
8 down buildings on Page Mill and building bigger new
9 buildings. And we don't even recognize the area
10 around the hospital, where we used to go to our
11 doctors, because what was low-rise buildings, as the
12 prior speakers mentioned, is now four- and five-story
13 massive buildings.

O'Connell-6

14 So Stanford is expanding in the hospital
15 front, on the businesses -- the buildings which they
16 lease, the businesses, as well as the campus program.
17 And they just need to recognize that unless they start
18 to contribute to providing space -- so we need more
19 traffic -- more roads to deal with the traffic that's
20 there. Those roads have to go through Stanford land.
21 So if Stanford wants to expand, they need to stop
22 dividing it up and presenting, piecemeal, the picture
23 and they need to start to work with the different
24 jurisdictions to come up with some real solutions to
25 the problems which they are creating. And I think

O'Connell-7



1 disguising it under these massive documents is not
2 really appropriate.

↑ O'Connell-7
cont.

3 MR. BRADLEY: Thank you, John.

4 MR. SIMITIAN: Hi. County Supervisor Joe
5 Simitian. I just wanted to offer a couple of points
6 of clarification based on some of the comments that
7 have been made earlier this evening.

8 And the clarification is this: It is
9 inaccurate or it would be incorrect to characterize
10 the housing alternatives that are part of this
11 recirculated EIR as proposals from the County. I just
12 want to be very clear about that. There is one
13 applicant. The applicant is the university, of
14 course. In the initial application which was the
15 basis for the Draft Environment Impact Report, there
16 was an analysis of the impact undertaken.

↓ Simitian-1

17 And one of the impacts that was identified
18 was the fact that the housing, which was part of the
19 proposal, was inadequate to meet the total housing
20 demand identified by the Environmental Impact Report.
21 That then generated questions and concerns, as Geoff
22 has indicated earlier, about whether or not additional
23 housing might not be called for.

↓ Simitian-2

24 The concern about calling for additional
25 housing is that, as the discussion has already

↓ Simitian-3



1 indicated, additional housing brings with it some
 2 additional impacts of its own. So if you mitigate the
 3 housing demand with additional housing, then the
 4 question is does it generate impacts that would also
 5 require mitigation.

↑
 Simitian-3
 cont.

6 And the part that wasn't mentioned -- Geoff,
 7 all due respect -- is if there's a housing alternative
 8 that is ultimately considered and acted upon by the
 9 board, that housing alternative, presumably, would
 10 also be subject to mitigation.

↑
 Simitian-4

11 So am I correct in understanding on that
 12 point?

13 MR. BRADLEY: Right.

14 MR. SIMITIAN: So I don't want people to
 15 leave with the misimpression, number one, that it is
 16 a, quote, county proposal. It is not a county
 17 proposal. It is an effort to sunshine now and to
 18 allow comment now on what some of the challenges
 19 associated with additional housing development would
 20 be so that if at some point the County and the Board
 21 of Supervisors considers additional housing, we don't
 22 suddenly say, Well, gee, we can't have that
 23 conversation because we haven't already discussed what
 24 the impacts of the housing would be.

↑
 Simitian-5

25 Now, at some point this could become an



1 endless loop. But it seemed pretty clear, given the
 2 level of interest in the community on additional
 3 housing as a potential mitigation for housing impacts,
 4 that it was appropriate now to say, Well, if that's a
 5 conversation we're going to have seriously later on,
 6 we should be sure we study the impacts of the housing
 7 mitigation, if any, and make sure that we can talk
 8 about how those impacts, including but not limited to
 9 traffic, could be mitigated as well.

↑
 Simitian-5
 cont.

10 So, again, there isn't a county proposal for
 11 additional housing. There is a county process
 12 underway -- and we're all part of it tonight -- to
 13 discern what additional housing might create in the
 14 way of impacts. And, again, the point I want to
 15 underscore is if there are initial impacts, those are
 16 impacts that I think folks would reasonably expect to
 17 be mitigated. That's the mix.

↑
 Simitian-6

18 Geoff, you're our planner, so I want to make
 19 sure that if I've spoken you clarify or correct
 20 anything I've said in the record. All of that still
 21 okay? Okay.

22 With that clarification, I want to hand the
 23 mic back. And I apologize for inserting myself into
 24 the comment period, but I have to run off at
 25 7:00 o'clock and I didn't want to leave that unsaid.



1 Thank you.

2 MR. BRADLEY: Thank you, Supervisor
3 Simitian.

4 Anyone over on the other side? Be sure to
5 state your name.

6 MR. VAN PELT: Hi. I'm Steve Van Pelt, a
7 resident of Menlo Park.

8 And I'm totally overwhelmed by data here.
9 I've been trying to find some very specific things.
10 I'm hoping to take advantage of some of the experts in
11 the room, because I'm really concerned about the
12 Marguerite. I don't have time to be more specific.
13 There was a Marguerite that used to run two blocks
14 from my home, but because of traffic generated and not
15 controlled by Menlo Park, Atherton and the County,
16 it's changed its route to Marsh Avenue. So I have no
17 way of getting directly to campus anymore. Because I
18 am a volunteer, if I can get there. I have no way to
19 get around because there are no SamTrans buses that
20 services me either.

21 The thing I'm concerned about is when we're
22 transitioning from RM 2 to RM 3 now -- I know there
23 were a lot of funds that came out of RM 2 that were
24 originally destined to go to Dumbarton rail. And
25 since it wasn't running, they were used to fund the

Van Pelt-1

Van Pelt-2



1 Marguerites and the AC Transit buses.

2 So is there adequate funding -- is the level
3 of Marguerites and AC Transit going to continue? I
4 mean, I'm hoping that the service is expanded to other
5 parts, because it really is designed to serve
6 Stanford. If you can get on to the Stanford campus,
7 you can get anywhere. But it's harder to get there
8 right now unless you're on a -- you know, on a single
9 bike or a single vehicle.

10 So are there some people that could comment
11 on that for me?

12 MR. BRADLEY: Did you state your name?

13 MR. VAN PELT: I'm Steve Van Pelt.

14 MR. BRADLEY: That was Steven Van Pelt. We
15 have the comment. You touched on a lot of different
16 things there. So we'll deal with that through the
17 response to comment process.

18 Is there anyone in this quadrant who would
19 like to speak?

20 Just as a general showing of hands, how many
21 more speakers do we have that haven't had a chance to
22 speak?

23 One, two, three. Okay.

24 MS. PAL: Thank you. Good evening,
25 everybody. My name is Courtney Pal. I'm a Stanford

↑
Van Pelt-2
cont.

↓
Pal-1



1 alumna. I'm also a resident of Menlo Park.

2 I'm here to speak in support of the Project
3 Alternative A, which you all have heard about tonight,
4 which would force Stanford to more fully internalize
5 and mitigate the impacts of its development. So,
6 first of all, I acknowledge that students and Stanford
7 employees are currently distributed throughout the Bay
8 Area, but they aren't distributed evenly.

9 Thirty-eight percent of Stanford students, faculty and
10 staff live within the jurisdiction of Palo Alto, Menlo
11 Park and Mountain View. And, moreover, employees are
12 also further distributed by income level. So, as
13 other commenters are mentioning, lower-wage staff and
14 workers have become "super commuters" who travel long
15 distances to work.

16 So, for this reason, I want to point out
17 that the traffic and the VMT analyses that are
18 included with the recirculated EIR document are not
19 completely comparable between the original DEIR, which
20 had the original project, and the alternatives
21 presented here. So the DEIR analysis that were
22 recirculated claim that in Alternative A, per-capita
23 vehicle miles traveled increases compared to the
24 proposed projects and also traffic volumes increase at
25 intersections particularly due to an increase in

↑
Pal-1
cont.
↓
Pal-2
↓
Pal-3
↓



1 residential trips from campus. And the recirculated
2 DEIR concludes that this is a completely new negative
3 impact.

↑
Pal-3
cont.

4 However, the analysis simply shows that this
5 is now fully internalizing the impacts of Stanford
6 development. The VMT and traffic analyses here are
7 accounting for residential trips that employees and
8 their family members previously took but did not count
9 in the VMT analysis of the original project because
10 they originated off campus. So someone who took a
11 trip from just a step off campus in Palo Alto, that
12 didn't count in the original VMT analysis. But if
13 that person is brought over onto the other side of the
14 street into Stanford campus and now is a residential
15 person, that now counts.

Pal-4

16 So this partially accounts for the higher
17 VMT traffic impacts that we're seeing in this
18 Environmental Impact Report because these trips
19 weren't counted in Stanford's original tally. And so
20 I think that Stanford should be required to account
21 for these traffic and VMT analyses that they're
22 having. But also I think that the VMT and traffic
23 analysis, as they currently stand, need to be
24 revisited so that there's a better comparison of what
25 the traffic impacts actually are.

Pal-5



1 My other comment is that the revised Draft
 2 Environmental Impact Report also talks about
 3 Stanford's No Net Commute Trips policy and talks about
 4 its impact on residential trips, which it says will be
 5 very little since it's a commute-focused program. But
 6 this, to me -- it just makes sense that Stanford
 7 reformulates the policy so that it provides incentives
 8 outside of peak traffic hours, outside of commute
 9 hours, in addition to trips within those hours. And
 10 then there are community groups that have consistently
 11 recommended revising the no new net commute trips
 12 standard so that it accounts for trips outside of the
 13 peak hours, so that it provides benefits for a wider
 14 number of Stanford employees. And this policy
 15 proposal is now further justified, in my mind, by the
 16 revised Draft Environmental Impact Report.

Pal-6

17 So just to wrap up, I ask that the county
 18 planning staff specifically consider the assumptions
 19 made around the VMT and traffic increases between the
 20 proposed Project Alternative A. I think that adding
 21 on campus housing would not only increase the supply
 22 of housing close to a high-quality transit corridor
 23 but also result in a more equitable community on the
 24 Stanford campus.

Pal-7

25 So I would ask the staff to consider

Pal-8



1 Alternative A. Thank you.

2 MR. BRADLEY: Thank you, Courtney.

3 Go up here and then come to you, ma'am.

4 MS. MUNUZ: Yes, I'm Stephanie Munuz.

5 And first a disclaimer. I am very
6 pro-Stanford. My son graduated from Stanford. My
7 grandson graduated from Stanford. My daughter has her
8 master's degree from Stanford. My father graduated
9 from Stanford. I like Stanford.

10 However, Stanford's opposition to housing
11 100 percent of its students, faculty, staff and the
12 workers in its tenants' businesses is dismaying. Does
13 this sound good? Okay.

14 All levels of government aim to adjust the
15 expectations of the governed to each other. But the
16 proposal to create jobs in an area where there is no
17 housing is unreasonable. Most of the opponents are
18 looking at the humane problems. Workers who are paid
19 modest wages are forced out of rentals so that
20 better-paid newcomers can occupy the homes that they
21 were renting. And they're living on the street.

22 Last night I got off the 22 bus and went
23 underneath, in front of the railroad tracks. And at
24 the stairway, going back up to Alma Street there was
25 this woman sitting there with a shopping bag, smoking

↑ Pal-8
↓ cont.

Munoz-1

Munoz-2

Munoz-3



1 a cigarette, with no visible means of housing. And
 2 I -- it was so bad. I talked to her for a while. And
 3 then I walked back to my home three blocks away and
 4 brought some blankets because -- there was no way that
 5 a person could -- well, you could survive.

6 And on my way some other sympathetic people
 7 who were unloading saw me with my shopping cart full
 8 of blankets and stuff, and they ran after me with some
 9 soda cans for me. People are so good. They're
 10 really -- it really has brought out kindness and
 11 goodness in people, this terrible situation. But
 12 that's a regression. I shouldn't take your time with
 13 it.

14 At any rate, even setting aside the humane
 15 concerns, this is not a feasible plan. If you have a
 16 hundred seats in your restaurant and you buy and you
 17 cook food for a hundred diners, you have to have
 18 enough plates and silverware. To have the diners come
 19 and stand in the vestibule, hungry, because you have
 20 only 55 place settings is preposterous. It is just
 21 not like businesslike.

22 We have already seen this happen. In the
 23 '60s, after the U.S.S.R. put up Sputnik, Professor
 24 Terman, the younger, saw an opportunity to utilize
 25 Stanford's undeveloped farmland with the abundance of



Munoz-3
cont.

Munoz-4

Munoz-5

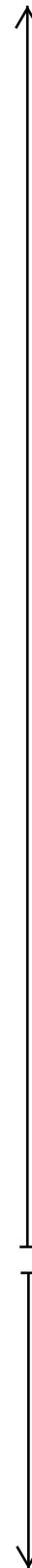


1 talent, mathematics and scientific skill to make the
2 sine qua non of technical centers, and they did.

3 We shouldn't neglect Mrs. Stanford's
4 intentions, which was different. She already had all
5 the money and all the power. The husband was a
6 governor and a senator. They had the transcontinental
7 railroad. She wanted to create a population of a poor
8 voice in California, which would recreate the promise
9 of her dead child. After all, God can't give all of
10 them typhoid fever. In fact, she rejected offers of
11 financial help, which would dilute the sacredness of
12 her creation.

13 However, Palo Alto obligingly rezoned the
14 Stanford foothills from housing to industrial. Palo
15 Alto filled up. The surrounding towns filled with
16 newly built houses, replacing orchard. The toxic
17 emissions from automobiles naturally increased as the
18 cars passing by increased. We residents have had to
19 give up our fireplaces and our old economical cars and
20 our mobility.

21 It is -- it's at best disingenuous to claim
22 that housing workers on campus would have as great or
23 greater impact than not having the workers on campus
24 or on Stanford land -- adjacent land. Stanford has
25 thousands of acres. People donate generous -- alumni



Munoz-5
cont.

Munoz-6



1 donate their houses and things to Stanford. So
2 Stanford has much more land than the campus. There's
3 plenty of room.

↑ Munoz-6
cont.

4 So how could that possibly be? It is true
5 that you do have to make trips from Stanford to the
6 schools if you have schoolchildren, but that could
7 very easily be corrected by Stanford having its own
8 school, with its own school of education. In fact,
9 many people have advocated that for years. And every
10 other destination is optional. You can have the
11 Safeway deliver your groceries. You can get a
12 television and have somebody deliver you the Palo Alto
13 City Council meetings. You can do anything from your
14 home or just do without. But you cannot do without
15 the job. You have to go to that job.

Munoz-7

16 So we ask -- what we want Stanford to do is
17 make it possible for people to be adjacent to their
18 work or their study.

Munoz-8

19 Thank you.

20 MR. BRADLEY: Thank you, Stephanie. Can I
21 have your card -- you done? Thank you.

22 We have our final speaker, unless anyone
23 decides they have something they want to get off their
24 chest.

25 MS. GROVE: So first thing I want to say is

↓ Grove-1



1 everything that Courtney said I ditto. My name is
 2 Karen Grove. I live in Menlo Park. And I'm speaking
 3 as myself. I'm also member of our housing commission.
 4 So I do really want to echo everything that Courtney
 5 said, and I won't repeat it except to say that I
 6 strongly support Affidavit A.

Grove-1
cont.

7 I think it is imperative that Stanford
 8 provide all of the housing that their development will
 9 create a need for, at the income level at which it
 10 will be needed. Stanford would like to continue to
 11 develop with the, quote/unquote, balanced approach
 12 that they've used in the past. But that balanced
 13 approach has led to -- and it's not just Stanford, but
 14 they're a huge contributor to an inhumane
 15 jobs-to-housing imbalance.

