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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

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P R O C E E D I N G S

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3 MR. BRADLEY: Janet Davis.

4 MS. DAVIS: Is it working?

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

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

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

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



1 frivolous.

2 The County GUP data also states that the
3 applicant must show all the buildings existing and
4 proposed. Right now what we have is a pig in a poke.
5 Nobody knows whatever will happen in the next
6 35 years. And we don't know what Stanford plans. We
7 don't know where they plan it. And even Stanford
8 changed its plan in the last GUP. They moved a
9 proposed building from one side of the campus to
10 another.

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

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

19 MR. BRADLEY: Thank you, Janet.

20 Any other speaker? Commenter?

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

22 Pamela Jones.

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



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.

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.

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.

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



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.

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.

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.

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.

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.

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.



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.

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.

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.
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



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



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



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

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.

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.



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



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.

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.

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.

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.

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



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

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.

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.

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



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.

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.

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,



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.

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.

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.

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.

25 However, under the County's alternatives to



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



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



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.

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.

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?

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



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

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.

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



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.

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.

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.

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



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

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.

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



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

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.

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.

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



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.

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.

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.

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.

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.

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



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



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



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

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.

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.



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.

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.

25 So I would ask the staff to consider



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



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



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



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

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.

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.

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



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.

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.

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.

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



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



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.

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.

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.

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



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



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.)

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2 COUNTY OF SANTA CLARA

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17 Date: July 24, 2018

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