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PALO ALTO
DRAFT ENVIRONMENTAL IMPACT REPORT
November 15, 2017

1 Wednesday, November 15, 2017

6:30 p.m.

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

3 MS. JANET DAVIS: I have comments about the No
4 New Net Trips.

5 MR. GIRARD: Okay.

6 May I invite you up here to say, so -- because
7 we want to get them in the record. So state your name
8 and then just have at it.

9 MS. JANET DAVIS: Okay.

10 My name is Janet Davis, and I live on Alpine
11 Road. And as far as I'm concerned, the whole part of
12 EIR referring to traffic is absolute nonsense. You say
13 No New Net Trips, but if you look at the fine print,
14 it's totally meaningless. I live on Alpine Road. I've
15 lived there for 50 years, and I can tell you that
16 traffic is an absolute nightmare on Alameda, on Santa
17 Cruz, on Alpine, and on Sand Hill.

18 When I read the draft EIR, it said that you're
19 supposed to consult with and consider the nearby
20 jurisdictions. Everything I've read is all about Palo
21 Alto and Santa Clara County. There's not a darn thing
22 that I found here about Alpine Road.

23 Sometimes, it takes six iterations to get
24 through that traffic light on Alpine. Same with Sand
25 Hill.

1 When -- in the mornings, traffic is backed up
2 on the freeway all along the 280 coming both north and
3 south. It's backed up the entire length of Alpine.
4 It's backed up all along Junipero Serra at Campus Drive
5 West.

6 I can't get out of my driveway until about
7 10:30. I can't make a left turn. Yesterday, I had a
8 doctor's appointment in Portola Valley, and I had to
9 make a right turn and make a huge loop and go back along
10 Alpine Road.

11 I followed the cars. They go to Stanford down
12 Campus Drive West, Campus Drive East.

13 The EIR doesn't take into account anything but
14 the core campus on two hours in the morning and two
15 hours in the evening.

16 However, that leaves a whole bunch of hours.
17 There's traffic at 5:00 a.m. It doesn't take any notice
18 of construction trucks.

19 The last time Stanford did any construction, we
20 clocked trucks, double semis, whizzing down Alpine Road
21 at the rate of one every 17 seconds, and I followed
22 those trucks, and I got license numbers, and I know
23 where they went. They went to Stanford. They've been
24 going to the golf course, and they've been going to the
25 hospital.

1 Stanford did help by saying that the
2 construction trucks should not use Alpine, but some of
3 them did, and a lot of them are still doing that.

4 Trucks either go down Alpine and then make a
5 turn onto Sand Hill Road to facilities owned by
6 Stanford, and I read through the No New Trips, and it's
7 full of bologna.

8 Like, if somebody from East Palo Alto gets on
9 the shuttle and gets off at an office in Palo Alto, that
10 is a deduction that counts, so one more car can go down
11 Alpine or Sand Hill, and similar things like that all
12 throughout the draft EIR, and I have a lot of things to
13 say, but I'm not organized. I want to write it down,
14 but I believe the whole traffic impact study is bologna.

15 MR. GIRARD: Okay. Thanks for modeling the
16 perfect type of comment that we're looking for. So does
17 anybody else want to just you want to come up and make
18 comments?

19 MR. HANK LAWRENCE: My name is Hank Lawrence.
20 I live in the Sharon Oaks Association. The back of my
21 yard is on Sand Hill Road. I moved there in 1989.

22 Between 1989 and 2003, believe it or not, that
23 two-lane road, and that two-lane bridge really worked
24 well, even when I was coming home up Sand Hill Road and
25 I was taking a long time to get home, I realized that

1 having that modulation there made for far less noise.

2 The traffic on Sand Hill Road, in my
3 estimation, has increased at least 50 percent since
4 2003. Since 1989 and 2003, there was a small amount of
5 growth, but nothing that was significant. But since
6 2003, when the City of Menlo Park entered into an
7 agreement with Stanford to redo the intersection at
8 Santa Cruz and Sand Hill Road, the traffic has gone up
9 significantly.