Grove-2

16 In the East Bay, when I go to theater at
 17 Berkeley Rep, I see tents that touch each other --
 18 they're so close -- on the traffic -- the grass strip
 19 between the street and the BART. As far as keeping
 20 the campus character along El Camino, I don't know how
 21 the RVs along El Camino fit into the campus character,
 22 but I don't think the tents are going to contribute in
 23 the way that Stanford would like.

Grove-3

24 And as far as people living off campus,
 25 that's just, you know, doing what we teach our kids

Grove-4



1 not to do. And we teach them about recycling. When
2 you throw something away, it doesn't go away. It goes
3 somewhere elsewhere, where you don't see it. And the
4 impact of the jobs/housing imbalance will go somewhere
5 if we don't meet them. So if you're bringing jobs,
6 please bring the housing.

7 I support Alternative A. Thank you.

8 MR. BRADLEY: Thank you. Karen?

9 MS. GROVE: Karen.

10 MR. BRADLEY: Thank you. Karen Grove.

11 So it's about five after 7:00. We have this
12 room until 8:00. But I'd be happy to release every
13 one early. But I want to give everyone a chance to
14 speak if you came here tonight intending to speak or
15 decide while they're here that there is something they
16 wanted to say that didn't get said by any of our
17 eloquent speakers that have spoken already.

18 So, with that said, anyone want to take a
19 last stab at the Phil Donohue microphone?

20 MS. CHIRATHIRAT: Hi, so I'm Petra
21 Chirathirat. I just graduated from Stanford. I'm a
22 grad student. I also lived on campus.

23 I also strongly would like to say that I
24 support Alternative A. Coming to Palo Alto, I think
25 there's a huge problem contributed to by a lot of big

Grove-4
cont.

Chirathivat-1



1 companies and including the university. You don't
 2 need to go all the way to San Francisco. All the way
 3 down El Camino are already, trailers, low-income
 4 workers living all the way down the entire street. It
 5 also makes it a lot more difficult for lower-income
 6 students who don't have options for housing to have to
 7 live and pay expensive market rates outside.

↑
 Chirathivat-1
 cont.

8 Secondly, Stanford is a part of the
 9 community, and the community is going through a
 10 housing crisis. I would exactly say what you said.
 11 The balanced approach right now -- the situation has
 12 changed.

Chirathivat-2

13 And, lastly, I would also like to -- I think
 14 that a great holistic view would not just be to
 15 looking at housing and the traffic that results from
 16 the housing, but looking at the Marguerite options for
 17 public transport. The reason why there is a lot of
 18 extra trips is because there is no great public
 19 transport options right now. So I think that we could
 20 look at options of putting like a tiny added addition
 21 on, like, on campus that goes towards funding, like
 22 great public transport options to Caltrain and other
 23 key sites in Palo Alto and Menlo Park.

Chirathivat-3

Chirathivat-4

24 Thank you.

25 MR. BRADLEY: Thank you, Petra.



1 With that, I'd like to -- I'd like to thank
2 everyone who came tonight. If you have any written
3 comments, you can pass them forward.

4 I see a couple of people over here who
5 didn't get a chance to talk. We'll start with Mary.

6 MS. O'KICKY: Hi. I'm Mary O'Kicky. I live
7 in Palo Alto. I've been here since 1998. Watched a
8 lot of changes. My husband has been here since 1984.
9 So a lot of changes around here.

10 But I'm very curious -- and this is sort
11 of -- this is a question -- policy question for
12 everyone to consider. We're very supportive of
13 affordable housing. We voted for everything that
14 comes out for affordable housing.

15 Every one has been pushed out. Our
16 neighbors have changed dramatically. We don't have
17 schoolteachers next to us anymore. We just retired
18 and moved here a long time ago. The artists left, the
19 musicians left, the graduate students left. We have
20 software engineers besides us, everywhere. And
21 they're wonderful. I hold all the block parties.

22 But I'm curious to know, because everyone
23 keeps talking -- are we moving towards a policy that
24 every business -- as they expand, do they provide
25 housing for employees? All employees? Including

O'Kicki-1

O'Kicki-2

O'Kicki-3



1 employees that are the result of new hire employers
2 coming? Like I read somewhere that for every employee
3 that Facebook hires, they generate ten support sort of
4 people for that household.

5 So that's what I'm curious about, because I
6 hear it a lot. With Stanford, I know there was a
7 lawsuit over Facebook and what they should do because
8 they weren't providing housing. I don't know -- I
9 think Apple did not provide housing.

10 So I'm curious because we have these large
11 universities, but then at what point do we take it
12 down to the smaller companies? And what -- you know,
13 so that's my question to be considering, which is what
14 are the burdens? What are the consequences that we
15 need not just for even larger ones but -- you know,
16 what's the threshold that we say you have to provide
17 for your employees?

18 So that's my question to think about. Thank
19 you.

20 MR. BRADLEY: Thank you.

21 With that, I think we have almost a
22 saturation rate of speakers. It looks like everyone
23 has spoken who wanted to speak.

24 I want to thank you for coming out. I know
25 you had a lot of other options of how to spend your

O'Kicki-3
cont.

O'Kicki-4



1 evening. Hopefully you still have time left tonight
2 to do your other fun stuff.

3 But, please, if you have -- if you handed in
4 a comment, I thank you. But if you think of something
5 else, don't hesitate to e-mail or send us a letter.

6 For those who just were comfortable speaking
7 tonight, those comments will be transcribed by the
8 transcriber over there and will go into the official
9 part of the record. And all comments will have to be
10 responded to through the environmental review process.
11 That's known as a response to comments. And when you
12 see notifications coming out about a final EIR or an
13 FEIR, think, Okay. That's where they're responding to
14 my comments. Final EIR, response to comments. It's
15 all the same thing. That's a whole nother document.

16 With that, I encourage you to stay involved
17 with this important process on this important project.
18 And thank you again for coming. And, with that, I
19 adjourn the meeting.

20 Thank you.

21 (Public Comments concluded at 7:11 p.m.)
22
23
24
25



1 STATE OF CALIFORNIA
2 COUNTY OF SANTA CLARA

3
4

5 I, NOELIA ESPINOLA, Certified Shorthand
6 Reporter in and for the State of California, do hereby
7 certify:

8 That said meeting was taken down by me in
9 shorthand at the time and place therein named, and
10 thereafter reduced to computerized transcription under
11 my direction.

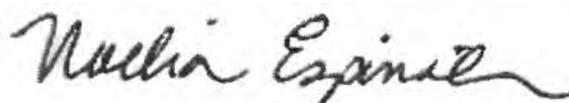
12 I further certify that I am not interested
13 in the outcome of this meeting.

14
15
16

17 Date: July 24, 2018

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6.2.4.1 Responses to Comments from Santa Clara County Public Meeting held at Menlo Park City Hall on 06/27/18

Responses to Comments from Janet Davis

RPM1-DavisJ-1 Please see Master Response 1: Non-CEQA Comments.

RPM1-DavisJ-2 It is not clear from the comment what County General Use Permit “provisions” are being referred to. There are no 2000 General Use Permit conditions of approval that include the language the comment refers to. Further, the conditions of approval for the proposed Stanford University 2018 General Use Permit are under development and have not yet been released for public review.

The Draft EIR evaluated all traffic impacts consistent with CEQA requirements in Section 5.15, and mitigated those impacts that were significant to the extent feasible. Please see also Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard. Please note Mitigation Measure 5.15-2, which provides measures and strategies to achieve the No Net New Commute Trips standard, and would be integrated into the conditions of approval for the proposed 2018 General Use Permit.¹

RPM1-DavisJ-3 Stanford proposes to fund four sets of off-site bicycle facility improvements in communities surrounding Stanford, including the cities of East Palo Alto, Palo Alto, and Menlo Park; and unincorporated San Mateo County. These improvements are subject to approval by each jurisdiction in which they are located. The proposed funding for off-site bicycle facility improvements is intended to reduce the potential for local vehicle congestion effects by encouraging use of alternative modes of transportation. The reductions in non-Stanford trips resulting from Stanford’s funding proposal, would be credited toward achieving the no net new commute trips standard. Please see Chapter 8 of the Draft EIR, commencing on page 8-1, for more information regarding the four sets of bicycle facility improvements that Stanford has offered to fund.

If Stanford does not achieve the no net new commute trips standard, Santa Clara County would use trip fees collected by Stanford to fund one or more of the intersection improvements identified in the Draft EIR. If the use of the funds for such intersection improvements is infeasible, the County would use the funds for other trip reduction programs in the local impact area, which may include additional bicycle facility improvements in neighboring cities.

¹ Please note that in response to comments, and as a result of County initiated changes, Mitigation Measure 5.15-2 has been expanded as Mitigation Measure 5.15-2(a)-(b). Please see Chapter 2 in this Response to Comments Document for the full revisions made to this mitigation measure.

Please also refer to Master Response 13: Transportation and Traffic, Topic 10: Bicycle and Pedestrian Analysis for additional discussion of bicycle infrastructure improvements.

- RPM1-DavisJ-4 The no net new commute trips program is described in detail in Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard.
- RPM1-DavisJ-5 Please see Master Response 5: Project Description, Topic 1, Level of Specificity; see also Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.
- RPM1-DavisJ-6 This comment is in regard to an existing condition, not the impacts of the proposed Project. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Pamela Jones

- RPM1-Jones-1 Please see Master Response 5: Project Description and Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary.
- RPM1-Jones-2 Please refer to Master Response 13: Transportation and Traffic, Topic 5: Intersection Impacts and Mitigation for a discussion of how traffic impacts identified in the EIR would be addressed if Stanford is unable to meet the no net new commute trips standard with implementation of the proposed Project.
- RPM1-Jones-3 Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts for detail on why off-campus Stanford land uses and affiliates are not associated with the proposed 2018 General Use Permit population and academic development (and its associated traffic).
- RPM1-Jones-4 The most recent available data at the time of Draft EIR and Recirculated Portions of Draft EIR preparation was used to inform the analysis of traffic impacts. The commenter does not identify any specific set of data used in the EIR analysis that is outdated or for which newer data is available. Due to the lack of specificity in the general comment about increased traffic and congestion, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.
- RPM1-Jones-5 Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary, and

Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

Responses to Comments from Jessica von Borck

- RPM1-von Borck-1 The comment discusses the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.
- RPM1-von Borck-2 The comment discusses the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.
- RPM1-von Borck-3 The comment discusses proposed Project development at the Quarry Development District; no response is required.
- RPM1-von Borck-4 The comment discusses the assumptions regarding new housing development proposed in the Recirculated Portions of Draft EIR and states that the Recirculated Portions of Draft EIR assumed a height of 134 feet tall for potential new residential buildings. Page 2-60 of the Recirculated Portions of Draft EIR clarifies that building heights could range from about 50 feet tall to approximately 100 to 135 feet tall.
- RPM1-von Borck-5 The comment expresses concern with the potential effects on campus character regarding new housing development proposed in the Recirculated Portions of Draft EIR; no response is required.
- RPM1-von Borck-6 The comment discusses the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.
- RPM1-von Borck-7 The comment discusses impacts of the alternatives presented in the Recirculated Portions of Draft EIR and their ability to meet project objectives; no response is required.
- RPM1-von Borck-8 The comment indicates that Stanford will be presenting an affordable housing proposal to the County; no response is required.

Responses to Comments from Phillip Vincent

- RPM1-VincentP-1 Please see Master Response 1: Non-CEQA Comments.
- RPM1-VincentP-2 Please see Master Response 1: Non-CEQA Comments.
- RPM1-VincentP-3 Please see Master Response 1: Non-CEQA Comments.
- RPM1-VincentP-4 It is true that the provision of additional student and/or faculty housing on campus would reduce the amount of traffic generated for commute trips by students/faculty to and from the campus. However, as stated on page 2-239 of the Recirculated Portions of Draft EIR, the additional campus residents, including Stanford affiliates, spouses and other household members, would

make trips to and from the campus for a variety of purposes, including work, school, recreation, shopping and entertainment.

The TDM strategies outlined as part of the No Net New Commute Trips standard would also apply to the proposed Project and both housing alternatives. However, as stated on page 2-54 and 2-259 of the Recirculated Portions of Draft EIR, because the housing alternatives would shift a substantial number of commute trips to residential trips, the No Net New Commute Trips standard may not be achieved because TDM measures are not as effective in reducing residential trips, compared to commute trips. As such, the No Net New Commute Trips standard is more likely to be achieved under the proposed Project than the housing alternatives.

RPM1-VincentP-5 See Response to Comment RPM1-VincentP-4.

RPM1-VincentP-6 Please see Master Response 1: Non-CEQA Comments.

RPM1-VincentP-7 Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Margarita Vincent

RPM1-VincentM-1 Please see Master Response 1: Non-CEQA Comments.

RPM1-VincentM-2 Please see Master Response 5: Project Description and Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary.

Responses to Comments from Jen Wolosin

RPM1-Wolosin-1 Please see Master Response 1: Non-CEQA Comments.

RPM1-Wolosin-2 Please see Master Response 1: Non-CEQA Comments.

RPM1-Wolosin-3 Please refer to Master Response 13: Transportation and Traffic, Topic 8: Neighborhood Street Impacts for an explanation of how neighborhood streets were selected for evaluation and how it was determined that the proposed Project would not result in significant traffic intrusion into any nearby neighborhoods.

RPM1-Wolosin-4 The comment is acknowledged. Please see Master Response 1: Non-CEQA Comments.

RPM1-Wolosin-5 The comment mentions concerns with campus character and retention of recreational spaces on the Stanford campus in the context of affordable housing demand. Please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Catherine Palter

- RPM1-Palter-1 The comment discusses the existing amount of graduate student housing on campus and that proposed by the Project; no response is required.
- RPM1-Palter-2 The comment generally discusses transportation impacts identified in the Recirculated Portions of Draft EIR; no response is required.
- RPM1-Palter-3 The comment discusses the types of trips associated with housing occupied by Stanford affiliates; no response is required.
- RPM1-Palter-4 The comment discusses the types of trips associated Stanford affiliates that do not live on campus; no response is required.
- RPM1-Palter-5 The comment discusses the types of trips associated with housing occupied by Stanford affiliates under the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.
- RPM1-Palter-6 The comment discusses the types of trips associated with housing occupied by Stanford affiliates under the alternatives presented in the Recirculated Portions of Draft EIR; no response required.
- RPM1-Palter-7 The comment discusses residential trips and their relationship to TDM programs; no response is required.
- RPM1-Palter-8 The comment discusses residential trips and their relationship to TDM programs; no response required.
- RPM1-Palter-9 The comment discusses residential trips and their relationship to TDM programs; no response is required.
- RPM1-Palter-10 The comment discusses residential trips and their relationship to TDM programs; no response is required.
- RPM1-Palter-11 The comment discusses the no net new net trips standard in relationship to the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.

Responses to Comments from Hal Mickelson

- RPM1-Mickelson-1 Please see Master Response 1: Non-CEQA Comments.
- RPM1-Mickelson-2 Please see Master Response 1: Non-CEQA Comments.
- RPM1-Mickelson-3 The comment discusses the proposed Project in the context of other Stanford projects. Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3:

Consideration of Non-Project Stanford-Related Development Outside
General Use Permit Boundary.

RPM1-Mickelson-4 The amount of an affordable housing fee is a socioeconomic issue not required to be analyzed under CEQA. The County Board of Supervisors, as the decision-making body for the 2018 Stanford General Use Permit, will determine any in-lieu fee paid by Stanford for affordable housing demand generated by its academic development.

RPM1-Mickelson-5 Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from John O’Connell

RPM1-O’Connell-1 This comment is in regard to an existing condition, not the impacts of the proposed Project. Please see Master Response 1: Non-CEQA Comments.

RPM1-O’Connell-2 Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for evidence of the effectiveness of the no net new commute trips program, including the ability to expand the program to reduce more vehicle trips in the future.

