

5.2.4 Draft EIR Public Meeting Transcripts

Draft Environmental Impact Report Hearing

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PALO ALTO

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DRAFT ENVIRONMENTAL IMPACT REPORT

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October 12, 2017

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Draft Environmental Impact Report Hearing

1 Thursday, October 12, 2017 7:49 p.m

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

3 MS. FURTH: So in looking at the alternatives,
4 they don't seem to include one objective ratio
5 [INAUDIBLE] now. Is that because there's no addressed
6 impact on population?

Furth1

7 MR. GIRARD: I think the ratio of -- I'll answer
8 this -- this is a really good question, but I'll answer
9 the best that I can. But I don't want to short shift it
10 by making something off-the-cuff. And David help here,
11 if you may, that you look for alternatives that would
12 have a significant affect one way or another by the
13 environment.

14 MS. FURTH: But that would reduce impacts.

15 MR. GIRARD: Yeah, and so if you increase the
16 amount of housing, the most significant -- let's say on
17 campus.

18 MS. FURTH: I'm thinking about the job housing
19 balance.

20 MR. GIRARD: Yeah. That is not necessarily -- I'll
21 say that's more of a policy issue than a --

22 (Overlapping speakers.)

23 (Reporter interruption.)

24 MR. GIRARD: I think the short answer is, if you
25 don't to come to the mike, is that variable project

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1 isn't so much an environmental driver as it is a
2 possibility issue. Because the biggest effect of
3 increasing the amount of houses is that you could
4 improve the profit demand management program.

5 So you're reducing trips that somebody might have
6 the live in the East Bay or come from Tracy could
7 potentially keep on-campus housing. But that would be
8 figured and captured under the No New Trips, and the
9 objective is to achieve that with the current ratio.

10 So doing better could potentially be -- do better
11 than No New Trips. But that's the biggest variable. I
12 think the jobs housing balance is as much if not more a
13 policy issue than the environmental.

14 David does that ring true with the sequel
15 perspective?

16 MR. RADER: Yeah, and I mean, you could change the
17 ratio, but it wouldn't be consistent with the -- you
18 know, the community plan goal and the continuity from
19 the original 2000 GUP. So I think the idea was to be
20 consistent with that -- with that goal. But
21 theoretically if you increase the ratio of housing, you
22 might have some affect on vehicle trips.

23 But there are types of housing, like, facility
24 housing that actually have the possibly the reverse
25 affect where you have off-campus commuting by supposes,

Draft Environmental Impact Report Hearing

1 for example.

2 MR. GIRARD: And maybe I could ask, Gregg, do you
3 have an opinion there -- if you think about -- I find
4 that variable affect on VMT and an affect on road
5 segments and intersections.

6 MR. RADER: Well, in general, if you have more
7 housing on the campus at a higher ratio, the travel
8 would -- would go down. Dave's right that there are
9 some types of housing that that increment isn't as big
10 because there are people living in the house that start
11 going away from campus to their jobs, to their schools.

12 So, you know, there would be, most likely, a net
13 positive affect in the sense of reducing trips. But,
14 you know, how much that would be would have to be
15 studied with a specific new ratio.

16 MR. GIRARD: It's a fair comment.

17 MS. FURTH: It was really more of a question, but
18 I'll turn it into a comment. My name is is Wunne Furth,
19 and I remember the previous GUP and its EIR well, and I
20 was asking you the question about alternatives for two
21 reasons. One was I was curious that there wasn't a
22 proposal with a better jobs housing ratio. And,
23 secondly -- because I wondered if it would've improve
24 traffic, which I presume can be considered an adverse
25 impact. And I think your -- in the situation, I think



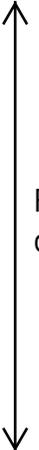
Furth1

Draft Environmental Impact Report Hearing

1 you're telling me that you think that the No Net Trips
2 policy will solve that.

3 And then secondly, an alternative you don't
4 analyze, what is one that hasn't been analyzed. So if
5 the board wants to approve a project which has a more
6 favorable jobs housing ratio, you'll need to do
7 supplemental environmental work.

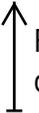
Furth1
cont.



8 MR. GIRARD: And I'll say not necessarily if it
9 reduces the impact -- known impact. You have to, for
10 example, recirculate, if you change the projects so that
11 it increases an impact. If the board decreases an
12 impact, then it doesn't re-trigger recirculation.

13 MS. FURTH: Because you have to analyze to
14 determine that it's increasing.

Furth1
cont.



15 MR. GIRARD: You know, I'll say that the
16 analyst -- the analysis is in the EIR right now. It
17 really is. That is -- the affect of on-campus housing,
18 and VMT and the congestion travel impact analysis has
19 been considered. So that is considered in the document.

20 Did that rise to crating a fourth -- a specific
21 alternative with increased the housing? It's not to say
22 that it shouldn't, but the analysis conducted, it just
23 didn't spur a specific environment alternative.

24 MS. FURTH: Thank you.

25 MR. HEARN: My name is Gerry Hearn. I sit on the

Hearn1



Draft Environmental Impact Report Hearing

1 community resource group that gets to see all these
 2 documents on an annual basis, including all the traffic
 3 studies, which I'm beginning to actually find
 4 interesting, yet complicated. So I have a suggestion, I
 5 would also put on of the EIRs in the Menlo Park library.
 6 I think there's a lot of concern in that neighborhood
 7 about this, and you'll get a lot of people in Menlo
 8 Park, and I know those libraries are very well used.

Hearn1
 cont.

9 Second thing, Kirk, I wanted to ask you, my
 10 understanding of the flexibility/responsibility part of
 11 that really sort of general community plan is that
 12 there's flexibility within the -- the EIR actually
 13 analyzes some fairly specific places, for example, that
 14 housing is going to be, right. And that's how it's
 15 built up to the to the however many units; right?

16 Yet, there's flexibility about being able to move
 17 those units, if things change, right? As long as it's
 18 within the court campus area, right, that's the way I
 19 understand it. And the we had an example of that not
 20 too long ago where it felt to me like the demands kind
 21 of changed; and, therefore, the housing changed and kind
 22 of moved.

Hearn2

23 And then it's Stanford's responsibility to make
 24 sure that all of the other conditions are met that that
 25 change does not adversely affect everything else; is

Draft Environmental Impact Report Hearing

1 that correct? Is that --

2 MR. GIRARD: That's correct, and there are -- on a
3 scale, there's some flexibility that can be exercised
4 with an individual project application. There's some
5 flexibility that can only be exercised after review by
6 CRG.

7 MR. HEARN: Right. And then planning commission,
8 yes.

9 MR. GIRARD: And then moving allegations between
10 districts.

11 MR. HEARN: That's one of them, okay. So I
12 actually kind of like that because this is such a huge
13 project overall, and the time lines are so long, and
14 things change. And while we're on the subject of things
15 changing, my memory is that with a 50-percent build-out,
16 the stainability study was required; is that correct?
17 Counselor, do you remember? Was it that somewhere
18 around there in 2009?

19 MR. GIRARD: Yeah.

20 MR. HEARN: And I actually find that to be one of
21 the most interesting things off all those documents to
22 read. I think Stanford's done an excellent job in that
23 regard, and I'm very interested in sustainable
24 development. Is there a requirement for that that
25 linked in this? I haven't -- to be quite honest with

↑ Hearn2
↓ cont.

↑
Hearn2
cont.

↑
Hearn3
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Draft Environmental Impact Report Hearing

1 you, I haven't read it very carefully. Is the there a
2 requirement to revisit the stainability thing, because
3 we know that things are changing very rapidly in
4 technology, and the ability to develop things more
5 sustainably, and I would hope that that's part of what
6 gets required or part an element.

↑
Hearn3
cont.
↓

7 MR. GIRARD: When the board approved and accepted
8 the same building study in 2009, a motion -- a motion
9 was approved saying that mid-way through the next
10 general use permit, another sustainability study should
11 be prepared?

12 MR. HEARN: Good.

13 MR. GIRARD: And I think there was a nod of the
14 the things do change and staying ahead of the approvals.
15 The approach of how a sustainability study could provide
16 a maximum -- as complimentary as possible to the
17 regulatory framework, for the plan, for the general use
18 permit community, is under discussion right now. And
19 the administration hasn't really determined what's going
20 to be ultimately going to be planning commission or the
21 board or how the sustainability study will work in
22 concert with the general use permit approval.

23 MR. HEARN: Okay. And including where the trigger
24 might be; right? To redo that; right. Because halfway
25 through, there's a lot of changes that might happen

↑
Hearn3
cont.
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Draft Environmental Impact Report Hearing

1 within let's, say, ten years. Yeah, yeah.

2 MR. GIRARD: No, that's very much a current topic
3 of discussion.

4 MR. HEARN: Good. Thank you very much.

5 MR. BOWEN: Fred Bowen is my name. This is a
6 question rather than a comment on the report, and it
7 just kind of hit me as I was sitting here. Does an
8 involvement environmental impact report study impacts,
9 let's say, on staffing that relates to public safety?
10 Police and fire? The reason I bring that up is that
11 oddly Stanford has their own police; however, fire is
12 shared with the City of Palo Alto.

13 Actually, it's -- Palo Alto provides it under a
14 contract that's still under negotiation with Stanford.
15 Stanford has paid -- it started at a certain amount over
16 the past 50 years. We actually have the City counsel
17 coming on Monday on Palo Alto to decide if they're going
18 to cut a million and a half dollars from the fire
19 department budget in terms of level of service. And, of
20 course, you know, the news we have, fire safety all
21 around us. So just thinking about that in relationship,
22 if that's something that's studied.

23 MR. GIRARD: Absolutely.

24 MR. BOWEN: It is? So there's something in the
25 EIR that would be related to the impact of the growing

↑ Hearn3
cont.

↓ Bowen1

↑ Bowen1
cont.

Draft Environmental Impact Report Hearing

1 population.

2 MR. GIRARD: What the demand is or --

3 MR. BOWEN: And what demand would be --

4 MR. GIRARD: Yes, that's --

5 MR. BOWEN: And possible -- and this is a county
6 jurisdiction decision. So is -- can mitigation or can a
7 stipulation be put in there with regard to a level of
8 service that is required to public safety and who should
9 pay for that, things of that sort?

10 MR. GIRARD: It's one of those items that have
11 both environmental and policy ramifications; and yes, it
12 can be customary for a local jurisdiction to determine
13 what appropriate level service might be outside of the
14 EIR process, and it's usually guided by general plan.

15 MR. BOWEN: But it wouldn't be part of this --

16 MR. GIRARD: It could very well be --

17 MR. BOWEN: It could be a part of the mitigation.
18 It might not be part of the mitigation. It might be a
19 part of the agreement, whatever.

20 MR. GIRARD: I would suggest read the EIR, and
21 then just do a search of the existing general use
22 permit, and you see is the conditions that govern the
23 fire protection and [INAUDIBLE] sort of affect the
24 contract with Palo Alto.

25 MR. BOWEN: Right. Thank you.

↑ Bowen1
↓ cont.

↑
Bowen1
↓
cont.

↑
Bowen1
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cont.

Draft Environmental Impact Report Hearing

1 MR. GIRARD: So anybody else have any questions or
2 like to get comment on the record? Then we can close
3 the matter, and anything else anybody would like to say?
4 Okay.

5 (Proceeding adjourned at 8:01 p.m.)

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Draft Environmental Impact Report Hearing

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

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4

5 I, SARAH K. MAKSIM, a Certified Shorthand
 6 Reporter in and for the State of California, certify
 7 that the proceedings in the within-entitled cause were
 8 taken at the time and place therein stated; that the
 9 proceedings was reported by me and was thereafter
 10 transcribed under my direction into typewriting; that
 11 the foregoing is a full, complete, and true record of
 12 said proceedings to the best of my ability.

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

18

19

20 _____, 2017. _____
 Date CSR Number 14053

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5.2.4.1 Responses to Comments from Santa Clara County Public Meeting held at Palo Alto City Hall on 10/12/17

Responses to Comments from Wynne Furth

PM1-Furth1 Please see Response to Comment A-PV-3 for discussion of the jobs/housing balance or ratio. Regarding alternatives, please see Master Response 8: EIR Alternatives. In addition, on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Jerry Hearn

PM1-Hearn1 The County placed a copy of the Draft EIR in the Menlo Park library following the October 12, 2017 public meeting.

PM1-Hearn2 As discussed on page 3-20 of the Draft EIR, any significant deviation (as determined by the County) from Stanford's proposed development per Development District listed in Table 3-6, would require additional environmental review and approval by the Planning Commission. Please see Master Response 5: Project Description, Topic 1: Level of Specificity. See also Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.

PM1-Hearn3 Please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

Responses to Comments from Fred Bowen

PM1-Bowen1 Please see Draft EIR Section pages 5.13-3 through 5.13-4 for a discussion of existing local police protection services, including Stanford Department of Public Safety, Santa Clara County Sheriff's Department and Palo Alto Police Department. Refer to Draft EIR pages 5.13-2 through 5.13-3 for a discussion of the local setting of fire protection services. Please see page 5.13-11 for the significance criteria related to police and fire protection considered under CEQA. Please also see Chapter 2 in this Response to Comments Document, which addresses revisions to Section 5.13, Public Services Impact 5.13-1, Impact 5.13-2 and Impact 5.13-5 to clarify that Stanford may contract for fire protection services with entities other than the Palo Alto Fire Department. This revision does not alter the findings of the Draft EIR.

See also Response to Comment A-PA-10 and Response to Comment A-PA-57, in Section 5.2.1, above. Stanford support of fire services is a contractual, not environmental matter, and therefore would be determined outside of CEQA.

Public Meeting

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PALO ALTO
DRAFT ENVIRONMENTAL IMPACT REPORT
October 19, 2017

Public Meeting

1 Thursday, October 19, 2017 6:44 p.m

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

3 MR. SIMITIAN: Start with Alice Smith.

4 MS. SMITH: Thank you. I'm Alice Smith. I live
5 at 850 Webster Street, Palo Alto. I'm a long-term
6 resident. Since it took an hour to go down University
7 Avenue the other day just to get out of the town, it
8 seems to me that transportation is not being addressed
9 by your -- adequately in this plan.

SmithA1

10 I would like the following: I would like you to
11 have dedicated land for a school at Stanford which is --
12 will mitigate on transportation alone; dedicated daycare
13 center for children who be additional to this, if this
14 went through -- I don't think it should go through. Not
15 as -- that you look at the runoff from the mechanization
16 of the lands because this is actually a very intense
17 area for tropical rains. And right now, the land would
18 become more and more cemented. And as a result, it'll
19 have tremendous runoff, and we already have a problem at
20 San Francisquito Creek.

SmithA2

SmithA3

SmithA4

21 I want you to look at not allowing any student at
22 Stanford to be able to drive a car, that if you really
23 want to have transportation control, you have to stop
24 the cars at Stanford.

SmithA5

25 In addition, this is just for this university. It

SmithA6

Public Meeting

1 has nothing to do with the -- I believe it's \$2 million
 2 additional development at Stanford industrial park.
 3 These are going on at the same time.

4 So, therefore, I think you need to -- and the
 5 hospital is going -- hasn't even opened yet. When the
 6 hospital opens, we don't even know what the impact will
 7 be. So what you're doing is you're saying give us till
 8 2035 at a time when the entire area has ground to a halt
 9 with the quality of life in the Palo Alto mid-peninsula
 10 area is becoming extremist from both the transportation
 11 and the housing.

12 You offer no housing with 20 percent of something
 13 or other into low income houses. Well, you must build
 14 housing. You cannot just say, "Okay. We'll give
 15 somebody else the problem." I see the light going on.

16 MR. SIMITIAN: You have a minute left.

17 MS. SMITH: But, in fact, this is just, what can I
 18 do for Stanford University? It has nothing to do with
 19 the quality of life in Santa Clara County or San Mateo
 20 County which is also impacted. I think Stanford has a
 21 duty of care, and they're not exercising it. When
 22 they've did a tradeoff for three sports parks, that was
 23 for 50 years. I don't want to see these deals that say,
 24 "Well, we can do it to a certain time, and then after
 25 that we don't have any obligations."

SmithA6
cont.

SmithA7

SmithA8

Public Meeting

1 Stanford has a very high duty or care, and
2 frankly, I don't think this makes it. Thank you.

↑ SmithA8
cont.

3 MR. SIMITIAN: Thank you for your comments, and
4 by the way, Ms. Smith, I know you've reached out to me
5 at my office on another matter. I have not forgotten.
6 I just want to let you know.

7 Is it Neva Farkin?

8 MS. FARKIN: Neva Farkin.

9 MR. SIMILIA: Excuse me Neva.

10 MS. FARKIN: I live at 133 Churchill Avenue. I
11 have two questions. What about the infrastructure, new
12 roads -- which I think you'll need -- elementary
13 schools, supermarkets, gas stations, shopping malls, and
14 medical clinics? Where will the land be for all this?
15 What about emergency services? Police and firefighters?
16 Where with the money come for this? Thank you.

↑ Farkin1

17 MR. SIMILIA: Thank you, and let me just ask
18 County staff to briefly mention the extent and nature
19 of -- to which the process addresses infrastructure
20 needs briefly.

21 MR. GIRARD: There are an analysis of --

22 MR. SIMITIAN: And what services they would
23 require and --

24 MR. GIRARD: -- the suability of those services in
25 the area. So those are all available in the draft EIR

Public Meeting

1 analysis.

2 MR. SIMITIAN: And do I remember correctly that
3 the population increase is, from the project, a little
4 bit greater than 9600.

5 MR. GIRARD: That's correct, and that's a
6 combination of students and faculty and staff.

7 MR. SIMITIAN: Okay. Forest Peterson.

8 MR. PETERSON: My name is Forest Peterson. I'm a
9 graduate student at Stanford and civil environmental
10 engineering, and I'm also a resident at Palo Alto
11 apartment on Grant Avenue. So I'd like to speak about
12 the low income employees at Stanford. I think that
13 includes, right now, graduate students, post docs, and
14 then, you know, the maintenance staff and things like
15 that.

16 So as the lower-salaried or hourly employees, we
17 are dependant on the housing and the community. And so
18 as part of the proposal mitigation, Stanford has talked
19 about contributing to the low income housing stock. So
20 when I looked at the general use permit application
21 summary, on page 17, it proposes 1600 net new beds and
22 EV, but then over on -- and this is in addition.

23 MR. GIRARD: Why don't you tell everybody what EV
24 stands for.

25 MR. PETERSON: Escondido Village, the graduate

↑ Peterson1
↓

↑ Peterson1
↓ cont.

Public Meeting

1 housing for the students with -- and these are
 2 everything from single parents to, you know, full-family
 3 units live there. So the 1600 is in addition to the
 4 1400 units that were recently approved. So it actually
 5 comes out closer to about 3,000.

↑
 Peterson1
 cont.

6 So then on page 21 to 23, it goes into affordable
 7 housing contribution, and this is where I'm generally a
 8 little bit confused on exactly what it means, and that's
 9 why this is a question I have to ask is, specifically,
 10 is how is Stanford contributing to that affordable
 11 housing contribution, because it says here that Stanford
 12 contributes 800 units under the 2,000 GUP, and then
 13 they're contributing 450 units under the 2018 GUP, but
 14 then it says that the value of the affordable housing
 15 that they're contributing is \$100 million, which is \$45
 16 per square foot, and that's contributed completely
 17 through student housing for graduate students and
 18 students like myself.

↑
 Peterson2

19 But they are proposing under the GUP to contribute
 20 \$50 million to the community housing low income fund; so
 21 it sounds like the entire amount by far that's being
 22 contributed to the affordable housing fund will be
 23 satisfied simply through graduate student housing. So I
 24 just want to see -- if I'm understanding this correctly.

25 MR. SIMITIAN: Let me ask staff to lean in, and

Public Meeting

1 then I may have a comment of my own.

2 MR. GIRARD: I'm surprised that that's confusing
3 because there are really two ways to look at the
4 project. One is of the housing that Stanford is
5 proposing on the campus, how much of that housing would
6 be considered affordable using the standards that apply
7 to affordability in the area. And the number you
8 mentioned about the graduate student housing satisfying
9 this number of affordable units, that's true; but that's
10 apart from the contribution that Stanford would make to
11 low income housing projects off the campus.

12 So -- and there's no necessarily -- there's no
13 proposal for a trade-off between the two. In other
14 words, they provide more affordable housing on campus
15 then they would pay less in the off-site impact -- the
16 proposal is \$20 per square foot of academic space that
17 would go from the off-site campus. And then what
18 they're saying is that if they build the academic -- or
19 the graduate housing that they're planning to build, a
20 certain number of them will meet the affordability
21 criteria that are established in our housing element.

22 So they cover both bases, and I'll give you an
23 analogy. A developer will build some affordable units
24 on their development, but they will also pay for
25 off-site housing impact fees, and Stanford's proposing

Public Meeting

1 to do both.

2 MR. SIMITIAN: And let me just say from the
3 standpoint of one of the five elected officials who has
4 to consider these factors, again, I'm going try and
5 simplify a little bit and leave out some of the details.
6 There are 9600 more folks who are going to be on campus,
7 and that's going to create some housing demand. The
8 question the how much? And the question is how much for
9 what range of folks at various income levels? So we've
10 got to grossly oversimplify, facility, staff, students,
11 and then other workers. And different folks have
12 different levels of income and will be able or unable to
13 access housing to greater or lesser degrees depending on
14 their income. So the first question we're going ask is
15 if we'd got 9600 new folks, what level of demand does
16 that create for housing?

17 Then we'll look at what the university is
18 proposing to provide in the way of housing and ask
19 ourselves, does the level of the demand match up with
20 the level of housing provided, including the various
21 income levels or levels of affordability?

22 Then, as our staff has indicated, in addition,
23 there is a development fee just as the City charges a
24 developer fee. There's a developer fee built into the
25 process at present, and there would be consistent with

Public Meeting

1 the proposal from Stanford going forward, but it's on us
2 as the decision-makers to ask ourselves what kind of
3 demand would be generated, and are the proposed
4 mitigations adequate to meet that the demand? And if
5 not, what are we going to do about it?

6 Let me just turn to the planning staff and say
7 understanding you're apolitical in this process, if I
8 said anything that's factually inaccurate about the
9 process, permission to speak freely in front of 125 of
10 my closest friends.

11 MR. GIRARD: The -- I'll say that that is an
12 absolutely fair analysis. The amount of which a
13 particular applicant has to provide housing for their
14 development is a policy decision.

15 MR. SIMITIAN: All right. Ms. Peak.

16 MS. PEAK: Hi. So I just have a few comments. I
17 think it's important to remember that Stanford always
18 pretends that they're just this little university, but I
19 think of them as this massive research and development
20 conglomerate of real estate investment to management
21 corporation and an enormously oversized hospital
22 complex, and lastly, you know, a sort of midsized
23 university that apparently has so much endowment money
24 that we just can't spend it fast enough trying to
25 overdevelop the area all around their campus.

Peak1

Public Meeting

1 So I feel like they just came off of many millions
2 of square feet that they've added from the 2000 GUP.
3 They're not even finished building all the housing they
4 said they were going to build.

5 We've got -- you know, if you look at the campus
6 it used to be open, green. I mean, I went there
7 30 years ago, but now it's just building after building.
8 It's all filled in. It's obviously changed quite a bit.
9 They're one of the largest employers in the area. You
10 know, I feel that that their growth has been really
11 irresponsible and degrading the surrounding community
12 and our quality of life.

13 And I feel that, you know, they've had all that
14 other development. They've got the hospital that hasn't
15 even opened. They're just building like crazy, and we
16 don't even know what's going to happen; and yet here
17 they are back again asking for millions of more square
18 feet, you know, when we don't even see what's happened
19 with the last millions that they built.

20 I think it's time to wait a while and see what's
21 going to happen. You know, they claim they don't add to
22 the traffic, but if you look closely at all the
23 exemptions to their traffic plans, they do. You know,
24 if you live on campus, you can have a car, you know,
25 there's parking. If they're not adding any traffic,

Peak1
cont.

Peak2

Public Meeting

1 what are all the new parking garages going up
2 everywhere? I mean obviously they're adding traffic.
3 Traffic not just from them, but everywhere is getting
4 worse, but they are a big part of it.

↑
Peak2
cont.
↓

5 You know, my big question is does anybody ever say
6 what's the max? How big can they get? I'd really like
7 to know a number that at some point I can say they will
8 stop one day, and we can start to deal with this all.

9 I mean, it seems like everything here is more,
10 more, more. How can we cram more in? You know, can we
11 have a number for what they're maximum size and their
12 maximum population will be? It would be nice if it was
13 not just Stanford. Palo Alto, every other city around
14 here, it would be really nice. I think, personally,
15 that that area's already surprised a reasonable
16 population.

↑
Peak3
↓

17 Ecologically, you know, California is in bad
18 trouble, you know, but quality of life here,
19 transportation, getting around in your car, you know,
20 infrastructure, community services, all these things are
21 impacted by too many people. So I would just like to
22 know how big do they get, or do they just come back
23 every 15 years and ask for another 3, 4, 5 million
24 square feet?

25 You know, sometimes it seems like Stanford thinks

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1 that they are housed in this large metropolitan area.
2 You know, they have this hospital that was approved by
3 the Palo Alto City Counsel that's bigger than the
4 hospital at UCLA which is in Los Angeles which has 4
5 million people. You know, how much stuff do they need?

↑
Peak3
cont.

6 Okay. So finally what I'd like the Board of
7 Supervisors to say a one-word response to their
8 application which is no.

9 MR. SIMILIA: Let me add a couple things. First,
10 thank you for your comments. Second, I'm going ask
11 folks not to applaud, boo, hiss. And the reason for
12 that is that it's not easy for everyone to come up to
13 the microphone, particularly if they feel like the point
14 of view they share may not be the majority point of
15 view. So if we can just ask you to nod and smile or
16 shake your heads in concern, but I want to just try to
17 keep a safe space for everybody, no matter what their
18 point of view is at the microphone.

19 Second things is I do want to respond to the
20 question was asked about maximum build-out, and let me
21 just say, this is one of the issues that we -- I
22 certainly had hoped would be addressed by the 2000 GUP
23 and that still remains open, and that's the matter of
24 understanding what I call the ultimate carrying capacity
25 for the site. Or, in other words, what is full

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1 build-out? The maximum amount of development that would
2 be accommodated on the site. When we did the 2000 GUP
3 17 years ago now and the community plan, we required the
4 university to submit something called a sustainable
5 development study that -- and I'm going to quote
6 directly from it because this issue's been coming up.
7 As part of the GUP and community plan, Stanford was
8 required to submit a sustainable development study that,
9 quote, "shall identify the maximum plan to build-out
10 potential for all of Stanford's unincorporated Santa
11 Clara County land." End quote.

12 Now, that study was to have been submitted and
13 approved by two and approved by the Board of Supervisors
14 prior to acceptance of applications for the second half
15 of the academic development allowed by the old 2000 GUP.
16 And in 2009 when the university submitted a sustainable
17 development study to the Board of Supervisors, there was
18 not -- there was not a maximum plan build-out potential
19 for all of the Stanford's unincorporated Santa Clara
20 County land identified at that time.

21 Instead, the study that was submitted looked at
22 the ability of the campus to absorb different amounts of
23 development over a 25-year time horizon, and while the
24 study did provide important information about how much
25 development could be accommodated on the campus, which

Public Meeting

1 is a question that you've raised, it didn't get to the
2 actual requirement in the 2000 GUP and community plan of
3 identifying build-out potential.

4 That's information that I think would be helpful
5 to have -- and on a track separate and apart from the
6 draft environmental impact report. We're certainly
7 looking at options for understanding that important
8 piece of the picture, which, in my view, remains
9 incomplete. Okay. Hope that is responsive to the
10 question, and the story goes on.

11 All right. I think that takes us to Isaac Achler.

12 MR. ACHLER: To summarize quickly, I'm -- I didn't
13 have a chance to I think about it, but you want, first
14 of all, to change the nomenclature of development to
15 destruction [sic] which basically is a destruction of
16 the environment. We do not develop the environment.
17 This is first -- now another thing I heard that 10,000
18 people are going to be added, through this project, to
19 Palo Alto. This is about a 20-percent increase in the
20 population, more or less, of Palo Alto.