10 More importantly, the ambulances are just
11 coming by all the time. I have a thing, because my wife
12 went to Stanford, and they're talking about the new
13 hospital and the new emergency room that's going to be
14 three times the size, so I can figure that the
15 ambulances are going to be three times as much going
16 down there, and the noise is incredible.

17 I measure about 75 dB during rush hour. A
18 friend of mine, who was president of the HOA, had a
19 meter out there, written about 75 dB during rush hour,
20 and when the ambulances are coming by, they're between
21 87 and 93 dB, which is -- you know, it's like jet
22 engines almost.

23 I feel that there are two things that Stanford
24 should be doing immediately. One is they need to put at
25 least \$10 million into noise abatement on Sand Hill Road

1 that affects all residences along that corridor. That
2 includes Palo Alto, portion of Sand Hill Road, and the
3 Menlo Park portion.

4 The second thing which they need to do, and I
5 went before their council in 2003, and said if Stanford
6 is planning on adding significant development, they need
7 to build their own road between Page Mill and Alpine
8 Road that goes off the freeway with nice exits that you
9 can get into Stanford that will hook up to Campus Drive
10 West and to Quarry Road eventually, and they need to
11 redo that, and they need to make it, like, a four-lane
12 divided road to get that done.

13 This No New Net Trips, when they're talking
14 about reductions for other people, you know, that's kind
15 of, you know, fooling around with the numbers. I don't
16 think that's appropriate.

17 But more importantly, there's been a migration
18 from the south of the campus to the north of the campus.
19 Huge migration. And, basically, it's all centered
20 around the hospital. You got the Lucille Salter Packard
21 Hospital there now. You get the new hospital there.
22 You get the new emergency room there.

23 I can remember going up Sand Hill Road when
24 it's two lanes. There were fields there with herons and
25 egrets. They're not there anymore. They're long gone.

1 They have housing there now where the herons and egrits
2 used to be, you know, walking in the fields.

3 I'm not saying that Stanford doesn't have a
4 right to develop, but if they do so and they cause harm
5 to the neighboring communities, they need to address the
6 harm they're causing to the communities and make good,
7 because the people of Menlo Park feel like -- we feel
8 like we're being taken advantage of; that Stanford is
9 using a heavy hand, and they have this attitude like,
10 you know, if we can get away with it, we will.

11 And they've been less than forthcoming on
12 notification with Menlo Park. They just have a long
13 history of that going back to the time when, you know,
14 our kind of development wasn't in that noise, and what
15 they did is they rated for so many dB, about them --
16 they were going to do something about the noise where
17 you live.

18 What they did is they put in sound-proof
19 asphalt. And when they took the -- and for about two or
20 three years after they put in that sound-proof asphalt,
21 they -- it really worked, and then they took the
22 measurements after they put down the new asphalt, before
23 and after measurements, and they were up a little bit,
24 but not enough to trigger, you know, remediation.

25 But the asphalt -- they take the measurements,

1 and about three years later, the asphalt, guess what?
2 It's deteriorating. That's what happens to asphalt.
3 And the noise is just really unbearable. And my HOA
4 went to Stanford, and we asked them, in good faith,
5 okay, you know, "We realize not all the noise is caused
6 by Stanford. Stanford, we'd like you to help us build a
7 wall."

8 And by the way, we only wanted them to kick in
9 50 percent, and Steve Elliott just looked at us like,
10 you know, "How dare you," you know, "suggest anything
11 like that. I mean, that's totally out of the question.
12 We're not going to do it." He called it a money grab
13 when, you know, we're suffering, and we're suffering as
14 a direct result of Stanford.

15 And we're not saying Stanford is 100 percent
16 responsible, because some of it comes from natural
17 growth in the area. And that's why we went to Stanford
18 and said, "We only want you to pay for half the wall.
19 We'll foot that other half," and they just rejected that
20 out of hand.