RPM1-O’Connell-3 The Recirculated Portions of Draft EIR (Impact 7A.15-1 and Impact 7B.15-1) discusses impacts from construction traffic on page 2-175 (Additional Housing Alternative A) and on page 2-379 (Additional Housing Alternative B). The Recirculated Portions of Draft EIR acknowledges that construction activities under the proposed 2018 General Use Permit would be similar to activities occurring on an ongoing basis under the 2000 General Use Permit. The Recirculated Portions of Draft EIR identifies a set of construction traffic control measures (Mitigation Measure 7A.15-1 and 7B.15-1) to address impacts from construction of individual 2018 General Use Permit projects.

The 2018 General Use Permit EIR is a program-level evaluation, and does not specifically consider individual projects. As such, construction impacts are addressed at a programmatic level. Project-specific CEQA review may be required for individual buildings or other projects that would be developed pursuant to the proposed 2018 General Use Permit. Prior to consideration of approval, the County would examine each individual development at the time they are proposed to determine whether the environmental effects of the specific project were adequately disclosed in the 2018 General Use Permit Program EIR. Please refer to Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.

RPM1-O’Connell-4 Please see Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for a discussion of

average daily traffic and peak hour spreading in the context of the no net new commute trips policy.

RPM1-O’Connell-5 The comment discusses the proposed Project in the context of jurisdictional boundaries of Stanford lands. Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary, and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

RPM1-O’Connell-6 Please see Response to Comment RPM1-O’Connell-5.

RPM1-O’Connell-7 Please see Response to Comment RPM1-O’Connell-5.

Responses to Comments from Joe Simitian

RPM1-Simitian-1 The comment responds to other comments raised at the public meeting; no response is required.

RPM1-Simitian-2 The comment responds to other comments raised at the public meeting; no response is required.

RPM1-Simitian-3 The comment responds to other comments raised at the public meeting; no response is required.

RPM1-Simitian-4 The comment responds to other comments raised at the public meeting; no response is required.

RPM1-Simitian-5 The comment responds to other comments raised at the public meeting; no response is required.

RPM1-Simitian-6 The comment responds to other comments raised at the public meeting; no response is required.

Responses to Comments from Steve Van Pelt

RPM1-Van Pelt-1 This comment is in regard to an existing condition, not the impacts of the proposed Project. Please see Master Response 1: Non-CEQA Comments.

RPM1-Van Pelt-2 The no net new commute trips standard is a monitored performance standard, as opposed to a prescribed set of transportation demand management measures. The measures that Stanford uses to achieve the performance standard may change over time. Marguerite is a private shuttle system; funding from Regional Measures 2 and 3 do not impact the service and are not used to fund the Marguerite shuttles. The capacity and route planning for the Marguerite is evaluated by Stanford continuously. Routes and capacity are rerouted or expanded by Stanford when there is sufficient demand.

Stanford also provides private funding to AC Transit for buses that cross the Dumbarton Bridge to serve the Stanford campus.

Responses to Comments from Courtney Pal

RPM1-Pal-1 Please see Master Response 3: General Comments on EIR and Environmental Topics. The commenter’s preference for Additional Housing Alternative A is part of the public record on the Project, and will be considered by the County decision-makers.

RPM1-Pal-2 The comment discusses the distances some Stanford employees must travel to get to work. Please see Master Response 3: General Comments on EIR and Environmental Topics.

RPM1-Pal-3 The Draft EIR and Recirculated Portions of Draft EIR evaluate the effects of the proposed Project and the housing alternatives on roadway congestion and on the number of miles driven in motor vehicles (VMT) per worker, or per capita. In each case, the vehicle trips attributed to the Project consist of all trips associated with new on-campus housing, and all trips to and from the campus by workers (including students). Trips to and from off-site housing that are unrelated to travel to Stanford University are not included in either the Project analysis or the housing alternatives analysis.

The Recirculated Portions of Draft EIR discloses that the housing alternatives would increase congestion on local roadways because the new residents would be driving to and from the housing sites for a variety of reasons, not only to work or study at Stanford. It is correct that if these households were located off campus, the household members would drive to/from other locations to perform the same tasks that are unrelated to work or study at Stanford. However, those off-site vehicle trips that are unrelated to Stanford would not be generated by the proposed Project or by the housing alternatives.

The comparison of the housing alternatives’ traffic impacts and VMT to the proposed Project VMT is an “apples to apples” comparison. The Governor’s Office of Planning and Research recommends in the Technical Advisory for Transportation Analyses in CEQA Documents that the analysis focuses on the home-based work component of VMT for workers, and the home-based-work and home-based-other-purpose component of VMT for residents, to allow consistent comparison against regional benchmarks.² This means that the methodology for calculating VMT of the proposed Project and the project alternatives is the same. That is, household trips generated by new housing

² Available at: http://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf.

were included in the VMT estimates for the proposed Project, as well as in the housing alternatives VMT estimates.

For both the proposed Project and the housing alternatives, the Draft EIR and Recirculated Portions of Draft EIR quantify residential VMT as VMT per capita. The VMT per capita is higher under the housing alternatives than under the proposed Project because proportionately more of the housing units are faculty/staff units as compared to student housing units under the housing alternatives. Faculty/staff housing generates higher VMT per capita than student housing.

RPM1-Pal-4 Please see Response to Comment RPM1-Pal-3, above.

RPM1-Pal-5 Please see Response to Comment RPM1-Pal-3, above.

RPM1-Pal-6 The Stanford Community Plan (Policy SCP-C 1, page 70) describes the no net new commute trips standard as applicable to “campus-related trips in the commute direction....” With respect to reverse-commute trips, the Community Plan provides (policy SCP-C 7, p. 70): “In addition to meeting the no net new commute trips standard, encourage Stanford to reduce automobile travel at non-commute hours and in non-commute directions, such as traffic associated with lunchtime activities by employees or travel by families of on-campus residents.” Stanford’s TDM programs remove cars from the road throughout the day, as evidenced in the 43 percent Single Occupant Vehicle rate in 2017 (down from 69 percent in 2003). The existing program is not designed only to address the peak hours.

The difficulty in reducing residence-based trips is not that those trips might occur outside the peak hour. The difficulty is that the residence-based vehicle trips are traveling to a wide variety of destinations that are not served by regional transit systems. All campus residents, including Stanford affiliates, would travel between their residences and local and regional destinations for shopping, entertainment, and recreation. Stanford’s TDM programs can address some of these types of trips, but many cannot effectively be addressed through TDM measures. A study on commuter behaviors conducted by the University of Denver found that commuters who *work* near transit are more inclined to use transit for their commute than those who *live* near transit. These findings are consistent with the Recirculated Portions of Draft EIR conclusion that TDM programs may not be as effective in getting a very large number of residents out of their cars compared to commuters.³

³ The impact of transit station areas on the travel behaviors of workers in Denver, Colorado. October 2015. <https://www.sciencedirect.com/science/article/pii/S0965856415002244>.

RPM1-Pal-7 The comment summarizes concerns expressed earlier in the comment letter and does not require a response. The comment will be considered by the County as part of the review process.

RPM1-Pal-8 Please see Response to Comment RPM-Pal-1, above.

Responses to Comments from Stephanie Munoz

RPM1-Munoz-1 Please see Master Response 1: Non-CEQA Comments.

RPM1-Munoz-2 Please see Master Response 1: Non-CEQA Comments.

RPM1-Munoz-3 Please see Master Response 1: Non-CEQA Comments.

RPM1-Munoz-4 Please see Master Response 1: Non-CEQA Comments.

RPM1-Munoz-5 Please see Master Response 1: Non-CEQA Comments.

RPM1-Munoz-6 The comment disagrees with the impact findings of the Recirculated Portions of Draft EIR. Please see Master Response 3: General Comments on EIR and Environmental Topics.

RPM1-Munoz-7 For discussion of public schools on Stanford lands, please see Master Response 12: Public Schools, Topic 2: Additional School Site.

RPM1-Munoz-8 Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Karen Grove

RPM1-Grove-1 Please see Master Response 1: Non-CEQA Comments.

RPM1-Grove-2 Please see Master Response 1: Non-CEQA Comments.

RPM1-Grove-3 Please see Master Response 1: Non-CEQA Comments.

RPM1-Grove-4 Please see Master Response 1: Non-CEQA Comments. The commenter's preference for Additional Housing Alternative A is part of the public record on the Project, and will be considered by the County decision-makers.

Responses to Comments from Petra Chirathivat

RPM1-Chirathivat-1 Please see Master Response 1: Non-CEQA Comments. The commenter's preference for Additional Housing Alternative A is part of the public record on the Project, and will be considered by the County decision-makers.

RPM1-Chirathivat-2 Please see Master Response 1: Non-CEQA Comments.

RPM1-Chirathivat-3 The Marguerite shuttles are privately operated and can be expanded and contracted to meet the demands on the system at any point in time. Please refer to Master Response 13: Transportation and Traffic, Topic 6, No Net New Commute Trips Standard for a discussion of Stanford’s intention to continue to achieve the standard under the 2018 GUP through the use of a number of Transportation Demand Management tools, including the Marguerite shuttle.

RPM1-Chirathivat-4 As long as the no net new commute trips standard is achieved through Stanford’s transportation demand management programs and off-campus vehicle trip reduction credits, no additional mitigation would be required to address traffic congestion. The no net new commute trips program is discussed in more detail in Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard.

If Stanford does not achieve the no net new commute trips standard, the Santa Clara County Planning Office would collect fair share fees from Stanford and use such fees to fund one or more of the intersection improvements identified in the Draft EIR. The County Planning Office will consult with affected jurisdictions to determine the priority order for funding such improvements. If the use of the funds for intersection improvements is infeasible, the County would use the funds for other trip reduction programs in the local impact area.

Responses to Comments from Mary O’Kicki

RPM1-O’Kicki-1 Please see Master Response 1: Non-CEQA Comments.

RPM1-O’Kicki-2 Please see Master Response 1: Non-CEQA Comments.

RPM1-O’Kicki-3 Please see Master Response 1: Non-CEQA Comments.

RPM1-O’Kicki-4 Please see Master Response 1: Non-CEQA Comments.

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COUNTY OF SANTA CLARA
DEPARTMENT OF PLANNING AND DEVELOPMENT

DRAFT EIR RECIRCULATED
PORTIONS & ALTERNATIVES MEETING
STANFORD 2018
GENERAL USE PERMIT

_____ /

TRANSCRIPT OF PROCEEDINGS

Tuesday, July 10, 2018

6:14 p.m.

1313 Newell Road
Palo Alto, California

Noelia Espinola, CSR #8060



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A P P E A R A N C E S

Moderator: GEOFF I. BRADLEY, AICP

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1 P R O C E E D I N G S

2
3 MR. BRADLEY: I'd like to start calling the
4 speakers up.

5 Remind folks about the three-minute limit.
6 Try to focus your comments on environmental issues,
7 adequacy of the document, any -- any problems you see
8 with either identification of impacts or mitigation
9 measures proposed for same.

10 And, with that, we'll get started.

11 Oh, the one thing I want to say is we have
12 some county staff here and we have some county
13 consultants. But I do want to mention that we're not
14 here to get into an involved question-and-answer. Our
15 role is really to listen very closely to all the
16 comments and try to understand what people are saying.
17 And that will help us expedite the meeting, and it
18 will also allow us to respond to your comments in
19 writing, which is the most meaningful way to do it.

20 So, with that, I will call Neva Yarkin --
21 Yarkin. Thank you. Neva.

22 MS. YARKIN: So do I need to hold this?

23 Okay. My name is Neva Yarkin, and I live on
24 Churchill Avenue in Palo Alto.

25 I'm appealing to the Santa Clara Planning

Yarkin-1



1 Department not to allow any more new housing at
 2 Stanford. Expanding to thousands of new students,
 3 faculty and staff would be overloading everything in
 4 this area, which, by the way, is already overloaded.
 5 Traffic is unbearable now in Palo Alto, Mountain View,
 6 Menlo Park without any expansion by Stanford. Getting
 7 to Highways 280, 101, is a nightmare. New schools,
 8 roads, medical clinics, gas stations, grocery stores,
 9 restaurants and parks, et cetera, will be needed to
 10 accommodate this influx of people. What about extra
 11 police, teachers, firefighters and other medical
 12 services? Where will these people live? Who is
 13 planning for all this?

↑
 Yarkin-1
 cont.

14 To try to expand housing at the research
 15 park or Stanford Shopping Center, to me, is
 16 farfetched. Page Mill Road and Sand Hill Road are
 17 both backed up during the day. There is no such thing
 18 as car-light living.

Yarkin-2

19 A failed neighborhood is The Crossings in
 20 Mountain View. They have San Antonio train station
 21 across the street. At night you can't find parking
 22 for all these people living there because everyone is
 23 driving to work. This is a planned community.

Yarkin-3

24 Housing near the workplace is a pipe dream,
 25 in my opinion. Families need cars to drop children

Yarkin-4
 ↓



1 off at day care and then continue on to jobs. Couples
 2 probably work at different companies and go in
 3 different directions for work. With hectic schedules,
 4 demanding workloads and lives in the Bay Area, who has
 5 the extra time to be waiting for Stanford shuttle
 6 buses or the luxury of taking a leisure walk to work?

↑
 Yarkin-4
 cont.

7 Stanford University built this community and
 8 has added a lot to help the world, but now it is also
 9 destroying the livability of the residents already
 10 here. When will be -- when will enough be enough
 11 building? This has been said many times before. When
 12 will the Santa Clara Planning Department start
 13 listening to the residents who reside surrounding
 14 Stanford University? What about our quality of life?

↑
 Yarkin-5

15 Thank you for your time.

16 MR. BRADLEY: Thank you, Neva.

17 Before I call the next speaker, I would like
 18 to acknowledge board president Joseph Simitian joins
 19 us tonight.

20 And our second speaker is Mary Okicki.

21 Thank you, Mary.

22 MS. OKICKI: Hi. My name is Mary Okicki,
 23 and my husband and I live in Pleasant Park, where we
 24 own a home.

↑
 O'Kicki-1
 ↓

25 My comment specifically on the revised EIR



1 is that it is missing a policy discussion around
 2 developing company towns or some grounding of its
 3 basis. The housing crisis is not just Stanford's
 4 crisis but Palo Alto's crisis as well. And I believe
 5 it needs to be addressed on a county level and not at
 6 the employer level.

↑
 O'Kicki-1
 cont.

7 The serious social problems, from isolation
 8 to segregation to social and economic stagnation that
 9 can arise from employer-owned and -operated employee
 10 housing, also known as company towns, have been well
 11 documented. Fortunately, once highways were built and
 12 transportation modes improved, these towns mainly
 13 disappeared, which is why it was surprising to me that
 14 proven failed housing strategy of the 1800s and early
 15 1900s has been presented as a viable alternative
 16 without a discussion of the public policy
 17 considerations of this option.

↑
 O'Kicki-2

18 Silicon Valley is known as the capital of
 19 innovation. Right now we need to tap into that
 20 innovation and seek new solutions for the future.
 21 Let's consider community land trusts and shared
 22 equitable housing units.

↑
 O'Kicki-3

23 But if we are going to look to the past for
 24 solutions, then let's take the best practices from the
 25 past, such as the zoning laws of the 1920s that led to

↑
 O'Kicki-4
 ↓



1 the creation of some of the beautiful structures in my
 2 neighborhood that look like grand homes but, in fact,
 3 are quadplexes and the zoning laws that allowed
 4 multiple small cottages to be built behind larger
 5 homes. But instead of seeing more of these housing
 6 units being built, I am watching the multiple-dwelling
 7 units in my neighborhood being torn down and replaced
 8 with large single-family homes. Exactly the opposite
 9 of what's needed.