21 And one other thing that I found is the traffic in
22 Palo Alto and in the Bay Area is already choked. Now --
23 and they -- also the pollution that the traffic brings
24 into the Bay Area, I think until there is a plan for
25 public transportation in the whole Bay Area, we should

Achler1
Achler2
Achler3
Achler4

Public Meeting

1 not at all think about this project development. That's
2 what I want to summarize.

Achler4
cont.

3 MR. SIMILIA: Thank you. Could you just share
4 your name so I know who's spoken and who hasn't?

5 MR. ACHLER: Issac Achler.

6 MR. SIMILIA: Thank you very much, Mr. Achler, and
7 I apologize for mispronouncing your name earlier.

8 MR. CORNETT: Hi. James Cornett. Resident of
9 Palo Alto, 420 Sequoia Avenue. Thank you for the
10 opportunity to speak. One question and then one
11 comment. The question is I noticed with the additional
12 number of living units on the campus, I looked for
13 something that might talk about where those residents
14 might park their car. I didn't see it in the draft DEIR
15 thus far. It might be that I missed it, but I don't
16 think the idea of restricting that the students or other
17 people can't have a car would be a good solution.

Cornett1

18 So perhaps maybe a solution would be if there's
19 not in the plan now, make a parking structure for those
20 new residents that are coming. That's the question.

21 It -- will there be a parking structure?

22 MR. SIMILIA: I'm going to let staff respond, and
23 then I'm also going to note that as I flip through the
24 cards, that there's a least of couple of folks from the
25 university who have asked to speak. And I'm guessing

Public Meeting

1 that they're going to use their time to respond to some
2 of those comments and questions.

3 MR. CORNETT: I don't need an answer at this
4 point.

5 MR. SIMILIA: So does staff have a quick and easy
6 answer or...

7 MR. GIRARD: Yes. There is a proposal to make use
8 of spaces that weren't developed as a part of the 2000
9 general use permit and have an allowance for asking for
10 permission for another 2000 spaces as a part of the
11 project if certain conditions are met. So there are
12 some parking requests in the permit application those
13 are analyzed in the draft DEIR.

14 MR. CORNETT: 2,000 additional spaces, and
15 there's, what, 5,100 new resident units. So it sounds
16 like it might be a little bit short, but I'm sure you're
17 going to look at it. So that's my comment, basically is
18 there parking? The other was just a follow-on from some
19 of the comments earlier. In the decades that I spent in
20 the -- I was always amazed in differences in business
21 practices here in US versus abroad, and one of the
22 things we seem to be occupied with is quarterly results
23 and always trying to get to the next quarter without
24 making it long-term. I think other people have
25 addressed this. So I would just reiterate the fact that

↑
Cornett1
cont.

↓
Cornett2

Public Meeting

1 maybe one of the things we can do as a community -- and
 2 I certainly support the Stanford campus and their
 3 research and development is that -- think about is there
 4 some time when we can say we have enough? And why do
 5 with have to continue to grow? Why do we have, at the
 6 risk of deteriorating the quality of life, continue to
 7 add more and more things to our environmental or living
 8 conditions? Thank you.

↑
 Cornett2
 cont.

9 MR. SIMILIA: Thank you for your comments.

10 David Millson.

11 MR. MILLSON: Yes. Thank you. My name is David
 12 Millson, and I live in Hanover Street in College
 13 Terrace. Near on Stanford -- on California Avenue,
 14 opposite Columbus, there's a new residential
 15 development. And if you trace the route between that
 16 and Stanford Avenue, it would go a long Columbus down
 17 College and then on Hanover Street. So from the point
 18 of view of someone living in Hanover Street would feel a
 19 little bit as though we're thrown under the bus.

20 So I'm concerned about your expressions of
 21 mitigation of traffic problems, and I have to tell you
 22 that I am very skeptical about whether they're real.
 23 And if this is -- if I'm right in this skepticism, my
 24 question really is that you're proposing three different
 25 ways of approving this. One is the general way, and one

↑
 Millson1
 ↓

Public Meeting

1 then one is building by building and so on.

2 And my concern is that as this thing develops, we
3 may see a sequence of failure of these traffic
4 mitigation projects and ethics. And I want to be sure,
5 and I think everyone wants to be sure, that if they do,
6 that there's a way of rolling them back, stopping them,
7 changing them, and doing whatever is necessary for them
8 to make sure that the traffic impact is not bad for us.

9 So I guess my question is what sort of incentive
10 does Stanford offer me and anyone else here to go for
11 the general overall permit process rather than a
12 building-by-building process? Can Stanford give me an
13 assurance -- give me faith that if they have a general
14 permit, that we will be able to handle all the problems
15 with traffic that may occur as they develop? Thanks.

16 MR. SIMILIA: Mr. Girard, comments, if any?

17 MR. GIRARD: I'll say that any project that's
18 proposed after the general use permit is issued has to
19 be evaluated to make sure that it's consistent with the
20 general use permit. And in some cases, that requires
21 project-specific traffic transportation study.

22 So if you want to understand the relationship
23 between the programmatic permit and the evaluation of
24 individual practice, the annual reports that are
25 prepared provides a very good connection between the

Millson1
cont.

Public Meeting

1 programmatic and the individual project approval process
2 and...

3 MR. MILLSON: Just let me add, the point I'm
4 making is that if things don't go the way they're
5 supposed to, is there a way of rolling them back and
6 facing the problems? What I feel -- as -- right now
7 that once an approval has been done, have been made, it
8 gathers a kind of momentum which makes it very, very
9 difficult to stop and make changes.

Millson2

10 MR. SIMITIAN: Mr. Millson, let me interrupt and
11 if you'll stay at the microphone. I'm going to -- some
12 of you know, but most of you have no reason to know I
13 have a background in planning as well; so I have a
14 masters in city planning and [INAUDIBLE] law background
15 and was the certified planner back in a younger time in
16 my life. So I have some experience with planning as a
17 second language, and I'm going try and do a little
18 translation here.

19 So let me ask the staff, if three years in, it
20 turned out that traffic had not been successfully
21 mitigated, that the No Net New Trips was not being met,
22 which is one of the critical standards here; and there
23 were, in fact, 20 percent more new trips during the peak
24 hour. What would the consequences of that be for the
25 university?

Public Meeting

1 Mr. Millson, does that help get us a little
2 closer?

3 MR. MILLSON: It does. Thanks.

4 MR. SIMITIAN: Under the proposed program, they
5 would have to spend more money on more traffic demand
6 management, and if there weren't projects that would
7 reduce the traffic in an area that's been affected, they
8 would have to pay to fix the large intersections and/or
9 freeways.

10 MR. MILLSON: What happens if you can't fix it? I
11 mean, the point is you could create problems that are
12 simply beyond being able to fix just because of the
13 number of people and number of trips being taken? Once
14 you have the people in place, then you have the people
15 in place, and they are going to make their trips
16 regardless; right?

↑
Millson2
cont.
↓

17 MR. GIRARD: I'll say that the short answer is
18 they aren't entitled to additional development unless
19 those impacts are mitigated.

20 MR. MILLSON: True, but can you ask them to roll
21 back the development that led to the problem that
22 exists?

↑
Millson2
cont.
↓

23 MR. SIMILIA: Point made. Thank you very much.
24 We're going to go on to the next speaker which is Donald
25 Barr.

Public Meeting

1 Mr. Barr, welcome.

2 MR. BARR: Good evening. I'm Donald Barr. I
3 really apologize for wearing all these hats of top of my
4 head. I know it's kinds of awkward, but I do wear many
5 hats, and you hear this at the [INAUDIBLE] first, that's
6 because I am a professor on the faculty at Stanford, and
7 I've been teaching at Stanford for about 25 years. But
8 notice on top of the motor board I have a Palo Alto
9 little league hat. I've lived in Palo Alto since 1993.
10 I raised two children, and I have spend countless hours
11 on the little league field as both coach and parent
12 rooter. So I wearing both hats and that's the point I
13 would actually like to make is that I'm going to focus
14 on the community housing fund because, as you know, I've
15 worked in the community on affordable housing.

16 The 2000 GUP community housing fund had somewhat
17 recruiting 36- \$39 million, of which it used \$13 million
18 for new affordable housing. Fortunately, leaving about
19 20-some-odd million -- fortunately, that was available
20 to preserve Buena Vista Mobile Home Park, but that did
21 not create any new units. But it's because the old
22 model didn't work, that the proposal to expand the area
23 beyond the local six-mile radius to wherever along the
24 transit corridor, and I'm not sure those housing units
25 are going to go to people at the university because it's

Barr1

Public Meeting

1 our community that's impacted in terms of the service
2 workers, both on campus and off campus.

3 All you have to do is go to Trader Joe's and
4 Peet's and University Avenue, and you will see how the
5 university growth impacts the service con my. So what
6 I'm simply going to suggest is rather than say we are
7 going to come up -- we're going to scrap the old model,
8 let's look for an innovative approach to the old model
9 as to how to use the community housing fund. And let's
10 use many hats, let's buy a new table, and let's put four
11 chairs around it, and one of the chairs would be
12 Stanford University representatives, one of the chairs
13 would be a community representatives, city government
14 representatives, and affordable housing representatives.

15 And as a mitigating measure, let's try to find a
16 new innovative way to use the community housing fund
17 locally, because I think it is possible, but we just
18 need innovative thinking. Thank you.

19 MR. SIMILIA: Thank you for your comment.

20 Don Price.

21 MR. PRICE: My name is Don Price. I live on
22 Addison Avenue in Palo Alto. I have a very long history
23 of Stanford. I started as a freshman in 1949, and I've
24 studied and have full employment there ever since. I
25 first point out that all of the Stanford staff who have

Barr1
cont.

Public Meeting

1 developed these fine plans, brochures, arguments, public
2 relations, they are all employees of Stanford, and the
3 role of an employee at Stanford, the primary role, is to
4 serve the professoriate, to meet the needs of the
5 professors.

6 I have learned that most professors have an
7 insatiable requirement for larger labs, more graduate
8 students, more office space, and so forth. And when
9 they talk about new housing, most of it's going to go to
10 new graduate students in the STEM fields or in the
11 professional schools. In the 1960s, we referred to
12 period here as the second stone age. Well, that stone
13 age has never ceased, and now we have a proposal before
14 us just like the one 20 years ago with -- to provide
15 housing for new programs, brand new research ideas, et
16 cetera, et cetera.

17 And I think that that has to come to an end
18 sometime. Otherwise in 20 years, we'll have another
19 proposal for another 2 or 3 million square feet of a
20 space, and in the meantime, Stanford is building a huge
21 complex in Redwood City that is also going to have
22 thousands of people too. So I just want to put that on
23 the record.

24 MR. SIMILIA: Thank you for your comments, sir.
25 Wayne Douglass.

Price1

Public Meeting

1 MR. DOUGLASS: Thank you Joe. Last time I saw
2 you, I was running for office, and I'm in the odd
3 position here of just offering a comment that I support
4 somebody that I never thought I would, and that is Gregg
5 Sharps' appeal to the planning department to take a hard
6 look at the word he described -- and he wouldn't write a
7 letter to the planning office if he wanted to do a
8 superficial look. But, nonetheless, I agree the
9 mitigation flow of traffic and so forth is a very big
10 deal for Greg and maybe Eric or somebody who is in the
11 audience will tell us what he has in mind. But I'll
12 give you my impression.

13 I think Greg, as the mayor, knows more than I do;
14 and he knows that the City has gone full bore into
15 traffic-control management, a phrase that I find
16 abhorrently extreme, and he's probably afraid he bought
17 into some kind of snake oil; so he wants the planning
18 department to take particularly close scrutiny of it,
19 and I agree with that proposal.

20 It could really be a shuck, as we used to say when
21 I was a student protestor in the '60s, and it deserves
22 very close scrutiny indeed. I spent 25 years in high
23 tech, and I know buzzwords, and gibberish I'm very
24 fluent in, and I know how these things go. And it would
25 be very easy for elected officials to buy into some

Douglass1

Public Meeting

1 cockamamie technical scheme that makes no sense at all.
 2 So I'll just reiterate what Greg said in his letter to
 3 the planning division and take a very, very close look
 4 at it. Don't believe everything you read, whether it's
 5 in the EIR or not or whether it comes from a Stanford
 6 source or not. You know, make up your own mind. That's
 7 what the elected officials are supposed to do, and so
 8 that's what I urge you to do, Joe. Go at it.

Douglass1
cont.

9 MR. SIMILIA: Thank you. I'm tempted to say were
 10 going to dialogue and interface about how you preserve
 11 the human scale, but I think that would be contrary to
 12 your request.

13 Caleb Smith.

14 MR. SMITH: Thank you. Good evening, Supervisor
 15 Similia, ladies and gentlemen. My name is Caleb Smith.
 16 I'm a Bay Area native, and I'm currently a master's
 17 candidate in public policy at Stanford University. Now,
 18 like many members of the Stanford community, I want the
 19 university to grow and flourish, but my focus of study
 20 is in housing and local government. And I'm writing my
 21 thesis about the California Environmental Quality Act,
 22 and am therefore forced to conclude that Stanford's
 23 general use permit and the related environmental impact
 24 report are both fatally flawed.

SmithC1

25 The underlying issue, I believe, is the method

Public Meeting

1 that Stanford used to calculate the growth in the
2 population of students and staff at the university.
3 Although I can understand how trying to use past growth
4 as a measure would be the approach they would take, I
5 believe that they're failing to properly account for
6 recent changes in the composition of student body, such
7 as the increase in code terminal master students at the
8 university.

SmithC1
cont.

9 And if you take a look at the square footage to
10 housing unit ratio, that the university uses up a little
11 bit more than 800 square feet per housing unit, you see
12 it as considerably higher than the ratios that a number
13 of universities use around the United States.

14 Now, if we take a look at this ratio and we see
15 it's out of compliance, then we would find that Stanford
16 is going to most likely have more students and staff
17 than it's currently projecting, which means that the
18 housing mitigation measure it proposes are inadequate to
19 the task.

20 I would further be concerned that the university's
21 measures to ensure that there's an adequate supply of
22 affordable housing are not up to the task. You may
23 recall under the current general use permit that some of
24 the graduate student housing residences on campus, such
25 as Munger, are being used as affordable housing.

SmithC2

Public Meeting

1 However, the university has failed to do one of
2 the most basic things to do when you operate affordable
3 housing which is to verify the income of the residents
4 to make sure that they are, indeed, low income.

5 Now, I'd say the vast majority of Stanford's
6 graduate students are low income, but there are some
7 that are not, perhaps some of the graduate school
8 business students and law students and such. And it's
9 important that Stanford fully mitigate the affordable
10 housing impacts of its new developments.

11 Now, these affordable housing developments they
12 were able to use for graduate students was unable --
13 Stanford -- if they were to instead mitigate it using a
14 similar fee to the amount than they spent per unit, it
15 would've been a considerable amount of money, upwards of
16 30 million. I understand that that's different, where
17 they have the amount that they would pay versus the
18 amount of affordable housing on campus. However, if
19 we're trying to look in totality at its efforts to
20 mitigate the affordable housing demand, I don't think
21 that what they're proposing is up to the job.

22 Now, this is very important because it would be a
23 significant impact under the California Environmental
24 Equality Act if it causes displacement which causes new
25 housing construction elsewhere in the Bay Area. And

SmithC2
cont.

Public Meeting

1 unless this plan is modified to either increase the
 2 amount of housing involved or to reduce the amount of
 3 new development, I believe it will have this impact,
 4 which is not properly accounted for in the Environmental
 5 Impact Report, which would further aggravate the jobs
 6 and housing imbalance that's plaguing our region. And,
 7 indeed, I believe would make the Environmental Impact
 8 Report subject to a possible legal challenge.

↑
 SmithC2
 cont.

9 Now, I trust in your judgement to work with
 10 Stanford to find a solution to this challenge, and if
 11 there's any way I can be of assistance, I'd be more
 12 than -- I'd be happy to do so. Thank you very much.

13 MR. SIMILIA: That takes us to Catherine Palter.

14 MS. PALTER: Great. Thank you my name is
 15 Catherine Palter. I'm with Stanford's Land Use and
 16 Environmental Planning Office. When Stanford pulled its
 17 application in the fall requesting a certain amount of
 18 academic and housing, we did a lot of our own due
 19 diligence to try to determine what sort of environmental
 20 possibility that development could cause in order to
 21 build some mitigating factors into our application. And
 22 we were very gratified to see in the draft environmental
 23 impact report that's recently prepared by the County
 24 that all of those efforts bore a lot of fruit.

↑
 Palter1
 ↓

25 There was a high-level analysis of -- the analysis

Public Meeting

1 that was done. There's about 16 environmental resource
2 areas there are analyzed in the DEIR, each of those has
3 a number of subareas that looked at potential impacts
4 that the project could cause.

5 All in all, there's 80 different environmental
6 impacts that are associated with the project. Of those,
7 47 were found to be less than significant, and another
8 29 were considered less insignificant after the
9 identified mitigation would be implemented, which leaves
10 four impacts that are considered significant and
11 unavoidable. And all of those are a somewhat
12 conservative analysis because it's not known whether
13 they may or may not occur.

14 The first is potential impacts to historic
15 resources, which in the future, Stanford may need to
16 demolish a historic resource to replace it with another
17 more state-of-the-art building. We don't know if that's
18 going to happen. It only happened once in the 2000
19 general use permit.

20 The other is construction noise. There might be
21 times that the construction noise is adjacent to a
22 sensitive receptor, and the noise mitigation doesn't
23 take away to less-than-significant level, there may be a
24 temporary exceedance in a significant impact.

25 The other two are related to transportation, and

Palter1
cont.

Public Meeting

1 they are both at intersections and on the freeway, and
2 it's with the assumption that the No New Net Commute
3 Trips won't be successful. And so we did, as a
4 conservative analysis, because we fully intend for that
5 to work, in which case, those significant impacts would
6 go away.

7 The EIR also always thinks about deterrents to try
8 to minimize deterrents to the environment. There's
9 actually three areas kind of buried in the EIR where the
10 environment actually gets better in 2035 with the
11 implementation of project, and that's in the area of
12 criteria of air pollutants, vehicle miles traveled, and
13 greenhouse gas emissions.

14 So I know that two million square feet and three
15 thousand housing units over a period of 17 years can
16 feel like a lot of development, and they're feeling that
17 there must be impacts, that I urge everyone to review
18 this very rigorous study that was done to see that
19 Stanford has a unique opportunity to address its impacts
20 in a comprehensive way in, a very successful way, and we
21 have a track record of doing it since 2000.

22 I also did -- I hear a number of comments about
23 the feasibility on No Net New Commute Trips, and I do
24 have some additional information. I don't know if you
25 could allow me a little bit more time to go to that, if

Palter1
cont.

Public Meeting

1 that would be okay.

2 MR. SIMILIA: Briefly, please.

↑ Palter1
| cont.

3 MS. PALTER: We have heard people say they don't
4 believe that Stanford can achieve No Net New Trips going
5 forward, and it's a very understandable question. We
6 had it ourselves before we even made our application,
7 wanting to know if we could actually make that
8 commitment to do No Net New Commute Trips. So we hired
9 some expert transportation consultants, Eric, Tharon
10 Peirs, and Alta, and they created a [INAUDIBLE] model
11 for us that looked the traffic model and integrated the
12 commute survey data that we have for our own people. And
13 that allowed us to see that we could feasibly add more
14 programs to get the needed people out of their cars and
15 meet the standard moving forward.

Palter2

16 It's also a model we could be using in the future
17 to figure out, as we move forward, what is the most
18 efficient way to get additional peak-hour commuters out
19 of their cars. The way the math works is that we have
20 about 3,000 peak-hour commuters coming to campus every
21 day. It's about the same amount that we had in 2000.
22 The EIR found that there's going to be about 780 new
23 peak-hour commuters, if we're not successful with No New
24 Net Commute Trips. That's about 45 to 50 new peak-hour
25 commuters each year.

↓

Public Meeting

1 So we would be looking at our pool of about 3,000
 2 people and saying what program could we add that could
 3 get 50 people off this year. And it might be a program
 4 like improving bike infrastructure around the campus,
 5 which our model says could take 80 to 90 people off that
 6 year and every year moving forward. It might be a new
 7 express bus that takes 30 to 40 people off each year
 8 from that bus.

Palter2
cont.

9 Okay. So I just wanted to say that this is not
 10 something Stanford took lightly just to say that we
 11 thought we could do it, and we did it. Very rigorous
 12 analysis to say that, and if anyone has more questions
 13 about it, I'd be happy to talk about it after. Thank
 14 you for allowing me the extra time.

15 MR. SIMILIA: Jeralyn Moran.

16 MS. MORAN: Hi. Thank you so much for listening
 17 to all of us tonight. I'll be very brief. My name is
 18 my name is Jeralyn Moran. I'm a resident here in Palo
 19 Alto. I'm very concerned about climate change and the
 20 commitments our city has made. This is a huge thing,
 21 and Stanford needs to address this more aggressively.
 22 In reviewing the EIR, I don't see the mitigation meeting
 23 that need in housing or transportation. And this is
 24 critical. It's time-sensitive, and I just don't see it
 25 being addressed properly. I really implore you to step

Moran1

Moran2

Public Meeting

1 back and take a hard look at that because this is -- we
2 don't have time to do it wrong this time. Thank you.

↑ Moran2
cont.

3 MR. SIMILIA: Thank you for your comment and I
4 apologize. I think I mispronounced your name.

5 Bing Heckman.

6 MR. HECKMAN: Good evening and thank you,
7 Supervisor Similia. We appreciate your good service,
8 and I must say first, I'm not well informed on all this
9 [INAUDIBLE] exposure to it. I do plan to look through
10 it further, but I have a couple of questions. One is
11 I'd be curious to know more about how many Stanford
12 students graduate on a grade- -- live off campus and if
13 more housing were built to accommodate them, freeing up
14 housing off campus, that might be a way to mitigate
15 housing impacts further.

↑ Heckman1

16 I don't believe that would really affect peak
17 traffic because I don't think those people really hit
18 the peak traffic times in corners, but another thought
19 you might be interested to explore, since Stanford
20 already owns the land, they could feasibly profitably
21 develop housing that might accommodate Stanford
22 employees, perhaps the might expand that to teachers and
23 first responders. That would both free up housing and
24 perhaps mitigate traffic impacts as those people would
25 live closer to where they work. So it's a couple

↑ Heckman2
↓

Public Meeting

1 thoughts you might be interested to explore. Thank you.
2 I also appreciate the [INAUDIBLE] process and thank you
3 for going through that for me.

Heckman2
cont.

4 MR. SIMILIA: Thank you. Steve Woodward.

5 MS. VRHEL: Or Rita first.

6 MR. SIMILIA: And Rita your last name?

7 MS. VRHEL: Vrhel.

8 MR. SIMILIA: Please?

9 MS. VRHEL: V-R-H-E-L.

10 MR. SIMILIA: V-E-R?

11 MS. VRHEL: No. V-R-H-E-L.

12 MR. SIMILIA: Got it. I just want to make sure we
13 have it right for the record.

14 MS. VRHEL: So, you know, if you're hearing a
15 little bit of dismay or disbelief from the good citizens
16 of Palo Alto, it's because we've been through this. We
17 have heard for years, as Greg Schmidt always said,
18 traffic is cumulative, you know, but we keep looking at
19 each individual project and going, "Oh my god. There's
20 no impact. This is wonderful." But then you see our
21 streets and our intersections, and they're awful. So,
22 no, we don't believe there's not going to be any impact.

Vrhel1

23 And the woman who spoke about traffic mitigation
24 was a wonderful speaker but, you know, honestly I don't
25 believe any of it, because what we've been told by our

Public Meeting

1 City Counsel is that there's no impact. There's no
 2 impact of everything that goes in except then there is.

3 And, yes, Stanford is doing a lot of building
 4 right now which has not be completed; so we really don't
 5 know the impacts of what the "no impacts" are going to
 6 be. So we're very skeptical, and I applaud everybody
 7 who has come tonight and is skeptical, and I would
 8 invite them to come to 10/23 that's about 7:00 p.m. City
 9 Counsel meeting and speak to your concerns to the City
 10 Counsel about the gutted comprehensive plan. Because if
 11 Stanford's growing, and Palo Alto is growing, and
 12 nobody's happy with it, everybody has to speak up before
 13 it happens.

14 Now, I have a couple other comments. Thank you
 15 for letting me do my advertisement. So they were
 16 talking about 9,600 new graduate students and faculty.
 17 Are these people all coming by themselves? No one has a
 18 spouse or children? So what is the actual number, and I
 19 don't know if that's the 9600 or if we get to add more
 20 to that. Whatever you get to add to it or not add to
 21 it, the amount of housing that you are proposing
 22 definitely is not adequate, and what that means is that
 23 you're going to push these people, all of those who are
 24 I'm sure very nice, into the Palo Alto housing market,
 25 which we all know is the whole Bay Area housing --

Vrhel1
cont.

Vrhel2

Public Meeting

1 problem with housing, and the City Counsel is working
2 hard to address that.

Vrhel2
cont.

3 The other thing is, you know, we have -- we have a
4 water problem in California. I'm a member of
5 Savepaloaltosgroundwater.org, and at a recent San Mateo
6 County Water meeting, I asked point blank one of the
7 fellows at Stanford who's in charge of water if he
8 would -- if he would entertain the thought of San Mateo
9 County and Palo Alto being allowed to recharge ground
10 water on Stanford land, and without a nanosecond, he
11 said no.

Vrhel3

12 So I think if Stanford's going to build more and
13 take more ground water from the good city, then I think
14 they have to entertain the idea of being generous with
15 their land and allowing for ground water recharge.

16 The other thing is where are these children going
17 to be housed -- schooled? I think we have a big problem
18 in Palo Alto right now, if you've read the newspapers.
19 So I would hope that Stanford would -- I don't know how
20 it works. I know back east they don't pay -- you know,
21 schools don't pay anything for educating their kids. I
22 would hope that they make allowances so that they would
23 pay to educate their children.

Vrhel4

24 Also I hope that they also build parks and
25 recreational facilities on Stanford land because we're

Vrhel5

Public Meeting

1 getting crowded in Palo Alto. I think that's all I have
2 to say. Thank you very much.

↑ Vrhel5
cont.

3 MR. SIMILIA: Thank you. Let me turn to staff and
4 see if either the staff or consulting team can perhaps
5 break down a little more clearly or fully who those 9600
6 folks are so that people have a better understanding of
7 that.

8 MR. GIRARD: These are for the residential
9 population on the campus as of 2035, and the details can
10 be found on Tables 5.12 dash 10. Non-student spouses
11 and children are figured into the total. They are -- or
12 it breaks out the population students and spouses and
13 children.

14 MR. SIMITIAN: All right. Mr. Woodward?

15 MR. WOODWARD: Thank you.

16 I heard a lot of enthusiasm in the room for the
17 notion of a maximum build-out plan. So I'd like to ask,
18 if the approval of the current proposal can be made
19 contingent on the creation, the publication of such a
20 plan.

↑ Woodward1

21 MR. SIMITIAN: Well, as I mentioned earlier, there
22 was a condition built into the 2000 GUP and community
23 plan that required for a sustainable development study,
24 and I'm going to read the language one more time.

25 Please bear with me.

Public Meeting

1 "The requirement of the existing plan approved in
2 2000 was that a sustainable development study shall
3 identify the maximum plan build-out potential for all of
4 Stanford's unincorporated Santa Clara County land."

5 There was a sustainable development study. It was
6 approved, I believe 3:2 by the Santa Clara County Board
7 of Supervisors in 2009, when I was not there, just to be
8 clear. And it is my judgement that the requirements of
9 the 2000 GUP and community plan were not satisfied by
10 the adopted sustainable development study.

11 That, obviously, is a point of view which the
12 university, I suspect, does not share. We've had
13 conversations about that. And the question separate and
14 apart from the draft EIR and the application is, where
15 are we in that process?

16 And you've raised, what I'll call yet another
17 question, which is, all right, we know what happened and
18 what didn't, but what happens now going forward in this
19 plan?