21 When they went to do the -- the 2131 Sand Hill
22 Road, they neglected to talk about, you know, the Quarry
23 Road project that they want to build the new hospital
24 on -- or excuse me -- the office building with about 600
25 parking spaces, a lot of parking. And I felt that was

1 disrespectful to the council. That was an omission of a
2 material fact. And when I was working with the Bureau
3 of Political Military Affairs for things unrelated to
4 Stanford, that was to be considered a lie by them and
5 subject to the fines up to \$10 million, depending on how
6 egregious the lie was.

7 So, you know, omission -- I interpret omission
8 of a material fact as being a lie. Okay? And you can
9 interpret it otherwise; that's up to you.

10 They said they did notification to the
11 community when they were doing 2131 Sand Hill Road.
12 They did notification to Stanford Hills. I don't know
13 how many of you realize this, but the land where
14 Stanford Hills is is owned by the university. The
15 houses are owned by the people. And in two thousand --
16 about 2012, or maybe it was a little bit earlier, they
17 extended those leases -- because there were expiring in
18 2019. They extended them to 2059 with the proviso that
19 Stanford has the right of first refusal.

20 Well, everyone knows how much money Stanford
21 has. Last year, it was, like, up to 36 billion. I
22 imagine it's probably closer to 40 billion now.

23 But when someone sells their house and they
24 know that Stanford has a right of first refusal, that's
25 going to diminish demand. People aren't going to come

1 looking at the house, because they know that no way they
2 can outbid Stanford. That's just not going to happen.

3 So what happens is that the prices are
4 depressed, Stanford gets a fairly good deal.

5 Then they move professors in, and that's their
6 right. They own -- you know, they own the house now,
7 but when they do that, that's being used for a
8 university purpose. The neighboring community, which is
9 like Las Lomas School District, Menlo Park Fire
10 Department, it's all these community services are
11 being -- the brunt of that is being put on the people
12 who live in Menlo Park.

13 They're, more or less, paying for Stanford, who
14 has so much money, but, yet, they're forcing the
15 communities to pay for the infrastructure needs of the
16 university when they do that. So I feel that Stanford
17 has taken advantage of Menlo Park. It's been going on
18 for at least 20 years.

19 And I really feel that it would be a good idea
20 to do two things:

21 You know, traffic mitigation, at least \$10
22 million for that corridor; and then, also, they're going
23 to have to do it sooner or later. They might as well do
24 it now. They should build that road between Page Mill
25 and Alpine Road, four-lane divided road.

1 Oh, and by the way, it should be grade
2 separated from Junipero Serra, because that road should
3 be used for Stanford, for people going to Stanford if
4 you make it where they can get off Junipero Serra, then
5 they'll peel off to either Palo Alto or Menlo Park.

6 So either the road should go over or under
7 Junipero Serra, but there should not be any access from
8 that road to get to Junipero Serra. Hook into Campus
9 Drive West, and then go onto Quarry Road, because that's
10 where the -- that's where the major development is
11 happening, and that's, to me, the best way to address
12 it. Thank you.

13 (Reporter interruption.)

14 MR. HANK LAWRENCE: My name is Hank Lawrence.
15 I live at 2441 Sharon Oaks Drive, Menlo Park, and I'm
16 not on Steve Elliott's Christmas list.

17 UNIDENTIFIED AUDIENCE MEMBER: I have a
18 question.

19 MR. GIRARD: By all means.

20 UNIDENTIFIED AUDIENCE MEMBER: Can you explain
21 the No New Net Trips methodology.

22 (Response given by Mr. Girard, not transcribed
23 per request.)

24 UNIDENTIFIED AUDIENCE MEMBER: Yes. I'm just
25 wondering where are they located where they're checking

1 the two hours.

2 (Response given by Mr. Girard, not transcribed
3 per request.)

4 UNIDENTIFIED AUDIENCE MEMBER: Does not include
5 the hospital?

6 (Response given by Mr. Girard, not transcribed
7 per request.)

8 UNIDENTIFIED AUDIENCE MEMBER: So it's not
9 counting the increased traffic into the Alpine, Santa
10 Cruz, Sand Hill Road area. That's outside of the Santa
11 Clara jurisdiction.

12 (Response given by Mr. Girard, not transcribed
13 per request.)