↑
 O'Kicki-4
 cont.

10 I really believe that the most important
 11 product the United States produces is an educated
 12 mind. Supporting education is a good public policy
 13 that provides innumerable community benefits.
 14 Therefore, I do support Stanford's request, as I would
 15 support another college's request, whether it was
 16 Santa Clara or Foothill, to expand their facilities to
 17 enable more students to attend. But I do not support
 18 the alternatives presented of Stanford building
 19 housing for more staff because I do not support the
 20 poor public policy of developing company towns. Let's
 21 work on the housing problem on the county level as a
 22 single connected community.

O'Kicki-5

O'Kicki-6

23 Thank you.

24 MR. BRADLEY: Thank you, Mary.

25 I'd like to call Hamilton Hitchings.



1 MR. HITCHINGS: My name is Hamilton
 2 Hitchings, and I'm a resident of Palo Alto. I live
 3 within walking distance of this place, and I served on
 4 the citizen advisory committee for Palo Alto's comp
 5 plan.

6 Based on reading the peak-hour rush-hour
 7 traffic impact analysis at every intersection in the
 8 DEIR recirculated GUP, starting on Page 337, the
 9 half-offset alternative project does not increase
 10 traffic, on average, over the full project. The full
 11 offset does increase traffic at limited number of
 12 intersections adjacent to campus.

13 However, all alternatives significantly
 14 increase traffic over the no-alternative option. For
 15 example, at Page Mill and El Camino. Traffic in
 16 Stanford is -- around Stanford is already saturated
 17 during rush hour. And the existing traffic impacts
 18 are based on nonbinding TMA that makes unrealistically
 19 optimistic assumptions about Caltrain capacity.

20 In addition, housing prices are sky high,
 21 with corporate expansion at Facebook and Google in
 22 adjacent cities. We cannot absorb the large influx of
 23 new housing created by this proposal. As a side note,
 24 we already have housing for professors and staff, so I
 25 hope we consider -- professors and students, so I hope

Hitchings-1

Hitchings-2

Hitchings-3



1 we consider for staff as well.

2 A Stanford GUP has shown they cannot fully
3 mitigate the traffic and housing impacts of adding
4 2.3 million square feet for academic use. Thus, I
5 request: Please select the reduced project
6 alternatives that limits new academic expansion to
7 1.3 million square feet or 11 percent over the next
8 15 years instead of 22 percent.

9 Require Stanford University to build a
10 hundred percent of the housing for any increase in
11 Stanford daytime population, including their expansion
12 into Stanford Research Park.

13 Require Stanford University to build
14 affordable housing on campus instead of paying in-lieu
15 fees.

16 Require Stanford to provide annual fees per
17 student to fully cover the increased student
18 population for paucity. And require single-occupancy
19 vehicle trips not to increase with this GUP and that
20 the existing penalties remain in effect.

21 Thank you.

22 MR. BRADLEY: Thank you, Hamilton.

23 I'd like to ask Alice Kaufman to come
24 forward.

25 MS. KAUFMAN: Thank you.

↑ Hitchings-3
| cont.

Hitchings-4

Hitchings-5

Hitchings-6

Hitchings-7

Hitchings-8



1 Hi. My name is Alice Kaufman. I'm the
2 legislative advocacy director with Committee for Green
3 Foothills. We're an environmental organization
4 working to preserve open space in San Mateo and Santa
5 Clara Counties.

6 And I'd like to thank the County for doing
7 this analysis. This, in my experience, is pretty
8 unique. We don't usually see an EIR's analysis that
9 really shows the -- the increased demand for housing
10 that is often -- that is always caused by office
11 development. And it's an analysis that I think that
12 we need -- that really should be part of every EIR and
13 every new development. It's a much more holistic
14 look, and it's really important for our region.

15 This analysis really sums up, in a nutshell,
16 what has been happening with land use patterns in our
17 region. For decades we have been approving far more
18 commercial development than residential. The result
19 has been terrible traffic congestion and a severe
20 housing shortage.

21 Our organization, Committee for Green
22 Foothills, has been bringing this issue up for
23 decades. And, in fact, our colleague Lennie Roberts
24 was looking through her old files recently and found a
25 letter she wrote in 1982 to the City of Menlo Park

Kaufman-1



1 about a proposed distribution center. And in the
 2 letter she wrote, We do not believe that the
 3 jobs/housing imbalance problems have been adequately
 4 addressed. Additional housing, especially for low-
 5 and moderate-income residents, needs to be built to
 6 meet the needs generated by the project. 1982. We've
 7 been saying it for decades.

↑
 Kaufman-1
 cont.

8 So it's important to look not only at the
 9 supply problem, the lack of housing, but at the demand
 10 problem as well. It's not just that we haven't been
 11 building houses. It's that we've been building far
 12 too much office space for our region to be able to
 13 handle. What the County's analysis makes clear is
 14 that the solution to the problems created by building
 15 too much commercial development has never been to
 16 simply build an equally outsized amount of residential
 17 development, because that simply creates a whole batch
 18 of new problems.

↑
 Kaufman-2

19 We've failed, as a region, to ask ourselves
 20 the hard questions, such as what is the actual
 21 carrying capacity of our region? What are the limits
 22 in terms of things like water supply and
 23 infrastructure? What are the impacts to our quality
 24 of life if we actually build out all of the
 25 development that is allowed in all of the General



1 Plans of all of the cities in the region?

↑ Kaufman-2
| cont.

2 So, basically, I think that the County's
3 analysis is a model that should be followed
4 everywhere. In terms of the GUP and which alternative
5 should be the preferred alternative, I think we need
6 to figure out what level of development will not
7 create a level of impact beyond what's acceptable and
8 then, within that limit, make sure we are creating
9 enough housing to accommodate all the new jobs. What
10 we should not be doing is making our current housing
11 crisis worse by continuing our past pattern of
12 creating more jobs than housing.

Kaufman-3

13 Thanks.

14 MR. BRADLEY: Thank you.

15 I would ask speakers to hold their applause
16 to respect everyone's time, make everyone feel safe to
17 come up and state their piece.

18 In order to move things along more
19 efficiently, I'm going to call three speakers at a
20 time. And we'll establish sort of a bullpen over
21 there. If you prefer to sit, we'll get some seats
22 going. But we'll call you up three at a time, and
23 then that way we'll just go boom, boom, boom.

24 And I want to thank everybody for sticking
25 to the three minutes. My three-minute alarm hasn't



1 gone off yet.

2 So, with that, Jessica Von Borck will be our
3 next speaker, followed by Peter Drekmeier, followed by
4 Todd Collins. Thank you.

5 MS. VON BORCK: Good evening. Thank you all
6 for coming. My name is Jessica Von Borck. I'm the
7 director of land use -- is that better?

8 UNIDENTIFIED SPEAKER: Yes.

9 MS. VON BORCK: Great. Okay. Great. Thank
10 you. -- land use planning with Stanford.

11 Since its founding, Stanford has been a
12 residential university. Today we stand behind housing
13 on pace -- building housing on pace with our academic
14 growth. By 2020 Stanford's housing portfolio will
15 include 17,900 housing units and student beds. We are
16 proposing to build 3,150 new units and beds
17 concurrently with new academic facilities as a part of
18 our current General Use Permit application.

19 Santa Clara County elected to study two
20 County-initiated alternatives to Stanford's proposed
21 2018 General Use Permit. These housing alternatives
22 are not Stanford's proposals. The County created the
23 housing alternatives to evaluate the environmental
24 impacts that would occur if Stanford were to provide
25 more housing on its lands to house the estimated new

von Borck-1

von Borck-2



1 population growth for potential new academic space
2 under full implementation of the 2018 General Use
3 Permit.

↑
von Borck-2
cont.

4 Stanford's original application would
5 continue the balance of academic resources and housing
6 that has occurred in the past. However, unlike
7 Stanford's proposal, the housing alternatives would
8 exceed Stanford's historical growth rates, adding an
9 additional 2.5 million square feet of residential
10 development on top of the development proposed under
11 the General Use Permit.

von Borck-3

12 When making our application, Stanford
13 determined that there was one location that was most
14 suitable for high-density transit-oriented
15 faculty/staff rental housing, which was the two Quarry
16 Road sites that are directly across the street from
17 the Palo Alto transit station. Stanford proposed
18 550 units at this location at 40 units per acre.

von Borck-4

19 While Stanford agrees that added height and density
20 could be appropriate in areas such as the Quarry site,
21 Stanford is concerned that the extreme amount of new
22 development contemplated by the housing alternatives
23 would compromise the campus character and surrounding
24 areas, especially along Sand Hill Road and along El
25 Camino Real in the athletic area.



1 In addition, the sites identified in the
 2 housing alternatives are not currently vacant land but
 3 recreational areas. Building apartments in these
 4 locations would necessitate replacement of these
 5 recreational fields and increase the demand for even
 6 more on-campus recreational opportunities.

von Borck-5

7 Overall, the housing alternatives are
 8 inconsistent with Stanford's balanced plans for its
 9 campus, and the alternatives would increase
 10 significant environmental effects on the surrounding
 11 community. We believe there are ways to achieve more
 12 housing that does not come with these kinds of less
 13 desirable trade-offs. To that end, Stanford is
 14 committed to participating thoughtfully in housing
 15 solutions with a balanced approach and is preparing an
 16 affordable housing proposal that we plan to discuss
 17 with county officials this summer.

von Borck-6

18 Thanks so much for your time.

19 MR. BRADLEY: Thank you, Jessica.

20 Peter Drekmeier.

21 MR. DREKMEIER: Good evening. Peter
 22 Drekmeier, Palo Alto resident. Well, Alice Kaufman
 23 said everything I was going to say. So... But I came
 24 all the way down here. So...

25 I'm pleased that the County is addressing

↓ Drekmeier-1



1 the housing crisis, and it's obviously an issue of not
2 just supply but demand. We need to look at why we
3 need to catch up so much on housing.

4 And what I would propose is we take the
5 cumulative amount of development that Stanford has
6 originally proposed -- so between academic and
7 housing, it would be about 3.5 million square feet --
8 and cap it at that but make sure that the housing
9 keeps up with the growth in population. So it would
10 mean less academic growth and more housing.

11 I think there are going to be some really
12 key issues involved here. And, obviously, from the
13 EIR, more housing on campus helps out with a number of
14 issues but does create some other problems. And I'm
15 looking forward to hearing what Todd Collins has to
16 say about the school district, because there's a
17 really big concern that housing on Stanford, which is
18 property tax-free, is not contributing to the students
19 coming into the schools. And we've got the issue of
20 grade separation, possible closure of Churchill and
21 Palo Alto, Alma, and that needs to be considered with
22 all this new population coming.

23 In my lifetime -- and I realize I'm a
24 gray-hair now. But population of the earth has
25 doubled and the population in the Bay Area has

↑
Drekmeier-1
cont.
Drekmeier-2
Drekmeier-3
Drekmeier-4
↓



1 doubled. And I work for a group called the Tuolumne
2 River Trust, and we just did a public opinion survey
3 of San Francisco voters who I don't think are that
4 different than Palo Alto voters. There is 97 percent
5 support for protection and restoration of San
6 Francisco Bay; 92 percent for the Tuolumne River,
7 where we get our Hetch Hetchy water. There is
8 considerable support for affordable housing,
9 88 percent; for market-rate housing, 69 percent; for
10 office space, 40 percent.

11 So they get it. There's a connection that
12 as we keep creating more and more jobs, we have this
13 deficit in housing. We have a traffic crisis. In
14 Palo Alto there's an issue with parking, et cetera.

15 So I really want to thank Supervisor
16 Simitian. I see Planning Commissioner Vicky Morrison.
17 Thank you for being here in Palo Alto and for the
18 opportunity to comment.

19 MR. BRADLEY: Thank you, Peter.

20 Todd Collins.

21 MR. COLLINS: Thanks. Hey, I'm Todd
22 Collins. I'm a trustee of Palo Alto Unified. But
23 today I'm not speaking for either the district or the
24 school board. Just for myself.

25 Two big issues that come out of the EIR,

↑
Drekmeier-4
cont.

↓ Collins-1



1 including -- especially, the housing alternatives.
 2 One is that it -- whatever number of student -- of
 3 housing we add, we're going to add students for Palo
 4 Alto Unified. The original proposal, the County is
 5 estimating we'll add 275 students. With the
 6 alternatives, it adds up to 1500 students. Just to
 7 put it in context, all of Palo Alto Unified is
 8 12,000 students. So 1500 students would be 13 percent
 9 of the entire school district added from one
 10 development.

↑
 Collins-1
 cont.

11 There are two big impacts on this. One is
 12 that we don't have a school where those kids are going
 13 to live. And this has been raised before. We haven't
 14 been able to get a response from Stanford about
 15 setting aside land or providing land to build a
 16 school. The irony of building housing on campus
 17 without building a school to support that housing is
 18 sort of like saying, Well, we don't need housing in
 19 Palo Alto because there's plenty of room in Hollister.
 20 It just doesn't make sense. Those kids -- the
 21 foundation of Palo Alto has been neighborhood schools
 22 in the neighborhoods. If we're going to build a
 23 neighborhood that will last hundreds of years, we need
 24 a neighborhood school where those kids can go to
 25 school. To say there's a school over at Garland

↓
 Collins-2



1 that's available -- and, again, just like saying
2 there's housing in Hollister that people can live in
3 and work at Stanford. It's theoretically possible,
4 but it just doesn't work.

Collins-2
cont.

5 That would be a bad thing. What I think
6 would be truly a calamity would be for this housing to
7 be built and these additional students to come to Palo
8 Alto Unified without any associated revenue. And
9 that's the path we're on. The housing that is
10 proposed, the high-density multifamily housing on
11 campus housing Stanford affiliates, is by tax law
12 tax-exempt. It does not require Stanford to pay
13 property taxes.

Collins-3

14 As most people know, Palo Alto is a --
15 basically, a district. Almost all of our revenue come
16 from local property taxes. So lots of students
17 without accompanying revenue is a big problem.

18 I did some arithmetic just to figure out how
19 much we're talking about. The basic proposal,
20 275 students, is \$5.3 million annually of unfunded
21 costs. So that's \$5.3 million of expense without any
22 property tax to go with it. The maximum proposal of
23 Alternative A is 1500 students. That's \$27.8 million
24 of annual unfunded costs without any revenue coming
25 with it if they are rental properties that are

Collins-4



1 tax-exempt.

2 So this is a huge issue. I would even say
3 it has the potential to undermine the quality of the
4 schools that the community is based on. I can't think
5 of any more fundamental issue for Palo Alto to deal
6 with. And so as we think through this environment --
7 the environment impacts, I think we'll have to look at
8 the financial impacts.

9 I've got a flyer that explains all of this.
10 I'll leave it in the back if people want copies of it.
11 I think it's an important issue for the County to
12 discuss.

13 Thank you.

14 MR. BRADLEY: Thank you, Todd.

15 I'd like to call the next three speakers.
16 We have Terry Holzemer, Suzanne Keeho and Bob Moss.
17 I'll ask them all to speak very loudly and clearly in
18 the microphone. We're going to start your timer as
19 soon as I hand you the microphone.

20 MR. HOLZEMER: Okay. My comments are pretty
21 short, so I don't think I'll run over.

22 I'd just like to make sure that in the
23 revised DEIR that the County and the City both, the
24 City of Palo Alto -- I'm very concerned about the
25 housing impact fees that developers must pay. And

↑
Collins-4
cont.

↓
Holzemer-1



1 they right now fall very, very short of really full
2 mitigating the issues that we have here with
3 below-market-rate housing needs in the City and in the
4 County, for example.

Holzemer-1
cont.