20 And perhaps, you know, the issue can be revisited,
21 as I say, as part of this application. But also
22 separate and apart with respect to what happened back in
23 2000.

24 MR. WOODWARD: So are there other things that
25 citizens can do to ensure that County government is not

Woodward2

Public Meeting

↑ Woodward2
| cont.

1 stiffed as it were on the provision of such a plan?

2 MR. SIMITIAN: You can comment on that issue as
3 part of the draft EIR comment process, which is what you
4 are doing even as you speak, or even as I speak in
5 response, and anyone else who wishes to speak to that
6 issue certainly may. Anyone who wishes to provide
7 written comments on that issue one way or the other
8 certainly may.

9 For those of you who are wondering sort of what
10 this is about. The way our county zoning works on the
11 Stanford Campus for most of these lands -- and, again,
12 I'll turn to staff in a minute to correct me if I'm
13 wrong -- is a little different than what we're used to
14 in a typical city setting.

15 So if I were to talk to one of the council
16 members, who is here, and we were to walk downtown and
17 walk five blocks by two blocks and figure out, you know,
18 I've got ten-square blocks of downtown development. I
19 could look at the community general plan. Then I could
20 look at the zoning; and if I knew what the maximum
21 development pursuant to the zoning was and what the
22 floor area ratio was, I could do some relatively simple
23 math and say, here's the maximum development at
24 build-out in those ten-square blocks.

25 With me so far?

Public Meeting

1 MR. WOODWARD: Mm-hmm.

2 MR. SIMITIAN: That is not possible on much of the
3 Stanford Campus because the zoning we have is, I
4 believe, A1, if I remember correctly.

5 And A1 says, whatever you build, it's got to be
6 consistent with the community plan and the GUP. But it
7 doesn't lay out the kind of boundaries that I just
8 described that you would find in a more conventional
9 urban plan.

10 Now, there are supporters and detractors of this
11 approach. Some would say, well, look. You get to
12 approve every single project or deny it. So you have
13 ultimate control because you can vote a project up or
14 down.

15 Others would say it provides no maximum build-out
16 if, as some suggest, the GUP then can come back every
17 15 years and say, we'd like another couple of million
18 square feet.

19 Supporters of the current approach would also say,
20 however, look, having that flexibility is good because
21 when we come, again, you can vote it down if you want
22 to; but as long as we're putting an application in the
23 process, that it's consistent with the community plan
24 and the GUP, what's the problem?

25 And then we're in a circular argument because the

Public Meeting

1 answer somebody would give is, the problem is there's
2 never any end to this.

3 This was the debate we had 17, 18 years ago, which
4 is why the document that we approved at the time called
5 for a sustainable development study to address this
6 issue, which is why you hear just a little bit of
7 frustration in my voice, that here we are again, having
8 a similar conversation.

9 MR. WOODWARD: Right. Well, I mean it is --

10 MR. SIMITIAN: Hang on a second. I want to check
11 with the County staff, if I said anything factually
12 incorrect, understanding you're not going to want to get
13 in the middle of this policy discussion.

14 MR. GIRARD: You were factually accurate, yes.

15 MR. SIMITIAN: All right. Good.

16 MR. WOODWARD: Well, I would just make the point
17 that at -- at the university's published rate of growth
18 of 1.2 percent per year, it will, in 60 years, be twice
19 as big as it is now. And so, you know, the
20 conversations are going to have to happen.

21 MR. SIMITIAN: All right. I think we're at the
22 three-minute point. And thank you, and I hope my
23 comments clarified rather than confused the nature of
24 the debate.

25 That takes us to Alice Kanfaman.

Woodward3

Public Meeting

1 MS. KANFAMAN: Good evening, Supervisor Simitian,
2 and thank you for holding this meeting.

3 I'm -- my name is Alice Kanfaman. I'm with
4 Committee for Green Foothills. We're an environmental
5 organization working to protect open space and natural
6 resources in San Mateo and Santa Clara counties.

7 As an open space organization, we're concerned
8 about the potential of sprawl development into open
9 space areas.

10 Sustainable development is not just about water
11 energy conservation, waste reduction, TBM programs.
12 It's also about managed growth.

13 Unchecked growth is what we had during the 1950s,
14 at what used to be called The Valley of Heart's Delight
15 was turned into miles upon miles of suburban sprawl.

16 This kind of growth not only eats up open space,
17 it uses more energy, creates more pollution, and makes
18 transportation problems worse.

19 Now, when the Stanford community plan was approved
20 in the year 2000, it established an academic growth
21 boundary, or AGB, which was intended to prevent this
22 type of sprawl development into the open space of the
23 foothills.

24 Now, under the AGB, Stanford's development would
25 remain within this boundary and the AGB is --

Kaufman1

Public Meeting

1 (Reporter interruption.)

2 MS. KANFAMAN: She's asking me to slow down.

3 The AGB is protected -- this is what happens when
4 I type up my comments ahead of time -- as protected by
5 the requirement of a four-fifths super majority vote of
6 the Board of Supervisors in order to change it.

7 Now, the Committee for Green Foothills are very
8 pleased that Stanford is not proposing changes to the
9 academic growth boundary. However, the super majority
10 requirement for changing of AGB was only established for
11 a period of 25 years, which means that it expires in
12 2025.

13 And we'd like to propose that this super majority
14 requirement be extended for another 25 years.

15 I'd like to point out this is not just about
16 preserving landscapes for recreational wildlife. It's
17 also about climate change.

18 The State of California's policy on preservation
19 of natural and working lands -- "working lands," meaning
20 agricultural or ranch land -- states, in part,
21 "California's climate objective for natural and working
22 land is to maintain them as a carbon sink, i.e., net
23 zero or even negative greenhouse gas emissions."

24 And Santa Clara County recently declared its
25 support for the Paris Climate Agreement and pledged to

Kaufman1
cont.

Kaufman2

Public Meeting

1 lead the way in reducing greenhouse gases and combating
2 climate change.

3 We can't reach our climate change goals merely by
4 driving electric cars and building LEED-certified
5 buildings if we do nothing to prevent sprawl into open
6 space.

Kaufman2
cont.

7 And I'd also like to comment that the discussion
8 about maximum build-out is also relevant to this issue
9 because it's the development pressures. It's the belief
10 that there needs to be, you know, further growth and
11 that creates the perceived need for development into
12 open space.

Kaufman3

13 So for people who are concerned about that issue,
14 this should be a concern of yours as well.

15 MR. SIMITIAN: Thank you. And you fit in three
16 minutes even more slowly; so good for you.

17 Thank you very much.

18 Jem McCown?

19 MS. McCOWN: Thank you very much.

20 Excuse me, Jem McCown, Stanford University. I'm
21 at the Government and Community Relations Office.

22 First, I want to very briefly thank the County
23 staff, including Supervisor Simitian for the devotion of
24 many hours already this week in doing these types of
25 meetings in the community.

Public Meeting

1 This is the third night out for all of you and all
2 of us, and there's at least a half a dozen more of those
3 coming up in other jurisdictions.

4 MR. SIMITIAN: Good to see you again, Ms. McCown.

5 MS. McCOWN: Yes.

6 The relationship between Stanford and the County
7 is, as Joe said, "We're the applicant; the County is the
8 ultimate decisionmaker."

9 But we are absolutely aligned on the commitment to
10 provide you the facts and the analysis to assist in the
11 public's understanding and participation in this
12 process. And that is clearly the intent of this drafted
13 environmental impact report.

14 We want that information to be available and
15 accessible for those that want to learn more about how
16 these impacts are addressed and in a variety of forms.

17 Now, that's quite challenging. The document,
18 which many of you may not have seen it yet, it's
19 approaching a thousand pages, covering all of those
20 issues that were shown up on the screen.

21 But we would encourage people to go in and find
22 the sections that are of a particular interest. Many of
23 the comments and questions made this evening are
24 addressed in the document, and answers are given to some
25 of the concerns that have been expressed. That's the

McCown1

Public Meeting

1 way that the responses to these comments will respond to
2 demonstrate whether those issues have been taken care of
3 and how they've been addressed.

4 One quick example I'll give before closing is,
5 Alice Smith made the question about whether there's
6 going to be runoff, stormwater runoff, off the campus
7 because of additional development.

8 There's a whole section in the document that talks
9 about that, talks about how stormwater retention will be
10 maintained on campus so that there wouldn't be any
11 allowed runoff.

12 So that's just one short example of the concerns
13 that people have expressed understandably. The document
14 has only been out for ten days. I'd be surprised --
15 some of you may have looked at it, but probably most
16 people have not had a chance. And I would just
17 encourage people to use the County's website. Go find a
18 section that's of particular interest. Take a look at
19 what it is saying on that topic. Make your comments if
20 you don't think it's adequate as Joe said.

21 We're very interested in hearing these
22 conversations. We welcome you offering them directly to
23 the University, as well as through the formal County
24 process. A lot of you know how to reach me. And I'm
25 more than willing to engage in those individual

McCown1
cont.

Public Meeting

↑ McCown1
| cont.

1 conversations.

2 MR. SIMITIAN: Thank you very much. And for those
3 who are watching, I neglected to turn on the
4 three-minute light, but Ms. McCown is a practiced-public
5 speaker, and I think was pretty much spot on; so thank
6 you for that as well.

7 Let me just look to my staff. For those who find
8 the planning site a little more difficult to access,
9 we'll have an easy access portal on my website. So if
10 it's easier for you to just go Supervisor Simitian, pop
11 it into your search, feel free. And that may give you a
12 more intuitive path or not, depending.

13 Sea Reddy. Mr. Reddy, welcome and thank you.

14 MR. REDDY: Thank you. Good evening, Supervisor
15 Simitian and Mr. Girard. I've seen you come speak a
16 couple of days ago in another meeting, and I'm going to
17 repeat for the audience that are listening to us.

18 I honestly think that this Stanford proposal is
19 not innovative enough. For the national interest, we
20 are Stanford. We are Palo Alto. We are the best that
21 we can offer to the country and to the world. We are
22 still not cancer free; we need research. We are still
23 not gasoline-engine free; we still need research.

24 So I think we need to go be more innovative and we
25 need to educate. Stanford needs to take on like what we

Reddy1
↓

Public Meeting

1 did in 1994 to 2015. You know, we helped build the
2 Internet. We helped populate the world with all the
3 information. We need to do the same thing.

4 I think Stanford could -- I would recommend
5 Stanford to look for a 50,000 campus. It doesn't have
6 to be in Palo Alto. It could be east Palo Alto,
7 somewhere else on the Bay. Somewhere else, another part
8 of the world.

9 But I think it's short-sightedness for my
10 6,000-square foot home to not have this near my home,
11 and I have to sit in traffic. I think we need to get
12 beyond that and look for the national interest so we
13 don't get hit by North Korea and Chinese and Japanese --
14 not Japanese -- but right now we have a lot of threat.

15 We need to be able to survive in this world. And
16 the biggest challenge is the traffic and the gasoline
17 engines. We have a land mass sitting next door
18 literally about two miles away. We need to get more
19 creative and to move the people around.

20 I was in Switzerland two months ago, you know,
21 there's a lot of moving people. Frankfurt, we have --
22 you know, London -- there is a lot of innovative
23 aspects. We all need to get together and move people
24 like the one person sitting in the Tesla or any, you
25 know, any SUV with six-people space, but there's only

Reddy1
cont.

Public Meeting

1 one person.

2 So I think we need to think better, think
3 innovative. That's not in this plan. This is just a
4 patchwork. I think we should do better. Thank you.

5 MR. SIMITIAN: Thank you for your comments.

6 Mary Okicki.

7 MR. MOSS: I put my card in and you haven't called
8 me. I put it in long before they did.

9 MR. SIMITIAN: Mr. Moss, I'm going to do two
10 things: First, I'm going to ask you not to shout out
11 from the audience again.

12 Second, I'm going to tell you, as I told everyone
13 earlier this evening, I have shuffled the cards. And I
14 shuffled the cards for a very deliberate reason which is
15 to prevent folks from gaming the system by arriving
16 early and turning a half dozen cards in or putting them
17 all in one particular order.

18 So it's on me to be the shuffler of cards. And I
19 have shuffled those cards very deliberately and with
20 that intent to make sure that it is as close to random
21 as possible.

22 There you go.

23 Ms. Okicki.

24 MS. OKICKI: Hi, thank you.

25 So I'm Mary Okicki, and I am both a homeowner and

↑
Reddy1
cont.

Public Meeting

1 a resident of Palo Alto.

2 And first, I would like to commend Stanford on its
3 green building initiatives.

4 Both the Y2E2 building and the Cessy project were
5 truly outstanding ones, but I do think I'm going to
6 sound redundant here.

7 I don't think there's a way to overstate the
8 housing crisis. And I would like to see Stanford make
9 the commitment to give a hundred percent housing to it's
10 graduate students.

11 Just today, I was talking to my neighbor, and she
12 told me about a graduate student she knows who's living
13 in a van on campus because she can't find affordable
14 housing.

15 I am supportive of increasing the undergraduate
16 cost population. Stanford is an amazing resource. And
17 I think providing access to that resource to more young
18 people is a lofty goal.

19 However, I can't be supportive of increasing the
20 total research facilities if it's going to increase the
21 graduate population. So even if you increase graduate
22 housing, but if you don't end up increasing it enough,
23 you're still just going to overall add to the graduate
24 homeless population.

25 So that's what I'd like to see as a commitment

O'Kicki1

O'Kicki2

Public Meeting

↑ O'Kicki2
| cont.

1 from Stanford for graduate housing.

2 Thank you.

3 MR. SIMITIAN: Thank you for your comments.

4 And Mr. Mickelson, you're up first in this next
5 batch of four, but don't rush because I want to do a
6 quick poll of the audience before we lose anymore of
7 you.

8 If we schedule subsequent meetings, there's always
9 the question of what's the best time to schedule the
10 meeting on a weeknight? There is no perfect time I have
11 discovered over the years.

12 But if we were choosing between 6 o'clock as a
13 start time and 7 o'clock as a start time, let me just
14 ask, how many of you would prefer 6 o'clock as a start
15 time, and how many of you would have preferred 7 o'clock
16 as a start time?

17 (Public vote.)

18 MR. SIMITIAN: And now you know why it's a
19 difficult decision.

20 All right. Thank you.

21 Mr. Mickelson, welcome. It's nice to see you,
22 sir.

23 MR. MICKELSON: I'm Hal Mickelson. I'm a resident
24 of Palo Alto. I've lived in Santa Clara County since
25 1975, and in the City of Palo Alto since 1982.

Public Meeting

1 I'm strongly in support of Stanford's application.
2 We sometimes forget here in Silicon Valley just how
3 lucky we are. We have daily reminders of a lot of our
4 good luck, but we sometimes lose perspective.

5 If we were in almost any other part of the country
6 talking about almost any other college or university
7 needing to expand, we would be talking about the college
8 or university gobbling up existing housing, having to
9 invade neighborhoods on its boundaries. And the
10 mitigation we would be discussing would be a mitigation
11 of the housing units that were destroyed by the growth
12 of those colleges and universities.

13 Just look at the map of places like Harvard and
14 the University of Chicago and Caltech down in Pasadena.
15 They can't grow without absorbing some of the housing
16 next to them. Through good planning, through foresight.
17 Stanford is able to do these things without encroaching
18 on the adjoining community.

19 The main point I would make is that a key to a
20 great many of the proposed mitigations is traffic demand
21 management; and in that area, I would point out that
22 Stanford has been notably successful. Its traffic
23 demand management program, its Marguerite shuttle
24 program are examples to the whole country of how this
25 can be done right.

Michelson1

Michelson2

Public Meeting

1 I've heard several speakers say, you know, they
2 doubt that traffic demand management can do the job;
3 they doubt that it's feasible.

4 I think we have to look at facts. We have to look
5 at numbers. We have to look at the numbers that
6 Stanford can show of the success that it has had in
7 encouraging commute alternatives and traffic demand
8 management. I think its performance has been admirable.

9 So in short, I'm one of the people who believe
10 that Stanford has been a good neighbor. That it has
11 been consistently responsible in dealing with the
12 communities around it. And I think it's earned
13 credibility when it talks about the steps that it would
14 take by way of mitigation.

15 Thanks very much.

16 MR. SIMITIAN: Thank you, Mr. Mickelson.

17 Eric Filseth. Come on up.

18 MR. FILSETH: I guess this -- this -- this is the
19 town gown discussion, right? That's why they have them
20 here, is it?

21 All right. I'm Eric Filseth, resident of Palo
22 Alto. And with the -- with the observation among others
23 that environmental degradation tends to follow human
24 activity around. I guess I'd like to add my voice to
25 those calling for clarity on what the max build-out is

Michelson2
cont.

Filseth1

Public Meeting

1 going to look like.

2 And I gathered it last time. In 2000, we
3 proceeded with the previous GUP with a plan to define
4 that; and for one reason or another, it didn't really
5 come together. And seems like this time around, given
6 that history, it would be nice to see the max build-out
7 plan before the GUP proceeds.

Filseth1
cont.

8 And I assume that that would cover some -- some --
9 some disposition of what's going to happen to the open
10 space, open space that we would --

11 The other issue that I want to talk about is a
12 little bit of a hand wave, but the GUP calls for, you
13 know, basically 2,000 faculty, post-docs, and up to
14 2,000 other various staff, some of which are part-time I
15 understand. And 550 housing units for that cohort.

16 And the long-term housing growth in Palo Alto,
17 it's been pretty consistent for decades now. Somewhere
18 between 100 and 200 units a year. And a year or two
19 ago, we established a nonresidential growth limit of
20 50,000 square feet a year in town.

Filseth2

21 And so here's the hand wave, and this is very
22 hand-wavey. It relies on some definitional assumptions
23 too as well as what about the research part and so
24 forth, right.

25 But if you look at it sideways, to first order

Public Meeting

1 it -- if you do the arithmetic, right, you can make a
2 case that the City of Palo Alto is housing its entire
3 nonresidential expansion, and so you can't say that
4 about the Stanford planning.

5 So with that as an existence proof, I'd urge
6 Stanford to take another shot at that, because the
7 benefits in terms of both housing and, of course,
8 secondary things like traffic and so forth, would be
9 positive. Thank you.

Filseth2
cont.

10 MR. SIMITIAN: Thank you for your comments,
11 council member.

12 Stephanie Munoz.

13 MS. MUNOZ: I'm here to speak on behalf of
14 somebody who hasn't been heard of for a long time.

15 The woman's name was Jane Stanford, and she was
16 married to one of the most powerful men in the world,
17 Senator Leland Stanford, also governor of this state.

18 Extremely wealthy; extremely powerful; and perhaps
19 not too well-loved by the people who've felt the burden
20 of being under the thumb of the Southern Pacific
21 Railway.

Munoz1

22 It was her intention to make the world a better
23 place. And she'd been taught like other women of our
24 generation, that she could do that through her children.
25 And so she decided she would raise a paragon.

Public Meeting

1 She would rear a child who would be fit to govern.
2 He would know all about countries in the world and all
3 about the culture and all about what made life worth
4 living, and he'd put it all into California.

5 And then he died.

6 Stanford is a memorial. It's like those memorial
7 chapels in the cathedrals in Europe. It's meant to take
8 the place of that kid that Mrs. Stanford wanted to be
9 the best person in the world to govern. It was not
10 meant to be a search engine to make more wealth. They
11 already had made wealth, lots of it, lots of it.

12 This was for the poor boys of California and the
13 poor girls, as sort of an afterthought, to make it a
14 better place to live.

15 I submit that the reform back in the '50s and '60s
16 and in response to the Russian Sputnik advance, which
17 seemed to put the United States in the shade, was not
18 what she had in mind. And you have to remember that the
19 Palo Alto that had been made as a town just for a backup
20 for this University, had housing in the Stanford
21 foothills, and that changed. The housing was removed,
22 and the knowledge factories were put in, and we have had
23 a housing shortage ever since.

24 The man who preceded me by a couple of places
25 spoke about Harvard's gobbling up. Well, they do, half

Munoz1
cont.

Public Meeting

1 of Cambridge, but Stanford did too.

2 The people who worked at Stanford -- and we're not
3 talking about the students because students always did
4 live in Palo Alto. My mom had students when we were
5 kids.

6 But the grown ups, the workers that lived there,
7 had to live in Menlo Park, Palo Alto, and Mountain View
8 and every place, and it's gone on like that.

9 All I ask you is please, do not let Stanford build
10 as much work as it wishes and not have housing for every
11 worker.

12 MR. SIMITIAN: Thank you, Ms. Munoz.

13 MS. MUNOZ: You're welcome.

14 MR. SIMITIAN: Arthur Keller.

15 MR. KELLER: Thank you. Thank you, Supervisor
16 Simitian the staff. You know, I think that Stanford is
17 a great institution. However, too much of a great or a
18 good thing is not good also, as those of us who have
19 eaten a little bit too much know about.

20 I also align myself with those who think that the
21 missing carrying capacity study for Stanford should be
22 put as part of the approval, should be required as part
23 of the approval process for the general use permit.

24 Now, I know that you expounded on the issue of how
25 such approvals are done, but let me give my

Munoz1
cont.

Keller1

Public Meeting

Keller1
cont.

Keller2

Keller3

Keller4

1 understanding, which you can correct, after I speak, if
2 I'm wrong. And that is that the EIR goes according to a
3 state-regulated process. But the general use permit is
4 a discretionary permit. And, therefore, the County can,
5 as it wishes, impose whatever rules are appropriate
6 through appropriate nexus on Stanford that make sense.

7 So with that being said, I indicate that we do
8 have some flexibility in terms of implementations on
9 Stanford. So the first thing is that Stanford, they did
10 something very innovative and very successful in terms
11 of the No New Net Trips limitation on traffic.

12 However, there were a lot -- that implementation
13 is being somewhat relaxed in the EIR process with
14 indulgences paying for mitigations in the City and then
15 mitigations beyond that if they don't succeed. And I
16 think that the indulgence process of paying for that is
17 a problem.

18 And also, part of the issue is that Stanford
19 employment has been impacted with parking in the City.
20 We noticed that in terms of the College Terrace parking
21 permits process, that displaced a bunch of cars that
22 would've been there, and now they're elsewhere.

23 Because the reliance of the No New Net Trips is
24 impact -- in fact, on -- on the increase of Caltrain,
25 Stanford should contribute towards Caltrain for its

Public Meeting

1 operations.

2 The jobs housing ration for Palo Alto -- for
3 Stanford is worse than Palo Alto's. We should include a
4 outcome measure that it not get worse, that it, in fact,
5 get better. That Stanford include house all of its
6 undergraduates, graduate students, and post-docs in
7 order to avoid displacing them outside.

↑ Keller4
| cont.

| Keller5

8 We should think about -- because Stanford lands
9 for certain -- most of its housing does not pay property
10 taxes. There will be no contribution to Palo Alto
11 Unified School District for the increase of school
12 population; and, therefore, Stanford should be providing
13 a land for the increase of school population that's
14 projected. Because for schools -- and I do note that
15 Stanford used to house Stanford Elementary School which
16 is where this housing now -- where this Stanford housing
17 is going on now. So we should do that.

| Keller6

18 MR. SIMITIAN: Wrap it up, please.

19 MR. KELLER: And finally, we should think in terms
20 of upstream flood control protection provided for San
21 Francisquito Creek as part of this. So I think an
22 appropriate nexus can be made.

| Keller7

23 Thank you.

24 MR. SIMITIAN: Thank you for your comments.

25 Sandy Sloan.

Public Meeting

1 THE PUBLIC: She left.

2 MR. SIMITIAN: All right. Mr. Moss, you're up.

3 MR. MOSS: Thank you, gentlemen.

4 First, one of the concerns that we obviously have
5 is that Stanford has not been responsive to questions
6 asked by the community and by the Board of Supervisors.

Moss1

7 So I would suggest that when the approval of new
8 development is given, there be a requirement that
9 Stanford has to satisfy all questions and requests
10 proposed by both the City and the Board of Supervisors,
11 such as, what is the build-out potential for the site?

12 If they don't add to them satisfactory, no
13 building permit; that might get their attention.

14 One of the concerns I have -- and this isn't just
15 Stanford -- in general, developments, they tend to look
16 only at their own site and not what's happening around
17 them.

18 Both Menlo Park and Palo Alto have continued to
19 develop. Menlo Park is making us, for example, increase
20 the number of residential units significantly.

21 Palo Alto has between 50 and a hundred-thousand
22 square feet of commercial space every year. They've
23 been doing that for years in hundreds of housing units.

24 All that has an impact on traffic and how that
25 interacts with traffic at Stanford should be looked at.

Moss2

Moss3

Public Meeting

1 For example, the most congested intersection in
2 Palo Alto is El Camino on Page Mill.

3 And also Page Mill and Foothill and El Camino and
4 Embarcadero, those are right around Stanford.

5 So Stanford is complying on campus, perhaps, but
6 they're not necessarily complying with the overall area.

7 Stanford has an easy interesting way of addressing
8 traffic problems. About 10 or 12 years ago, I had a
9 contract for one of the organizations at Stanford.

10 And they said, "Don't come on the campus before 10
11 o'clock in the morning."

12 "And when you leave, leave before 3:00 or 3:30."
13 So you don't count in the peek traffic hours. So you
14 should be taking a look at all the traffic that goes in
15 and out of Stanford all day.

16 Now, one of the other issues is how do we identify
17 that the mitigations actually are working? If you'll
18 approve all two-and-a-quarter-million square feet,
19 they're not going to build it all at once.

20 So I would suggest that incrementally, say, every
21 500,000 square feet, you verify that the mitigations
22 have, in fact, happened and been consistent with what
23 was promised. If they haven't been, then they can't
24 continue building. That would give them an incentive,
25 and it will also give you a quantitative way of

Moss3
cont.

Moss4

Moss5

Public Meeting

1 verifying that mitigations can happen. Otherwise, we
2 have no way of controlling, and you have no way of
3 knowing what's going on.

↑
Moss5
cont.
↓

4 MR. SIMITIAN: Thank you.

5 Penny Ellison.

6 MS. ELLISON: Good evening, and thank you for
7 holding this meeting. It's great to have an opportunity
8 to have a community conversation about this.

9 I haven't had a chance to get through the
10 voluminous DEIR yet, but I have a few comments just to
11 the summary that I have read and some things that I've
12 heard this everything.

13 This week I had two interactions with Stanford
14 that I'd like to relate a little bit about.

15 I attended the Stanford safe routes to everywhere
16 meeting yesterday. And also had the opportunity to see
17 their May report. The Stanford bicycle commuter access
18 study and I was heartened to see a vision for partnering
19 with neighboring jurisdictions to support bicycling
20 investments, to improve local and regional connectivity.
21 And I hope I'll find appropriate mitigations laid out in
22 the DEIR that'll serve to implement that vision.

↑
Ellson1
↓

23 According to the Stanford study, 21 percent of
24 Stanford commuters choose to bike. 17 percent use
25 Caltrain. 43 percent are still driving alone. It's

Public Meeting

1 that last figure that worries me.

↑ Ellson1
↓ cont.

2 Stanford is building for, I think you said tonight
3 9000-something --

4 MR. SIMITIAN: 9600.

5 MS. ELLISON: Thank you -- new people. And I
6 think I read that there's a little over 3,000 net new
7 on-campus housing units and beds.

↑ Ellson1
↓ cont.

8 MR. SIMITIAN: 3,150.

9 MS. ELLISON: Thank you, Joe. You're so good with
10 the numbers.

↑

11 Okay. So, you know, conservatively, I mean,
12 we're -- I'm not going to estimate the thousands of new
13 drivers we're talking about here in town, but as a
14 former safe-routes-to-school mom, this worries me. It's
15 the cars that are the problem. Getting people on bikes.
16 And we're going to have to manage that.

↑ Ellson1
↓ cont.

17 Stanford has done a wonderful job with their TDM
18 program. But at 21 percent, you guys are levelling out.
19 You're going to have to really step it up.

20 And I know, I've done this work. It's hard. It's
21 hard with kids who want to ride. It's harder with
22 grown-ups who are stuck in a rut. So I'm going to be
23 very interested to read the transportation section of
24 this.