14 UNIDENTIFIED AUDIENCE MEMBER: If they entered
15 2131 Sand Hill, which is owned by Stanford, it wouldn't
16 be included in this count; correct? So if they came
17 from 280 or Santa Cruz Avenue or Alpine, and they were
18 going to 2131 Sand Hill Road, which is a Stanford-owned
19 property, it would not be included?

20 (Response given by Mr. Girard, not transcribed
21 per request.)

22 UNIDENTIFIED AUDIENCE MEMBER: Right.

23 UNIDENTIFIED AUDIENCE MEMBER: And could you
24 specify and give us a definition of the trip credits.
25 There's been some discussion around what the trip

1 credits are. What qualifies?

2 (Response given by Mr. Girard, not transcribed
3 per request.)

4 UNIDENTIFIED AUDIENCE MEMBER: Is that the only
5 way to get credits?

6 (Response given by Mr. Girard, not transcribed
7 per request.)

8 UNIDENTIFIED AUDIENCE MEMBER: Okay. What
9 about Marguerite or --

10 (Response given by Mr. Girard, not transcribed
11 per request.)

12 UNIDENTIFIED AUDIENCE MEMBER: Where would we
13 find that information?

14 (Response given by Mr. Girard, not transcribed
15 per request.)

16 UNIDENTIFIED AUDIENCE MEMBER: So you said the
17 16 annual report. You mean the 2016 annual report?

18 (Response given by Mr. Girard, not transcribed
19 per request.)

20 UNIDENTIFIED AUDIENCE MEMBER: So all the way
21 back? We have to go through all of them to
22 understand --

23 (Response given by Mr. Girard, not transcribed
24 per request.)

25 UNIDENTIFIED AUDIENCE MEMBER: One of the

1 things that the community has asked about in West Menlo
2 Park is electric vehicles. We're seeing a very, very
3 large increase of electric vehicles, and what we've
4 heard, but have not been able to verify, is that that
5 also is a trip credit.

6 (Response given by Mr. Girard, not transcribed
7 per request.)

8 UNIDENTIFIED AUDIENCE MEMBER: Hybrids?

9 (Response given by Mr. Girard, not transcribed
10 per request.)

11 UNIDENTIFIED AUDIENCE MEMBER: What if you have
12 three people in the car?

13 (Response given by Mr. Girard, not transcribed
14 per request.)

15 UNIDENTIFIED AUDIENCE MEMBER: Just wondering.

16 UNIDENTIFIED AUDIENCE MEMBER: It's just a
17 trip; one car, one trip?

18 (Response given by Mr. Girard, not transcribed
19 per request.)

20 MR. HANK LAWRENCE: Okay.

21 My other concern is the pollution. There are
22 mornings that I can't -- I have to keep my house closed
23 up because the pollution is so bad, and it's by
24 automobiles. And I know in 30 years, it's probably not
25 going to be that way, but right now, it's really bad.

1 Can't let my pets outside, you know, in the early
2 morning. You know, I just can't. They have to hold it
3 till I go out at 10:00 o'clock. So, you know, it's --

4 (Response given by Mr. Girard, not transcribed
5 per request.)

6 MR. HANK LAWRENCE: What are you doing to
7 decrease pollution along the corridor? It's not just
8 the trips and the noise and the vibration. It's also
9 the pollution that also needs to be addressed.

10 (Response given by Mr. Girard, not transcribed
11 per request.)

12 MR. HANK LAWRENCE: Car emissions aren't the
13 problem. It's the diesel emissions from the large
14 trucks that are --

15 MR. GIRARD: Construction.

16 MR. HANK LAWRENCE: -- roaring up and down Sand
17 Hill Road.

18 (Response given by Mr. Girard, not transcribed
19 per request.)

20 UNIDENTIFIED AUDIENCE MEMBER: I guess I'll ask
21 it. I guess in your annual reports of -- that you -- on
22 the traffic and the trying to meet No New Trips, and I
23 realize you count for two hours in the morning and two
24 hours in the afternoon.

25 (Response given by Mr. Girard, not transcribed

1 per request.)