5 I believe it's imperative that the County
6 follow its own staff report that said the following.
7 And I wrote it down. So it said clearly that fee
8 levels fall below -- below the maximum level will
9 exasper- -- exacerbate the existing jobs/housing
10 imbalance and wage disparity. The root causes which
11 are the root causes of the housing affordability
12 crisis. These fees are very important to the
13 development of any housing, especially
14 below-market-rate housing, which is in great demand.
15 And that needs to be -- those fees need to be
16 increased to the maximum level.

Holzemer-2

17 That's what the county staff recommended.
18 And I hope that the -- not only the City of Palo Alto
19 will reconsider its position, which last year lowered
20 its fees from -- I think from \$65 per square foot down
21 to 35. And they cut it in half, which is ridiculous
22 when you're trying to build more housing.

Holzemer-3

23 The second thing I really am concerned
24 about, of course, is the impact on all this tremendous
25 extra amount of housing that will be added to Palo

Holzemer-4



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1 Alto. I think that unless we're willing to live in a
2 high-density area -- and I think all of us came to
3 Palo Alto for various reasons, but certainly one of
4 the major reasons was its unique environment, its
5 caring about its city parks and those things. I think
6 that if we -- if we want to live in a high-density
7 housing area, I recommend we move to one, which is San
8 Francisco or an urban area. I didn't come to Palo
9 Alto to live in an urban area. I came here to live in
10 a suburb. And I hope that that is considered when you
11 want to build high-density housing, especially
12 high-rises along El Camino or in other areas of the
13 city.

14 Okay. Thank you.

15 MR. BRADLEY: Thank you, Terry.

16 We have Suzanne.

17 MS. KEEHO: Well, I would just like to say I
18 totally agree with Neva and Alice --

19 UNIDENTIFIED SPEAKER: Can you talk into the
20 mic?

21 MS. KEEHO: The -- I don't have a formal
22 thing to say. I just feel like we, as human beings,
23 do not -- are not aware of our environment or our
24 effect on the environment. And what is it that
25 Einstein said so long ago, that insanity is doing the

Holzemer-4
cont.

Keehn-1



1 same thing over and over and expecting a difference?
2 It doesn't happen. And we're doing the same over and
3 over in spades. Tons of spades.

4 This -- this area can only hold so many
5 people comfortably and having some kind of livability.
6 We have to look at what we feel about growth. Because
7 getting bigger and bigger and using everything up to
8 make more and more profit. And it doesn't work with
9 the school either. I mean, there's a certain limit
10 that every organization area can handle well and be
11 aware of their environment.

12 I know in the EIR, the original one, they --
13 Stanford admitted there was no way to mitigate traffic
14 in most areas. And I don't see anything that's
15 changed in that.

16 I would just like us to -- urge us to be
17 more connected to our environment, to our earth and
18 take care of her. And not -- we cannot -- I don't
19 think we can ever really reverse now this three-to-one
20 percentage of jobs to housing. I don't know how we'll
21 do that unless we are going to live in New York or
22 Hong Kong, and that's not what I want to do.

23 Thank you.

24 MR. BRADLEY: Thank you, Suzanne.

25 I have Mr. Bob Moss.

↑
Keehn-1
cont.

Keehn-2

Keehn-3



1 MR. MOSS: I have a different perspective on
2 some of the issues. The first one is I haven't seen
3 adequate justification for Stanford expanding to the
4 amount they want to do. I don't see any reason for
5 them to put in 22 percent more development than they
6 already have. And I'm really curious, how they
7 justify that.

Moss-1

8 Second, I have issues a little bit different
9 than most of the other speakers. And that's
10 utilities. With the amount of expansion they're
11 talking about, will we have adequate water capacity,
12 electricity capacity, sewage? How are we going to
13 fund it if we don't have? Will Stanford pay it or
14 will all of you pay for it? I bet you don't know. I
15 do. You're it. Stanford isn't going to pay anything.
16 They're going to stick us with it.

Moss-2

17 Now, another issue is public safety. Some
18 of you may recall we used to have a fire station at
19 Stanford, Station 6. And Stanford changed the way
20 they handle fire retardant, fire protection, and
21 Station 6 closed. With the amount of expansion
22 they're talking about, will their existing fire
23 facilities suffice, or will we have to reopen the fire
24 station and staff it and all of us pay for it in the
25 future? That hasn't been discussed or evaluated.

Moss-3



1 Another issue is traffic. One of Palo
 2 Alto's most popular issues. You're probably aware
 3 that the most congested intersections in Palo Alto are
 4 around Stanford -- El Camino and Page Mill, Page Mill
 5 and Foothill, El Camino and Embarcadero. And who is
 6 generating the traffic for that? Stanford and
 7 Stanford Research Park. So an expansion of Stanford,
 8 even if they put housing on the campus, is going to
 9 make traffic worse.

Moss-4

10 One other issue. We talked about developing
 11 offices, for example. We need a reality check. The
 12 city staff for years has said that offices use
 13 250 square feet per worker. That's been obsolete for
 14 years. The actual number is closer to 100 square feet
 15 per worker. So even if -- and the number is going
 16 down. So even if we didn't build another square foot
 17 of office space, the number of office workers and the
 18 traffic and property impacts are going to keep
 19 increasing.

Moss-5

20 So we have to take a stand to improve things
 21 now. I'm not going to talk about the cost and all of
 22 this. That's a separate issue. That's been talked
 23 about by the gentleman from the school board. But all
 24 of these impacts have to be adequately addressed or
 25 we're going to sink.

Moss-6



1 MR. BRADLEY: Thank you, Bob.

2 I'd like to call the next three speakers.

3 We have Karen Harwell, followed by Lesley Lowe,
4 followed by Pat Burt. If the three speakers could
5 come up, starting with Karen Harwell, that would be
6 fabulous.

7 UNIDENTIFIED SPEAKER: Should we maybe try
8 this microphone?

9 MS. HARWELL: Good evening. I came tonight
10 in support of addressing the regional housing crisis
11 caused by the jobs/housing imbalance. I support
12 addressing not just supply but also demand. Because
13 as long as jobs continue to outpace housing, we will
14 never catch up. Therefore, I support proposing that
15 the GUP consider allowing the total amount of
16 development proposed by Stanford, a combination of
17 academic and housing square footage, but balance
18 things out so that all new people coming to Stanford
19 are housed. The result would increase the amount of
20 housing Stanford builds while reducing the amount of
21 academic development that generates the need for more
22 housing.

23 Now, that's a specific. But I do want to
24 share with you my deeper concern, and that really --
25 I'm going to use a quote by Aldo Leopold in which he

Harwell-1

Harwell-2



1 said in his lifetime he came to the conclusion we are
2 not an inherently destructive species. However, we
3 have been migrated all over the planet. We're no
4 longer located, for most of us, in the place where we
5 were born and early imprinted. And we get to the new
6 place, and there's not readily available a way to be
7 formally introduced and deeply introduced to the place
8 where we live. So we end up not knowing the place
9 where we live. And, consequently, we end up using it
10 rather than thinking of it as a subject. Rather, we
11 think of it as an object to be used. However, Aldo
12 Leopold came to the conclusion, at the end of his
13 life, when people are given the opportunity to get to
14 know the place where they live, they do care for it.

15 And so I feel like we -- we just -- we need
16 to actually start to realize that the place where we
17 live is a subject and our obligation is to be in
18 relationship to it as a whole. Okay.

19 MR. BRADLEY: Thank you, Karen.

20 Lesley Lowe.

21 MS. LOWE: All right. Good evening. My
22 name is Lesley Lowe, and I'm a senior planner with
23 Stanford.

24 I'd like to speak to the potential traffic
25 impacts of constructing additional faculty/staff

↑
Harwell-2
cont.

↑
Lowe-1
↓



1 housing on the Stanford campus and what may appear to
2 be counterintuitive conclusions in the recirculated
3 draft EIR.

4 There are three types of trips associated
5 with housing a Stanford employee. One, the commute
6 trip by the Stanford employee; two, the commute trip
7 by the household members; and, three, all other
8 home-based trips necessary to run a household, such as
9 errands and school trips.

10 The original draft EIR assumed that the 2018
11 General Use Permit would result in a demand for
12 approximately 2500 housing units that would be located
13 throughout the Bay Area. Currently more than half of
14 Stanford's employees are taking advantage of
15 Stanford's TDM programs, meaning that we have about
16 43 percent of people coming by single-occupancy
17 vehicle to campus. All other household trips occur in
18 the communities where the housing is located. So very
19 dispersed.

20 Under the housing alternatives, commute
21 trips to -- commute trips by a Stanford employee would
22 be shorter, as they would be, ideally, walking or
23 biking to work. Therefore, the added housing will
24 reduce the regional vehicle miles traveled by a
25 Stanford employee.



Lowe-1
cont.

Lowe-2



1 However, the added housing on campus will
 2 generate other household trips in the local community,
 3 including commute and non-commute trips. These
 4 household trips occur throughout the day and will be
 5 concentrated in the communities near Stanford rather
 6 than distributed out throughout the region. In
 7 addition, these home-based trips will be increased --
 8 will increase vehicle miles traveled in the local
 9 communities.

↑
Lowe-2
cont.

10 The recirculated draft EIR analysis
 11 illustrates this conclusion. In the p.m. peak hour,
 12 Housing Alternative A removes 350 regional commuter
 13 trips, but it creates over 1,000 home-based trips in
 14 the local community. While Stanford has developed an
 15 effective TDM program for commuter trips to campus,
 16 reducing residential trips from campus housing through
 17 TDM is difficult since residential trips are not going
 18 to a single destination.

↑
Lowe-3

19 Stanford has proposed 550 resi- --
 20 faculty/staff units. While these units will generate
 21 household commute and home-based trips, we believe we
 22 can offset some of those trips by enticing more
 23 Stanford commuters out of their cars through enhanced
 24 TDM programs. However, under the housing
 25 alternatives, which would add a substantial amount of

↑
Lowe-4
↓



1 faculty/staff housing to campus, Stanford is not
2 confident that it will be able to continue to achieve
3 our no net new commute trips standard.

↑
Lowe-4
cont.

4 Thank you.

5 MR. BRADLEY: Thank you, Lesley.

6 Our next speaker is Pat Burt.

7 MR. BURT: Thank you. First I'd like to say
8 thanks to county staff and Supervisor Simitian for
9 going out of their way to hold these meetings in our
10 community. That's a real outreach that is enabling us
11 to participate in this process better.

12 I support the concept of more housing on
13 campus. And we should also recognize that Stanford,
14 over the last couple of decades, has been real leaders
15 in transportation demand management in cutting down
16 the number of trips that otherwise would have been
17 generated through their expansion.

↑
Burt-1

18 But the programs that were needed over the
19 last 20 years and historically to reduce trips are not
20 what we need today to be able to maintain a
21 sustainable community for our region and for our city.
22 We now need to look for additional measures and
23 different measures to be able to achieve that.

↑
Burt-2

24 I'd also like to point out that Stanford and
25 the county staff have correctly stated that Stanford's

↑
Burt-3
↓



1 proposal is to continue the same percentage of
 2 academic space increase as they've had over past
 3 decades, but that means that the absolute number of
 4 square feet is going to significantly increase. And a
 5 more valid measure would be to look at whether they
 6 are allowed to maintain the absolute number of square
 7 footage of increase or whether that should even be
 8 mitigated -- or -- moderated. Excuse me.

↑
Burt-3
cont.

9 In addition, on the transportation side, the
 10 trips and congestion need to actually be capped. And
 11 our current no net trips -- it's important to realize
 12 that that isn't actually no net trips because Stanford
 13 is allowed to offset many of those trips. When we
 14 look at the congestion that we have today, it's clear
 15 that what we actually need is no net trips and an
 16 expanded definition of "peak hour" and that, in all
 17 likelihood, we actually have too many trips today.
 18 We're going to have additional pressures on our
 19 roadwork, and we may need to actually be looking at a
 20 reduction in net trips. And that reduction would
 21 include trips generated from the housing on-site.

↑
Burt-4

22 As the last speaker stated, those are
 23 different programs that are needed to be able to
 24 reduce and fully mitigate the trips that are created
 25 by on-campus housing. But that doesn't mean it cannot

↑
Burt-5
↓



1 be done. They're different measures that require
2 different programs and will require a very significant
3 investment on behalf of Stanford to achieve that.

↑
Burt-5
cont.

4 There are other measures that can be done.
5 Examples I hope the EIR will look at more thoroughly
6 are integrating the Stanford Marguerite system with
7 Palo Alto city shuttle, something that Stanford -- am
8 I out already? All right.

↑
Burt-6

9 Well, thank you very much. I'll give
10 additional comments in writing.

11 MR. BRADLEY: Thank you, Pat.

12 Before I call up the next three speakers, I
13 would like to point out what I see as sort of a
14 structural issue with some of the comments. The
15 proposals are -- that are being talked about tonight
16 contained within the recirculated draft EIR are
17 actually alternatives that are coming out of the CEQA
18 process. "CEQA" stands for the California
19 Environmental Quality Act.

20 And the planning basis for those
21 alternatives is that policy I talked about earlier
22 within the community plan that requires a commensurate
23 amount of housing to be developed along with increases
24 in academic and support space on the campus. So it's
25 a natural byproduct of the proposal. To build the



1 2.275 million square feet, there needs to be a certain
2 amount of housing, by longstanding county policy. So
3 it's not the County's proposal to build more housing.
4 It's the action of the policy that requires that type
5 of analysis. If that housing generates more local
6 traffic while reducing total vehicle miles traveled,
7 those local impacts would have to be mitigated as part
8 of the project. So I just wanted to set a baseline
9 of, structurally, how these alternatives relate to the
10 project itself.

11 And, with that, we're getting down to the
12 final half-dozen speakers or so. And the next one is
13 Mary Holzer, followed by Courtney Pal, followed by
14 Reta -- last name starts with a V.

15 Thank you. Thank you, Mary.

16 MS. HOLZER: Thank you. I'm not good at
17 microphones, but I'll try. Closer? Got it. Okay.

18 Most of what I was going to say has been
19 eloquently spoken to by the rest of the people who
20 have spoken so far. I'm seriously concerned about the
21 schools, so I want to underline that. I think that
22 the school -- Stanford is expecting the Palo Alto
23 school district to take care of the students no matter
24 what, and I think that that's probably not going to
25 happen.

Holzer-1



1 I'm also seriously concerned about
2 environmental issues. I don't know that we actually
3 have enough water to support the amount of development
4 that Stanford proposes, Palo Alto proposes, Facebook
5 proposes, Apple proposes, et cetera, et cetera. This
6 is not Kansas. You know, we cannot spread out widely
7 and in all directions and expect that this is going to
8 work.

Holzer-2

9 I think that -- listening to what Stanford
10 has to say and other people have said about what
11 Stanford is proposing, I think this is all very
12 amorphous. I don't see a map anywhere of the Stanford
13 campus, saying, We're going to take this much of the
14 Stanford campus and we're going to build new academic
15 space. We're going to take this much and we're going
16 to build new housing. We're going to take this much
17 and we're going to build new schools. We're going to
18 take this much and we're going to build new parking.
19 Does anybody in the audience have any idea exactly
20 what this thing is going to look like? Do you?

Holzer-3

21 So I really am seriously concerned that what
22 we're looking at is a rather amorphous large proposal
23 that no one is really going to be able to see what it
24 looks like until it's done, and that will be too late.

25 And that is what I have to say.



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1 MR. BRADLEY: Thank you, Mary.

2 Courtney?

3 MS. PAL: Good afternoon, everyone. My name
4 is Courtney Pal. I'm a member of the Stanford
5 Coalition for Planning and Equitable 2035, which is a
6 group of Stanford students who are concerned about
7 Stanford's expansion plans.

