

County of Santa Clara

Department of Planning and Development
Planning Office

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March 4, 2021

****Sent via email ****

Will Howekamp
Stanford University
340 Bonair Siding
Stanford, CA 94305
Email: howekamp@stanford.edu

FILE NUMBER: PLN20-081 R2
SUBJECT: Architecture and Site Approval (ASA) and Grading Approval –
Land, Buildings & Real Estate (LBRE) Replacement Building
SITE LOCATION: 560 Fremont Road, CA 94305
DATE RECEIVED: 02/02/2021

Dear Will:

Your application for Architecture and Site Approval (ASA) and Grading Approval is **incomplete**. For the application processing to resume, you must resolve the following issues and submit the information listed below.

Please note that the Department is only accepting electronic submittals due to COVID-19 closures. Please refer to procedures for Planning Resubmittals available on the County website at

<https://www.sccgov.org/sites/dpd/Iwantto/Permits/Pages/PlanningResubmittals.aspx>.

If you have any questions about the information being requested, you should first call the person whose name is listed as the contact person for that item. He or she represents a specialty or office and can provide details about the requested information.

AN APPOINTMENT IS REQUIRED FOR THIS RESUBMITTAL.
PLEASE CALL ME AT (408) 299-5740 TO SCHEDULE AN APPOINTMENT.

Please submit a complete revised plan set and a *written response* with the resubmittal materials, addressing the following items. All items must be addressed and included in the resubmittal.

PLANNING

Contact Charu Ahluwalia at (408) 299-5740 or charu.ahluwalia@pln.sccgov.org for information regarding the following items.

Transportation and Circulation

1. The resubmittal materials were provided to the County traffic consultant AECOM for peer review. AECOM provided the attached evaluation memo dated March 1, 2020 with additional submittal requirements. Please provide an updated Local Access and Circulation Study and revised sheet C9.0 (signing and striping plan) in response to the attached AECOM memo. Include a response letter describing the changes to the study and sheet C9.0.

If the requested information is not submitted within 180 days, you will be required to pay a fee of 10% of the application fee at the time the information is submitted. All requested information must be submitted within 1 year of the date of this letter and will not be accepted after 1 year. PARTIAL RESUBMITTALS WILL NOT BE PROCESSED. Fees required at the time of resubmittal will be those in effect at that time.

In submitting this land use application, the owner/applicant included an initial application fee. As of the date of this letter, approximately 95% of the fees paid have been exhausted.

If you have any additional questions regarding this application or would like to meet to clarify Planning's incomplete comments, please call me at (408) 299-5740 or to schedule an appointment to do so.

Sincerely,



Charu Ahluwalia
Associate Planner

Enclosed: AECOM Peer-review Memo

cc: Manira Sandhir, Principal Planner

From:
Lilia C. Scott
Nichole Seow
Jose Coronel

To:
Charu Ahluwalia, County of Santa Clara
Manira Sandhir, County of Santa Clara
David Rader, County of Santa Clara

Date:
February 16, 2021 revised March 1, 2021

Memorandum

Subject: Land, Buildings, and Real Estate (LBRE) Replacement Building – Traffic Reports Peer Review of Resubmittal

Background

This memorandum summarizes AECOM's peer review of Stanford's December 9, 2020, resubmittal of their Land, Buildings, buildings, and Real Estate (LBRE) replacement building project. It follows on the first-review memorandum AECOM submitted on August 14, 2020, and the subsequent memorandum submitted October 28, 2020.

Reviewed Materials

Stanford's resubmittal involved three relevant documents. This memorandum includes a peer review of these materials for compliance with the 2000 General Use Permit (GUP) requirement to generate no net new trips. The three documents are:

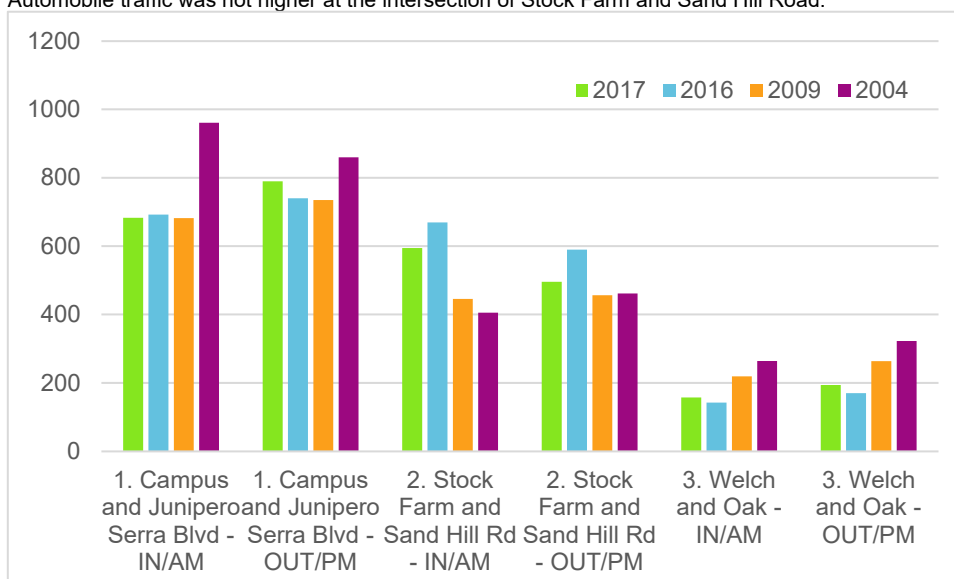
- LBRE Replacement Building Local Access and Circulation Study, Prepared for Stanford Department of Project Management, Fehr & Peers (F&P), December 2020
- Memorandum, "Responses to AECOM Peer Review of the LBRE Replacement Building Resubmittal," December 9, 2020, to Karen Hong, Stanford Lands, Buildings and Real Estate, from Ellen Poling, F&P
- Stanford LBRE Plans

Review Findings

The findings of AECOM's peer review of the resubmittal materials are presented in the following tables.

| Original Comment # Response | AECOM Response (February 16, 2021) |
|-----------------------------|---|
| RI-2 | Requested intersection was analyzed. No further comment. |
| RI-3 Part 1 | No comments on memorandum. See report comments for discussion of specific issues. |
| RI-3 Part 2 | <p>AECOM agrees that the automobile volumes used in the approved 2000 GUP are higher than expected volumes with potential rerouting of project traffic on the roadways of concern. The project would result in impacts no worse than those indicated in the GUP analysis.¹</p> <p>The County requested that F&P's sensitivity analysis be described in greater detail here. AECOM is summarizing F&P methodology for confirmation below. To address the concern about project impacts on area intersections, F&P conducted a sensitivity analysis, as outlined in their December 9, 2020, memorandum. At a high level, the analysis compared the total traffic, based on the 2000 GUP data, with more recent data on the following intersections:</p> <ul style="list-style-type: none"> • Sand Hill Road/Stock Farm Road • Sand Hill Road/Santa Cruz Avenue • Alpine Road/Santa Cruz Avenue/Junipero Serra Boulevard <p>Data inputs include</p> <ol style="list-style-type: none"> 1 LBRE traffic was based on the total number of employees and the trip rates in the 2000 GUP. <ol style="list-style-type: none"> a. Two peak-hour external truck round trips projected in the LBRE Replacement Building Local Access and Circulation Study were added. b. 100 percent of the Project trips were added to these intersections. 2 Baseline trips were the 2016 peak hour volumes. 3 Traffic projections for three projects in West Campus area and Menlo Park were added: |

¹ The County asked that AECOM check these numbers against the annual traffic monitoring data for the campus driveways near this project site. Due to changes in the way data is stored, only data for 2004 and 2009 were available for comparison with 2016 (the year F&P used for this sensitivity analysis). AECOM also included 2017 as an additional point of reference. As shown in the following figure, traffic was higher in 2004 at the intersections of Campus and Junipero Serra Boulevard and Welch and Oak. Automobile traffic was not higher at the intersection of Stock Farm and Sand Hill Road.