↑ Ellson2

25 And I just want to say that I hope what I'm going

↓

Public Meeting

1 to find in there is a really robust new, stronger TDM
2 program.

↑ Ellson2
cont.

3 And then the second thing I want to relate is a
4 story. Really quick: I had a visiting cousin from
5 another university that will remain unnamed -- much less
6 prestigious than Stanford -- came to visit this week.
7 It was his first time in Palo Alto, so I gave him a
8 quick tour of the Stanford campus. And he was stunned
9 to see the amount of land on the campus.

10 Because he has had grad students and postop
11 students come to his university because of the lack of
12 housing. They would probably live in a trailer for
13 themselves. But they're not going to put their wife and
14 their kids there.

15 So I have to wonder, you know, why Stanford is not
16 providing housing for these lower-income participates in
17 your community. And I hope you'll think about that
18 carefully because I think it's probably having an effect
19 on your school. Thank you.

↑ Ellson3

20 MR. SIMITIAN: Thank you for your comments.

21 Terry Holzemer?

22 MR. HOLZEMER: Yes. I've been a resident of Palo
23 Alto for over 20 years, and I live in the California
24 Avenue area.

25 And I just like to say, I'm impacted almost daily

↓ Holzemer1

Public Meeting

1 by what happens at Stanford University. I guess I'm
2 adding my voice to those people who say, how much growth
3 is enough?

4 And the impacts that I see every day are not only
5 in traffic and housing. But I also see the impacts in
6 just the normal congestion that people feel when they
7 feel like they're surrounded instead every day by
8 thousands of people coming and going. You know, going
9 through various lanes of traffic, but also just walking
10 down the street. You can't go down, at 5:00 p.m., at
11 Embarcadero Road and El Camino and not see tremendous
12 impacts of what Stanford is presenting to the City of
13 Palo Alto.

14 MR. SIMITIAN: If I could ask you to pause for
15 just a moment.

16 MR. HOLZEMER: Yes.

17 MR. SIMITIAN: Could we ask the folks at the
18 back to step out for the conversation? The acoustics
19 are surprisingly good at sending other conversations
20 forward. Even if we say -- it's always going to be part
21 of the podium for some reason.

22 So, thank you.

23 Go right ahead. We stopped your time.

24 MR. HOLZEMER: Those are my general comments. But
25 I have two specific issues that I think are important

Holzemer1
cont.

Holzemer2

Public Meeting

1 for the EIR development, and one is housing.

2 Housing is a wonderful concept, and we need more
3 of it. However, we don't have enough of below-rate
4 market housing. And I'd like to see in this EIR -- at
5 least a plan from Stanford that they're going to add
6 more below-market rate housing. Not necessarily for
7 graduate students, which is wonderful.

8 And I've nothing against graduate students, but
9 actually for their staff. And the reason I say "for
10 staff," is because I read some studies recently. And
11 one of the studies I read said that for every student
12 that goes to a university, there's at least 2.3 percent
13 of staff needed to support that student. So that means
14 double the amount of room that you need for staff. And
15 you need below-rate market housing on Stanford campus to
16 support those students.

17 If you're going to add more students, then you
18 need more housing on campus.

19 My second point is really quick and that's about
20 fire protection. As we well know, living in the North
21 Bay, we've had a tremendous problem with fire. And so I
22 recently watched our own city council deal severely with
23 their own fire protection -- I won't say crisis -- but
24 challenges that they have.

25 And one thing I noticed in their debate, through

Holzemer2
cont.

Holzemer3

Public Meeting

1 discussions, was the fact that Stanford has actually
2 reduced the amount of money they're paying the City of
3 Palo Alto for fire protection.



Holzemer3
cont.

4 I think that's appalling. If you're going to add
5 more people more, more facilities on campus, then you
6 definitely need more fire protection. And you need to
7 pay for it. If you want Palo Alto to pony up, then you
8 need to support us. This is the citizens that live
9 here. We need better Stanford support for our firemen,
10 for our fire protection, and definitely for all the
11 things, facilities that go with it. We need more
12 support from Stanford to support the City of Palo Alto.

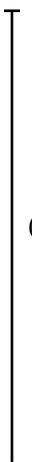
13 Thank you.

14 MR. SIMITIAN: Thanks for your comments.

15 Pria Graues.

16 MS. GRAUES: Thank you very much for hosting this
17 evening.

18 First I wanted to thank Supervisor Simitian for
19 reenforcing my memory that the sustainability plan was
20 supposed to include full build-out plans. This is
21 finite earth, and we can't keep growing forever. So I'm
22 pleased to hear that that's back on the table, and I
23 would like to see that made a condition of approval of
24 the GUP.



Graves1

25 Second, I have a couple of comments about the



Graves2

Public Meeting

1 traffic. First of all, the No Net New Trips for a peak
 2 hour in the morning and the evening, that doesn't cut it
 3 anymore. The peak hour has expanded to be a peak three
 4 or four hours each end of the day. And traffic all day,
 5 all night is getting worse and worse. Added to that is
 6 the fact that Stanford has added a lot of new sporting
 7 events. They are hosting the Earthquakes. All of those
 8 bring a lot of trips into the area. And I'm more
 9 concerned about the greenhouse gases generated from
 10 that, and I don't see that particularly covered anywhere
 11 in the environmental impact report, although I haven't
 12 had to chance to read the whole thing.

Graves2
cont.

13 A second comment about the VMT, vehicle miles
 14 traveled analysis, and that is the fact that it treats
 15 differently a new facility or staff person living on
 16 campus versus one who's not.

17 I live in College Terrace. On one side of
 18 Stanford Avenue is Stanford housing. On the other side
 19 of Stanford Avenue are a number of homes owned by
 20 Stanford which were likely to be occupied by the same
 21 kind of people. The fact that the other trips, not to
 22 work and back, but the rest of the family trips to the
 23 grocery store and so forth are not included in the VMT
 24 calculation, if they happen to live across the street
 25 from College Terrace is absurd.

Graves3

Public Meeting

1 So I would tag onto what was said about fire
 2 danger. With the recent fires up north, I'm very
 3 concerned that Stanford should not be shooting off
 4 fireworks during drought periods, during high wind
 5 periods. We have an increasing number of high-wind
 6 events going on here. And if we get those Eucalyptus
 7 trees -- which I love dearly -- in flames, we're all
 8 going to go up. We've seen what happened in Napa and
 9 Sonoma, and we don't need that happening here.

Graves4

10 Finally I'd like to request that perhaps a copy of
 11 the EIR be placed at the College Terrace library as
 12 well, since that's a neighborhood that is very, very
 13 much impacted by anything Stanford does. And if I have
 14 to read a thousand pages or so of environmental impact
 15 report, I'd really like to do so I don't have to bike
 16 halfway across town. Thank you.

Graves5

17 MR. SIMITIAN: Thank you for your comments.

18 Let me just make sure before I ask Nelson Ng to
 19 begin.

20 Nelson Ng.

21 MR. NG: Hi, my name is Nelson Ng. I live at 1260
 22 Emerson Street in Palo Alto, which is about five-minutes
 23 walk to -- to Town & Country.

Ng1

24 The reason I say "walk," is because I have front
 25 row seats to the traffic congestion on Embarcadero; so

Public Meeting

1 driving over there, I'm not sure how long it would take.

2 In addition, I also worked on Hill View at
3 Stanford Research Park after I graduated in 1983. And
4 also, mostly recently, the last two years on Deer Creek
5 Road, again, at Stanford Research Park, and the traffic
6 pattern is stunning, the contrast. I -- basically I
7 cannot drive there anymore; shouldn't be. So I've been
8 driving to work, and then I really feel sorry for the
9 people, the miles of congestion coming up that on Page
10 Mill.

11 So having said that, it's just that currently the
12 traffic in Palo Alto is unbearable. I hope a lot of
13 people agree with that.

14 And I understand you're coming up with this
15 proposal, Stanford's coming up with this proposal on No
16 Net New Trips and asked us to leave the -- the -- the
17 University will do a great job with it. However, it
18 just doesn't quite cut it because it's just -- looking
19 at the current situation, what happened if it failed.
20 The alternative is, after you guys are finished building
21 the buildings, we cannot ask you to knock it down or
22 keep out some of the students at that point. Just
23 putting money there, it might work, or it may not work.
24 And what is the limit to the monies that is -- will be
25 put in there?

Ng1
cont.

Ng2

Public Meeting

1 One question that I also observed earlier is
 2 somebody from Stanford was also asking about all these
 3 great ideas of how can we reduce trip. I think it's a
 4 great idea. Why don't we put it now in place to reduce
 5 the congestion so we don't have to suffer like this
 6 already? So let's see how well does it work right now
 7 to reduce the traffic issue.

 Ng2
cont.

8 The other thing is, Mr. Bob, Bob Moss and also
 9 Pria raised, also mentioned, the TDM really needs to be
 10 measured 24 by 7. We cannot just measure one day or two
 11 days in the year or a very selective period of time.

12 A lot of these can be gained very easily, driving
 13 around a certain corridor. So we really need to look at
 14 the whole area as a whole to really study a good TDM
 15 program, to really result in some way to measure the
 16 rate of traffic.

 Ng3

17 And now, last, I have a question for Supervisor
 18 Simitian. You mentioned earlier that you were just one
 19 of the four supervisors who will be voting on this.
 20 You're the closest to us which Palo Alto has the most
 21 impact. How are we going to influence the other four
 22 supervisors to make sure that our concerns will be met?

23 MR. SIMITIAN: I'm sure they will be happy to know
 24 that I would encourage you to be in touch with them
 25 directly to share your concerns.

Public Meeting

1 And just to be clear, this phenomenon affects us
2 all. I vote routinely on matters that are unfolding in
3 the Gilroy or Morgan Hill area and the unincorporated
4 St. Martine, I do not represent that part of the county.
5 It is not within my district. But I'm expected, when I
6 show up, to cast an informed vote, just as all five
7 members of the board are.

8 This instance is a little bit different because
9 Stanford is a unique case in our county in terms of the
10 unincorporated county. Most of the development in our
11 county goes into the 15 incorporated cities, whether
12 it's Palo Alto, San Jose. And that has been a policy of
13 the County now for decades, that urban growth goes into
14 urban population centers, meaning, incorporated cities.

15 Stanford, of course, is in some respects an entity
16 on to itself. And notwithstanding that, the half of
17 the campus, the roughly 4,000 acres out of the 8,000
18 acres that are in unincorporated Santa Clara County, are
19 governed by the Board of Supervisors which, as I said,
20 has one district supervisor that represents this area
21 but four others who do not. And, again, this is the
22 norm on all of our land use issues in Santa Clara
23 County.

24 So please be in touch with them. Please use this
25 EIR process to communicate; and at some point, there

Public Meeting

1 will be an opportunity to communicate at the planning
2 commission, the County Planning Commission, where there
3 are seven appointed members. And you will be able to
4 communicate directly to them at the planning commission
5 meeting or meetings. And you will also be able to
6 communicate directly to the five members of the Board of
7 Supervisors at that meeting or meeting where this issue
8 is taken up as the process unfolds.

9 And I should just highlight because I was
10 particularly pleased about this, Mr. Garavich mentioned
11 that there will, in fact, be a meeting of the planning
12 commission here in Palo Alto in November, and I believe
13 it's to take comments on the draft DEIR at that time as
14 well.

15 So if you were thinking to yourselves, how do I
16 talk to somebody in addition to Joe Simitian? That
17 particular meeting with the planning commission presents
18 an opportunity next month, and it is -- thank you,
19 Mr. Girard -- it is November 30th, which is a Thursday,
20 from 7:00 to 9:00 p.m. at the Palo Alto Arts Center
21 auditorium. That's the old City Hall which probably
22 doesn't tell most of you much. It's next to what is now
23 the Rinconada Library or the building formally known as
24 the main library just to follow the bouncing ball of
25 history.

Public Meeting

1 So corner of Embarcadero and Newell is easiest way
2 to say it, November 30th. And the draft DEIR comment
3 period will include that meeting which involves our
4 County Planning Commission as well.

5 But you really do need to engage at some point in
6 the process with all five members of the Board of
7 Supervisors because nothing gets decided with the Board
8 of Supervisors by one vote.

9 Okay. Thank you.

10 That was Mr. Ng, yes?

11 And then, Gabby, you have been very patient. And
12 it's Ms. Badica, yes?

13 MS. BADICA: Thank you.

14 MR. SIMITIAN: How am I doing on the
15 pronunciation?

16 MS. BADICA: Excellent. I'm language teacher at
17 Stanford, and you get an A-plus.

18 MR. SIMITIAN: Thank you.

19 MS. BADICA: So I'm actually a Ph.D. student, like
20 I said, at Stanford. I live in grad housing. I live in
21 Escondido Village. I'm from Vancouver, very posh city
22 with its own very big housing crisis. I think the
23 average rent for a student in Vancouver is about 1700 US
24 dollars right now. And very much the university tries
25 to cope with as much as it can, but the waiting list is

Badica1

Public Meeting

1 humongous, many times what it is at Stanford. And the
2 answer is basically, you know, "We've done all we can.
3 You're on your own."

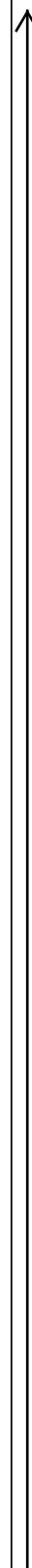
4 So I would really like to commend Stanford as a
5 grad student for helping us in this situation for making
6 it as -- as you know, as much as -- as easy as possible
7 to pull us out of off campus which we all know about the
8 new graduate housing project that's being developed for
9 the university with our approximately 2,000 spaces.
10 They've been very good at working with the students.

11 What we want to avoid as soon as we can, you know,
12 it's already bad that it's happening, but is the
13 situation that we sited earlier about the graduate
14 student living in a van, that's what we want to avoid,
15 and that's why I think it's important to plan all the
16 spaces ahead.

17 And I know that it looks like a lot of growth, but
18 I agree with -- with the increase that they need, and I
19 think that I also agree with, like, somebody said
20 earlier the slight increase in undergraduate students.
21 I teach undergraduate student languages, mostly Spanish.
22 These are amazing students. They're a pleasure to
23 teach. The time I spend with them in the classroom is
24 by far my favorite part of the day. They're from all
25 walks of life, from all of the countries, some

Badica1
cont.

Public Meeting

Badica1
cont.

1 international students as well. Right now so many of
2 them want to get in, and Stanford, being the smallest
3 percentage of admitted students, like the smallest rate.
4 It's the school that all the kids want to come to, and
5 they're so good when they come here that I think that
6 the small increase the project supports would be good.

7 And for graduate students, like I am one myself, I
8 just wanted to say that we very much want to be active
9 members of the community. We don't want to harm the
10 community or, like, do things to not make the life of
11 the residents better. We're very appreciative of being
12 given this tremendous chance to go to Stanford. It's a
13 life-changing opportunity. I'm not from the area. I'm
14 not from the country, but I'm so grateful for the time I
15 have here to study and live, and we don't really want to
16 be isolated. We want to teach and mentor the kids in
17 the Bay. Too many of us do that now. There's
18 everything from science programs to language teaching
19 programs who want to be engaged with your kids, and we
20 want to work together to find, like, the best way that
21 we can all grow together. And we don't want to be,
22 like, an imposition. We just want to -- to do the best
23 we can. So I hope that everyone can work together to
24 figure out the best solutions.

25 MR. SIMILIA: Thank you very much for your

Public Meeting

1 comments.

2 Welcome, Dan Sakaguchi.

3 MR. SAKAGUCHI: All right. Good evening,
4 Supervisor Simitian. I just want to echo the thoughts
5 of others, and thank you for choosing a time and
6 location that makes it convenient for students like
7 myself to attend this event.

8 So my name is Dan Sakaguchi. I'm a graduate
9 student like others here, and I'm here speaking tonight
10 on behalf of the Stanford Coalition for Planning and
11 Equitable in 2035, also known as SCOPE 2035. We are a
12 coalition of graduate and undergraduate students at
13 Stanford University working with Stanford's union, SCIU
14 Local 2007, who care deeply about the future of our
15 community. We are here tonight as students because we
16 are concerned about the environmental review does not
17 accurately assess the true burdens of Stanford's
18 development of its neighbors. We were made aware about
19 Stanford's protected impacts on housing, transportation,
20 and sustainability. We will be submitting a complete
21 list of our concerns about the analysis contained the
22 EIR and provide it to accounting. Tonight though, we
23 would like to bring up three preliminary issues.

24 First, we are concerned that the EIR deems
25 population and housing impacts as less than significant.

Sakaguchi1

Sakaguchi2

Public Meeting

1 The EIR estimates that Stanford's projected population
 2 will contribute to 3.5 percent of East Palo Alto's
 3 future household growth and up to 10 percent in some
 4 cities, I believe.

5 However, the study does not consider the effects
 6 of housing demand on different income levels as you
 7 mentioned earlier. Considering that these off-site
 8 households will include the lowest waged workers of
 9 Stanford -- graduate students, post-doc students, and
 10 other workers -- we're concerned that this population
 11 increase could place significant housing pressure and
 12 displacement effects, specifically over low income
 13 households in East Palo Alto and other low income
 14 jurisdictions.

15 As one piece of our critique, we believe that the
 16 analysis should be revised to include a breakdown of
 17 population growth by income demographic as a standard
 18 that states the housing needs assessment methodology.

19 Second, we are concerned that no alternatives
 20 focus on the management of Stanford's traffic during off
 21 peak hours that others have already mentioned as well.
 22 We believe that it's important to include a project
 23 alternative in which Stanford expands its TDM programs
 24 to benefit workers and staff who commute during off peak
 25 hours. We ask that this analysis be added to the final

Sakaguchi2
cont.

Sakaguchi3

Public Meeting

1 EIR.

2 Third, we are concerned about the finding that
3 climate change impacts of Stanford's expansion are also
4 deemed less than significant. California has codified
5 its climate goals through AB32 and SB32 to reduce
6 emissions by 80 percent from 1990 levels by 2050.

7 Following the global realization that
8 decarbonization is essential for avoiding the
9 irreversible impacts of a clean changing climate.
10 Stanford is directly contradicting this trend however,
11 by not fully mitigating the carbon emissions of its
12 expansion and not releasing a plan for a carbon-neutral
13 future. Universities of a similar magnitude, such as
14 the University of California system, has set
15 carbon-neutral goals for the upcoming decades
16 demonstrating that it is a feasible alternative.

17 Again, we will publish a full set of our comments
18 to the County in the coming weeks. We look forward to a
19 continued conversation about how the final EIR can fully
20 document the projects proposed impacts on housing,
21 transportation, sustainability, and more. Thank you for
22 you time.

23 MR. SIMILIA: Thank you very much for your
24 comments.

25 Edic Keating, welcome. Thank you for joining us.

↑ Sakaguchi3
| cont.

Sakaguchi4

Public Meeting

1 MS. KEATING: Thank you. So like many others, I'm
2 just skimming so far, but on the transportation section,
3 part of TDM says, "direct incentives to commuters who
4 choose alternative modes." So perhaps it's there, and I
5 haven't found it, but I would like to see a list of
6 those incentives and what they are. And I also like to
7 see how compliance is monitored and enforced. This may
8 not be shocking, but I have met one person who accepted
9 one of those incentives and didn't really comply with
10 what they were saying they would do.

Keating1

11 So I'm just curious about the enforcement and
12 monitoring. I would also like to know how No Net New
13 Trips looks like without the credits. And I wonder if
14 it's easy to get data, I wonder how many Uber trips on
15 the campus are taking place.

16 Then on another topic, I'm curious about the
17 process for a smaller alternative, and in particular, I
18 think a smaller alternative that did not have any --
19 that was even on the housing units additionally
20 provided, and the jobs that were being created would be
21 one that would address the huge upswell of community
22 interest in having this not make our community, sorry,
23 but worse.

Keating2

24 So -- but I don't know how you, you know, move
25 forward a smaller alternative, and I'll be curious to

Public Meeting

1 hear more about that. Thank you.

2 MR. SIMILIA: Thank you for your comments. And
3 that brings us to our final speaker Francisco Preciado.

4 Mr. Preciado, thank you for your patience. By
5 virtue of the Simitian Shuffle, you ended up being last
6 in the list. So I have to own that. Welcome.

7 MR. PRECIADO: Perfect. Thank you. So good
8 evening, Supervisor Simitian. Thank you for putting
9 this community input meeting together and for listening
10 how the community feels.

11 I'm here on behalf of SCIU Local 2007 which
12 represents over 1200 service and technical workers on
13 the campus at Stanford. And we'd like to echo some of
14 the SCOPE of 2035's comments and some of the community
15 member's regarding affordable housing. We're here to
16 ask specifically that that the university show that they
17 care about workers and the surrounding community by
18 creating affordable housing for the service workers on
19 campus. This would address the housing shortage and
20 mitigate the traffic impacts, because, of course, less
21 workers would have to commute.

22 We have workers coming from Tracy, Santa Cruz,
23 among other cities which takes several hours. Some
24 members say it takes four to six hours to commute to and
25 from work. That's not working; that's just the commute.

↑ Keating2
| cont.

↓ Preciado1

Public Meeting

1 If Stanford really values its workers and the
 2 surrounding community, it would build more affordable
 3 housing for workers and provide more transportation
 4 options like a bus from East Palo Alto to campus and
 5 allow slack workers, which they currently do not have
 6 access, to Stanford's transportation programs.

Preciado1
 cont.

7 I believe we can be creative in developing
 8 solutions to the various issues that were raised. What
 9 about using the Stanford affordable housing fund that's
 10 given to the County to build affordable housing for the
 11 lowest income service workers on campus?

12 Lastly, I believe that Stanford -- I believe
 13 Stanford doesn't plan to change its community plan, but
 14 maybe through a community benefits agreement that
 15 addresses many of the needs outlined and mentioned
 16 today, Stanford can commit to taking a neutral position
 17 when workers want to collectively organize and become a
 18 part of the union. Thank you.

Preciado2

19 MR. SIMILIA: Thank you. For your comments. Now
 20 before everyone bolts for the door, let me ask: Are
 21 there any other cards from folks who wish to be heard
 22 this everything? All right. If not, then let me say
 23 thank you again for coming. Let me again remind
 24 everyone that the next currently scheduled public
 25 meeting to resolve comments on the draft DEIR is at the

Public Meeting

1 Palo Alto Arts Center on November 30th 7:00 to
2 9:00 p.m., and that is hosted by the County Planning
3 Commission. The draft DEIR public comment period
4 extends through 5:00 p.m. on December 4th; so if
5 comments are going to be made, folks have a little more
6 time to take a look. That's the deadline date. As was
7 mentioned earlier, you can find the documents that have
8 been referenced either on the planning department's web
9 page or on my own, supervisorsimitian.org, and if you
10 click on the Stanford draft EIR button on my page,
11 you'll get right there. There are hard copies at the
12 planning counter here at City Hall, if I understand
13 correctly, and at Green Library at Stanford and at the
14 Rinconada Library and I think at the Mitchel Park
15 Library. But we heard the shout-out about College
16 Terrace, and I'll put the staff on the spot by saying
17 we're going to manage that in the next week?

18 MR. GIRARD: Yes, we are.

19 MR. SIMILIA: Thank you.

20 And I think we had a similar request, by the way,
21 from the folks in Menlo Park.

22 Again, a reminder, we can't take your comments
23 into consideration if the comments are not made, and
24 there are five members of the Board of Supervisors. And
25 with those last two reminders, let me just say again how

Public Meeting

1 much I appreciate your willingness as a community to
2 come out and give the better part of your evening to
3 this process.

4 Thanks as well from the folks at Stanford who were
5 present, County planning staff who already had a long
6 day before they arrived, the consulting team, and the
7 two members of my office staff who pulled all this
8 together for all of us. And, of course, last but not
9 least, thank you to the City of Palo Alto for hosting
10 this. Without objection, our meeting is adjourned.
11 Thank you all.

12 (Proceedings ended at 8:37 p.m.)
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25

Public Meeting

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

3

4

5 I, SARAH K. MAKSIM, a Certified Shorthand
 6 Reporter in and for the State of California, certify
 7 that the proceedings in the within-entitled cause were
 8 taken at the time and place therein stated; that the
 9 proceedings was reported by me and was thereafter
 10 transcribed under my direction into typewriting; that
 11 the foregoing is a full, complete, and true record of
 12 said proceedings.

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

18

19

20 _____, 2017. _____
 Date CSR Number 14053

21

22

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24

25

5.2.4.2 Responses to Comments from Santa Clara County Public Meeting held at Palo Alto City Hall on 10/19/17

Responses to Comments from Alice Smith

- PM2-SmithA1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM2-SmithA2 Please also see Master Response 12: Public Schools, Topic 2: Additional School Site, in this Response to Comments Document, that discusses multiple options PAUSD may explore before building a new school. Further, if it is determined that additional school facilities are needed as growth occurs, expansion and/or construction would be subject to separate environmental review, thereby providing an opportunity to identify and mitigate associated environmental impacts.
- PM2-SmithA3 As indicated on page 3-18 of the Draft EIR, the proposed 2018 General Use Permit would allow 40,000 net new square feet of childcare center space and other space that reduces vehicle trips (e.g., transit hub). Childcare centers also could be accommodated in the academic and academic support space proposed for approval under the 2018 General Use Permit. However, please note that increased demand for childcare services is an economic and social effect, not an environmental impact, and therefore, is outside of the scope of this EIR.
- PM2-SmithA4 Please see Master Response 7: Flooding/Detention in general, and in particular, Topic 3: Capacity of Stanford Detention Facilities to Detain Runoff from Development Under Proposed 2018 General Use Permit, and Topic 6: Non-Project Planning Efforts to Provide Additional Detention Facilities in the San Francisquito Creek Watershed.
- PM2-SmithA5 The request for Stanford to not allow any student to drive a car is noted; but does not address the adequacy of the Draft EIR. However, this comment will be considered by the County decision-makers prior to Project approval. Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for evidence of the effectiveness of Stanford's Transportation Demand Management (TDM) program, including the ability to expand the program to reduce more vehicle trips in the future.
- PM2-SmithA6 With respect to how the Draft EIR accounted for non-Project related Stanford developments, including the Stanford University Medical Center (SUMC) and Stanford Research Park please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

PM2-SmithA7 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. Please note that on June 12, 2018 the County published the Recirculated Portions of Draft EIR, which includes two new housing alternatives (Additional Housing Alternatives A and B) under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B, along with comments received on, and responses to, the Draft EIR and Recirculated Portions of Draft EIR, will be presented to the County Board of Supervisors to assist in their consideration of whether more housing should be constructed.

PM2-SmithA8 This comment does not address the adequacy of the Draft EIR. See Master Response 1: Non-CEQA Comments.

Responses to Comments from Neva Farkin

PM2-Farkin1 Due to lack of specificity, no specific response can be provided; please see Master Response 3: General Comments on EIR and Environmental Topics. However, please see Draft EIR Section 5.13 Public Services, Section 5.15 Transportation and Traffic, and Section 5.16 Utilities and Service Systems which addresses all Project and cumulative impacts on public services and infrastructure, including transportation, and identifies mitigation to reduce these impacts to the extent feasible.

Responses to Comments from Forest Peterson

PM2-Peterson1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. Please note that on June 12, 2018 the County published the Recirculated Portions of Draft EIR, which includes two new housing alternatives (Additional Housing Alternatives A and B) under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B, along with comments received on, and responses to, the Draft EIR and Recirculated Portions of Draft EIR, will be presented to the County Board of Supervisors to assist in their consideration of whether more housing should be constructed.

PM2-Peterson2 See Response to Comment PM2-Peterson1, above.

Responses to Comments from Tina Peak

PM2-Peak1 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments. Please note the Stanford University Medical Center (SUMC) is not located within the General Use Permit boundary or included as part of the proposed 2018 General Use Permit.

PM2-Peak2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

PM2-Peak3 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

Comments regarding Project effects on quality of life do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

However, please also see Draft EIR Section 5.13 Public Services, Section 5.15 Transportation and Traffic, and 5.16 Utilities and Service Systems which address all Project and contribution to cumulative impacts to public services, traffic and public utilities associated with the construction and operation of the proposed Project.