8 First I want to talk about some assumptions
9 that are made in the VMT analysis of the revised draft
10 Environmental Impact Report. Specifically, I want to
11 point out that the analysis treats all workers that
12 are going to be added under the full housing
13 alternative and the half housing alternative as if
14 they were demographically the same as the current
15 on-campus population. However, it's likely that
16 because Stanford would have to build housing for all
17 of its workers, in this case, that are added to
18 campus, in this plan it would actually probably have
19 less trip generation than the current population and,
20 therefore, less trip generation than the analysis.
21 Studies have repeatedly shown that lower-income
22 commuters take fewer discretionary vehicle trips.
23 Those are the residential trips that would increase
24 under this analysis.

25 And so building housing for Stanford's added

Pal-1

↓ Pal-2



1 work force would increase the number of
 2 below-median-income households on campus, which
 3 assuredly is an important goal. It's incorrect,
 4 however, to use the same VMT numbers for current
 5 faculty members and staff, the vast majority of whom
 6 on campus are above median income, to calculate VMT
 7 rates for all workers who would be receiving housing
 8 under Alternative A and B. So this analysis needs to
 9 be revisited.

Pal-2
cont.

10 On a broader note, I want to talk about
 11 Stanford proposing bringing thousands and thousands of
 12 additional faculty and workers to campus, which a lot
 13 of folks have already talked about. That's happening
 14 as part of the proposed application regardless of
 15 whether or not Stanford actually builds housing for
 16 those people. Right now Stanford is only promising a
 17 fraction of the people it's bringing housing, which is
 18 going to pass the burden on to local neighborhoods and
 19 jurisdictions, increasing housing demands in areas
 20 that already have significantly high demand.

Pal-3

21 Without more on-campus housing, Stanford's
 22 growth will acutely increase housing demand in local
 23 areas. We'll see housing crisis continue to rise.
 24 More and more people will become homeless, be forced
 25 to live in their vehicles and be displaced forcibly by

Pal-4



1 their community because Stanford was unable to provide
2 housing at a rate of the demand that they themselves
3 produced. Stanford is an experienced developer, with
4 the available land to provide housing for all of its
5 workers as well as students and faculty.

↑
Pal-4
cont.

6 Traffic impacts are important, but they can
7 be mitigated quite easily by bolstering existing TDM
8 programs administered by Stanford.

↑
Pal-5

9 So, in conclusion, the RDEIR claims the two
10 alternatives would not allow Stanford to flexibly
11 develop its land within a framework that minimizes
12 potential negative effects on the surrounding
13 community. We strongly, as scope, disagree. The
14 provision of additional housing on campus, especially
15 for low-income workers, is necessary and irrefutable
16 step for Stanford to minimize its negative impacts on
17 the surrounding community. And we hope that this is
18 taken into consideration in their vision of the
19 alternatives.

↑
Pal-6

20 Thank you.

21 MR. BRADLEY: Thank you, Courtney.

22 Reta?

23 MS. VIHIL: Good evening. I would like to
24 take this opportunity to ask Stanford to be a good
25 neighbor. Stanford, among many people in Palo Alto,

↑
Vrhel-1
↓



1 has been disingenuous in their promotion of this plan.
 2 The idea that there are going to be no new net trips
 3 with so many employees and the associated people that
 4 go with those employees really cannot be believed.
 5 The idea that increasing housing fees will cause
 6 Stanford to be broke is laughable. I don't know what
 7 their endowment or their amount of money that they
 8 have now is, but I think that they certainly can pay
 9 reasonable fees.

Vrhel-1
cont.

Vrhel-2

10 The idea that their children are going to
 11 come and be schooled by -- for free by the residents
 12 of their neighborhoods is not reasonable. I was so
 13 happy when I saw housing -- Stanford housing going up
 14 in Palo Alto -- in Menlo Park because I thought
 15 finally Menlo Park gets to pay for the kids to be
 16 schooled.

Vrhel-3

17 So, that said, Stanford is a valuable
 18 resource to our communities, and I would ask them to
 19 be a good neighbor. I think the other way they could
 20 be a good neighbor is -- I have heard several times
 21 that as a requirement of the last General Use Permit,
 22 there was to be a final build-out plan. I think
 23 Supervisor Simitian would know more about that, and I
 24 think that that has been mentioned or was mentioned at
 25 the meeting held at the City Council chambers. What

Vrhel-4



1 was said was that plan final build-out -- this is it,
2 no more new building, this is final numbers -- was not
3 presented. And yet the previous GUP was allowed to
4 move forward.

5 I would ask that the County supervisors and
6 Stanford work together to get that final build-out
7 plan, no loopholes, no fancy definitions that will be
8 revised later on -- this is it, folks -- completed and
9 that the new request, the new GUP, not be allowed
10 until those numbers, that final plan, is provided.

11 Once that is provided, I think that
12 neighboring communities, who will bear the brunt of
13 infrastructure and so much more, will be able to
14 reasonably address the issue. I think doing EIRs
15 piecemeal -- 2.5 million square feet here, 2.5 million
16 square feet there -- does not allow for the total
17 development to be adequately evaluated.

18 Thank you.

19 MR. BRADLEY: Thank you, Reta.

20 I'd like to call our final three speakers
21 up. If anyone else wants to speak, please get your
22 speaker card in. That would give us an even
23 20 speakers. But we're good with 19, 20. Thank you,
24 Tracy. I like round numbers.

25 Okay. Sorry. I digress. Number 17 is Yara

↑
Vrhel-4
cont.

Vrhel-5



1 Sellin, followed by Stephanie Munioz. Would you like
2 to talk -- speak from there?

3 MS. MUNIOZ: No, no.

4 MR. BRADLEY: You'll come up here. Okay.

5 Followed by Arthur Keller. And our final
6 speaker, going once -- oh, okay. Our not-final
7 speaker is Tracy Fernside. So Yara, Stephanie, Arthur
8 and then Tracy. And then we'll have one more.

9 Thank you, Yara.

10 MS. SELLIN: Hi. My name is Yara Sellin.
11 I'm also a little unused to microphones, so forgive me
12 if I'm too loud. I live at Peter Coutts on Stanford,
13 and I want to thank Stanford for being a great place
14 to live. Bike around, all of that.

15 We recently had some traffic issues on Peter
16 Coutts Drive as the new university housing came
17 on-line, and they cleaned up that intersection really
18 well. I have children who go to Escondido, Nixon.
19 And I have a soon-to-be sixth grader at Fletcher. So
20 we're really using the safe routes to school and are
21 active alternative transportation proponents.

22 I would like to ask that as we move forward
23 and particularly before any more expansion happens,
24 that we address the Bowdoin/Stanford intersection.
25 And, frankly, a lot of the other streets that feed

Sellin-1

Sellin-2



1 onto Bowdoin are kind of problematic. There's a lot
2 of dead-end streets.

3 But Bowdoin/Stanford in particular is a
4 difficult intersection. It's a thoroughfare, the
5 south -- north-south direction, for people going to
6 and from Gunn, crossing to go to Escondido. And then
7 you also have a lot of people coming in and out from
8 campus, and it's a main thoroughfare from people
9 coming in from 280 who aren't using Page Mill.

10 For those of you who don't know it, it's a
11 T intersection. There's a lot of wooden posts that
12 come up about this high (indicating) and obscure
13 visibility. So I feel very nervous having my
14 seven-year-old cross that intersection by himself
15 because cars simply don't see him. And especially
16 cars that are coming out of campus and going east. We
17 generally bike him to school in the morning, even
18 though he's certainly capable of biking himself. And
19 frequently we kind of go out and practically block the
20 intersection so he can get through safely. Other
21 parents do the same or sort of, you know, wave their
22 hands around and make sure they have eye contact with
23 everybody.

24 Because there are so many people going to
25 Escondido -- going to SCRA, for that matter, too -- I

Sellin-2
cont.



July 10, 2018

1 would like to ask that this intersection be looked at
2 immediately. Maybe we can set up an observation when
3 school is back in session and look at cleaning it up,
4 making pedestrians and bikers more visible and safe.

5 Thank you very much.

6 MR. BRADLEY: Thank you.

7 Stephanie?

8 MS. MUNIOZ: Yes. Folks, if you can't hear
9 me -- Pat Burt, for instance -- if you can't hear me,
10 raise your hand. All right?

11 I'm Stephanie Munioz, and what I have to add
12 to this is some experience. I lost my driver's
13 license, and so I can tell you something about traffic
14 and the discretionary trips that people could take.
15 You don't need to take nearly as many trips as you
16 think you need to take, but you do have to go to work.
17 There's just -- there's just no getting around it.
18 Even though some forward-looking companies have
19 figured out ways that workers can work from home --
20 and that's fine -- the vast majority of people have to
21 go to work.

22 And so the housing problem, which is
23 absolutely insoluble as far as traffic goes, is having
24 houses at a distance from the workplace, where there
25 is no train or dependable bus to get you there within

↑
Sellin-2
cont.

↑
Munoz-1

↑
Munoz-2
↓



1 a reasonable amount of time. And I can tell you the
2 public transportation system is sadly lacking in
3 efficient use of time.

↑
Munoz-2
cont.

4 Now, I think that has been the -- I think
5 everybody who spoke has said that we need to have a
6 balance, that the workers have to be provided for.
7 Whether Stanford puts in one million new workers or
8 only two and a half, there has to be a place for those
9 workers to live, however many there are of them.

↑
Munoz-3

10 And I'd like to say that one of the things
11 that we haven't talked about is going to very small
12 units, Hong Kong-size microunits. And I'm pointing to
13 our new revelation about the President Hotel. People
14 are willing to live in very small units if the housing
15 suits their need in other ways. And I'm recommending
16 that mostly the towns, because the County has a rather
17 small amount of residential permits to hand out to
18 ordinary folks -- I'm recommending that we look into
19 large quantities of hotel rooms and baths with
20 co-housing amenities to them where people will have
21 the swimming pool, the pool table, the library, the
22 computers and a bus to take them where they need to
23 go. And that would work out really very well for
24 retired people.

↑
Munoz-4

25 Is that it?

↑
Munoz-5



1 As far as the school goes --

2 MR. BRADLEY: Thank you, Stephanie.

3 MS. MUNIOZ: I have one more. With regard
4 to the schools, what the situation we now have is that
5 businesses which are housed in Palo Alto, whose
6 revenue goes to Palo Alto, have the workers in
7 other -- schools in other towns, and those other towns
8 have to pay for the students too. Stanford could have
9 its own school.

Munoz-6

10 MR. BRADLEY: Thank you, Stephanie.

11 MS. MUNIOZ: Thanks.

12 MR. BRADLEY: I gave her an extra 30 seconds
13 because she was interrupted by the people talking in
14 the audience.

15 Arthur Keller?

16 MR. KELLER: Thank you.

17 So since Stephanie Munioz talked about the
18 President Hotel Apartments, I wish to point out that
19 most of the residents actually do have cars and have
20 residential parking permits and park them in the
21 neighborhoods.

Keller-1

22 Stanford actually did a calculation based on
23 jobs to employed residents, which was an official jobs
24 housing number. Stanford is 3.06, according to a 2012
25 to 2016 five-year study from the census bureau. The

Keller-2



1 federal census bureau. So that's actually pretty bad.
2 Comparable to or worse than Palo Alto's. So that
3 should be considered.

↑ Keller-2
cont.

4 Stanford should house all students -- and
5 that means undergraduates, grad students and postdocs.
6 Right now Stanford is only considering housing
7 undergrads but not grad students and postdocs. And
8 that is -- it makes it very hard for those students to
9 live around here.

↑ Keller-3

10 One way to deal with the traffic problem
11 that was identified by additional housing is to
12 basically provide school space on campus for the
13 schools, because a lot of these trips will be
14 students. So that's -- instead of having them to go
15 off campus for schools, they can have schools on
16 campus. And also school in-lieu fees that our
17 illustrious school board member we talked about.

↑ Keller-4

18 We need to have an accounting for the
19 offsets. Because in terms of no new net trips, there
20 have been a lot of offsets that have not really been
21 accounted for, that don't really help the traffic in
22 the immediate area. So we see, from the vehicles --
23 from the traffic impact -- the traffic impacts are
24 immediate, and the offsets have been far away. And
25 that's not quite fair. We do need the maximum

↑ Keller-5
↓ Keller-6



1 sustainable build-out which was proposed -- which was
2 required on 2000 GUP, and that should be required in
3 order to approve this.

↑
Keller-6
cont.

4 And we need to also have the maximum impact
5 fee that was calculated by the staff, County staff,
6 for affordable housing.

↑
Keller-7

7 Finally, I'll take a few seconds to talk
8 about a proposal that was made by certain people
9 regarding putting Stanford's housing for Stanford
10 University employees on the Stanford Research Park.
11 That just means that they'll be -- that traffic that's
12 created -- proposed to be created -- that will be
13 created by the housing on campus would instead be
14 within Palo Alto. It wouldn't reduce the traffic.
15 The traffic would just move somewhere else. So that
16 actually won't help the problem. It won't help the
17 problem with the need for schools. Because -- in that
18 way. So that's really a nonsolution.

↑
Keller-8

19 Instead, really, we should think about
20 communities providing the housing that their jobs
21 create or, alternatively, reduce the amount of jobs
22 created. The way to help the jobs/housing imbalance
23 is to deal with both the numerator and the
24 denominator. And if you can't deal with the reduction
25 and increase the housing, you can also deal with a

↑
Keller-9
↓



1 reduction in jobs.

2 Thank you.

3 MR. BRADLEY: Thank you, Arthur.

4 Tracy?

5 MS. FERNSIDE: Can you hear me? All right.

6 My name is Tracy Fernside -- how about that?

7 Is it better? And I've been a Palo Alto resident

8 since 1975.

9 Full disclosure: I did not do my homework
10 before coming to this meeting. I came to this meeting
11 with a question, and now I actually have more. But my
12 question was, if there -- we're supposed to have a
13 maximum sustainable build-out plan given by Stanford
14 to the City of Palo Alto, to the County of Santa
15 Clara, to say there is an end to this somewhere? Why
16 are we even discussing it before we have that? I
17 still have that question.

18 Now I have an additional question. There
19 was all this talk about housing units, and at one time
20 it was houses or units or beds. We need to know
21 people and we need to know cars. Housing units means
22 nothing. How many people are going to be living on
23 campus? How many new people are going to be driving
24 cars in Palo Alto?

25 And then the other thing, which I had not

↑ Keller-9
↓ cont.

Fernside-1

Fernside-2

↓ Fernside-3



1 even thought about, about Stanford being a tax-free
2 zone. And somebody asking how much money does
3 Stanford have. In the words of my friend Marion, I
4 would say Stanford has more money than God and they
5 can --

Fernside-3
cont.

6 UNIDENTIFIED SPEAKER: Change.

7 MS. FERNSIDE: Yeah, they can pick up the
8 costs of their expansion plans. They have a school of
9 education, and they would think that they can just ask
10 Palo Alto to build a bunch of schools and staff them
11 without extra money? I mean, it's ridiculous.

Fernside-4

12 So that's all I have to say.

13 MR. BRADLEY: Thank you, Tracy. You said a
14 lot in two minutes.

15 Kathleen, followed by Gigi will be our final
16 speaker. You want us to come back to you? Gigi.
17 Ready?

18 MS. LENHART: I think so.

19 This is very spur of the moment.

20 I'm a Palo Alto person. My grandfather was
21 the head of the English department when Stanford came
22 here. I'm a longtime Palo Alto -- the mountain up at
23 Skyline, when you look up Page Mill, is named for my
24 grandfather. I think Stanford is marvelous. I think
25 Google is great. I think all of these companies are

Lenhart-1



1 great. It's time that Google and all those companies
2 went to Podunk. Excuse me. I've had it. We do not
3 want them here. They are ruining our lifestyle. This
4 is a college community. We have the right to have the
5 kind of life that Stanford originally envisioned. And
6 I don't think we have any obligation whatsoever to
7 these people who are making billions and billions of
8 dollars. They can go somewhere else, and they do not
9 need to ruin our lives. They're impacting our
10 traffic, our air, our health and our emotions, and I
11 don't see why we need to give in to them.