2 UNIDENTIFIED AUDIENCE MEMBER: Are those
3 two-hour counts available in those reports?

4 (Response given by Mr. Girard, not transcribed
5 per request.)

6 UNIDENTIFIED AUDIENCE MEMBER: As opposed to
7 just the selected one hour?

8 (Response given by Mr. Girard, not transcribed
9 per request.)

10 UNIDENTIFIED AUDIENCE MEMBER: Okay.

11 And how about for the entire eight-hour day?

12 (Response given by Mr. Girard, not transcribed
13 per request.)

14 UNIDENTIFIED AUDIENCE MEMBER: I'm sure people
15 will comment on that.

16 (Response given by Mr. Girard, not transcribed
17 per request.)

18 MS. JANET DAVIS: In the draft EIR, it said
19 that there would be 2,000 more parking facilities
20 available. That belies the assertion that there's No
21 New Net Trips if you want 2,000 more parking spaces.

22 (Response given by Mr. Girard, not transcribed
23 per request.)

24 UNIDENTIFIED AUDIENCE MEMBER: Are cars only
25 considered, or is it large vehicles and trucks and

1 service trucks and that sort of thing?

2 (Response given by Mr. Girard, not transcribed
3 per request.)

4 UNIDENTIFIED AUDIENCE MEMBER: I guess the
5 other big actor in this is the hospital and that area.
6 Both hospitals. Did they go through the same process
7 about getting a general use permit too, or --

8 (Response given by Mr. Girard, not transcribed
9 per request.)

10 UNIDENTIFIED AUDIENCE MEMBER: Hi. I have a
11 question about the Santa Margarita and how that
12 mitigation of having -- to keep your trips down, I
13 believe in the last EIR, the last use permit that was
14 put out is that the Santa Margarita was going to do some
15 trips between here and a place in East Menlo Park where
16 the school had either research facilities or something,
17 and then that would be going back and forth, and whether
18 or not that's a requirement in this -- I haven't had a
19 chance to read the whole EIR yet, but whether or not
20 that is going to continue or additional mitigation is
21 going to be happening for that kind of reduced trips?

22 Because the Santa Margarita was taken away from
23 East Menlo Park recently, and it seems to me that that
24 is an obligation, and that's no longer being fulfilled.
25 Who's to say that whatever you say you're going to do to

1 mitigate the traffic is not going to be taken away from
2 this area again?

3 (Response given by Mr. Girard, not transcribed
4 per request.)

5 MR. RON SNOW: My name is Ron Snow, and I live
6 on Stanford Avenue in Menlo Park.

7 The one observation I have is that this net
8 zero added trips concept seems to only -- it's
9 misleading to the rest of the communities, I believe.
10 It's misleading to me, because when I hear that, I
11 think, well, that's a great term. That's a great plan.

12 But it seems, as you're identifying it, it only
13 affects just a subset of what is happening within the
14 Stanford area.

15 And so I understand that other areas --
16 other -- even other Stanford activities and properties
17 and interests are excluded from that.

18 But I live next to Sand Hill Road as well, and
19 as Janice pointed out and others have pointed out,
20 there's been a huge increase in traffic to the point
21 that we -- we've reached the saturation point where
22 traffic is backed up from Stanford all the way to 280.

23 That's true on Alpine. It's true on Sand Hill
24 Road. And depending on the direction you're going, it's
25 true on Santa Cruz Avenue, and even Alameda going to the

1 north there.

2 So it's -- from that perspective and the impact
3 on the communities, and since the west -- I mean, the
4 north side of campus is almost all Menlo Park impacted,
5 even though it's Palo Alto based, there seems to be that
6 Stanford ought to agree that some formal aspect of Menlo
7 Park and San Mateo County needs to be incorporated as a
8 requirement so that when you're saying net zero, that
9 actually -- we need another term for these arteries that
10 are bringing in the traffic to Stanford. And you need
11 to be measuring that.

12 So we're at a saturation point, as Hank, I
13 think, pointed out. We've gotten several -- 5-, 6-,
14 7,000 more cars a day coming in on this -- to the
15 campus, primarily to the campus. And I don't mean the
16 academic campus; I mean all of Stanford.