Responses to Comments from Isaac Achler

PM2-Achler1 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

PM2-Achler2 As shown in the Draft EIR Section 5.12, Table 5.12-10, the on-campus residential population at Stanford (including students, graduate students, post docs, faculty staff, and family members) would increase by 6,326 under the proposed 2018 General Use Permit. As shown in the Draft EIR Section 5.12, Table 5.12-9, the total daily Stanford population (this includes students, graduate students, post docs, faculty staff, and other workers) would increase by 8,583 under the proposed 2018 General Use Permit.

PM2-Achler3 Please see Response to Comment I-Achler1-1.

PM2-Achler4 Please see Response to Comment I-Achler1-1.

Responses to Comments from James Cornett

PM2-Cornett1 Please see Draft EIR Project Description, page 3-24 regarding a description of the proposed parking reserve. Please see also Master Response 13: Transportation and Traffic, Topic 13: Parking Supply and Restriction.

PM2-Cornett2 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from David Millson

PM2-Millson1 The 2018 General Use Permit EIR is a program-level evaluation, and does not specifically consider impacts or approval of individual projects. As such, transportation and traffic impacts are addressed at a programmatic level. Project-specific CEQA review may be required for individual buildings or other projects that would be developed pursuant to the proposed 2018 General Use Permit. Prior to consideration of approval, the County would examine each individual development at the time they are proposed to determine whether the environmental effects of the specific project were adequately disclosed in the 2018 General Use Permit Program EIR. Please refer to Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.

PM2-Millson2 As long as the no net new commute trips standard is achieved through Stanford's transportation demand management programs and off-campus vehicle trip reduction credits, no additional mitigation would be required to address traffic congestion. Annual monitoring is conducted by an independent transportation consultant, AECOM, to verify whether the standard is being achieved. The no net new commute trips program is discussed in more detail in Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard, and Topic 5: Intersection Impacts and Mitigation for a discussion of how traffic impacts identified in the Draft EIR would be addressed if Stanford is unable to meet the no net new commute trips standard with implementation of the proposed Project.

Responses to Comments from Donald Barr

PM2-Barr1 The amount of affordable housing fees and distribution of affordable housing funds are socioeconomic issues not required to be analyzed in the Draft EIR or mitigated under CEQA. Please see also Master Response 10: Affordable Housing, Topic 2: Historic Use of Stanford Affordable Housing Fund, Topic 3: Future Contribution to Affordable Housing Fund, Topic 4: Process for Distribution of Affordable Housing Funds, and Topic 5: Geographical Distribution of Affordable Housing Funds.

Responses to Comments from Don Price

PM2-Price1 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

With respect to how the Draft EIR accounted for non-Project related Stanford developments, including the Stanford Redwood City campus please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary.

Responses to Comments from Wayne Douglass

PM2-Douglass1 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Caleb Smith

PM2-SmithC1 Please see Master Response 9: Population and Housing Methodology and Calculations, Topic 1: Stanford's Growth Rates and Topic 5: Housing Linkage Ratio and Timing.

PM2-SmithC2 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. Nevertheless, the Recirculated Portions of the Draft EIR analyze the impacts of two new alternatives that provide additional housing. On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed. Regarding housing displacement, as discussed on page 5.12-14 of the Draft EIR, the proposed Project was determined to have no impact.

Responses to Comments from Catherine Palter

PM2-Palter1 The comment summarizes the potential impacts of the Project as discussed in the Draft EIR.

PM2-Palter2 The comment summarizes the analysis done to determine the feasibility of achieving the no net new commute trips standard in the future.

Responses to Comments from Jeralyn Moran

PM2-Moran1 Regarding comments made regarding climate change, the Draft EIR, Section 5.7 Greenhouse Gas Emissions addresses all Project and contribution to cumulative effects related to greenhouse gases associated with the construction and operation of the proposed Project.

PM2-Moran2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Bing Heckman

PM2-Heckman1 This comment does not specifically address the adequacy of the Draft EIR.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM2-Heckman2 Please see Response to Comment PH2-Heckman1, above.

Responses to Comments from Rita Vrhel

PM2-Vrhel1 Due to the lack of specificity in the comment, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.

PM2-Vrhel2 Table 5.12-9 on page 5.12-15 of the Draft EIR shows the total population growth among all Stanford affiliates in 2035. Undergraduates, graduate students, postdoctoral students, and faculty would comprise 4,650 of the total 2035 population of 9,610. Table 5.12-10 on the following page shows that 1,298 other family members would reside on-campus. The 2018 General Use Permit is also expected to result in demand for 2,425 off-site housing units.

On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM2-Vrhel3 With respect to Project and cumulative impacts on groundwater recharge, this is addressed in Draft EIR Section 5.9 Hydrology and Water Quality Impact 5.9-4 and Impact 5.9-7. With respect to Project and cumulative impacts on water supply, including groundwater, this is addressed in Section 5.16, Utilities and Service Systems, Impact 5.16-2 and Impact 5.16-7. These EIR sections rely in part on a Water Supply Assessment conducted in support of the proposed Project.

PM2-Vrhel4 All Project and cumulative impacts on public schools are addressed in Draft EIR Section 5.13, Public Services, Impact 5.13-4 and Impact 5.13-7. Please also see Master Response 12: Public Schools, Topic 2: Additional School Site.

PM2-Vrhel5 As identified under Draft EIR page 5.14-19, the development of new academic, academic support, and housing uses that would be developed

under the 2018 General Use Permit would include the development of new recreation facilities, as well as the relocation or replacement of certain on-site recreation facilities. All Project and cumulative impacts on off-campus and recreational facilities are addressed in Draft EIR Section 5.14, Recreation, Impact 5.14-1 and Impact 5.14-3.

Responses to Comments from Steve Woodward

- PM2-Woodward1 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.
- PM2-Woodward2 The comment expresses personal opinions that do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM2-Woodward3 The comment expresses personal opinions that do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Alice Kaufman

- PM2-Kaufman1 No changes to the existing AGB location, the established duration of existence of the AGB, or existing policies protecting open space lands outside the AGB, are proposed under the 2018 General Use Permit.
- Please see Master Response 5, Project Description, Topic 2: Scope of Proposed Project and Analysis.
- PM2-Kaufman2 Regarding comments made regarding climate change, the Draft EIR, Section 5.7, Greenhouse Gas Emissions, addresses all Project and contribution to cumulative effects related to greenhouse gases associated with the construction and operation of the proposed Project.
- PM2-Kaufman3 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

Responses to Comments from Jean McCown

- PM2-McCown1 The comment generally discusses the Draft EIR and environmental review process.

Responses to Comments from Seelam Reddy

- PM2-Reddy1 Regarding the suggestion for Stanford to look at an off-site location for a campus, please see Draft EIR Chapter 7, Alternatives, Section 7.3.1, Off-Site Alternative. The EIR concluded that an off-site alternative would not accomplish the primary Project purpose and most Project objectives, and

would tend to exacerbate environmental impacts rather than avoid them, and consequently, was dismissed from further evaluation.

Responses to Comments from, Mary O’Kicki

PM2-O’Kicki1 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

PM2-O’Kicki2 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Hal Mickelson

PM2-Mickelson1 Regarding a number of personal opinions made in this comment; please see Master Response 1: Non-CEQA Comments.

PM2-Mickelson2 Regarding a number of personal opinions made in this comment; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Eric Filseth

PM2-Filseth1 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

PM2-Filseth2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Please note however, that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Stephanie Munoz

PM2-Munoz1 The comment expresses a number of personal opinions which do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Please also note, however, that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two Housing Alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Arthur Keller

PM2-Keller1 The comment expresses a number of personal opinions which do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

PM2-Keller2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

PM2-Keller3 This comment focuses on existing parking issues. This comment does not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

PM2-Keller4 The Draft EIR presents information regarding the capacity of the public transit system to accommodate growth in ridership resulting from the proposed Project, but this topic is not treated as an adverse impact. The Draft EIR does not identify a significant adverse effect to the environment that would be addressed by requiring Stanford to contribute money to expand Caltrain capacity.

The Draft EIR explains on page 5.15-155 that the Governor’s Office of Planning and Research (OPR) recognizes that increased demand throughout a region may necessitate new or additional transit infrastructure. However, OPR states such effects may be best addressed through a fee program that fairly allocates the cost of improvements not just to projects that locate near transit, but rather across a region to all entities that rely on the entire transportation system.

Please refer to Master Response 13: Transportation and Traffic, Topic 12: Transit and Bicycle Capacity for additional detail on Caltrain capacity.

PM2-Keller5 Please see Response to Comment A-PV-3 for discussion of the job/housing ratio.

Please also note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM2-Keller6 The County acknowledges that lost property tax revenues may impact local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA.

Please see Master Response 12: Public Schools, Topic 2: Additional School Site.

PM2-Keller7 Please see Master Response 7: Flooding/Detention in general, and in particular, Topic 3: Capacity of Stanford Detention Facilities to Detain Runoff from Development Under Proposed 2018 General Use Permit, and Topic 6: Non-Project Planning Efforts to Provide Additional Detention Facilities in the San Francisquito Creek Watershed.

Responses to Comments from Robert Moss

PM2-Moss1 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

PM2-Moss2 With respect to how the Draft EIR accounted for non-Project related development in either the 2018 environmental baseline or cumulative scenarios, please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

PM2-Moss3 Please see Response to Comment I-Moss-2. Please also see Section 5.15 Transportation and Traffic which addresses all Project and cumulative traffic impacts, and identifies mitigation measures to reduce significant impacts to the extent feasible. Please also see Master Response 13: Transportation and Traffic.

PM2-Moss4 Please see Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading.

PM2-Moss5 As under the 2000 General Use Permit, over the duration of the proposed 2018 General Use Permit, the County Planning Office would prepare annual reports that would be reviewed and approved by the Planning Commission, that would document Stanford’s development activity and compliance with the 2018 General Use Permit.

The annual monitoring reports are posted on Santa Clara County’s website¹ and are reviewed annually by the Community Resource Group and approved by the County Planning Commission as part of the Annual Reporting process.

Responses to Comments from Penny Ellson

PM2-Ellson1 As discussed in the Draft EIR Chapter 3 Project Description, page 3-24 under the proposed 2018 General Use Permit, Stanford proposes to construct a number of Suggested Routes to School improvements on its lands in unincorporated Santa Clara County. In addition, as discussed in the Draft EIR Chapter 3 Project Description, pages 3-28 to 3-29, and in Chapter 8, Special Considerations, Stanford also proposes to contribute funding toward off-site bicycle infrastructure improvements in the cities of East Palo Alto, Palo Alto, Menlo Park and unincorporated San Mateo County. These are the four bicycle facility improvements that are described in the Stanford Bicycle Commuter Access Study.²

In addition, as discussed in Draft EIR Chapter 3 Project Description, if the No Net New Commute Trips standard is not achieved through trip reduction measures and trip credits, Stanford would contribute fair share funding for transportation mitigation. The County would use the funds for intersection improvements identified in the Draft EIR, or if use of the funds for intersection improvements is infeasible, the County would use the funds for other trip reduction programs in the local impact area, such as trip reduction programs that, among other things, encourage and improve use of alternative transportation modes, and/or improve safety and mobility for pedestrians and bicyclists.

PM2-Ellson2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

PM2-Ellson3 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

¹ Santa Clara County, 2018. Programs. Stanford University. Plans, Reports, and Documents. Annual Reports. <https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/Docs.aspx>.

² See https://transportation.stanford.edu/sites/default/files/2017-10/Stanford_Bicycle_Commuter_Access_Study_2017.pdf.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Terry Holzemer

PM2-Holzemer1 This comment focuses on existing traffic issues. This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

PM2-Holzemer2 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM2-Holzemer3 Please see Chapter 2 in this Response to Comments Document, which addresses revisions to Section 3.14, Public Services Impact 5.12-2, to clarify that Stanford can contract with other fire protection services providers if it does not contract with Palo Alto Fire Department.

See also Response to Comment A-PA-10 and Response to Comment A-PA-57, in Section 5.2.1, above. Stanford support of fire services is a contractual, not environmental matter, and therefore would be determined outside of CEQA.

Responses to Comments from Pria Graves

PM2-Graves1 Please refer to Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study for a discussion of an update to the Sustainable Development Study prepared by the County.

PM2-Graves2 Please see Response to Comment I-Graves-15.

PM2-Graves3 Please see Response to Comment I-Graves-18.

PM2-Graves4 Please see Response to Comment I-Graves-9.

PM2-Graves5 The County placed a copy of the Draft EIR in the College Terrace library following the public meeting.

Responses to Comments from Nelson Ng

PM2-Ng1 This comment is in regard to an existing condition, not related to the proposed Project. The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

PM2-Ng2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

PM2-Ng3 As stated on page 5.15-83 of the Draft EIR, peak-hour traffic for a single year is determined through counts taken at two times during the year. All counts are conducted during the regular academic year, which does not include academic breaks or end-of-quarter finals. Homecoming or other irregular traffic patterns are avoided if possible. Specific dates for each count are determined by the County Planning Office. The two annual counts are averaged to determine the annual traffic level for each monitoring year. Furthermore, it should be noted that annual monitoring is conducted for a total of 8 weeks (2 weeks in the fall, 6 weeks in the spring). The annual monitoring process is further described in Appendix TIA-REV (Part 1, page 7).

Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic.

Responses to Comments from Gabriela Badica

PM2-Badical The comment expresses a number of personal opinions. The comment is noted, but does not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Dan Sakaguchi

- PM2-Sakaguchi1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM2-Sakaguchi2 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. Any attempt to measure the potential displacement effects off-campus would be speculative because sufficient data and analytic methods do not exist to quantify such effects. Nevertheless, the Recirculated Portions of the Draft EIR analyze the impacts of two new alternatives that provide additional housing. Separate from the Draft EIR, the affordability of the housing need generated by the Project has been analyzed in an Affordable Housing Fee Nexus Study commissioned by the County of Santa Clara. The study was released April 5, 2018 and includes estimates of affordable housing demand by income level.^{3,4}
- PM2-Sakaguchi3 Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic. Regarding the request for the EIR to include an alternative that expands TDM programs to off-peak hours, please note that EIRs must consider a reasonable range of alternatives to a project as a whole, and are not required to consider alternatives to a project component. *California Native Plant Soc'y v City of Santa Cruz* (2009) 177 Cal.App. 4th 957,993.
- PM2-Sakaguchi4 Please see Draft EIR, Section 5.7 Greenhouse Gas Emissions, which addresses all Project and contribution to cumulative effects on greenhouse gases associated with the construction and operation of the proposed Project. Section 5.7 concludes that the Project impact on GHG emissions would be less than significant. Therefore, mitigation, including the suggested plan of carbon neutrality, would not be necessary to reduce a significant GHG impact.

Responses to Comments from Edith Keating

- PM2-Keating1 Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for details on the TDM program's components, flexibility, implementation, feasibility, effectiveness, and monitoring.

³ Available at <https://www.sccgov.org/sites/osh/HousingandCommunityDevelopment/Pages/Nexus-Study-Documents.aspx>.

⁴ Available at <https://www.sccgov.org/sites/osh/HousingandCommunityDevelopment/Pages/Nexus-Study-Documents.aspx>.

PM2-Keating2 Please see Master Response 8: EIR Alternatives, Topic 1: CEQA Requirements for Alternatives, and Alternatives Evaluated in the EIR, and Topic 2: Additional Detail on Potential Alternatives.

Responses to Comments from Francisco Preciado

PM2-Preciado1 Impacts of the proposed Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Regarding expanding transportation programs with options such as a bus from East Palo Alto to the Stanford campus, Stanford is exploring future Transportation Demand Management (TDM) strategies that are outlined in the Stanford Transportation Strategy.⁵ As described in the Transportation Strategy, the Stanford team uses an approach that develops, implements, and refines effective strategies for reducing the proportion of its commuters that drive alone to campus.

It should be noted that SEIU members receive TDM incentives as Stanford affiliates. Non-Stanford affiliates who work on campus also are eligible for TDM incentives and enrollment in the Commute Club if sponsored by a University department or campus organization. Non-Stanford affiliates registered for TDM incentives work at retail outlets, childcare centers, cafes and restaurants on campus, UG2 Janitorial Services, Stanford Credit Union employees, employee agencies (i.e., Option1, Slingshot and Manpower), and Wells Fargo Bank. Contract and subcontract workers can be sponsored as part of this program. Other TDM programs, such as bicycling to campus and the Marguerite shuttle, are free to both Stanford and non-Stanford affiliates.

Mitigation Measure 5.15-2 encourages programs that increase use of alternative commute modes by establishing the no net new commute trips standard.⁶ The standard is a performance standard, measured by the County by monitoring the number of vehicles that cross the campus cordon, as adjusted by trip reduction credits. As specified by the policies of the Stanford Community Plan, the County affords Stanford flexibility as to how it

⁵ See <https://drive.google.com/file/d/1RKH5iIbUXSkCdA9rV0q8EntlMow7EmS0/view>.

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

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

PM2-Preciado2 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Public Meeting

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PALO ALTO
DRAFT ENVIRONMENTAL IMPACT REPORT
November 15, 2017

Public Meeting

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.

DavisJ1

Public Meeting

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.

DavisJ1
cont.

DavisJ2

Public Meeting

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.

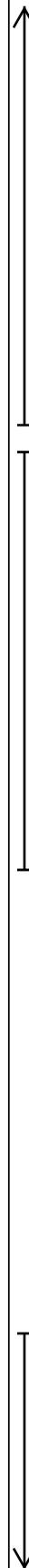
4 Trucks either go down Alpine and then make a
 5 turn onto Sand Hill Road to facilities owned by
 6 Stanford, and I read through the No New Trips, and it's
 7 full of bologna.

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



Public Meeting

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.

Lawrence1
cont.

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

Lawrence2

Public Meeting

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

Lawrence2
cont.

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.

Lawrence3

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.

Lawrence4

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.

Lawrence5

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

Public Meeting

1 They have housing there now where the herons and egrets
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.

Lawrence5
cont.

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.

Lawrence6

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,

Public Meeting

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

Lawrence6
cont.

Lawrence7

Public Meeting

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

Lawrence7
cont.

Public Meeting

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.

Lawrence7
cont.

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.

Lawrence8

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.

Lawrence9

Public Meeting

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.

Lawrence9
 cont.

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.

Unidentified1

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

Unidentified2

Public Meeting

1 the two hours.

↑ Unidentified2
| cont.
↓

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

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

Unidentified3

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.

Unidentified4

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?

Unidentified5

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

Unidentified6
↓

Public Meeting

1 credits are. What qualifies?

↑ Unidentified6
cont.

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

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

Unidentified7

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

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

Unidentified8

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

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

Unidentified9

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?

Unidentified10

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 --

Unidentified11

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

25 UNIDENTIFIED AUDIENCE MEMBER: One of the

↓ Unidentified12

Public Meeting

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.

Unidentified12
cont.

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

8 UNIDENTIFIED AUDIENCE MEMBER: Hybrids?

Unidentified13

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?

Unidentified14

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?

Unidentified15

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.

Lawrence10

Public Meeting

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 --

Lawrence10
cont.

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.

Lawrence10
cont.

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 --

Lawrence10
cont.

15 MR. GIRARD: Construction.

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

Lawrence10
cont.

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.

Unidentified16

25 (Response given by Mr. Girard, not transcribed

Public Meeting

1 per request.)

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

Unidentified17

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

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

Unidentified18

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?

Unidentified19

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.

DavisJ4

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

Unidentified20

Public Meeting

1 service trucks and that sort of thing?

Unidentified20
cont.

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 --

Unidentified21

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?

Unidentified22

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

Public Meeting

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

↑
Unidentified22
cont.

↓
Snow1

Public Meeting

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.

Snow1
cont.

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

Snow2

Public Meeting

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?

Snow2
 cont.

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?

Snow3

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.

Snow4

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

Snow5

Public Meeting

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

Snow5
cont.

Snow5
cont.

VanPelt1

Public Meeting

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?

VanPelt1
cont.

Public Meeting

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 --

Lawrence11

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.

Lawrence11
cont.

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.

Lawrence11
cont.

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

Public Meeting

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.

Lawrence11
cont.

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.

Berry1

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

Public Meeting

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.

Berry1
cont.

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.

Charmaine1

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 --

Charmaine1
cont.

Public Meeting

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 --

↑
 Charmaine1
 ↓
 cont.

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.

↑
 VanPelt2
 ↓

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

Public Meeting

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

VanPelt2
cont.

Public Meeting

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

VanPelt2
cont.

Public Meeting

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.)

23

24

25

VanPelt2
cont.

Public Meeting

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

3

4

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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23

24

25

5.2.4.3 Responses to Comments from Menlo Park City Council Meeting held at Menlo Park City Hall on 11/15/17

Responses to Comments from Janet Davis

PM3-DavisJ1 This comment focuses on existing traffic conditions. As illustrated in Figure 5.15-1 and presented in Table 5.15-1 of the Draft EIR, the analysis of Sand Hill Road, Alpine Road, Santa Cruz Avenue, and Alameda de las Pulgas is represented by 15 study intersections. The project impacts at these intersections are presented in Impact discussions 5.15-2, Baseline plus Project and 5.15-9, Cumulative plus Project, respectively. Further, as described on page 5.15-102 of the Draft EIR, the Menlo Park neighborhoods of Allied Arts, Central Menlo Park, and University Heights were considered as part of the Neighborhood Impact Analysis.

The Level of Service methodology used to evaluate traffic operations identifies the highest single hour within the morning and evening peak periods to represent the worst-case condition within the peak period, and includes all traffic in and out of the intersection, including those vehicles traveling in the reverse commute direction. By evaluating the worst condition within the peak period, the analysis ensures that the maximum effect of the proposed Project is identified, and if mitigation is warranted, that the mitigation is designed to prevent the maximum effect from occurring (which in turn prevents impacts under conditions that are not at the maximum).

Please also see Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard, and Topic 7: Average Daily Traffic and Peak-Hour Spreading.

PM3-DavisJ2 This comment focuses on existing construction traffic issues. The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

However, the Draft EIR (Impact 5.15-1) discusses impacts from construction traffic on pages 5.15-68 to 5.15-73. The Draft EIR acknowledges that construction activities under the proposed 2018 General Use Permit would be similar to activities occurring on an ongoing basis under the 2000 General Use Permit. The Draft EIR identifies a set of construction traffic control measures (Mitigation Measure 5.15-1) to address impacts from construction of individual 2018 General Use Permit projects.

PM3-DavisJ3 Please see Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard, for a discussion of trip credit methodology.

PM3-DavisJ4 Please see Master Response 13: Transportation and Traffic, Topic 13: Parking Supply and Restrictions.

Responses to Comments from Hank Lawrence

PM3-Lawrence1 Please see Response to Comment I-Lawrence-1.

PM3-Lawrence2 The comment discusses existing rush hour traffic noise; and ambulance-related noise presumably associated with the Stanford University Medical Center (SUMC).

The Draft EIR Section 5.11 Noise and Vibration included a number of existing noise measurements to characterize the noise environment around the Project site, including a long-term measurement along Sand Hill Road (see Table 5.11-1). The Draft EIR Impacts 5.11-5 and 5.11-7 also addressed the Project and cumulative impact of increases in roadside noise levels on study roadways from increases in traffic under the 2018 General Use Permit. The Draft EIR concluded that Project and the contribution to cumulative traffic impact noise impact on all study roadways, including Sand Hill Road, would be less than significant.

The SUMC is not located within the General Use Permit boundary or associated with the proposed 2018 General Use Permit. Accordingly, any potential noise abatement associated with ambulance-related noise is also not associated with the Project.

With respect to how the Draft EIR accounted for non-Project related Stanford developments, including the SUMC please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary.

PM3-Lawrence3 Please see Response to Comment I-Lawrence-1

PM3-Lawrence4 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

PM3-Lawrence5 With respect to how the Draft EIR accounted for non-Project related Stanford developments, including the SUMC please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary.

- PM3-Lawrence6 The comment discusses a number of non-Project noise related issues. These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- However, please see Draft EIR Section 5.11 Noise and Vibration which addresses all Project and contribution to cumulative noise impacts associated with the construction and operation of the proposed Project. No significant operational transportation-related noise impacts were identified in the Draft EIR; consequently, no mitigation was required for this impact.
- PM3-Lawrence7 The comment discusses a number of non-Project related issues, including with developments located outside the General Use Permit boundary and not associated with the proposed 2018 General Use Permit. These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM3-Lawrence8 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM3-Lawrence9 Please see Response to Comment I-Lawrence-3.
- PM3-Lawrence10 The comment discusses existing air quality and noise issues. These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- However, please see Draft EIR Section 5.2, Air Quality and Section 5.11 Noise and Vibration which address all Project and contribution to cumulative air quality and noise impacts associated with the construction and operation of the proposed Project.
- PM3-Lawrence11 [Note: this comment appears after VanPelt1 (below)] Please see Master Response 13: Transportation and Traffic, Topic 13: Parking Supply and Restrictions.

Responses to Comments from Unidentified

- PM3-Unidentified1 The no net new commute trips program is discussed in more detail in Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard.
- PM3-Unidentified2 The location of each of the 16 campus gateways is illustrated in the Draft EIR Section 5.15 Transportation and Traffic, Figure 5.15-2; and in Draft EIR Appendix TIA Part 1, Figure 4-1.
- PM3-Unidentified3 Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary and

Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts for detail on why off-campus Stanford land uses and affiliates are not associated with the proposed 2018 General Use Permit population and academic development (and its associated traffic).

PM3-Unidentified4 As long as the no net new commute trips standard is achieved through Stanford's transportation demand management programs and off-campus vehicle trip reduction credits, no additional mitigation would be required under CEQA to address traffic congestion on study area roadways outside of the campus cordons. The no net new commute trips program is discussed in more detail in Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard.

Please also refer to Master Response 13: Transportation and Traffic, Topic 5: Intersection Impacts and Mitigation for a discussion of how traffic impacts identified in the Draft EIR would be addressed if Stanford is unable to meet the no net new commute trips standard with implementation of the proposed Project.

PM3-Unidentified5 Please see Response to Comment PM3-Unidentified4, above.

PM3-Unidentified6 Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for a detailed discussion of how trip credits are applied.

PM3-Unidentified7 See Response to Comment PM3-Unidentified 6, above.

PM3-Unidentified8 through PM3-Unidentified16
Due to the lack of specificity, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.

PM3-Unidentified17 The annual traffic monitoring reports that are prepared by the County are available on their website⁷. These documents provide the raw cordon data and Marguerite ridership by route that was used to apply for credits.

PM3-Unidentified18 See Response to Comment PM3-Unidentified17.

PM3-Unidentified19 Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic.

PM3-Unidentified20 All vehicle types (e.g., passenger vehicles, delivery trucks, etc.) are counted at the cordon locations, however some are deducted as cut-through

⁷ See <https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/Archive.aspx>.

trips. Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trip Standard for additional detail.

PM3-Unidentified21 Please see Master Response 1: Non-CEQA Comments.

PM3-Unidentified22 The Marguerite shuttle, as a privately-operated shuttle, can be expanded and contracted to meet the demands on the system at any point in time. Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trip Standard for information on how the Marguerite shuttle, which is one of many elements of Stanford's TDM program, is and will continue to be effective in reducing vehicle trips.

Responses to Comments from Ronald Snow

PM3-Snow1 Existing traffic congestion on Menlo Park roadways is noted. As long as the no net new commute trips standard is achieved through Stanford's transportation demand management programs and off-campus vehicle trip reduction credits, no additional mitigation would be required to address traffic congestion. The no net new commute trips program is discussed in more detail in Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard, and Topic 5: Intersection Impacts and Mitigation for a discussion of how traffic impacts identified in the Draft EIR would be addressed if Stanford is unable to meet the no net new commute trips standard with implementation of the proposed Project.

Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts for detail on why off-campus Stanford land uses and affiliates are not associated with the proposed 2018 General Use Permit population and academic development (and its associated traffic).