12 Example: I was up in Napa years ago, and
13 there was an article in the newspaper. And they said,
14 Why is everybody trying to make us have more housing?
15 We are growing wine. That's what we're about. And we
16 cannot turn over our wine land to housing and
17 businesses. That's not okay. This is what we do.

18 In Palo Alto we raise kids, we raise a
19 beautiful university community. For God's sake, go
20 somewhere else, these companies. We -- I've had it.
21 The traffic is God-awful and our air is bad and our
22 kids -- how can we have septics that are -- that are
23 safe when so many people are piling in here? There's
24 so many places in our country that are desperate for
25 economy, for help for schools. Go somewhere else.

Lenhart-1
cont.



↑ Lenhart-1
| cont.

1 Period. Palo Alto, finished. Done. Close the walls.

2 MR. BRADLEY: Thank you, Gigi.

3 You ready to follow that, Kathleen?

4 MS. DURHAM: I'm Kathy Durham. I live in
5 College Terrace. I got involved in the General Use
6 Permit -- General Use Permit hearings in 1987, '88,
7 which really dates me. And focusing then on
8 mitigations for Stanford Avenue from Bowdoin to
9 Escondido to El Camino Real because that's where my
10 kids were going to school.

11 I went on to be a school volunteer and a
12 part-time city employee in Palo Alto and am now
13 retired. But I still really am interested in helping
14 to find ways for Stanford and the City to work
15 together to actually encourage more active
16 transportation and to cooperate on other forms of
17 alternative transportation, like some of our speakers
18 have said.

Durham-1

19 When I got started, there was a sixth grade
20 safety patrol on duty at Stanford and Bowdoin. After
21 about ten years, that was withdrawn. It was
22 considered -- there was so much more traffic through
23 that intersection that it was considered too unsafe
24 for a four-way or a three-way stop with a bike entry,
25 to have students out there. And the sixth graders

↓



1 were moved out to middle school.

2 So today we have big a.m. and p.m. backups

3 and a lot of really impatient drivers, people who are

4 distracted by their phones. And we have a lot more

5 students of all ages, from kindergartners through

6 graduate students, at Stanford, using that

7 intersection and other intersections on Stanford

8 Avenue. And a lot more faculty who are biking --

9 faculty and staff who are biking. And the new

10 180 units on Cal Ave is also adding to this.

11 And so I want to support what Yara was

12 saying about how increasing numbers of parents are not

13 feeling safe for their children to cross at Stanford

14 Avenue and Bowdoin. And this is Escondido kids, Nixon

15 kids, Fletcher School kids, Gunn kids, Paly kids.

16 So what I have heard is that there is a

17 discussion, on some very far timeline, of a traffic

18 signal at Stanford and Bowdoin. And I'd just like to

19 suggest, can we explore? Can we look at an

20 alternative that is much cheaper, that is safer for

21 bicyclists of all ages and pedestrians, a mini

22 roundabout? It will take a little bit of Stanford's

23 land. It takes more space in the intersection than

24 the current one, but it doesn't have to be the full

25 scale than the ones on Campus Drive are. Pull back

↑ Durham-1
↓ cont.

Durham-2

Durham-3



July 10, 2018

1 the crosswalks and you eliminate the bicyclists
2 running the stop signs and the yielding issues caused
3 by impatient drivers.

4 So let's work on 21st century solutions.

5 MR. BRADLEY: Thank you, Kathleen.

6 So it's 7:22, and this meeting is scheduled
7 to go to 8:00 o'clock. So I want to make sure anyone
8 who came here tonight wanting to speak got a chance to
9 speak. Any -- anyone who wants to be our 23rd
10 speaker?

11 With that, I will conclude the meeting. And
12 thank you for coming tonight, and I encourage you to
13 stay involved with this very important project.

14 (Public Comments concluded at 7:26 p.m.)
15
16
17
18
19
20
21
22
23
24
25

↑
Durham-3
cont.



1 STATE OF CALIFORNIA
2 COUNTY OF SANTA CLARA

3
4

5 I, NOELIA ESPINOLA, Certified Shorthand
6 Reporter in and for the State of California, do hereby
7 certify:

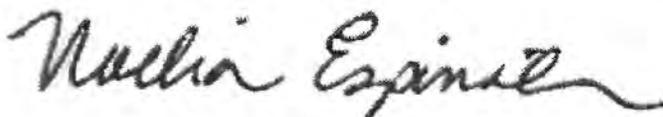
8 That said hearing was taken down by me in
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12 I further certify that I am not interested
13 in the outcome of this hearing.

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17 Date: July 25, 2018

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6.2.4.2 Responses to Comments from Santa Clara County Public Meeting held at Palo Alto Arts Center on 07/10/18

Responses to Comments from Neva Yarkin

RPM2-Yarkin-1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

However, please also see Draft EIR Section 5.12 Population and Housing, Section 5.13, Public Services and Section 5.15 Transportation and Traffic which address all Project and contribution to cumulative impacts on population and housing, public services and traffic associated with the construction and operation of the proposed Project. See also new Impact 5.17-1 in the Recirculated Portions of Draft EIR related to indirect housing impacts of the Project. In addition, see Sections 7.4.4 and 7.4.5 of the Recirculated Portions of Draft EIR, which address effects on housing, public services and traffic associated with Additional Housing Alternative A and Additional Housing Alternative B.

RPM2-Yarkin-2 No new housing is proposed at the Stanford Research Park or Stanford Shopping Center by the proposed Project. Please see Master Response 5: Project Description.

RPM2-Yarkin-3 This comment is in reference to another project not related to the proposed 2018 General Use Permit, and does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

RPM2-Yarkin-4 Please see Master Response 1: Non-CEQA Comments.

RPM2-Yarkin-5 Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Mary O’Kicki

RPM2-O’Kicki-1 Please see Master Response 1: Non-CEQA Comments.

RPM2-O’Kicki-2 Please note that socioeconomic effects are outside the scope of CEQA, and consequently are not required to be addressed in this EIR. Please see Master Response 1: Non-CEQA Comments.

RPM2-O’Kicki-3 Please see Master Response 1: Non-CEQA Comments.

RPM2-O’Kicki-4 Please see Master Response 1: Non-CEQA Comments.

RPM2-O’Kicki-5 Please see Master Response 1: Non-CEQA Comments.

RPM2-O’Kicki-6 Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Hamilton Hitchings

- RPM2-Hitchings-1 The comment compares the intersection impacts between the two housing alternatives. Please see Master Response 1: Non-CEQA Comments.
- RPM2-Hitchings-2 Assumptions about future transit capacity were based on the best available information at the time of EIR preparation. The analysis relies on the 2014 Caltrain Capital Improvements Program (CIP), which states that Caltrain would expand its platforms to accommodate eight-car trains.
- The Draft EIR explains on page 5.15-155 that the Governor’s Office of Planning and Research (OPR) recognizes that increased demand throughout a region may necessitate new or additional transit infrastructure. However, OPR states such effects may be best addressed through a fee program that fairly allocates the cost of improvements not just to projects that locate near transit, but rather across a region to all entities that rely on the entire transportation system.
- RPM2-Hitchings-3 Please see Master Response 3: General Comments on EIR and Environmental Topics.
- RPM2-Hitchings-4 Please see Master Response 1: Non-CEQA Comments. The commenter’s preference for Reduced Project Alternatives is part of the public record on the Project, and will be considered by the County decision-makers.
- RPM2-Hitchings-5 Please see Master Response 3: General Comments on EIR and Environmental Topics. In addition, please note that no development is proposed by the Project in the Stanford Research Park.
- RPM2-Hitchings-6 The need for affordable housing and amount of an affordable housing fees is a socioeconomic issue not required to be analyzed under CEQA. Please see Master Response 1: Non-CEQA Comments. The inclusion within the EIR of a discussion on the County’s satisfaction of its obligations to provide housing needs for all economic segments of the community is a policy issue that may be considered by the County Board of Supervisors and is not related to how the proposed Project will have a physical effect on the environment.
- RPM2-Hitchings-7 The comment requests that Stanford provide annual fees per student to fully cover the increased student population; the need for and amount of such fees is a socioeconomic issue not required to be analyzed under CEQA. Please see Master Response 1: Non-CEQA Comments and Master Response 3: General Comments on EIR and Environmental Topics.
- RPM2-Hitchings-8 The County’s adopted Stanford Community Plan establishes a no net new commute trips standard to regulate vehicular trips to campus, and under Mitigation Measure 5.15-2, the proposed Project would be subject to the

same standard.⁴ The mitigation measure further outlines the penalties of not meeting the standard, as described in Mitigation Measure 5.15-2(6). Other standards, such as one based on the percentage of all trips that are taken using single-occupant-vehicles have been applied by other jurisdictions. The advantage of the no net new commute trips standard is that it can be directly and independently measured through counts at the campus cordon. A standard based on mode share, on the other hand, can only be calculated based on survey data. At a site as large as the Stanford campus, it is not feasible to count all of the pedestrians and bicyclists, who can enter and exit the campus from a large number of locations. Nor is it practical to count all of the people who take transit to the campus, particularly because several transit options are not owned or controlled by the County of Santa Clara or Stanford.

It should be noted that Mitigation Measure 5.15-2(b) has been added to include an upfront fair-share payment by Stanford to address the impact of peak-hour, off-peak direction Project-generated vehicle trips (i.e., reverse commute) that are not accounted for in the no net new commute trips standard. Please see Chapter 2 in this Response to Comments Document for the revised mitigation measure text.

Responses to Comments from Alice Kaufman

- RPM2-Kaufman-1 These introductory comments regarding the analysis in the Recirculated Portions of the Draft EIR are acknowledged. Please see Master Response 1: Non-CEQA Comments.
- RPM2-Kaufman-2 These comments regarding carrying capacity and regional housing supply are acknowledged. Please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study and Master Response 5: Project Description, Topic 2: Scope of Proposed Project and Analysis for discussion of the potential maximum buildout of the Stanford campus. Please also see Master Response 1: Non-CEQA Comments.
- RPM2-Kaufman-3 The comment expresses general support for increasing housing and limiting impacts. Please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Jessica von Borck

- RPM2-von Borck-1 The comment generally discusses existing and proposed Project housing; no response is required.

⁴ Please note that in response to comments, and as a result of County initiated changes, Mitigation Measure 5.15-2 has been expanded as Mitigation Measure 5.15-2(a)-(b). Please see Chapter 2 in this Response to Comments Document for the full revisions made to this mitigation measure.

- RPM2-von Borck-2 The comment discusses the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.
- RPM2-von Borck-3 The comment discusses the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.
- RPM2-von Borck-4 The comment expresses concern with the potential effects on campus character regarding new housing development proposed in the Recirculated Portions of Draft EIR; no response is required.
- RPM2-von Borck-5 The comment discusses the alternatives presented in the Recirculated Portions of Draft EIR; no response required.
- RPM2-von Borck-6 The comment indicates that Stanford will be presenting an affordable housing proposal to the County; no response required.

Responses to Comments from Peter Drekmeier

- RPM2-Drekmeier-1 The comment suggests an alternative that would provide less academic growth and more housing. Please note that CEQA does not require multiple variations of the alternatives evaluated in an EIR to be considered. (See *Village Laguna of Laguna Beach Inc. v. Board of Supervisors of Orange County* (1982) 134 Cal.App.3d 1022, 1028.) Also, the County Board of Supervisors may ultimately approve a project that is a variation of the alternatives presented in the EIR as long as the approved project falls within the range of the alternatives evaluated in the EIR. Please see Master Response 8: EIR Alternatives, Topic 2: Additional Detail on Potential Alternative for additional information regarding variations on a Reduced Project Alternative.
- RPM2-Drekmeier-2 The County acknowledges that lost property tax revenues can substantially affect local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes exclusive mitigation requirements (“SB 50” school mitigation fees) for school impacts and preempts local authority on this issue. Please also see Master Response 12: Public Schools, Topic 2: Additional School Site.
- RPM2-Drekmeier-3 The possible Caltrain grade separations at Alma and Charleston are not approved or pending projects; therefore, they are not assumed to be in place under No Project or with Project conditions in the 2018 Baseline and 2035 Cumulative traffic scenarios. If such grade separations are proposed for approval, the CEQA document for the grade separation projects would address impacts of the grade separations.

Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, and Master Response 13: Transportation and Traffic, Topic 5: Intersection Impacts and Mitigation for additional information on intersection impacts.

RPM2-Drekmeier-4 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Todd Collins

RPM2-Collins-1 The comment discusses increases in school-age students associated with the proposed Project and additional housing alternatives.

The proposed Project would generate an estimated 275 school-age students (page 5.13-7 in the Draft EIR), Additional Housing Alternative B would generate an estimated 861 students (see page 2-364 in the Recirculated Portions of Draft EIR), and Additional Housing Alternative A would generate an estimated 1,446 students (see page 2-161 Recirculated Portions of Draft EIR).

RPM2-Collins-2 Please refer to Master Response 12: Public Schools, Topic 2: Additional School Site.

RPM2-Collins-3 The County acknowledges that lost property tax revenues can substantially affect local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes exclusive mitigation requirements (“SB 50” school mitigation fees) for school impacts and preempts local authority on this issue. Please also see Master Response 12: Public Schools, Topic 2: Additional School Site.

RPM2-Collins-4 Please see Response to Comment RPM2-Collins-3, above.

Responses to Comments from Terry Holzemer

RPM2-Holzemer-1 The amount of an affordable housing fee is a socioeconomic issue not required to be analyzed under CEQA. The County Board of Supervisors, as the decision-making body for the 2018 Stanford General Use Permit, will determine any in-lieu fee paid by Stanford for affordable housing demand generated by its academic development. Please see Master Response 10: Affordable Housing, Topic 3: Future Contribution to Affordable Housing Fund.

RPM2-Holzemer-2 Please see Response to Comment RPM2-Holzemer-1.

RPM2-Holzemer-3 Please see Response to Comment RPM2-Holzemer-1.

RPM2-Holzemer-4 Please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Suzanne Keehn

RPM2-Keehn-1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

RPM2-Keehn-2 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

RPM2-Keehn-3 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Bob Moss

RPM2-Moss-1 Please refer to the Project objectives presented in the Draft EIR, Chapter 3, pages 3-1 to 3-2.

RPM2-Moss-2 Please see Draft EIR Section 5.16 Utilities and Service Systems which addresses all Project and cumulative impacts on water supply and public utilities associated with the construction and operation of the proposed Project. See also Sections 7.4.4 and 7.4.5 of the Recirculated Portions of Draft EIR which address effects on water supply and public utilities associated with Additional Housing Alternative A and Additional Housing Alternative B. The Draft EIR and Recirculated Portions of Draft EIR determine these impacts to be less than significant.

RPM2-Moss-3 As discussed in the Draft EIR Section 5.13 Public Services, page 5.13-2, Station 6, the Stanford Fire Station located on the Stanford campus, is currently operational and would remain operational under the Project. Impact 5.13-1, Impact 5.13-2 and Impact 5.13-5 address all Project and cumulative impacts of the proposed Project on fire protection, and determine that the impact would be less than significant. Similarly, Sections 7.4.4 and 7.4.5 of the Recirculated Portions of Draft EIR address effects of Additional Housing Alternative A and Additional Housing Alternative B on fire protection services, and conclude the impact to be less than significant.