17 And so now we also have impacted all of the new
18 building that's going to be happening in -- on the El
19 Camino, so we need some metric that's meaningful that --
20 that acknowledges and -- and mitigates the traffic that
21 are coming in on these roads. So sort of echoing what
22 Janet said.

23 The other thing, too, is with you building, you
24 know, 3,000-plus homes or housing and all of this square
25 footage, all those construction trucks that are

1 happening and all the construction vehicles that are
2 happening in support of that construction and then
3 afterwards, all the service vehicles and all the
4 maintenance vehicles and all of the non-resident
5 vehicles that go to support that infrastructure, are
6 those counted in -- in your metrics as well?

7 (Response given by Mr. Girard, not transcribed
8 per request.)

9 MR. RON SNOW: So are metrics on -- what can be
10 done to include metrics that are meaningful for Sand
11 Hill Road, Alpine, Santa Cruz?

12 (Response given by Mr. Girard, not transcribed
13 per request.)

14 MR. RON SNOW: Yeah. I think what I'm --
15 there's sort of a responsibility that Stanford has as a
16 community to be a good neighbor, and so if Stanford's
17 ignoring what's known to be an issue like that and not
18 incorporating exactly what you just said in their
19 thinking because of, you know, some caveat of one law or
20 a caveat of another law, I think that's sort of a
21 problem.

22 And one -- one specific example, because 2131
23 Stanford was brought up, in that -- in that traffic
24 analysis, they said that from the San Jose area going
25 north on 280, that 33 percent of the traffic going to

1 2131 would go down -- would be coming from the San Jose
2 area, so -- I might have that off; 33 percent, 34
3 percent -- but they didn't show one single car coming
4 down Alpine Road, which was the shortest way to get to
5 2131. They showed all of that traffic, 100 percent of
6 that traffic from the south going down Sand Hill Road.

7 And so one of the problems is that how --
8 there's not a lot of confidence in the traffic study
9 that excludes the obvious, that that traffic would be --
10 a lot of that traffic would be coming down Alpine Road.
11 So when there's discrepancies in the traffic study, I
12 mean, how -- what's the procedure for really identifying
13 something that's so failed in the analysis?

14 (Response given by Mr. Girard, not transcribed
15 per request.)

16 MR. RON SNOW: I think those comments were
17 made, but they seem to be ignored. I don't know. There
18 was no acknowledgment that that was the case that study
19 was flawed that way.

20 (Response given by Mr. Girard, not transcribed
21 per request.)

22 MR. STEVE VAN PELT: It sounded like somebody
23 was talking about the Bohannon Marguerite, which goes
24 through my neighborhood, and I'm really sad that it's
25 been rerouted, because it was the only public transit

1 coming through my neighborhood. And I blame Menlo Park
2 and the interjurisdictionals fighting on the streets
3 that it had to go through. It had no choice, because
4 people getting the kids to school and stuff just
5 completely destroyed its ability to get through Bay Road
6 and Ringwood.

7 But my question, really, is a lot of the
8 shuttles in San Mateo County that I'm much more familiar
9 with, and I know this also includes some of the
10 Dumbarton busses and some of the AC Transit busses that
11 come across the bay really rely on the RN 2 funding from
12 one of the tax measures from ten years ago, and we've
13 been having a lot of presentations in -- on these
14 premises that have also involved Facebook, who really
15 sees itself serving Redwood City CalTrain and University
16 Avenue CalTrain, but not Menlo Park.

17 At least your Marguerites serve Menlo Park and
18 University and California Avenue. All right?

19 But then we also have the JPB, which is
20 CalTrain or, perhaps, Dumbarton corridor, which appears
21 to want to jump in and restart railroad service, which
22 would destroy the subsidies for our busses.

23 And I'm just wondering, does that also have an
24 impact on the Stanford busses?

25 Is that too technical?

1 (Response given by Mr. Girard, not transcribed
2 per request.)

3 MR. HANK LAWRENCE: I'm not opposed to Stanford
4 adding parking, provided that the parking would be an
5 underground structure right near 280 where they should
6 be building that --

7 (INAUDIBLE).