PM3-Snow2 The Draft EIR (Impact 5.15-1) discusses impacts from construction traffic on pages 5.15-68 to 5.15-73. The Draft EIR acknowledges that construction activities under the proposed 2018 General Use Permit would be similar to activities occurring on an ongoing basis under the 2000 General Use Permit. The Draft EIR identifies a set of construction traffic control measures (Mitigation Measure 5.15-1) to address impacts from construction of individual 2018 General Use Permit projects.

The 2018 General Use Permit EIR is a program-level evaluation, and does not specifically consider individual projects. As such, construction impacts are addressed at a programmatic level. Project-specific CEQA review may be required for individual buildings or other projects that would be developed pursuant to the proposed 2018 General Use Permit. Prior to

consideration of approval, the County would examine each individual development at the time they are proposed to determine whether the environmental effects of the specific project were adequately disclosed in the 2018 General Use Permit Program EIR. Please refer to Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.

PM3-Snow3 Please see Response to Comment PM3-Snow1, above.

PM3-Snow4 Please see Master Response 1: Non-CEQA Comments.

PM3-Snow5 This comment is in regard to the analysis conducted for 2131 Sand Hill Road, not related to the proposed Project. The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from, Steve Van Pelt

PM3-VanPelt1 The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

PM3-VanPelt2 The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Whitney Berry

PM3-Berry1 No changes to the existing AGB location, the established duration of existence of the AGB, or existing policies protecting open space lands outside the AGB, are proposed under the 2018 General Use Permit.

Please see Master Response 5, Project Description, Topic 2: Scope of Proposed Project and Analysis.

The Draft EIR Recreation Section 5.14 and supporting Appendix REC discussed the off campus recreation facilities, including off-campus regional and neighborhood park facilities, many of which include trails. The Draft EIR also discussed the network of connecting trails around the campus perimeter; and the range of regulatory plans and policies protecting these facilities, including the Santa Clara County General Plan, Stanford Community Plan, and Countywide Trails Master Plan.

As discussed in Section 5.14, the EIR Recreation section focused on the deterioration of turf as a screening threshold when assessing impacts to off-campus recreational facilities, as such deterioration is more likely to be immediate and visible. Using the conservative screening thresholds developed for the EIR, the analysis conducted demonstrated that the Project would not result in a substantial deterioration of off-campus public park and

recreational facilities associated with increased usage. Consequently, the proposed 2018 General Use Permit was determined to generate a less-than-significant impact to public parks and recreation resources.

Responses to Comments from Charmaine

PM3-Charmaine1 Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 2: Approach for Cumulative Scenario.

Deposition of Public Meeting

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PALO ALTO
DRAFT ENVIRONMENTAL IMPACT REPORT
November 30, 2017

Deposition of Public Meeting

1 Thursday, November 30, 2017

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

3 CHAIR CAUBLE: Okay. Let's get started. Good
4 evening, Everyone, and welcome to the November 30th, 2017,
5 special meeting of the Planning Commission of the County
6 of Santa Clara. It's good to see you all here.

7 As I indicated, please grab a speaker card if you
8 haven't done so already if you intend to speak tonight.
9 And we have a basket up front, and at some point before we
10 all get started, we'll determine how many speakers we have
11 and allocate time.

12 I would ask that all of us check our electronic
13 devices and make sure the sound -- the ringer is off. And
14 I think we're ready to call the roll, Madam Secretary.

15 MADAM SECRETARY: Thank you.

16 Chairperson Cauble?

17 CHAIR CAUBLE: Here.

18 MADAM SECRETARY: Members Lefaver?

19 COMMISSIONER LEFAVER: Here.

20 MADAM SECRETARY: Moore?

21 COMMISSIONER MOORE: Here.

22 MADAM SECRETARY: Resendez?

23 COMMISSIONER RESENDEZ: Here.

24 MADAM SECRETARY: Schmidt?

25 COMMISSIONER SCHMIDT: Here.

Deposition of Public Meeting

1 MADAM SECRETARY: Escobar?

2 COMMISSIONER ESCOBAR: Here.

3 MADAM SECRETARY: And Rauser?

4 COMMISSIONER RAUSER: Here.

5 MADAM SECRETARY. We have a quorum.

6 CHAIR CAUBLE: Thank you very much. Good job
7 without your notes.

8 As I think everyone knows the purpose of our
9 meeting tonight is to receive comments on the Draft EIR
10 for the 2018 Stanford General Use Permit application.

11 I want to make it clear that the Commission will
12 not be deliberating tonight. We won't be discussing the
13 project among ourselves. We won't be taking any votes.
14 We are here to listen.

15 On later dates that will be determined, we will
16 be considering the adequacy of the final EIR and
17 considering the project. But no decisions tonight, just
18 information gathering. We would like to hear from as many
19 people as we can tonight.

20 During the brief staff report we'll have, we will
21 be figuring out how many speakers we have and giving up
22 the time we have available, and we'll let you know how
23 much time you have to speak. It's likely to not be as
24 long as you'd like. We have good attendance tonight,
25 which is fabulous.

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1 Remember that there is an opportunity to make
2 comments in writing, and so I see tonight as a way to
3 highlight perhaps your most important comments, but if you
4 don't have enough time to say everything you want to say,
5 please do get your comments in before the deadline, which
6 our planning director will speak to in just a minute.

7 A couple other sort of organizational points. We
8 do have a stenographer tonight taking notes of everything
9 that is said so that there is a record of it. Let's
10 please help her by being as clear in our speech as we
11 possibly can.

12 And when you come up to speak, if you could state
13 your name, that would be great. We can correlate it with
14 the cards, and it will help her prepare the transcript.

15 I am going to leave a little bit of time at the
16 end of the meeting in case there are any commissioners who
17 also want to offer their questions for comments for the
18 record. Any comments made tonight -- or I say all
19 comments made tonight as well as all of the written
20 comments on the Draft EIR will be responded to in writing.
21 All right?

22 Mr. Girard, are you ready for a staff report?

23 MR. KIRK GIRARD: Yeah. May I have the mike
24 back, please.

25 CHAIR CAUBLE: Kirk, hang on a second. I forgot

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1 to offer the opportunity for anyone who would like to
2 address us on a matter that is not on tonight's agenda.
3 Is there anybody that's here to talk about Morgan Hill or
4 Gilroy?

5 Seeing none. Sorry. Go ahead, Kirk.

6 MR. GIRARD: Chair Cauble and Commissioners, Kirk
7 Girard and the director of planning development. And I
8 welcome everybody here as well. I see many of you in
9 meetings we've been having in the community about the
10 Stanford Draft EIR, and I'll say that the purpose of this
11 meeting and the purpose of the preceding meetings is to
12 try to make sure that we get the perspectives that the
13 community have on this project to the decision makers that
14 are ultimately going to decide on the accuracy of the EIR
15 and the consistency of the project with our rules.

16 So they've been very, very rich meetings, and
17 this is the final public (unintelligible) meeting that's
18 scheduled. I did want to say just as a -- get the message
19 out immediately if you haven't heard that we've decided to
20 extend the 60-day public comment period on the Draft EIR
21 another 60 days so that the new deadline is February 2nd.

22 And the primary reason for that is it is a large
23 project. Many of you have looked at the Draft EIR. It's
24 voluminous. There's a lot of technical issues, and we
25 want to error on the side of public interest and input to

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1 the project at this stage of the game. So we have a new
2 deadline.

3 I want to very quickly provide some context for
4 the comments, but I'm going to do it very quickly. Many
5 of you know, but this is for those that may not, this is
6 an application for development at Stanford in the
7 unincorporated Santa Clara County portion of their lands.

8 They are proposing an expansion of their academic
9 space, expansion of number of housing units, some minor
10 adjustments to the property boundaries, some daycare
11 facilities, and they're projecting to do this over a
12 17-year period with no development proposed in the
13 foothills of faculty San Juan area.

14 This puts this increment of development in
15 context with what's at the campus now and what was
16 approved in 2000 in the first General Use Permit that was
17 issued.

18 The red shows the amount of -- in the top bar,
19 the red shows the amount of academic square footage of the
20 campus at the time the 2000 community plan was adopted and
21 2000 General Use Permit was granted.

22 The orange is the amount developed that was
23 approved as part of the 2000 General Use Permit.

24 The yellow is what is requested as a part of this
25 2018 General Use Permit.

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1 The lower bar is the same data for faculty and
2 staff and student housing beds.

3 So this General Use Permit to really understand
4 you have to understand some of companion documents and
5 regulatory framework that governs land use at Stanford.
6 The community plan is an element of the County general
7 plan, has a whole suite of policies, and the individual
8 general use permits must be consistent with the community
9 plan.

10 As I mentioned there has been one use permit
11 issued since the 2000 community plan was adopted, and the
12 final EIR was prepared for both community plan and that
13 use permit. So this is the second in a series of EIRs
14 that have been prepared for development of the campus
15 since the 2000 community plan was adopted.

16 And in midway through the build-out of the 2000
17 General Use Permit, a sustainability study was conducted
18 to look at the development of the campus through the year
19 2035.

20 As I mentioned this application is proposed to be
21 consistent with the parent community plan and community
22 plan policies in these ways. One, is to maintain a
23 developmental academic growth boundary, continue to meet
24 the no new net commute trips -- I'll speak to that
25 potentially later, and I'm sure it will come up in some of

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1 your comments -- to link the amount of academic
2 development with the amount of housing that's created at a
3 ratio of 605 housing units per half a million square feet
4 of academic development, and then the proposal is to
5 continue to pay the housing impact fee linked to Palo
6 Alto's charges for commercial development.

7 Actually, this is -- the proposal for this is to
8 actually unlink it and pay \$20 a square foot. I don't
9 want to go and belabor what's in the Draft EIR.

10 Fundamentally it's to inform decision makers and the
11 public what the environmental effects of the project are,
12 how those might be mitigated and how there are
13 alternatives to proposed project that could reduce the
14 impact on the environment, and I'll just go immediately
15 into the process.

16 The notice of preparation for this Draft EIR was
17 issued back in January. We have a lot of public scope
18 (unintelligible) to make sure that we had the most
19 significant issues analyzed in the EIR, and we've
20 published the Draft EIR back in October with the extended
21 public review period. The deadline is now February 2nd.

22 The comments received will be published in the
23 form of the final EIR with the Draft EIR and presented to
24 our decision-making bodies, initially the Planning
25 Commission and then ultimately the Board of Supervisors to

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1 make a determination of its adequacy.

2 The best place to get the document is off our
3 website, but there are paper copies available in the
4 community. And there are -- you can also access some of
5 the companion documents that I mentioned, the community
6 plan, the first EIR.

7 There are compliance reports that were presented
8 to the Planning Commission on an annual basis since the
9 adoption of the 2000 General Use Permit to track
10 Stanford's compliance with the permit conditions of the
11 2000 General Use Permit and then a compliance report on
12 Stanford's ability to comply with a no new net trip method
13 or goals. And those are also on our website.

14 So this is the last meeting that we have
15 scheduled for verbal input to the Draft EIR, but as I
16 mentioned, those written comments, the new deadline is
17 5 o'clock on February 2nd.

18 And that concludes my presentation. Thank you.

19 CHAIR CAUBLE: Thank you. All right. We're
20 ready to hear from those of you who wish to speak. And
21 again, if new people come in, they can bring a card up
22 here.

23 Based on the number of speakers we have, I was
24 afraid it was going to be really short, but we'll -- each
25 person will have three minutes, which is our standard time

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1 at public hearings.

2 What I will do is call several names at once so
3 that you can be kind of -- it's going to be hard for some
4 of you to get out of your seats, so you have a moment to
5 get up and be ready to go. All right?

6 Our first speaker is John Stewart. John? And
7 after John will be Forest. I don't know if that's a first
8 name or a last name or an only name, and then Irene Kane.

9 Welcome.

10 MR. STEWART: Thank you very much. Good evening.
11 My name is John Stewart. I work out at Stanford
12 University.

13 (Audience commenting.)

14 MR. STEWART: That's something I've never been
15 accused of is somebody not being able to hear me.

16 My name is John Stewart. I work at Stanford
17 University. I've been an employee for 20 years.

18 (Technical difficulties.)

19 CHAIR CAUBLE: Okay. Let's start John's time
20 new. We had technical difficulties.

21 MR. STEWART: Take three.

22 Hello, my name is John Stewart. I'm an employee
23 at Stanford for 20 years. I just wanted to say thank you
24 for having this meeting. I mean, it's a rare circumstance
25 nowadays when people get together civilly, have a common

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1 discussion about something that is very important to the
2 entire community, and I wanted to start it off by saying
3 thank you to everybody for showing up.

4 And this is kind of what our forefathers wanted
5 us to do is have these discussions and talk to one another
6 as opposed to yelling and screaming.

7 So to me it's very important that we talk about
8 commuting. I live in Acampo. If anybody knows where that
9 is, it's a little town similar to Campbell, California
10 between Stockton and Sacramento.

Stewart1

11 One of the main reasons that I live out there --
12 I'm sorry?

13 AUDIENCE MEMBER: I couldn't hear you.

14 MR. STEWART: Oh. One of the main reasons that I
15 live out there is that living around here, even though I'm
16 paid generously at Stanford, it is literally out of
17 question, and I am one of the higher end earners for the
18 university.

Stewart1
cont.

19 Because -- because I do like to work at Stanford,
20 I do love Palo Alto community. I was born in San Jose. I
21 continue to work out at Stanford. I think we need to work
22 together to move more towards public transportation, and I
23 would like the general community to realize some things,
24 is that over the next 20 years, the population of
25 California is due to increase by 17 million.

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1 Those people have to go somewhere. Palo Alto as
2 a community has been very blessed in that there's a lot of
3 things that they do not have to and are not encumbered by.
4 There's no prisons here. There's no gas stations.
5 There's no garbage dumps. There's no air -- I mean,
6 international stuff. Really, really big things.

Stewart1
cont.

7 We've been very blessed in this area in that
8 through the Planning Commission and stuff of that nature
9 that you've been able to plan this community out well.
10 But as we start getting cumbered by more and more people
11 over the course of the next 20 years, these meetings are
12 very important, and we need to do stuff to make sure that
13 persons like myself can commute in and not impact the
14 general area.

15 Thank you very much.

16 CHAIR CAUBLE: Thank you. Forest?

17 And then Irene will be after Forest.

18 FOREST: Hi, my name's Forest. I'm a graduate
19 student at Stanford. I'm in the civil environmental
20 engineering department, and so I wanted to introduce
21 myself also as -- before I attended Stanford, I was a
22 laborer, which meant that I shoveled concrete on concrete
23 highways.

Peterson1

24 And so last night I was at my union meeting with
25 the laborers, International Union of North America, and I

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1 think from that perspective it gives me a unique
2 perspective, because it took me longer to get to Stanford
3 than most students.

4 So when I got to Stanford, I was married, but I
5 didn't have kids. And I found there's a lot of students
6 like that with me that somehow found their way to
7 Stanford. It took them a little bit longer. And so we
8 don't have a lot of support that's helping us at Stanford,
9 you know, from family and things like that. It's just
10 whatever we brought with ourselves and whatever we're able
11 to find once we're there.

12 So I realize there's a lot of parallels between
13 me and a lot of the membership at SEIU like John who just
14 spoke, and I realize that, you know, it's not all that
15 different between me being a student at Stanford and
16 working as a teaching assistant or working my way through
17 the university as a consultant or all the other things we
18 go through or working at the campus as one of the -- one
19 of the, you know, signatory employees.

20 So now I have three kids and I'm finishing my
21 Ph.D., but now I find out that I need childcare for my
22 kids. I mean, these aren't things I think about when I
23 started at Stanford.

24 And we have one childcare center at Stanford that
25 in the 1970s was essentially given to the graduate

Peterson1
cont.

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1 students and said, "This is your childcare center. We
2 know you can't afford childcare, so you can volunteer at
3 that childcare center to pay for your kids' childcare."

4 And I'm not even going to try to come up with the
5 amount that childcare costs right now because I know it's
6 as astronomical, and probably every one else on the Board
7 knows better than I do what the real rates are in Palo
8 Alto.

9 And this childcare center is right across the
10 street from Bing school, right across the street from the
11 elementary school, but yesterday when I was walking home,
12 they were putting fences up around that one child center
13 that we've had since the 1970s, and they're going to
14 demolish it.

15 And after that child center is gone, they're
16 going to build another one. But the new child center
17 doesn't have preference for graduate students. It's been
18 given to the faculty or maybe some other employees. Now,
19 I don't think John would be bringing his kid because he's
20 all the way over from Stockton.

21 So I just want to bring up that there's a
22 transition, and I don't know how the GUP can address that,
23 that paving over the university isn't just paving over and
24 building more buildings, sometimes it's removing some of
25 those institutions that are so important to graduate

Peterson1
cont.

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1 students and to the employees of Stanford, the lower paid
2 employees, that helps them get through there each day.
3 Thank you.

↑ Peterson1
cont.

4 CHAIR CAUBLE: Thank you. Irene Kane, and then
5 after Irene will be John Zhao and Chiamaka -- oh, I'm
6 going to mess this up -- Og --

7 CHIAMAKA OGWUEGBU: Don't worry about it.

8 CHAIR CAUBLE: You'll tell me, and we'll get it
9 right when you come up. Welcome.

10 IRENE KANE: Hello, my name is Irene Kane. I
11 live here in the neighborhood. I can walk over here.
12 I've lived in the area since I moved here to the Bay Area
13 in 1980. I've lived here in Palo Alto for 14 years -- or
14 longer than that, actually. 35 years.

↑ Kane1
↓

15 At any rate, I am against this expansion, and I'm
16 actually against any kind of growth around here.

17 Everybody's boo-hooing we don't have enough housing, we
18 don't have affordable housing, we don't have enough -- we
19 have so -- way too much traffic. You guys are always
20 pushing people to take public transportation. Do you take
21 public transportation? Really? Have you tried to take
22 Caltrain during commute hours?

23 And Caltrain, by the way, doesn't even have
24 dedicated funding. So anytime the economy starts to go
25 down, that's the first thing they do is cut train routes,

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1 you know, times and routes. And so where Stanford is
 2 there is no -- there is no hope of public transportation.
 3 From -- from Portola Valley there's not even a bus, not
 4 one single bus goes from Portola Valley over here in Palo
 5 Alto.

Kane1
cont.

6 So where are -- how are all these people going to
 7 get to where they're going? There's not enough -- I mean,
 8 we could build enough housing eventually, but how are
 9 those people going to get anywhere? They're not -- the
 10 only way they're going to be -- you know, it's walking or
 11 biking. And biking's dangerous. I mean, I tried biking
 12 and I -- down by the high school, and I had an accident
 13 and -- it's crazy over there. You can't even walk without
 14 it being dangerous.

Kane2

15 Anyway, this is going to sound, you know,
 16 shocking, but what needs to happen is companies need to go
 17 elsewhere. No more expansion for Facebook, no more
 18 expansion for Google. There are tons of places in the
 19 country that desperately need jobs, and it's not here in
 20 the Bay Area.

Kane3

21 Of course, everyone wants to live here. It's
 22 fabulous -- or was fabulous until you couldn't get
 23 anywhere, but -- I'm sorry. It's just not enough space,
 24 not enough room here, not enough -- not enough public
 25 transportation. Thank you.

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1 CHAIR CAUBLE: Thank you. John?

2 MR. ZHAO: Good evening, Planning Commissioners.

3 My name is John Zhao, and I'm a member of Scope 2035,
4 Stanford Coalition for planning of Scope 2035. We are a
5 coalition affiliated with SEIU Local 2007.

6 Members and supporters have showed up tonight.
7 Could you all please rise just to show the numbers? Okay.
8 Thank you.

9 I'd like to thank the County for convening this
10 meeting at a time and place that's convenient for both
11 Stanford students and local residents that will be
12 impacted by the outcomes from the General Use Permit. And
13 we also have five speakers today to talk about five key
14 points, and I'll be giving my first.

Zhao1

15 Scope is greatly concerned about the threat of
16 climate change and the dangers it will pose for vulnerable
17 populations worldwide. At minimum, we would like to
18 ensure that Stanford's development plans are in line with
19 California 2030 and 2050 decarbonization targets.

20 However, from the Draft EIR, we are concerned
21 that the metrics California -- the metrics used to
22 determine consistency with these targets are inaccurate
23 and that Stanford's plans are actually significantly over
24 thresholds required by the state.

25 The Greenhouse Gas analysis uses an efficiency

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1 metric determined as the total greenhouse gas emissions
2 per service population member, defined as the sum of
3 projects residents and project workers.

4 Currently the report shows that this metric is
5 below the significant thresholds for 2030 and 2035. In
6 the Greenhouse Gas technical report, this metric is
7 calculated from a service population of 68,781 in 2035,
8 but we disagree with this number.

9 First, this analysis assumed that all graduate --
10 undergraduate students and graduate students are workers,
11 which is clearly incorrect. In addition, jobs should be
12 discounted if they are not full time equivalent as is done
13 elsewhere in the report.

14 Lastly, faculty residents living in areas zoned
15 by right for residential use should not be included since
16 they are not part of the project population.

17 Based on the assumptions that Scope 2035 makes,
18 we independently calculated the service population to be
19 44,398 with 19,353 residents and 25,045 jobs. This is
20 dramatically lower than the 68,781 used in the report.

21 This suggests that the efficiency metric used in
22 at Greenhouse Gas emissions technical report would
23 actually be 2.82 megatons of CO2 equivalent per service
24 population member. This shows that Stanford's development
25 is, in fact, over both of the significant thresholds in

Zhao1
cont.

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1 the report.

2 Stanford's development profile will be locked in
3 for the next two decades, and their own numbers show that
4 they are not in line with the carbon intensity reductions
5 required by the State.

Zhao1
cont.

6 CHAIR CAUBLE: Thank you.

7 MR. MERRICK: We ask for these numbers to be
8 revised and mitigation measures to be proposed. Thank
9 you.

Merrick1

10 CHAIR CAUBLE: Thank you.

11 And if Christina Fernandez and Hal Mickelson
12 could get ready, you'll be the next two speakers.

13 CHIMAKA OGWUEGBU: How are you? Good evening,
14 Planning Commission. My name is Chimaka Ogwuegbu, and I'm
15 a member of Scope 2035 and (inaudible) -- no, I'm just
16 kidding. Members and supporters have showed up tonight.
17 I'm actually standing in so they don't forget that you're
18 here.

Ogwuegbu1

19 I'd like to thank the County for the convening of
20 this meeting at this time and place that's convenient for
21 Stanford students and local residents that will be
22 impacted by the outcomes of the governing decisions you
23 make.

24 I'm going to talk a little bit about the EHD
25 metric, so the plans to house faculty and staff for

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1 (inaudible).

2 Stanford does not have an adequate plan to meet
3 the challenges of population growth and housing demand.
4 It is not building nearly enough housing and the
5 inadequate amount of housing built is not available to all
6 workers at Stanford.

7 With the numbers the university has given, we
8 calculated a significant housing deficit for faculty,
9 postdoctoral and grad students. However, none of these
10 projections include any additional housing for the
11 majority of Stanford's staff and workers. The projections
12 plan to only provide housing to faculty.

13 It is well known that the university reserves
14 housing benefits for faculty, postdocs, medical residents,
15 and only some staff. The majority of staff and workers
16 are ineligible for Stanford housing. Therefore, we are
17 looking at an even greater housing crisis than what we are
18 currently facing and Stanford's development plan refuses
19 to acknowledge its current role and future exacerbation of
20 the housing deficit.

21 The current General Use Permit application does
22 not show that it wants to be proactive about supporting
23 low income community members. The DEIR omits any analysis
24 on how Stanford's under provision of low-income housing
25 impacts surrounding jurisdictions.



Ogwuegbu1
cont.

Ogwuegbu2

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1 We ask that Stanford be more upfront about its
2 housing impact and recalculate the number and type of
3 housing it is responsible for accommodating.

4 First, we argue that the housing linkage ratio
5 does not reflect actual local job-housing figures and,
6 therefore, significantly underestimates the number of
7 housing needed -- well, the amount of housing needed for
8 projected increases in faculty, postdocs and grad
9 students.

10 Second, to address the housing deficit for all
11 other staff members and workers that Stanford currently
12 does not assume responsibility for, we ask that Stanford
13 follow the example of the 2000 GUP EIR and 2012 Facebook
14 Campus Project FEIR and provide housing needs broken down
15 by income categories, so very low, low, moderate, above
16 moderate, and type as well.

17 Third, Stanford intends to count approximately
18 450 units of grad residences as low and very low income
19 units for unincorporated Santa Clara County's Regional
20 Housing Needs Allocation. However, these so-called
21 affordable housing units are not available to Santa Clara
22 low income -- Santa Clara County low income residents.
23 This is not a genuine contribution to affordable housing
24 needs in the area.

25 And finally, before my time runs out, Stanford



Ogwuegbu2
cont.

Ogwuegbu3
cont.

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1 made misleading statements that by housing additional
 2 faculty on campus, there will be a net decrease in housing
 3 demand. This is due to assumptions made about the living
 4 situations of the faculty -- faculty members, which led to
 5 housing needs calculations that are skewed in Stanford's
 6 favor.

Ogwuegbu3
 cont.

7 Thank you for your time.

8 CHAIR CAUBLE: Thank you. Christina Fernandez,
 9 then Hal Mikelson, and it looks like Suzanne Keehn.

10 Let's remember, all of us, that our stenographer
 11 is trying to take things down and maybe slow down, hit the
 12 high points. You've got three minutes. You guys are
 13 getting a lot of good information in in three minutes, so
 14 I know you can do it.

15 CHRISTINA FERNANDEZ: Good evening. My name is
 16 Christina Fernandez, and I'm a public policy associate
 17 with SAMCEDA.

Fernandez1

18 On behalf of the San Mateo County Economic
 19 Development Association, SAMCEDA, and our members, I would
 20 like to express our support for Stanford's 2018 General
 21 Use Permit and associated Draft EIR.

22 Stanford is a tremendous asset. It's one of the
 23 highest rated universities in the nation and provides a
 24 high quality education for the next generation of
 25 employees to enter the work force.

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1 Companies formed by Stanford have generated world
 2 revenues of 2.7 trillion annually and have created 5.4
 3 million jobs. Stanford's alumni and faculty have created
 4 nearly 40,000 companies. Stanford University is an
 5 extraordinary resource for our region, and if the
 6 university needs to expand its academic facilities to
 7 accommodate new research and teaching, we should support
 8 it. I encourage you to support Stanford's 2018 General
 9 Use Permit.

Fernandez1
 cont.

10 Thank you for your consideration.

11 CHAIR CAUBLE: Thank you. Mr. Mickelson?

12 HAL MICKELSON: I'm Hal Mickelson. I live in the
 13 Greenmeadow neighborhood of Palo Alto, and I appreciate
 14 this opportunity. Several things briefly.

15 I've served on a couple of civic committees and
 16 civic groups that have looked at the issue of traffic
 17 demand management. Stanford is a world class example of
 18 successful traffic demand management. The Marguerite
 19 Shuttle System with 3.2 million trips per year is
 20 something that's envied by people who want to take
 21 realistic steps to control traffic and provide commute
 22 alternatives throughout the country.

Mickelson1

23 So one of the variables under the EIR is whether
 24 Stanford should be successful. Stanford has an exemplary
 25 record of success in traffic demand management and has

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1 numbers to prove it. It has -- it has measured every year
 2 the number of people coming and going, and they have solid
 3 data. I have neighbors who look out the window and they
 4 say, "I notice there's a lot of traffic, I think I'm going
 5 to blame it on Stanford." The numbers indicate otherwise.
 6 The numbers indicate that their goal of no new commute
 7 trips has been consistently met.

↑
 Mickelson1
 cont.

8 Second point. When other colleges and
 9 universities across the country need to build new
 10 buildings, we're usually talking about gobbling up
 11 existing residential neighborhoods. Gobbling up close-by
 12 properties because that's the only place that someplace
 13 like University of Texas or University of Washington or
 14 University of Chicago has to expand.

↑
 Mickelson2

15 The relevance here is we sometimes forget how
 16 lucky we are. Through the foresight of its founders
 17 Stanford is proposing to expand on its own land. If you
 18 were the County Board of Supervisors responsible for
 19 University of Chicago or University of Washington, you'd
 20 be talking about tearing down housing to permit the
 21 university. We're lucky enough not to be talking about
 22 that.