| Original Comment # Response | AECOM Response (February 16, 2021) |
|-----------------------------|--|
| | <p>a. Stanford Hospital's Renewal and Replacement Project b. Center for Academic Medicine (CAM) Project² c. Middle Plaza Project.</p> <p>These three data sources were added together to produce the anticipated traffic with the LBRE project at these intersections.</p> <p>This result was compared with the 2000 GUP traffic forecast to 2010.</p> <p>F&P did not provide the specific numbers for any of the calculations in their December 9, 2020, memorandum (and in future, we strongly encourage them to provide all specific numbers with their citations in a separate table), with the exception of the LBRE trips and the 2000 GUP forecast to 2010. However, Charts 1 and 2 in their memo response clearly show that anticipated traffic is between about 500 and 2,000 trips less than the 2010 projections in the approved 2000 GUP.</p> <p>Even in the very unlikely event that 100 percent of the 295 employees were to decide to travel individually in their cars through the Sandhill and Stock Farm intersection (the lowest volume of these three intersections) during the peak hour, the traffic volumes would still remain well below the 2010 projections in the approved GUP.</p> <p>This sensitivity analysis shows that these trips remain part of and below the baseline.</p> |
| TR-2 | AECOM agrees with the assumptions and the expected increase in the percentage of truck traffic on Alpine (2.4 percent). |
| OU-1 | No further comments |

Comments on Circulation Report

| Section | AECOM Comment February 16, 2021 |
|---|---|
| 3 – Project Evaluation: First bullet point | <p>Include the number of desk employees (295, as noted in Table 1 of the December 9, 2020, memorandum) expected at this new location in the report. Including complete information is important for it to be considered complete. The reader needs to be able to understand how the relocated employees will not cause a net increase in the number of trips in the area as the report states. Providing reports with comprehensive information is part of a complete submittal.</p> |
| 3 – Project Evaluation: Third bullet point | <p>Confirm the total number of round-trip trucks for the project. Table 3 a indicated 50 round trips, but the narrative stated 25. The analysis appeared to have used the 50 round trips. Providing reports with consistent and accurate information is part of a complete submittal.</p> <p>In addition, using the 50 round trip truck as indicated in Table 3, each hour would include a conservative total of seven round trips instead of the six stated in the report.</p> <p>We understand that one additional round trip will likely not change the intersection delay by a significant amount and result in a change in the analysis conclusion. However, as always, in the spirit of a more conservative analysis, the appropriate volumes should be used.</p> |
| Figure 5 and Figure 6 | <p>Intersection 2 is still presented as having all-ways stop control; the narrative, Synchro, and the project plan clearly showed a roundabout. This does not change the results of the analysis, but the report is</p> |

² CAM used square footage from the 2000 GUP allocation.

| Section | AECOM Comment February 16, 2021 |
|----------|---|
| | incorrect. Providing reports that are consistent and accurate is an important component of a complete application. Please update. |
| Figure 6 | Intersection 2 – Please provide a brief explanation of how the volumes change when transition from a 4-leg to a 3-leg intersection. AECOM staff were not able duplicate the analysis in our peer review based on the information presented. |
| Synchro | <p>The conflicting pedestrian volume for intersection 4 is incorrect. Please revise.</p> <p>AECOM understands that the change in number of pedestrians is unlikely to significantly change the analysis results and conclusion because the numbers are very low. However, because the data are available, they need to be appropriately used in the analysis.</p> |