8 MR. HANK LAWRENCE: And they could have a, as
9 far as I'm concerned, 24-hour electric shuttle that goes
10 in that road, which, by the way, does not intersect with
11 Junipero Serra, because above and below it, be going
12 into the campus.

13 To me, it's where you put the parking. If you
14 put the parking at the periphery, you know, by 280, then
15 you could have a lot of parking there, and it could be
16 just -- you could just model it like those airport
17 parking lots.

18 MR. GIRARD: Sure. That could be traffic
19 demand management.

20 MR. HANK LAWRENCE: And no one parks at SFO
21 unless you're going there for, like, about 30 minutes to
22 say good-bye to somebody. No one parks at that little
23 parking lot at the airport. They're all these satellite
24 lots.

25 And I think that if you're going to be looking

1 at -- at a long-term growth plan for Stanford, have two
2 large lots, preferably underground, by 280, by the road
3 that needs to have their own exit between Page Mill and
4 Alpine Road. Have them park there, get these electric
5 busses, have them go there, like, every five minutes if
6 you wanted to, to pick these people up and carry them
7 to, you know, where they're going on campus.

8 (Response given by Mr. Girard, not transcribed
9 per request.)

10 MS. WHITNEY BERRY: My name is Whitney Berry,
11 and I'm here on behalf of the Midpeninsula Regional Open
12 Space District. Our mission is to acquire and preserve
13 regional green belt and open space in this area. We
14 also protect natural resources and provide public
15 access.

16 So to that end, we applaud Stanford's
17 commitment to a quality development within the academic
18 growth boundary.

19 We also hope that there is a long-term
20 commitment to preservation of the foothills, as they are
21 vital to the health of the region.

22 We are also interested in the recreational and
23 transportation trails connections that connect
24 surrounding communities to Stanford, as those will be
25 increasingly used through this robust transportation

1 development management program.

2 We reviewed the recreation and transportation
3 sections of the draft EIR and would hope to see in the
4 final EIR a more robust analysis of potential impacts to
5 those regional trails for both recreation and
6 transportation uses over the course of the general use
7 permit. And that's all.

8 (Response given by Mr. Girard, not transcribed
9 per request.)

10 CHARMAINE (NO LAST NAME GIVEN): My name is
11 Charmaine. I live in unincorporated Menlo Park, which
12 is part of San Mateo County, and what I've read in the
13 EIR is that Palo Alto and Menlo Park city have been
14 incorporated into the affected jurisdictions, but San
15 Mateo County, unincorporated Menlo Park, has not been
16 considered in the impact plans. So I just want to make
17 sure that San Mateo County, unincorporated part of Menlo
18 Park, is considered in all of the affected areas that
19 would be impacted by the expansion or the proposed
20 project.

21 (Response given by Mr. Girard, not transcribed
22 per request.)

23 CHARMAINE (NO LAST NAME GIVEN): I think it's
24 just that it's mentioned, Menlo Park city, and not
25 necessarily San Mateo County, so I think it's just --

1 feels like we're not being included when -- because
2 they're calling us city, but we're not really the city.
3 So we wanted to make sure that San Mateo County is
4 specifically -- because we're county; we're not --

5 (Response given by Mr. Girard, not transcribed
6 per request.)

7 MR. STEVE VAN PELT: I am Steve van Pelt, and I
8 live next to Flood Park in what's call called the Flood
9 Triangle, which, basically, is between Bay and 101 and
10 Willow Road, and I was alluding to the fact there are
11 busses that take the kids off to school, but as far as a
12 transit organization, SamTrans, long ago, gave up on us,
13 and the Bohannon Shuttle was the last thing we had. And
14 now, it had shifted over to Marsh Road. That's a
15 problem.

16 And I often volunteer at Stanford, and that was
17 a very convenient way to get there. Trying to find
18 someplace where you can put your car, do this, do that,
19 I mean, when you can walk two blocks and get on a
20 shuttle that got you to campus, that was fantastic.