23 And the third thing, a little bit historical and
 24 architectural trivia, the people who tell you that
 25 Stanford is in the style of the California missions have

↑
 Mickelson3
 ↓

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1 not been educated on the history of American architecture.

2 The Stanford quads are in a style called
3 Richardsonian Romanesque made famous by Henry Hobson
4 Richardson, by Trinity Church in Boston,
5 Boston Hall and Harvard.

Mickelson3
cont.

6 Stanford has been a scrupulous guardian of its
7 architectural heritage, and insofar as the EIR report
8 relates to a variable about preserving buildings, I think
9 Stanford has come through in doing that. This proposal
10 should be supported.

11 Thank you very much.

12 CHAIR CAUBLE: Thank you. After Suzanne we'll
13 have Terry Holzemer and Stanley Gu.

14 SUZANNE KEEHN: Nobody can deny that Stanford's
15 been a great asset in this community, and -- but sometimes
16 too much of a good thing is too much. And with your plans
17 and the amount of land you're going to be using on new
18 land is going to expand even more than this area can
19 contain.

Keehn1

20 We already are not doing very well. In fact,
21 we're doing pretty bad when it comes to congestion,
22 liveability and the environment right now. I don't see
23 how you can say -- Stanford can say that we will not be
24 adding more pollution to the air, in the building and the
25 more traffic that will happen back and forth to the

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1 hospital and to work.

2 And that -- the other thing I'm very concerned
3 about is they're adding 900 housing units that will
4 include 3,150 new beds within the campus. The EIR paid
5 64. It will include 550 units for faculty, staff,
6 postdocs and workers. This means more than 1200 other
7 family members, many who will be children, located near
8 the center of the campus.

9 This will imply here will not be enough --
10 probably be enough to open a new school on campus. Again,
11 because most school funds come from local property taxes
12 that Stanford is exempted from. Special attention must be
13 paid to the financial commitments of Stanford to the
14 school district.

15 And there will be many, many cumulative impacts
16 from all this building. And as far as -- somebody said I
17 think we are already filled up in this area. She didn't
18 identify herself.

19 CHAIR CAUBLE: Thank you. Terry? And then
20 Stanley.

21 TERRY HOLZEMER: Good evening. Thank you very
22 much for the opportunity to come and speak to you,
23 Commissioners. I'm here as a resident of Palo Alto. I've
24 lived here for over 25 years, and it's been a community
25 that I moved to on purpose.

↑ Keehn1
| cont.

Keehn2

Keehn3

Deposition of Public Meeting

1 From the day I started here, I knew that this was
 2 the place for me. It's a beautiful community with
 3 beautiful parks, libraries and an environment that makes
 4 everybody feel, I think, comfortable and at ease. It
 5 reminds me of my home in Ohio in many respects.

6 But a key part of the Stanford EIR is their
 7 pledge for -- that any new development will produce no net
 8 new vehicle trips on campus. But it's very important to
 9 understand -- you probably already know that -- to get
 10 around this pledge, they often state in the EIR that they
 11 will participate in any off-campus trip reductions and
 12 that they will be given credit for that that help Stanford
 13 maintain their no net vehicle trips pledge.

14 These credits include monetary contributions that
 15 they will make to various projects outside the campus area
 16 that include supposedly no more vehicles trips. Questions
 17 need to be asked how this is going to be measured and who
 18 is going to give these credits and how many credits will
 19 be given. I think this is one issue that needs to be
 20 examined very closely.

21 Another section of the EIR talks about the
 22 cumulative impacts on intersections in the surrounding
 23 commute, which is mine, of course, which I live only a
 24 mile away from campus. Those impacts in the EIR state
 25 clearly that they are significant and unavoidable. If you

Holzemer1
 Holzemer2

Deposition of Public Meeting

1 go down to the corner, and I encourage all of you
 2 commissioners to stand at El Camino and Embarcadero roads
 3 anytime in the afternoon after 4:00. You'll see the
 4 impacts as they are today, not as they'll be 15 years from
 5 now, but as they are now. Anybody that stands there for
 6 more than five or ten minutes knows those impacts.

Holzemer2
 cont.

7 I think it's time that we look at these impacts
 8 very closely and how they impact the surrounding
 9 community. Our lives and quality of our life is -- is
 10 being -- being changed.

11 One more thing I'd like to mention, and that is
 12 the responsibility that I think Stanford has not only to
 13 Palo Alto, the community, which they are surrounded by,
 14 but also by commitments to Caltrain and also commitments
 15 to the school district as well. I'm a member of that
 16 school district, and I think it's time that Stanford make
 17 a major contribution to the school district, because when
 18 they add this new housing, they're going to need more
 19 school space, and they should be adding more to that as
 20 well.

Holzemer3

21 CHAIR CAUBLE: Thank you. All right. After
 22 Stanley, we'll have Dan Sakaguchi and Jose Escanuela it
 23 looks like.

24 STANLEY GU: Hello, Planning Commission members.
 25 I am a member of Scope 2035, and we believe that it is

Gu1

Deposition of Public Meeting

1 most important that Stanford fully house its academic
 2 campus population. We are also concerned that the current
 3 fee that Stanford can pay in lieu of creating housing does
 4 not adequately offset its housing impact.

5 The fee, established in Condition F.6(c) in the
 6 2000 GUP, is there linked to Palo Alto's below market
 7 rate, or BMR, fee for commercial development, presumably
 8 because Stanford's impact would be similar to a commercial
 9 development in Palo Alto.

10 In its 2018 GUP application, Stanford has
 11 proposed to de-link its fee from Palo Alto and to adopt a
 12 \$20 per square foot fee rising with inflation. Yet even
 13 if it were still linked with Palo Alto's fee, this fee
 14 would drastically underestimate Stanford's housing impact.

15 Palo Alto's 2016 Nexus study, conducted to inform
 16 an update of Palo Alto's fee, found that the maximum
 17 justifiable fee for Palo Alto Office, slash, medical
 18 office, slash, R&D commercial development was \$264 per
 19 square foot. The suggested fee for this category was \$35
 20 per square foot, largely due to financial feasibility for
 21 Palo Alto in order to continue to tract commercial
 22 development.

23 Santa Clara County does not need to be concerned
 24 about Stanford's ceasing to develop or moving to a
 25 neighboring jurisdiction due to an imposed BMR fee,

↑ Gu1
 | cont.

Gu2

Deposition of Public Meeting

1 although Stanford has already begun relocating some of its
 2 operations. The bulk of the main academic campus, most
 3 likely, will remain. Thus, requiring Stanford to pay an
 4 even higher portion of the full fee makes no sense. We
 5 believe that Stanford's fee should either be re-linked to
 6 Palo Alto's office and commercial development fee, or that
 7 a separate study should be completed that looks at
 8 Stanford specifically.

9 Indeed, there still remains the question of
 10 whether commercial development in Palo Alto can be used as
 11 a reasonable proxy for Stanford development. Our own
 12 calculations using Stanford's specific data show a rate of
 13 \$177 per square foot is a conservative estimate of
 14 Stanford housing impact.

15 We have provided these calculations in our
 16 written comments, and we look forward to seeing the
 17 results of the Stanford-inclusive Nexus study set to be
 18 released by the end of the year.

19 We are interested in how that study will be
 20 incorporated in the final EIR and what opportunities for
 21 public comment will exist as a result of the fact that it
 22 will be released after the -- well, before the new
 23 deadline for the Draft EIR. But we are still interested
 24 in how that will fit in. Thank you.

25 JOSE ESCANUELA: Good evening, Commissioners and



Gu2
cont.

Deposition of Public Meeting

1 committee. My name is Jose Escanuela, and I've been an
2 employee at Stanford University for 15 years. I'm also
3 the president of SEIU Local 2007, and we represent all the
4 professional service and technical workers, the Stanford
5 campus and its slack.

6 And we're here tonight to support a greater
7 access to affordable housing on campus and greater
8 transportation options for the entire community.

Escanuela1

9 We've seen, you know, 15 years that we've been
10 here the huge impact that it's causing here locally and in
11 the extended region. Thank you.

12 CHAIR CAUBLE: Thank you. After Dan, Erica Knox
13 and Robert Moss, if you can be ready.

14 DAN SAKAGUCHI. All right. Good evening. My
15 name's Dan Sakaguchi. I'm also a member of Scope 2035 and
16 (inaudible).

Sakaguchi1

17 I'm going to speak a little bit about
18 transportation issues which were brought up already.

19 Scope sees transportation as tightly connected to
20 other issues, greenhouse gas emissions, housing and
21 ultimately labor justice on campus. And after our
22 reviews, scope is concerned about what we've seen in the
23 DEIR's transportation analyses.

24 First, several impacts were deemed less than
25 significant without clear significant standards. For

Deposition of Public Meeting

1 example, projected delays to local buses were not
2 considered significant, even though delays to car traffic
3 were. Impacts on vehicle miles traveled were also not
4 considered significant, but the analysis makes several
5 questionable assumptions. For instance, both on and off
6 students are counted as part of the worker VMT
7 calculations, which conceals a significantly higher VMT by
8 actual workers on campus that are commuting long
9 distances on a daily matter.

10 In addition, because Stanford does not survey its
11 own construction, janitorial and third party contracted
12 workers, regional averages were used that just don't seem
13 right for the purposes of the calculations.

14 Secondly, improvements to Stanford's
15 transportation demand management program should be
16 considered. Contracted and part-time workers remain
17 ineligible for many of the financial incentive TDM
18 programs that they would benefit from, students like
19 myself are in benefit from, given that they're already
20 most likely commuting great distances to campus.

21 Third, Stanford asks for a reserve of 2000
22 parking spaces in addition to spaces left over from the
23 previous General Use Permit. However, if Stanford intends
24 to implement a success TDM program, a parking reserve
25 should not be necessary.



Sakaguchi1
cont.

Deposition of Public Meeting

1 Finally, the No Net New Commute Trips standard
2 does not account for lengthening peak commute hours and
3 increasing numbers of off-peak trips.

Sakaguchi2

4 The VMT report show that there are many trips
5 produced during the day that do not adhere to peak hours,
6 such as visitors, guests and supply deliveries, and it
7 makes little sense to only monitor Stanford's impact
8 during a very narrow window during the day. We ask for
9 this window to be increased to more fully capture
10 Stanford's actual impacts.

Sakaguchi3

11 In summary, we believe the EIR can set more
12 stringent standards for impacts on transit and vehicle
13 miles traveled, and that Stanford's TDM programs can be
14 more ambitious and inclusive. Thank you.

Sakaguchi4

15 CHAIR CAUBLE: Thank you.

16 ERICA KNOX: Good evening, Planning
17 Commissioners. My name is Erica Knox, and I --

18 CHAIR CAUBLE: Can I interrupt you?

19 ERICA KNOX: Yes.

20 CHAIR CAUBLE: This is, again, to remind
21 everybody to try to speak -- I know you have conflicting
22 desires to say as much as you can in three minutes, but
23 it's also important that it becomes part of the record.
24 So balance it with a little slower --

25 ERICA KNOX: Absolutely.

Deposition of Public Meeting

1 CHAIR CAUBLE: Go.

2 ERICA KNOX: All right. Good evening, Planning
3 Commissioners. My name is Erica Knox. I'm a grad student
4 at Stanford, and I'm a member of Scope 2035.

5 So the Scope is also concerned about the lack of
6 consideration of maximum build-out in the GUP application
7 in DEIR. We understand that Stanford's academic campus is
8 not bound to specific density requirements from the County
9 that would provide a natural cap on the growth of the
10 university.

11 Under its unique circumstances, Stanford is able
12 to apply indefinitely for additional growth. However,
13 endless growth can ultimately harm the communities it is
14 situated within. The DEIR does not truly evaluate
15 Stanford's impact on the region, through its role in
16 fostering industries that produce high-wage jobs that are
17 outpricing communities in the -- across the Bay Area.

18 Without Stanford taking a proactive role in
19 creating prosperous, vibrant communities in the region,
20 rather than injecting wealth and displacing residents, we
21 believe that Stanford should be seriously considering an
22 end-date for its growth.

23 In terms of policy, Stanford has already failed
24 to study maximum build-out as has been required by Santa
25 Clara County. In particular, Stanford has not complied

Knox1

Deposition of Public Meeting

1 with its Community Plan Policy GD(i)E -- or (i)3, excuse
 2 me, which requires that Stanford prepare and submit a
 3 Sustainable Development Study to determine the maximum
 4 appropriate build-out for all of -- all of unincorporated
 5 land.

Knox1
 cont.

6 The Sustainable Development Study completed in
 7 2009 only determined build-out until 2035, which does not
 8 satisfy the policy requirement. At the minimum, the 2018
 9 GUP should ensure that a study of absolute maximum
 10 build-out be conducted. Thanks so much.

11 CHAIR CAUBLE: Thank you. Mr. Moss?

12 And next will be Edie Keating and then Judy
 13 Kleinberg.

14 ROBERT MOSS: Thank you, Commissioners. First, I
 15 didn't see a real justification for why Stanford needs the
 16 specific amount of development that they're talking about,
 17 and I thought it was strange that they're talking about
 18 increasing the amount of what's called occupancy space at
 19 about ten percent from your last permit, but they're
 20 reducing the amount of housing by almost 20 percent. So
 21 they're putting in more offices and less housing support.

Moss1

22 Then let's talk about traffic. When the Stanford
 23 talks about traffic impacts, they're blowing smoke. I
 24 want to give you a couple of examples. First of all, they
 25 talk about looking at traffic not on campus or near campus

Moss2

Deposition of Public Meeting

1 but off campus and ignore the traffic that's coming in
2 Stanford. That's nonsense.

3 Secondly, let me give you an example. I had a
4 consulting contract at Stanford some years ago and I was
5 told, Don't come to campus before 10 o'clock and leave
6 before 3:00 so you won't be counted against the traffic
7 impasse. To find out what traffic on Stanford impacts
8 really are, we should do what Palo Alto does and put
9 traffic counters down for 24 hours a day for at least one
10 or two straight days on all the streets around campus.

11 The most congested intersections in Palo Alto, El
12 Camino and Page Mill, El Camino and Embarcadero, El Camino
13 and University, Page Mill and Foothill, all are Stanford
14 created. So Stanford requests to ignore traffic impacts
15 is nonsense.

16 Second, when they talk about people taking
17 transit and using passes, get real data. Don't just take
18 their word for it, but go on campus and talk to people who
19 work there and ask them how did you get in here today?
20 Find out what people are really doing, not what Stanford
21 says they're doing.

22 Finally, this additional development and this
23 amount of additional employment is going to have
24 tremendous negative impacts on the need for housing in an
25 area which is already overwhelmed with a need for more



Moss2
cont.

Moss3

Moss4

Deposition of Public Meeting

1 housing. That housing should go on campus, and if you're
 2 talking about adding 3000, 3500 housing units now, it
 3 should be at least 5 or 6,000 even if you don't reduce the
 4 amount of additional office space significantly from what
 5 they're proposing. We need more housing. We need less
 6 traffic. We need real data on what the traffic impacts
 7 are, and we real data on how people actually get to work
 8 at Stanford. I don't believe their figures.

↑
 Moss4
 cont.

9 CHAIR CAUBLE: Thank you.

10 EDIE KEATING: Edie Keating. I'd like to speak
 11 about open space and housing. The academic square footage
 12 that's added will never go away. Open space is a
 13 mitigating protection, but it's only guaranteed until
 14 2025. Open space protection through the AGA will only be
 15 in place for less than ten years. This GUP goes until
 16 2035.

Keating1

17 Like the last GUP open space protection should
 18 extend well beyond the next GUP expiration, but
 19 remembering the permanence of this development, it should
 20 also be a requirement for at least some of Stanford's open
 21 space to be permanently protected.

22 What does it mean when the academic growth
 23 boundary expires? Is this -- is there underlying zoning
 24 that would allow development? This should be made more
 25 clear.

Deposition of Public Meeting

1 With housing I am disappointed at CEQA in general
2 regarding housing. It seems the designated design is
3 almost never identify increased demand for housing as a
4 significant impact, but the families who cannot afford to
5 buy, the renters who live with the annual threat of
6 needing to relocate, any increase in the jobs, housing and
7 balance is significant.

8 What is Palo Alto's jobs, housing and balance? I
9 looked at our 2015 housing element. In 2010 jobs were
10 almost 90,000. Employed residents? Just over 30,000. We
11 have a lot of people who want to live here bidding up the
12 price of every housing unit by these numbers at a
13 three-to-one ratio of jobs to housing.

14 Stanford's proposal? They are very clear about
15 the housing they propose. 3,150 units. You need to look
16 a lot deeper, and this is an EIR issue, that this should
17 be more up front and clear to find their anticipated
18 increase in jobs. 7,509 added jobs. Over a two-to-one
19 ratio of new jobs to housing.

20 I'm sure not all of you live in this district.
21 Is the jobs-to-housing ratio of your district system
22 balance? Perhaps not. So should you care if district
23 five is making itself even less affordable? You should
24 care.

25 The employees Stanford adds without housing are

Keating2

Deposition of Public Meeting

1 going to be shopping for housing in your districts,
2 increasing prices and displacing your long-time residents,
3 disrupting children's schooling and family ties in your
4 communities.

Keating2
cont.

5 So yes, I hope you take a good look at granting a
6 General Use Permit that only add jobs that are matched by
7 housing. Keep the housing, reduce the academic square
8 footage.

9 Last and related to the expiring General Use
10 Permit. It called for a stay to propose the maximum
11 build-out for Stanford within County lands.

Keating3

12 CHAIR CAUBLE: Thank you. Your time's up.

13 EDIE KEATING: We could stop meeting like this if
14 you set the final ultimate build-out. Thank you.

Keating3
cont.

15 CHAIR CAUBLE: And Jim Maples and Winter
16 Dellenbach are the two up.

17 JUDY KLEINBERG: Thank you very much for having
18 this meeting. My name is Judy Kleinberg. I'm a CEO for
19 Palo Alto Chamber of Commerce. I'm here to speak about
20 this GUP from sort of 3,000 feet up. There are going to
21 be a lot of comments about the details, and I'm not going
22 to speak to any of them except to just make one comment
23 about the previous speakers with reference to jobs,
24 housing and balance in GUP.

Kleinberg1

25 Units do not equal people. There are more people

Deposition of Public Meeting

1 per unit in many of the units. So I just wanted to
2 correct that misinterpretation.

3 Stanford, as we know, is the reason probably that
4 most of us are here, that there is a Palo Alto, a Menlo
5 Park, a Mountain View, a Los Altos Hills. Even San Jose,
6 which had 50,000 people some 50 years ago and is now a
7 million, can trace its growth and its prosperity to
8 Stanford.

9 Stanford is the linchpin on our economic
10 vitality. It is an economic driver. It is the reason
11 that we have so many wonderful jobs and innovations, and
12 the quality of life not only of our residents in this
13 region but around the world has been improved
14 immeasurably. Immeasurably.

15 It is a jobs creator in a good way. Those jobs
16 are things that are changing our world, providing services
17 and products, creating new ways to create infrastructure
18 that is sustainable, new treatments for disease.
19 Everything that comes out of Stanford in terms of their
20 academic improvements has changed for the better our
21 world.

22 What do they want to do now? They want to do
23 more. They want to provide for the next 50 years, not the
24 GUP numbers, but the 50 years of what they think is going
25 to be needed for the 21st century of the future, not right

Kleinberg1
cont.

Deposition of Public Meeting

1 now. They need to provide the kind of facilities and
2 teaching staff and environment for that kind of innovative
3 education that we don't even know is going to happen right
4 now.

5 That's what they're trying to do, and we want to
6 support that. The importance of Stanford to the business
7 vitality of not just our area but the whole world can't be
8 denied, and we hope that when you consider their request
9 for this GUP, that that's kept in mind.

10 I also want to speak about the open space.
11 Stanford, as many of you know from being around here a
12 long time, agreed to the Greenbelt preservation. In my
13 years with the committee for green foothills, we were
14 delighted that Stanford saw fit to agree that the green
15 foothills needed to be preserved.

16 What does that mean? It means they have to do
17 in-field development. They have to put the housing and
18 the buildings and students on the campus. We're delighted
19 that they're doing that. They're keeping the preservation
20 of the green foothills. A lot of campuses sprawl.
21 They're keeping it contained, and we applaud that.

22 So as you consider the GUP without going into all
23 those details, thank you for thinking about the positive
24 impacts of Stanford on our world. Thank you.

25 CHAIR CAUBLE: Jim Maples, then Winter and then

Kleinberg1
cont.

Deposition of Public Meeting

1 Lenore.

2 JIM MAPLES: Good evening. My name is Jim
3 Maples. I would like to speak in opposition to the
4 proposed expansion of Stanford campus. As I read the
5 Draft EIR, it's largely about predicting and trying to
6 manage the impact of the increased population from this
7 development. It can't be managed.

8 The simple fact is that there are too many
9 people. Too many people in the Bay Area, too many people
10 in California, too many people in the world. I have lived
11 here for just over 40 years, since 1977. In those 40
12 years, the population of the Bay Area has increased by
13 50 percent, from 5 million to over seven and a half
14 million.

Maples1

15 Over the same time period, world population has
16 increased by 80 percent. People love to talk about
17 climate change, but they don't talk about the real
18 problem. Too many people. And it just isn't about the
19 air we breathe. We don't have enough water. The freeways
20 are clogged. There's not enough housing. We can't even
21 find a spot to park our car. These are not isolated
22 problems. Too many people.

23 Now, I have nothing against Stanford. I have
24 fond memories of grad school at Stanford. I love
25 Stanford, but we need to start pushing back. This is how

Deposition of Public Meeting

1 it happens. Expansions like this provide more jobs,
2 attract more people and create more crowd.

3 And there's nothing special about Stanford with
4 regard to this problem. The same argument could be made
5 for Facebook, Apple, Google and all the rest. I would
6 just hope that Stanford could show some leadership here.
7 There are plenty of other places with where they can start
8 satellite campuses if they really want to expand.

Maples1
cont.

9 So what could we do? This is a worldwide
10 problem, and the only solutions are long term. We're
11 talking about educating people to not have so many
12 children, and that will take decades to have any effect,
13 but we need to start somewhere. We need to push back. We
14 need to recognize the problem and work to fix it, and the
15 most disheartening part is that you don't even hear the
16 conversation.

17 Thank you.

18 CHAIR CAUBLE: Thank you.

19 MS. DELLENBACH: Good evening. I'm really glad
20 you came to Palo Alto. Thank you so much.

21 My name is Winter Dellenbach. I live in the
22 Barron Park neighborhood of Palo Alto, and sometimes
23 there's too much of a good thing. I have a very personal
24 association with Stanford. Stanford gave me -- my husband
25 grew up in the Stanford campus. He went to Stanford, so

Dellenbach1

Deposition of Public Meeting

1 Stanford's very personal in my life, and Stanford, it's
2 true, has enriched the Palo Alto community, and Palo Alto
3 enriches the Stanford community. It's not a one-way
4 street. It's very much of a two-way street, and speaking
5 of streets, we share in on the good and the bad that is --
6 that is produced by Stanford.

7 Those streets are clogged with traffic that comes
8 into Stanford, comes into Palo Alto and leaves during the
9 day. Our shared infrastructure around the campus, our
10 schools that Stanford children go to, this is not a vacuum
11 that there is only Stanford. There is the surrounding
12 community of Palo Alto.

13 So it's not just the richness that Stanford
14 provides, it's the impact that Stanford has. And so we
15 can't look at Stanford as -- with rose-colored glasses.
16 We have to look at it with realistic glasses, and that's
17 one of the reasons there's so many people here tonight
18 because we are the folks that are impacted by Stanford
19 while we also appreciate it.

20 So we want to be real, and we expect you folks to
21 be very, very real and not to go down an unrealistic path
22 when considering the Draft EIR.

23 The points that I want to make, I want to say
24 something about the affordable housing fund. Under the
25 current GUP, there is a rule that says that affordable

Dellenbach1
cont.

Deposition of Public Meeting

1 housing funds, the /EPB knew funds, are used within a
 2 six-mile radius of the Stanford campus, and that's because
 3 the impact of -- is felt with near -- near the campus.
 4 That rule should remain. Since the impact is local, the
 5 affordable housing fund should be used locally. The link
 6 between the impact and the mitigation on the impact should
 7 not be broken. That rule in the Draft EIR is different.
 8 That should not be changed.

↑
 Dellenbach2
 cont.

9 Also, the planned housing is not nearly enough.
 10 Either the development should be cut back or the housing
 11 should be increased, and the housing should be on campus
 12 in terms of faculty and students. But the housing as
 13 we've heard is pitifully less.

↓
 Dellenbach3

14 CHAIR CAUBLE: Your time is up. Thank you.

15 MS. DELLENBACH: Thank you very much.

16 CHAIR CAUBLE: After Lenore we'll have Katherine
 17 Clark and Peter Drekmeier.

18 LENORE CYMES: My name is Lenore Cymes, and right
 19 now I live over in University and St. Francis. I moved
 20 here over 50 years ago. Well, first let me just say I'm a
 21 person who doesn't deal in statistics and (inaudible) and
 22 all of those things. That goes way over my head.

↓
 Cymes1

23 But when I moved here 50 years ago, there was a
 24 stoplight at Los Robles and Page Mill, Embarcadero, and
 25 then I was down at University Avenue. And every year I

Deposition of Public Meeting

1 measure the growth by how much longer it took me from Los
2 Robles on El Camino down to University Avenue, and it
3 reached a point where there wasn't -- didn't make any
4 sense to count anymore.

5 Whatever project gets put in in Palo Alto and
6 whoever decides what it's going to be, there's always a
7 comment about zero net traffic. And we've gotten to this
8 place with hundreds of projects that say zero net traffic.

9 I can't accept easily the fact that this project
10 will produce zero net traffic, and people who are going to
11 live on campus and -- I'm lucky. I'm very lucky. I have
12 my house in Palo Alto, but for the people who are going to
13 live on campus, their kids are going to go to soccer
14 games. Is that zero net traffic? I think they need to
15 take a bus. They're going to want to go to a movie. We
16 want to have businesses in downtown Palo Alto grow and
17 thrive just as well.

18 I adore Stanford. It gives me a lot of
19 activities that I can do, a lot of mental stimulation with
20 concerts, classes and everything you can think of. But
21 Stanford is like this elephant in the room, and I really
22 can't see how they can keep growing as they are, be
23 considered a nonprofit, and by being considered a
24 nonprofit, they don't pay taxes, and we have to take care
25 of and absorb a lot of things that they do.

Cymes1
cont.

Deposition of Public Meeting

1 I don't want to move from this area. It is
 2 great. That's why it's overpopulated, but I really hope
 3 you take a lot of consideration about the things that
 4 people have said tonight and who are a lot more articulate
 5 with statistics and facts than I am and really weigh that
 6 when you decide what you allow Stanford to do with this
 7 project and hold them as responsible as an interactive
 8 neighbor, not somebody who con bulldoze and get their way.
 9 Thank you very much.

Cymes1
 cont.

10 CHAIR CAUBLE: Thank you. We'll have Katherine,
 11 then Peter Drekmeier, then Jeralyn Moran.

12 KATHERINE CLARK: Good evening. My name is
 13 Katherine Clark. I'm a resident of the Crescent Park
 14 neighborhood, which is --

15 (Technical issues.)

16 KATHERINE CLARK: Good evening. My name is
 17 Katherine Clark. I'm a resident of the Crescent Park
 18 neighborhood which, if you're not familiar, is an area
 19 along University bounded by Middlefield and runs down to
 20 101 basically to East Palo Alto.

ClarkK1

21 I've lived there since 1984, and in the last few
 22 years the traffic gridlock problem has become intolerable.
 23 I have a picture here, just a typical picture, of an
 24 evening November 21, 2017, that's a printout from Waze
 25 that shows all of the cross streets going onto University

Deposition of Public Meeting

1 and particularly my street, Center Drive, completely
2 clogged with traffic.

ClarkK1
cont.