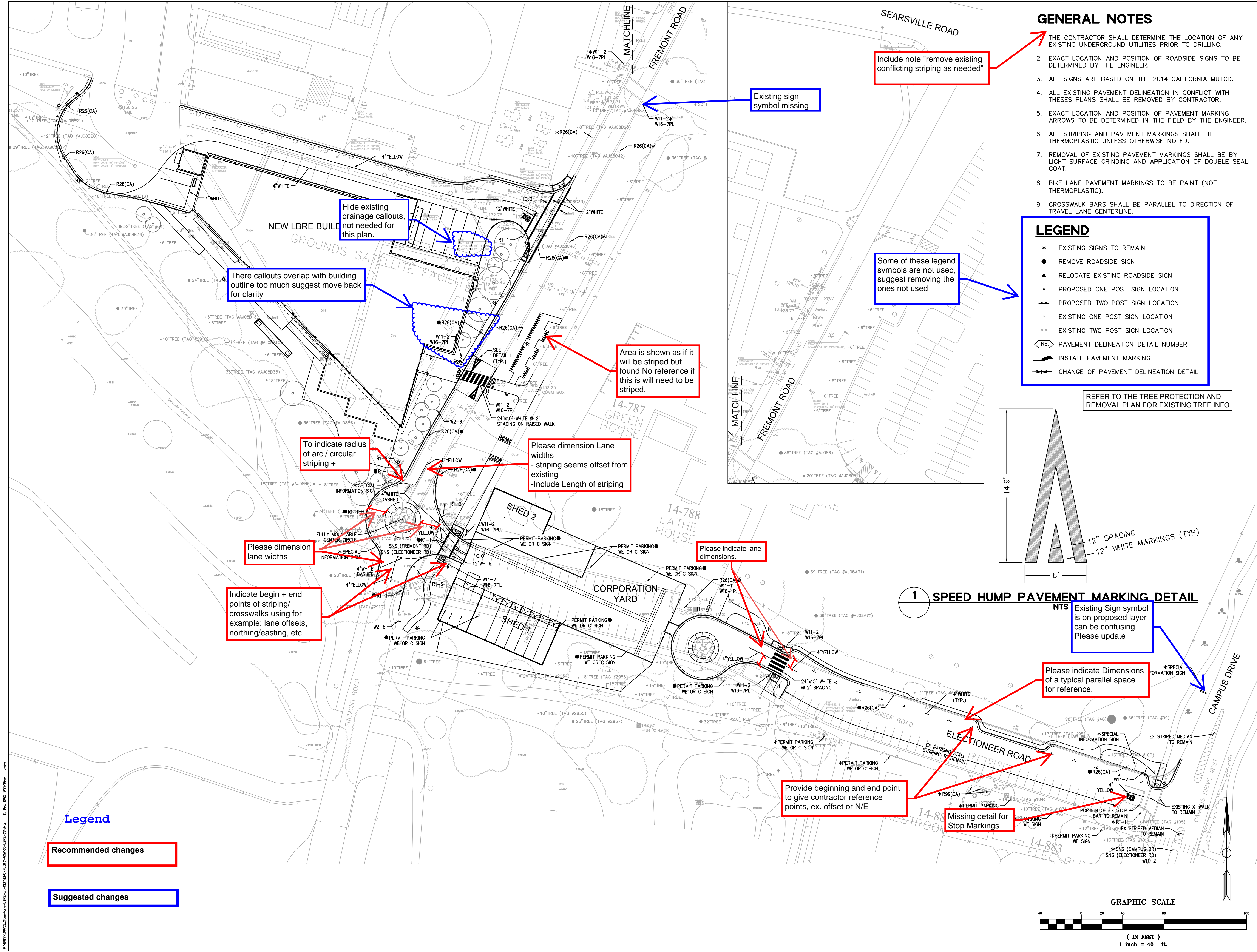
Plan C2 – no further comments

Regarding the signing and striping plan submitted, AECOM has comments to meet the CA MUTCD³ guidelines. Providing this information will permit us to complete our peer review to make sure the plans are in compliance.

Plan C9 – see attached file with mark up. In summary, the plan has

- Missing symbols in both drawings and legend
- Missing dimensions, striping, and curvature; beginning and end points of features; standard and critical notes from list
- Missing dimensions need to conform with the narrative and circulation report (i.e., 20-foot lane widths, as cited on page 16)

³ <https://dot.ca.gov/programs/safety-programs/camutcd>



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**P24785 -
STANFORD LBRE**

Drawing Title

**ASA SIGNING AND
STRIPING PLAN**

Revisions

| | |
|-------------|------------|
| Date: | 09/15/2020 |
| Job No: | P24785 |
| Drawn By: | CU |
| Checked By: | DP |
| Drawing No. | |

C9.0

ASA SUBMITTAL