21 And you don't get enough credit. So this has
22 been very useful, because now I think we're all starting
23 to understand how much of a piece this is of the total
24 puzzle, because there probably is not a person in this
25 room or city that wouldn't say traffic is our biggest

1 problem; right?

2 But we don't really understand where it came
3 from and where it's going. We just know it's in our way
4 now, you know?

5 So I didn't fully understand, so that's been
6 very helpful, and I think you guys deserve extra credit,
7 though, because in comparing you to what I've seen from
8 Facebook and what I've seen from the SamTrans planning
9 organization, you at least tell us that we, as the
10 public, can ride the Marguerites. I mean, it's still a
11 mystery how you can afford to do that, but you offer a
12 fantastic service, and it's for free, unless I'm going
13 over to Fremont BART, and then it seems like it's even a
14 half-price fare or something. I mean, it's
15 underappreciated.

16 And, in fact, when we went through our connect
17 Menlo process, our consultants who, frankly, were more
18 involved with the real estate aspects of things, didn't
19 even talk about any of the transit options into
20 Stanford, which since you really also serve Menlo Park,
21 CalTrain, and the surroundings, really are things that
22 all of us can use too, and that's being corrected little
23 by little.

24 In Facebook's recent presentations, it's still
25 a mystery. They're running busses. They're talking

1 about having busses running two a minute, lickety split,
2 back and forth between Redwood City CalTrain and their
3 campus, but they don't even mention whether any of the
4 public will be able to ride them or not. That's
5 important. All right?

6 You guys deserve extra credit. I don't know
7 how you can do it. So if you can put something in there
8 about how you're able to fund this; right? I think
9 Facebook is funding all of their busses themselves. I
10 don't think they get anything from the RN 2 that I was
11 talking about, the taxes. But something like a SamTrans
12 bus or Dumbarton bus or something like that would
13 conceivably be having a subsidy from the tax plan, which
14 is going to expire. And then we're going to vote on
15 another one. And who knows what's going to happen with
16 that.

17 These are real issues, and the biggest problem
18 I still have, and it goes beyond this, is we -- we have
19 all these little pieces, and we need to know who is
20 controlling the whole and how all this is going to be
21 traded off.

22 Because the things that you -- you know, in
23 your little center sweet spot here, are doing are having
24 a significant impact. You don't even have to go very
25 far into the EIR and even the introductory documents to

1 realize how you have reduced the number of commuters
2 that are coming in in their own cars.

3 More and more of them are using the busses.
4 Now, it's possible that the busses are in jeopardy,
5 because they might be replaced by a train that really is
6 not serving Palo Alto and Stanford. It's really ironic.

7 And I'm hoping that the Menlo Park council and
8 everybody can start having a conversation for the area
9 as a whole and things.

10 So the other things -- I know you even go
11 beyond just what you do for commuters. I know that when
12 I -- when I talk to the students and things like that,
13 they have go passes. I mean, it goes far beyond that to
14 where you're even keeping the students off the roads.

15 I mean even if they don't have a car, they
16 still would probably take the Marguerite to CalTrain and
17 go to Mountain View or something like that if they're
18 going out on a night out.

19 So Stanford deserves a lot of credit. The
20 problem is it's not the whole problem so it's not the
21 whole solution. So thank you.

22 (Proceedings adjourned at 7:43 p.m.)

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25

1 STATE OF CALIFORNIA)
)
2 COUNTY OF SANTA CLARA)

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5 I, HEATHER J. BAUTISTA, HEREBY CERTIFY THAT:

6 The foregoing is a full, true, and complete
7 transcript of the testimony given and proceedings had in
8 the above-entitled action taken at the time and place
9 therein stated; that it is a full, true, and complete
10 transcript of said proceedings; that I reported the same
11 in stenotype to the best of my ability and thereafter
12 had the same transcribed into typewriting as herein
13 appears.

14 I further certify that I am not of counsel nor
15 attorney for either nor any of the parties in the
16 foregoing proceeding and caption named, nor in any way
17 interested in the outcome of the cause named in said
18 caption.

19

20

21 _____, 2017. _____
Date CSR Number 11600

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