RPM2-Moss-4 If Stanford achieves the no net new commute trips standard, it will not contribute trips in the peak hour and peak commute direction to off-campus intersections and freeway segments. This program has been effective in mitigating the potential transportation impacts of Stanford's facilities and population growth. The Recirculated Portions of Draft EIR conservatively does not assume that Stanford will achieve the no net new commute trips standard. This is a worst-case approach used to ensure that back-up mitigation measures in the form of physical intersection improvements are identified.

Potential impacts to the El Camino Real/Page Mill Road-Oregon Expressway (Intersection #20), Junipero Serra Boulevard-Foothill Expressway/Page Mill Road (Intersection #17) El Camino Real/Embarcadero Road (Intersection #48), are discussed beginning on page 2-178 (Additional Housing Alternative A) and beginning on page 2-381 (Additional Housing Alternative B) of the Recirculated Portions of Draft EIR. Although the proposed intersection improvements would be capable of reducing the impacts at these intersections to a less-than significant level, they are either dependent upon the actions of agencies that are not the Lead Agency for this Draft EIR (i.e., City of Palo Alto), or could require additional funding that has not yet been identified; it is therefore not certain that a mitigation measure would be implemented in a timely manner such that the proposed Project's impact is mitigated. As such, and similar to the impact determination for the proposed Project, the impacts identified at these three intersections under the housing alternatives would be significant and unavoidable.

RPM2-Moss-5 Please see Master Response 1: Non-CEQA Comments.

RPM2-Moss-6 Please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Karen Harwell

RPM2-Harwell-1 Please see Master Response 1: Non-CEQA Comments. Please also See Master Response 9: Population and Housing Methodology, Topic 5: Housing Linkage Ratio and Timing.

RPM2-Harwell-2 Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Lesley Lowe

RPM2-Lowe-1 The comment discusses the types of trips associated with Stanford affiliates; no response is required.

RPM2-Lowe-2 The comment discusses the types of trips associated with housing occupied by Stanford affiliates under the alternatives presented in the Recirculated Portions of Draft EIR; no response is required.

RPM2-Lowe-3 The comment discusses residential trips and their relationship to TDM programs; no response is required.

RPM2-Lowe-4 The comment discusses residential trips and their relationship to TDM programs; no response is required.

Responses to Comments from Pat Burt

RPM2-Burt-1 Please see Master Response 1: Non-CEQA Comments.

- RPM2-Burt-2 Due to the lack of specificity in the general comment, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.
- RPM2-Burt-3 Due to the lack of specificity in the general comment, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.
- RPM2-Burt-4 Please see Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for information regarding the application of trip credits in the context of the no net new commute trips policy. Draft EIR Mitigation Measure 5.15-2(5) on page 5.15-88 references Stanford Community Plan Policy C-8, which establishes a policy to credit participation in off-campus trip reduction efforts that benefit the streets surrounding the campus toward Stanford's achievement of the no net new commute trips standard.⁵ Mitigation Measure 5.15-2 states that Stanford will receive credit commensurate with the number of trips reduced outside the cordon due to Stanford's efforts and the fair share of the cost of the program that Stanford is contributing. Mitigation Measure 5.15-2(b) has been added to include an upfront fair-share payment by Stanford to address the impact of peak-hour, off-peak direction Project-generated vehicle trips (i.e., reverse commute) that are not accounted for in the no net new commute trips standard. Please see Chapter 2 in this Response to Comments Document for the revised mitigation measure text.
- RPM2-Burt-5 See Response to Comment RPM1-Pal-6.
- RPM2-Burt-6 The Marguerite serves over 3.2 million riders per year (both Stanford and non-Stanford affiliates) and Stanford continuously assesses the routes and utilization of routes to ensure that the shuttles are not underutilized. Because the Marguerite shuttle is a private shuttle system, the capacity and route planning are evaluated by Stanford and capacity is expanded when Stanford determine there is sufficient demand. According to the Palo Alto Transit Vision (March 2017), the Palo Alto City Shuttle is designed to supplement the Valley Transportation Authority Transit by connecting residential areas to key employment, shopping, recreation, and school destinations in Palo Alto. The two shuttle services serve different purposes, but do connect with one another at the Palo Alto Transit Center.

⁵ Please note that in response to comments, and as a result of County initiated changes, Mitigation Measure 5.15-2 has been expanded as Mitigation Measure 5.15-2(a)-(b). Please see Chapter 2 in this Response to Comments Document for the full revisions made to this mitigation measure.

Responses to Comments from Mary Holzer

- RPM2-Holzer-1 The County acknowledges that lost property tax revenues can substantially affect local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes exclusive mitigation requirements (“SB 50” school mitigation fees) for school impacts and preempts local authority on this issue. Please also see Master Response 12: Public Schools, Topic 2: Additional School Site.
- RPM2-Holzer-2 Please see Draft EIR Section 5.16 Utilities and Service Systems which addresses all Project and cumulative impacts on water supply associated with the proposed Project. See also Sections 7.4.4 and 7.4.5 of the Recirculated Portions of Draft EIR which address effects on water supply associated with Additional Housing Alternative A and Additional Housing Alternative B. The Draft EIR and Recirculated Portions of Draft EIR determine these impacts to be less than significant.
- RPM2-Holzer-3 As noted on page 1-3 of the Draft EIR, no site-specific projects and locations have been identified under the proposed 2018 General Use Permit. Each individual building or project that would be developed pursuant to the proposed 2018 General Use Permit would require submittal of an application to the County at the time proposed, and the County would review the application to determine whether the individual building or project necessitates additional review prior to consideration of approval by the County. See Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.

Table 3-6 and Figure 3-8, on pages 3-20 and 3-21 of the Draft EIR, respectively, present the development districts and the distribution of development within the campus. As shown in Table 3-6, 1.8 million square feet, or nearly 80 percent of the anticipated academic and academic support space proposed under the 2018 General Use Permit would occur in the Campus Center Development District. Proposed new housing would be focused in the East Campus and Lagunita Development Districts, along with new high-density housing in the Quarry Development District.

Responses to Comments from Courtney Pal

- RPM2-Pal-1 Please refer to Response to Comment RO-SCOPE-3 in Section 6.2.2 in this document.
- RPM2-Pal-2 Please refer to Response to Comment RO-SCOPE-3 in Section 6.2.2 in this document.

RPM2-Pal-3 to RPM2-Pal-4

The comment expresses concern with the effect of the increase in faculty and workers on housing demand on neighborhoods and jurisdictions. The EIR addressed all potential direct and indirect impacts of the increases in faculty and worker population associated with the Project and additional housing alternatives. Impacts 5.12-1 and 5.12-2 addressed the direct Project and cumulative impact from increases in Project population growth, including from and faculty and workers, on housing demand. Impact 5.17-1 in the Recirculated Portions of Draft EIR addressed the indirect environmental impacts of constructing off-campus housing to accommodate the increase in Project-related population. Similarly, Impacts 5.12A-1, 5.12A-2, 5.17A-1, 5.12B-1, 5.12B-2, and 5.17B-1 addressed direct and indirect impacts of increases in population associated with Additional Housing Alternatives A and B.

Social issues such as homelessness are not physical impacts required to be analyzed under CEQA, and consequently, are not addressed in the EIR. See Master Response 1: Non-CEQA Comments.

RPM2-Pal-5

The TDM strategies outlined as part of the No Net New Commute Trips standard would also apply to the proposed Project and both housing alternatives. However, as stated on page 2-54 and 2-259 of the Recirculated Portions of Draft EIR, because the housing alternatives would shift a substantial number of commute trips to residential trips, the No Net New Commute Trips standard may not be achieved because TDM measures are not as effective in reducing residential trips, compared to commute trips. As such, the No Net New Commute Trips standard is more likely to be achieved under the proposed project than the housing alternatives.

RPM2-Pal-6

As the Recirculated Portions of Draft EIR discloses, the additional housing alternatives would result in overall greater environmental impacts than the proposed Project. With respect to Additional Housing Alternative A, this would include three new significant and unavoidable air quality impacts related to additional on-campus residential population and associated increase in daily vehicle trips. Both Additional Housing Alternatives A and B would, to varying degrees, also increase peak-hour vehicle trips and congestion, at the study intersections located closest to the campus, and at freeway segments; and further increase impacts at off-campus public parks. These alternatives would also result in more on-campus construction, and therefore result in greater associated construction-related impacts on the site and site vicinity. Please also refer to Response to Comment RO-SCOPE-5.

Responses to Comments from Rita Vrhel

- RPM2-Vrhel-1 Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for evidence of the effectiveness of the no net new commute trips program, including the ability to expand the program to reduce more vehicle trips in the future.
- RPM2-Vrhel-2 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Vrhel-3 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Vrhel-4 Please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study and Master Response 5: Project Description, Topic 2: Scope of Proposed Project and Analysis for discussion of potential maximum buildout of the Stanford campus.
- RPM2-Vrhel-5 Please see Master Response 5: Project Description, and Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary.

Responses to Comments from Yara Sellin

- RPM2-Sellin-1 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Sellin-2 This comment is in regard to an existing condition, not the impacts of the proposed Project. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Stephanie Munoz

- RPM2-Munoz-1 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Munoz-2 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Munoz-3 Please see Master Response 3: General Comments on EIR and Environmental Topics.
- RPM2-Munoz-4 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Munoz-5 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Munoz-6 The County acknowledges that lost property tax revenues can substantially affect local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes exclusive mitigation requirements (“SB 50” school mitigation fees) for school impacts and preempts local authority on this issue. Please also see Master Response 12: Public Schools, Topic 2: Additional School Site.

Responses to Comments from Arthur Keller

- RPM2-Keller-1 Please see Master Response 1: Non-CEQA Comments.
- RPM2-Keller-2 As discussed further in Responses to Comments A-PV-3 and A-EPA-2, the jobs/housing balance issue is an important policy issue that the County Board of Supervisors will consider when it decides whether, and under what conditions, the Project should be approved. A jobs/housing ratio can be calculated in a number of ways, and it also depends upon the geographic area used for the calculation. For example, a city may calculate its jobs/housing ratio by comparing the number of jobs within the city to the number of employed residents living within the city. In some regions, individual cities may be job-rich or housing-rich, but the region as a whole may be more balanced. Some housing advocates favor construction of new housing along transit corridors, rather than focusing on a balance in an individual jurisdiction.
- A jobs/housing ratio typically is calculated on a citywide or regional basis; therefore, it is unusual for a city/county to look at a project in connection with its city/county-wide jobs/housing ratio. A jobs/housing ratio is not typically applied to a single institution or private business.
- RPM2-Keller-3 As noted on page 5.12-16 of the Draft EIR, approximately 95 percent of undergraduates would live on campus in 2035 and 76 percent of graduate students, if all proposed housing units are constructed. Six years of housing priority are given to eligible graduate students. Of the approximately 2,600 net new units/beds for undergraduate and graduate students, Stanford projects 900 net new graduate units/beds would be added under the 2018 General Use Permit. 550 units would be available for faculty, staff, postdoctoral scholars, and medical students (page 5.12-15).
- RPM2-Keller-4 The County acknowledges that lost property tax revenues can substantially affect local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes exclusive mitigation requirements (“SB 50” school mitigation fees) for school impacts and preempts local authority on this issue. Please also see Master Response 12: Public Schools, Topic 2: Additional School Site.
- RPM2-Keller-5 Please see Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for discussion of the trip credits and boundaries in the context of the no net new commute trips policy.
- RPM2-Keller-6 Please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study and Master Response 5: Project Description, Topic 2: Scope of Proposed Project and Analysis for discussion of the potential maximum buildout of the Stanford campus.

- RPM2-Keller-7 The amount of an affordable housing fee is a socioeconomic issue not required to be analyzed under CEQA. The County Board of Supervisors, as the decision-making body for the 2018 Stanford General Use Permit, will determine any in-lieu fee paid by Stanford for affordable housing demand generated by its academic development. Please see Master Response 10: Affordable Housing, Topic 3: Future Contribution to Affordable Housing Fund.
- RPM2-Keller-8 The proposed Project does not involve development of Stanford housing within the Stanford Research Park. Please see also Master Response 5: Project Description.
- RPM2-Keller-9 Please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Tracy Fernside

- RPM2-Fernside-1 Please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study and Master Response 5: Project Description, Topic 2: Scope of Proposed Project and Analysis for discussion of the potential maximum buildout of the Stanford campus.
- RPM2-Fernside-2 Table 5.12-10 on page 5.12-16 of the Draft EIR presents the residential population on-campus in 2018, in 2035, and the net change. Approximately, 6,326 additional people would reside on-campus in 2035 compared to 2018 under the proposed Project. Table 7A-3 on Recirculated Portions of Draft EIR page 2-61 and Table 7B-3 on page 2-267 presents the corresponding on-campus population under Additional Housing Alternative A and B, respectively. Approximately 12,573 additional people would reside on-campus in 2035 under Additional Housing Alternative A and 9,451 additional people under Additional Housing Alternative B.
- RPM2-Fernside-3 The County acknowledges that lost property tax revenues can substantially affect local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes exclusive mitigation requirements (“SB 50” school mitigation fees) for school impacts and preempts local authority on this issue.
- RPM2-Fernside-4 Please see Response to Comment RPM2-Fernside-3 and Master Response 12: Public Schools, Topic 2: Additional School Site.

Responses to Comments from Gigi Lenhart

- RPM2-Lenhart-1 Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Kathy Durham

RPM2- Durham-1 Please see Master Response 1: Non-CEQA Comments.

RPM2- Durham-2 This comment is in regard to an existing condition, not the impacts of the proposed Project. Please see Master Response 1: Non-CEQA Comments.

RPM2- Durham-2 The Stanford Avenue and Bowdoin Street intersection is in the City of Palo Alto. As noted in the Recirculated Portions of Draft EIR (Table 1A), the mitigation measure under buildout of Alternative A would be to contribute a fair-share payment toward the installation of a traffic signal. The Draft EIR mitigation analysis finds that installation of a traffic signal would mitigate the project impact at this intersection to a less-than-significant level. While a roundabout design for the intersection could be studied by the City of Palo Alto, the Recirculated Portions of Draft EIR recommends that Stanford contribute a fair-share payment toward the installation of a traffic signal since this improvement has been demonstrated to mitigate the project impact under 2035 Cumulative with Additional Housing Alternative A conditions.

The Recirculated Portions of Draft EIR identify an impact at Stanford Avenue and Bowdoin Street under Alternative A based on the conservative worst-case assumption that Stanford is unable to expand its transportation demand management programs to achieve the no net new commute trips standard. Under Mitigation Measure 7A.15-2, if Stanford does not achieve the standard, Santa Clara County will collect a fair share contribution towards improvements at adversely affected intersections and roadways from Stanford.⁶ If that occurs, the County could elect to provide funding to the City of Palo Alto for improvement(s) to this intersection, which could be applied to the cost of the roundabout rather than to the cost of the traffic signal if that is the City's preference. The EIR does not preclude that option for mitigation. Mitigation Measure 5.15-2(b) has been added to include an upfront fair-share payment by Stanford to address the impact of peak-hour, off-peak direction Project-generated vehicle trips (i.e., reverse commute) that are not accounted for in the no net new commute trips standard. Please see Chapter 2 in this Response to Comments Document for the revised mitigation measure text.

⁶ Please note that in response to comments, and as a result of County initiated changes, Mitigation Measure 5.15-2 has been expanded as Mitigation Measure 5.15-2(a)-(b). Please see Chapter 2 in this Response to Comments Document for the full revisions made to this mitigation measure.

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