3 This is a public safety issue. We cannot exit
4 our driveways. If a fire truck or ambulance had to get
5 along our street, they wouldn't be able to access our
6 residence. Sometimes my husband and I have had to park
7 our car three blocks away and walk in or drive down the
8 opposite side of the street just to get to our driveway.

ClarkK2

9 I have to clear -- I have to go out into the
10 street and ask someone to stop so that I can get my car
11 out. I don't think that the traffic studies that have
12 been done here actually look at the impacts on the side
13 streets to University, because what's happened is, no one
14 wants to come down University because it's already maxed
15 out. So they take Hamilton, which is parallel, and then
16 cut over on the left side street they can, one of which is
17 my street. We have a traffic gridlock problem that's not
18 being addressed.

ClarkK3

19 I don't think that any of this up-to-date 21st
20 century Waze data has been looked at, but that could be
21 obtained and analyzed. And I'd like to make this Exhibit
22 A if I could enter it into the record just so that you can
23 see a typical picture of our neighborhood and how it's
24 impacted.

25 I also asked a number of my neighbors who

ClarkK4

Deposition of Public Meeting

1 couldn't come here tonight to give me short synopses of
 2 how this traffic gridlock has affected them, and if I
 3 could, I'd like to add as Exhibit B a compilation of some
 4 e-mails that I received from them talking about safety
 5 problems, such as an inability to get of their driveway to
 6 take an ailing 94-year-old to urgent care. People have
 7 had auto accidents trying to back out of their driveways.

↑
 ClarkK4
 cont.

8 This is a public safety problem for school
 9 children. We have routes going to the public schools and
 10 to St. Elizabeth Seton School. This is not a safe route
 11 anymore for children.

ClarkK5

12 I would ask you and urge you to vote no on this.
 13 We have to fix our traffic problem before we add any more
 14 development to Palo Alto or to Stanford.

ClarkK6

15 Thank you. Can I add this as Exhibit B? Thank
 16 you.

17 CHAIR CAUBLE: Peter's coming up. We'll have
 18 Jeralyn Moran after him and Jerry Hearn.

19 PETER DREKMEIER: Good evening. First of all,
 20 I'd like to thank staff for extending the comments at my
 21 (inaudible) today. It's very, very important. Appreciate
 22 that.

23 I also want to thank the commissioners for coming
 24 up to Palo Alto to hear from the community.

25 My name is Peter Drekmeier. I was born at

Deposition of Public Meeting

1 Stanford Hospital. My parents taught at Stanford, and I
2 grew up in Palo Alto. I came back one day in 1989 to
3 attend the conference one of my Stanford students called
4 "You Can Make A Difference." The theme was the
5 environment. Dennis Hayes spoke. He was the coordinator
6 of the first Earth Day in 1970. He had announced that he
7 was going to organize the 20th anniversary headquartered
8 in Palo Alto. It would be international for the first
9 time.

10 So I moved back to Palo Alto. I've lived here
11 most of the time since. Earth Day 1990 we had 200 million
12 people in 141 countries participate, so it really launched
13 a modern environmental movement, and it was right here in
14 the Stanford/Palo Alto area.

15 I was very involved in the 2000 General Use
16 Permit. I ran a group called Stanford Open Space
17 Alliance. Really pleased with the effort the supervisors
18 (inaudible) with. He did a fantastic job of trying to
19 balance all the different interests. Not everyone got
20 everything they wanted, but he took a lot of bruises and
21 stood up for the community and made a lot of progress.
22 And I appreciate that. I'm glad he's back for round two,
23 and I wish him well.

24 One thing that we did get was commitment to a
25 maximum build-out study on the Stanford campus, and it's

↓
Drekmeier1

Deposition of Public Meeting

1 repeated three times in the 2000 community plan. The
 2 sustainable development study shall identify the maximum
 3 planned build-out potential for all of Stanford's
 4 unincorporated Santa Clara County land, demonstrate how
 5 development will be cited to prevent sprawl into the
 6 hillsides, contain development in clustered areas, and
 7 provide long-term assurance of compact urban development.
 8 Very, very clear.

9 What did Stanford say in this sustainable
 10 development study? An ultimate build-out scenario is not
 11 possible due to the viable views regarding density and
 12 construction methods changing.

13 And somehow that got through the County and the
 14 study got approved. We feel cheated. We worked so hard
 15 for that measure, and now we're back here again.

16 Any city in the area has zoning. There's
 17 floor-area ratio. If you want to go above it, like the
 18 Stanford Hospital in Palo Alto did, you have to come to
 19 the City and make a good case and -- but on Stanford
 20 campus there's no zoning. So every 10 or 15 years they
 21 come back with more development. That's not sustainable.

22 I also want to encourage you to look really
 23 closely at cumulative impacts. And Stanford properties
 24 not just on the campus and the unincorporated county, but
 25 in Palo Alto, in Menlo Park and unincorporated San Mateo

Drekmeier1
cont.

Drekmeier2

Deposition of Public Meeting

1 County. There's talk in the EIR about housing Stanford
2 has created off campus, and I think there's mention of a
3 little over 2000 units. Well, along Sand Hill Road in
4 Palo Alto, there's the Stanford West apartments, 628
5 units, and across the street is the Stanford Hospital,
6 which is being expanded, and they're going to add 2200
7 employees.

8 So if you're going to look at housing created off
9 campus, also look at jobs created off campus 'cause that's
10 a big impact in Palo Alto is the Stanford Research Park.

11 I was going to just mention that we have -- we
12 started circulating a little bit more than a week ago a
13 petition, and we have about 400 signatures so far. I
14 don't have time to read those five bullet points but --

15 CHAIR CAUBLE: No, actually, you don't.

16 PETER DREKMEIER: But I will submit those.

17 CHAIR CAUBLE: Thank you.

18 PETER DREKMEIER: Thank you very much for your
19 time.

20 CHAIR CAUBLE: Thank you. Jeralyn Moran, Jerry
21 Hearn, Gabby Badica.

22 JERALYN MORAN: Good evening. My name is Jeralyn
23 Moran. I'm a resident here in Palo Alto. I was a child
24 here back in the 60s. My life took me elsewhere. I'm
25 back taking care of my 92-year-old mom. There's many

↑
Drekmeier2
cont.

Deposition of Public Meeting

1 differences over those 45 years or so, but I'm here right
 2 now to express to you my concern about the dissonance
 3 between the Stanford General Use Permit and the
 4 commitments that our City has made for climate change
 5 mitigation. They don't match, and I'm very worried that
 6 this is going to go through.

Moran1

7 The impact of this project with employee
 8 increase, student increase, all that, and I think a lot of
 9 us agree tonight we -- it's super important that we see
 10 this project -- at a minimum this project should be
 11 mitigating what its impact is, even better to add more
 12 mitigation, meaning housing general -- very specifically.

Moran2

13 I can't even believe the traffic problems right
 14 now. So -- and the lack of housing. So I implore you to
 15 consider this very seriously. It should be a high
 16 priority that this project take response -- there should
 17 be a big responsibility to mitigate its impact on our
 18 community.

Moran3

19 I respect Stanford. My mom graduated from
 20 Stanford. It's a big part of my history, but the
 21 environment is top priority for everybody. Nobody's
 22 excluded from this climate change priority. So please
 23 consider this in your decisions. Thanks.

Moran4

24 CHAIR CAUBLE: Thank you.

25 Jerry.

Deposition of Public Meeting

1 JERRY HEARN: Good evening. Thank you for this
2 opportunity and for holding it in the space where we can
3 all get together and easily get here.

4 My name is Jerry Hearn. I live in Los Trancos
5 Woods in San Mateo County. In interest of full
6 disclosure, I've been interacting with Stanford staff and
7 faculty for the past 25 years on environmental issues.

8 So I'm going to actually focus on a couple of
9 issues that have not been spoken very much of today, and
10 the first is biological resources. I put a lot of -- it's
11 hard reading those EIRs. That takes a lot of time and
12 energy. And as I sort of burst my way through something
13 and I know a little bit about, which is biological
14 resources, I find that I actually agree with almost
15 everything in there, that Stanford -- I think Stanford
16 over the years has done an excellent job of preserving its
17 biological resources.

18 I do have some comments I'll write in about some
19 of the issues, which are details, but one of the reasons
20 they've been able to do such a good thing is they've got
21 this whole entire area that is sort of marked off from
22 development by the economic growth boundary, and for those
23 of us who really focus on the environment and care about
24 it, that's the savings grace at this point, and there's no
25 assurance that that's going to stay there forever. So one

Hearn1

Deposition of Public Meeting

1 of the things I'd like to see is some kind of
2 understanding of how long that is going to be in place.

↑
Hearn1
cont.
↓

3 The second area that I'd like to speak about is
4 the hydrology and water. Water, of course, is just a
5 tremendously challenging issue here in the West.
6 Stanford, once again, I think has done an excellent job as
7 they have been expanding to actually cut their water use
8 and to bring on water reuse as -- for -- to enable them to
9 keep all their lawns green and things like that.

↑
Hearn2
↓

10 However, I think there's a lot farther we can go
11 with that, including advanced purified treatment and
12 things like this. So I would like to actually see a goal
13 by 2035 of Stanford being water independent, in other
14 words, utilizing all the water that they have on campus
15 and living without having to draw it from somewhere else,
16 which would be a good goal for most of us, actually. So
17 we may need to get there.

18 The third area is an area that came up quite a
19 bit in the last GUP and we spent a lot of time about it
20 and that's the recreation aspects. And for those of you
21 who were involved in that, that was all about the trails.
22 I found -- I was kind of surprised to see that with this
23 kind of growth that's happening, that basically there was
24 no significant impact on recreation use in the local
25 areas. That -- I didn't get to study that very deeply,

↑
Hearn3
↓

Deposition of Public Meeting

1 but it surprises me, and I think that ought to be
2 revisited.

3 Thank you very much.

4 CHAIR CAUBLE: Thank you. And we're getting
5 close to taking a short break so our wonderful
6 stenographer can rest her flying fingers. Gabby, and then
7 after Gabby, Karen Harwell.

8 GABBY BADICA: I'm sorry to delay the break. So
9 my name is Gabby Badica. I'm a grad student at Stanford.
10 Thank you very much for holding this meeting and for the
11 feedback opportunity.

12 My comment is about the grad student community
13 and the jobs, mainly the additional housing spaces and
14 academic spaces that we need to do our work. I'm a grad
15 student. I live on campus. I don't have a car. I walk
16 like a lot of grad students.

17 After living the grad student experience for four
18 years here, I'd like to express my support for the
19 development of the grad student community under the GUP.

20 If you don't get on-campus housing as a grad
21 student, it's very difficult, disastrous if you don't have
22 a car. So I'm happy to see that with the EVGR project,
23 the Escondido Village Residency Project, and the GUP, we
24 have enough spaces for the grad students who want to live
25 on campus.

↑ Hearn3
cont.

Badica1

Deposition of Public Meeting

1 I'd also like to speak in favor of something that
2 wasn't really talked about in detail -- or not from the
3 student perspective anyway, which is the addition of the
4 graduate and undergraduate spaces. I think that getting
5 to attend Stanford is a wonderful, special opportunity in
6 our lives. A lot of students describe it as life
7 changing, and I would like to see more students get this
8 wonderful chance.

9 It's not collectively that many more that they're
10 asking for, but the current -- the current acceptance rate
11 of five percent is a lottery. I know this because I teach
12 undergraduate students. They are amazing. They do
13 anything and everything you ask them to do. They read the
14 optional readings a thousand times and come prepared.
15 They're great kids.

16 But I also know that with a rate of five percent,
17 many deserving students can't get in. And I'd like to see
18 them or at least the number the GUP asked for, I'd like to
19 see them able to get in, especially if they want it, kids
20 from this community, kids from high schools in Palo Alto
21 who would like to go.

22 And some of the work -- one thing university of
23 the Escondido Village residency project, I know that they
24 are receptive to feedback and to working together. And
25 there's, well, sometimes mentioning of grad students are

Badica1
cont.

Deposition of Public Meeting

1 sort of being in the way of the community, and we don't
 2 want to be an imposition. We want to contribute. For a
 3 lot of us the only time we get away from our work, from
 4 our labs on campus is when we go volunteer in the
 5 community.

6 So I trust that everybody in the room and beyond
 7 can work together to resolve all of the other important
 8 issues that we mentioned tonight so that we can all live
 9 and get all these great chances that this community
 10 offers. Thank you.

11 CHAIR CAUBLE: Thank you. A reminder, slow down.
 12 Karen Harwell. Are you here? There she is.

13 And then after Karen, we'll do one more before we
 14 take a short break, and that will be Kathleen Goldfein.

15 KAREN HARWELL: Good evening, Karen Harwell.
 16 I've been a resident of Palo Alto since the mid 60s, and I
 17 feel we could all agree in this room that our reality has
 18 changed. And I'd like to suggest based on research done
 19 in the 80s by a Jonas Saul on behavior, attitude, values
 20 and population, in which he said we are caught in thinking
 21 in either/or, emphasis on the individual, not the
 22 community, emphasis on the part, not the whole and move to
 23 what he called Epic B values, which is emphasis on the
 24 individual and the community, emphasis on the part and the
 25 whole, and emphasis on both and thinking.

Badica1
cont.

Harwell1

Deposition of Public Meeting

1 Because he says with our sheer numbers, if we use
2 the Epic B values, we can actually have a chance to become
3 a cooperative species. But if we stay stuck in the Epic A
4 values, we're going to be fighting each other in silo
5 thinking and not caring about the whole.

6 And I just would like to put that out 'cause I
7 use it every day to challenge myself in which kind of
8 thinking I'm using. Does it match today's reality?

9 Thank you.

10 CHAIR CAUBLE: Thank you. Kathleen?

11 KATHLEEN GOLDFEIN: Yes. I've lived in Palo Alto
12 for 28 years, and I'm a proud mother of both -- mother and
13 mother-in-law of Stanford graduates, so I certainly
14 appreciate the Stanford (inaudible) community.

15 However, everyone in our community has a
16 responsibility. And when you look at growth, we need to
17 look at mitigating whatever we can. And so first of all,
18 I'd like to thank you for --

19 AUDIENCE MEMBER: We can't hear you.

20 KATHLEEN GOLDFEIN: Is this better? I like to
21 thank you for extending the commentary by 60 days so that
22 you have plenty of time -- well, I don't know if it's
23 plenty of time, but more time to evaluate the many
24 relative comments that have been made tonight not to
25 mention the comments you have not yet received from the

↑
Harwell1
cont.

Deposition of Public Meeting

1 City of Palo Alto and Menlo Park.

2 And I have two points. As recommended by the
3 California Water Resources Board, please require Stanford
4 to build a water retention basin at the headquarters of
5 San Francisquito Creek, to do their part to reduce the
6 risk of flooding as it happened in 1998. I don't know if
7 any of you remember that, but it was very drastic.

8 The California Water Resources Board held up
9 approval of the San Francisquito drink water authorities
10 proposal in 2014 for months partially due to the lack of
11 any upstream plan to reduce the risk of flooding, and I
12 don't know if -- how that happened, why that happened, why
13 Stanford was so uncooperative and not -- and there was no
14 upstream and is no upstream proposal at the moment.

Goldfein1

15 If they continue their noncooperation, I
16 encourage the Board of Supervisors to use their powers on
17 eminent domain to acquire the land for an upstream water
18 retention basin in which the State Water Resources Board
19 regarded is key to preventing future floods.

20 CHAIR CAUBLE: Kathleen, could you talk a little
21 more slowly.

22 KATHLEEN GOLDFEIN: Sorry. So that's point one.

23 Second point is, given the additional hundreds of
24 children that will result from the Stanford expansion,
25 please require Stanford to provide land for the additional

Goldfein2

Deposition of Public Meeting

1 elementary school and possibly junior high school that
2 will be needed for these students within walking distance
3 of where these students will live in order to minimize the
4 number of car trips to drop off students.

5 None of Stanford's EIRs begins to include any
6 impact on traffic of the number of students and parents
7 taking their kids to school and around to other places.

8 Palo Alto Unified School District is close to
9 capacity, and we'll need at least one more elementary
10 school to meet the needs of all these new residences. In
11 addition, if any of the housing and land is not subject to
12 property tax, Stanford will -- should be required to pay
13 in-lieu funds -- fees to cover the cost of these new
14 students from Stanford housing and land.

15 Thank you.

16 CHAIR CAUBLE: Thank you. All right. We are
17 going to take a five-minute break.

18 (Short break taken.)

19 CHAIR CAUBLE: All right, Everybody. We're
20 going to reconvene, and as we do so, Kirk has an addendum
21 to his earlier staff report that will just take a sec.

22 Kirk?

23 KIRK GIRARD: Hi. I wanted to as part of my
24 original welcome to this to say we have the Planning
25 Commission here listening to your comments, but we also

↑
Goldfein2
cont.

Deposition of Public Meeting

1 have the consultants, the lead agencies the County used in
 2 preparing the EIR. So they're hearing your comments.
 3 There are representatives from Stanford here. We have
 4 supervisors from the committee in here. So a lot of
 5 people that are in the middle of this project are here to
 6 listen to your comments as well as the Planning
 7 Commission. Thank you.

8 CHAIR CAUBLE: Thank you for that addition.

9 All right. We're going to resume, and the next
 10 three speakers are Art Keller, Todd Collins and Cheriell
 11 Jensen.

12 ARTHUR KELLER: Thank you very much. My name is
 13 Arthur Keller. I'm a resident of Palo Alto, and also I
 14 was a graduate of a Ph.D from Stanford University. And I
 15 worked there as researcher for a number of years, many --
 16 many happy years.

17 And so first thing we should not allow the
 18 Stanford GUP -- new GUP to be approved unless and until
 19 the max -- the sustainable development studies requirement
 20 of a maximum potential -- sorry, maximum plan build-out
 21 potential is done. And that was a requirement of the last
 22 GUP, it wasn't done. Don't allow the new GUP until that
 23 happens.

24 The next thing is that Stanford's actually
 25 dropped housing and balance overall. It's worse than Palo

Keller1

Keller2

Deposition of Public Meeting

1 Alto's. And when I was a resident at Stanford, I couldn't
 2 find housing on campus. I had to live come off campus in
 3 Palo Alto. So we should require -- we should require that
 4 Stanford have a commitment to house on campus guaranteed,
 5 not necessarily that they -- if the students don't want to
 6 live there, that's fine, but guaranteed that all
 7 undergraduates, grad students and postdocs be offered
 8 housing on campus guaranteed. And that wasn't the case
 9 and I don't think is the case now for all students.

Keller2
cont.

10 Also, the no new net trips limitation, I think,
 11 is inadequate. Part of the problem there is that with
 12 peak spreading -- and you're doing an absolute number, you
 13 should think in terms of the overall -- overall commute --
 14 peak commute periods. So not just the hour, the whole
 15 morning commute and the whole evening commute, total
 16 number matching again total number, not just a single
 17 hour.

Keller3

18 Also, in Caltrain, the capacity's spoken for.
 19 There's only a ten percent increase capacity from
 20 electrification. So Stanford is basically relying on
 21 grade separation -- on capacity that doesn't exist.

Keller4

22 And it's sort of like The Producers movie where
 23 everybody -- they keep on selling the same profits to
 24 everybody else. The same thing is true about the Caltrain
 25 capacity. It's been used by lots and lots of projects,

Deposition of Public Meeting

1 not available for Stanford. Stanford's also provide
2 funding for grade separations.

↑ Keller4
cont.

3 We also -- sorry. We have also have to concern
4 ourselves with the no new net trips limitation. It
5 doesn't take into account pass-through trips, which means
6 that Uber, Lyft, and taxis bringing people to campus are
7 so-called 21st century solutions. Don't count as trips,
8 and yet there are trips in and trips out to bring people
9 to Stanford campus. They must be counted, because
10 otherwise, it just adds to traffic.

Keller5

11 The housing fee should be higher. It cost 50 --
12 it cost \$500,000 for a housing unit in terms of low-income
13 housing unit, and it should be linked to the cost of
14 housing. That's the inflation rates should be linked to.
15 How much did it cost to build that kind of low-income
16 housing?

Keller6

17 And I think we should fund -- Stanford should
18 fund expansion of Palo Alto residential parking permit
19 programs to any neighborhood that wants one.

Keller7

20 Thank you very much.

21 CHAIR CAUBLE: Thank you.

22 TODD COLLINS: Hey. I'm Todd Collins. I'm a
23 member of the Palo Alto School Board, though tonight I'm
24 speaking as an individual. The district will be
25 submitting comments. Thank you very much for the 60-day

Deposition of Public Meeting

1 extension. I texted our -- the person who is working on
2 our comments. I'm sure he's going to take the rest of the
3 night off now, but I will underscore and expand on some of
4 the comments that I expect will be made.

5 The main one is that the GUP application and the
6 DEIR have significantly underestimated the impact on our
7 enrollment. The student generation rate that's used is
8 too low. It uses an enrollment forecast that we don't
9 even use, and it ignores what we call the displacement
10 effect where on-campus housing frees up housing in the
11 City that is occupied by students -- by families with
12 children.

13 The estimate of 275 in the GUP application is
14 really more like 800 to a thousand. Now, those are just
15 numbers. What does that really mean? Well, for the
16 schools, it means two big things. One is simple capacity
17 where 800 students plus the housing that we're expecting
18 to come with a new comprehensive plan in Palo Alto is
19 going to not only exceed our current classroom capacity,
20 it's going to exceed the capacity of all the sites we have
21 that we are holding for new students. So we are going to
22 run out of sites for schools.

23 Second, the students on campus do not generate
24 any additional revenue for the district. So if there's
25 rental housing on campus, there's no property tax revenue

Collins1
Collins2
Collins3
Collins4
Collins5

Deposition of Public Meeting

1 generated for the schools, which means that we'll get 800
 2 students with no additional revenue to carry their
 3 expenses. The incremental expenses are in the
 4 neighborhood of \$12,000 per student, so that's 10 million
 5 dollars of expenses with no additional revenue. We need
 6 to get some compensation to be able to continue to deliver
 7 the services we do.

Collins5
cont.

8 The last area is traffic and safety, but
 9 particularly the Quarry Road housing is 550 units in an
 10 area that is two to five miles from the nearest schools,
 11 two to five miles. So that means those students are going
 12 to not be walking, they're not going to be biking, they're
 13 going to be taking cars to school.

14 Those cars are going to impact not only the other
 15 people in cars, but also the kids on bikes and walking.
 16 You can go to any major intersection in Palo Alto during
 17 peak school commute time and see dozens of kids on bikes
 18 jammed up against dozens of bumper-to-bumper cars, and it
 19 doesn't take any -- it doesn't take a planning traffic guy
 20 engineer to figure out that it's a deeply unsafe
 21 environment.

Collins6

22 So there are really two major mitigations that we
 23 need. One, is that we need payment in lieu of taxes. We
 24 can't carry 800 additional kids without additional
 25 revenue, and the second is Stanford needs to set aside

Collins7

Deposition of Public Meeting

1 five to ten acres of land for a new school on the west
2 campus. There are two schools on the campus now. They're
3 both on the east side. We need a west campus school to
4 handle the west campus kids.

Collins7
cont.

5 Thank you very much.

6 CHAIR CAUBLE: Thank you.

7 CHERIEL JENSEN: Hi, my name is Cheriell Jensen
8 and years ago I worked in County planning. And the issue
9 of the Stanford plan came up, and we thought that we were
10 actually drawing a boundary and limiting the extent of the
11 development of the Stanford campus. This was in probably
12 the early 80s or mid 80s.

Jensen1

13 And then we find out that that wasn't the case at
14 all, and it seems to keep growing and growing and growing.
15 And they treat cancer at the hospital there, but they
16 aren't treating their own excessive growth.

17 I believe that Stanford takes about two hours of
18 my day on Tuesday as I get in traffic going on 280, 'cause
19 I have to go to San Francisco on Tuesdays, and it takes me
20 an extra hour coming and going. And thankfully, I don't
21 have to do it every day, but a lot of people do do it
22 every day. And that's not fair. I get nothing from
23 Stanford. I live in Saratoga. I get nothing from
24 Stanford except this extra time, and so they owe me.

Jensen2

25 And they owe us all that have to use those

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1 facilities. And they're asking us to do something that
 2 they admit can't be mitigated. Well, the -- all the
 3 facilities now in our area, our big facilities that employ
 4 people in the tech industry, have got access to buses
 5 going back and forth to San Francisco, but we have none.

6 And if you try to get from the Stanford campus on
 7 the 280 system going to South San Jose where there might
 8 be some housing, you just can't get there from here 'cause
 9 there isn't a bus. There isn't anything, and there isn't
 10 anything proposed. And there is no money to get to get
 11 anything proposed because we have already taxed ourselves
 12 to the limit.

13 So I think here we need to face the fact that
 14 Stanford needs to grow. I have a healthy admiration for
 15 our academic academia. I got my master's degree, and I
 16 taught at San Jose State for five years, and I really
 17 think that everybody needs to get an education and go as
 18 far as they can, but you need to do it someplace else.

19 You need to actually accept the fact that you
 20 have an obligation to look elsewhere for additional growth
 21 and establish another campus somewhere else. So that's
 22 what I recommend. It's biting the bullet saying this is
 23 something that everybody is suffering from now. We don't
 24 have the same environment that we did when we spend an
 25 extra hour a night trying to get home, we spend an extra

Jensen2
cont.

Jensen3

Deposition of Public Meeting

1 hour in the morning trying to get to work. It's not fair.

↑ Jensen3
cont.

2 CHAIR CAUBLE: Thank you. Let me call the next
3 few speakers, and then I have an important public service
4 announcement. The next three speakers, Gregory Welch,
5 Kyra Brown and Carol Scott. If you line up.

6 (Public service announcement.)

7 Gregory Welch?

8 GREGORY WELCH: Hi. My name's Gregory Welch. I
9 am a resident of Crescent Park, and while I'm here as an
10 individual, I think I speak on behalf of the over 50
11 neighbors who on short notice showed up at my house a week
12 and a half ago when we all had enough of the traffic in
13 our neighborhood.

↑
↓

14 Five times that number said that they supported
15 something being done and speaking out as a community but
16 that they were not able to join us at our house.

Welch1

17 To paraphrase former Clinton, it's very simple
18 the message that they want to convey. "It's the traffic,
19 Stupid." We sit here and listen -- and by the way, we all
20 agree.

21 Stanford is a tremendous asset to this community,
22 but we can't applaud all the things it brings and then
23 absolve them of any responsibility for dealing with the
24 problems that do exist in this community.

25 Stanford is also a world class institution in the

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1 fields of science and technology, and yet the data that it
 2 is relying upon is collected by a technology that predates
 3 the computer. Do you think Singapore goes and puts
 4 pneumatic tubes across the road to count tires in trying
 5 to understand the traffic in its community?

Welch1
cont.

6 In the environmental impact study, the data is
 7 collected over a period of 24 to 48 hours at a few
 8 intersections, and it doesn't measure actual traffic flow.
 9 It only measures how many tires pass a point in the road.
 10 It doesn't measure speed of the overall traffic.

Welch2

11 Meanwhile, one of the spinoffs, the pride of
 12 Silicon Valley has all of the data residence on their
 13 computers, but we don't see any of that being evaluated in
 14 solutions.

15 You've heard from others of my neighbors. This
 16 is a safety issue. We have kids traveling on these
 17 streets. We have irate drivers frustrated with they spend
 18 an hour just trying to get from Stanford to 101, pulling
 19 U-turns, violating stop signs, running red lights. Enough
 20 is enough.

Welch3

21 Stanford may say that it's not the creator of
 22 this problem, but it's the largest landlord, employer and
 23 developer in this community. You can't absolve them of
 24 the responsibility for seeking solutions and leading the
 25 way. They should be championing world class data analysis

Welch4

Deposition of Public Meeting

1 and collection in solving this problem, not saying, well,
2 we rely on the County, and the County uses antiquated
3 technology that was around in the 50s. It's absurd.

↑
Welch4
cont.

4 CHAIR CAUBLE: Thank you. Kyra.

5 KYRA BROWN: Hello? Can everyone hear me? Okay.

6 Good evening, Planning Commission. My name is
7 Kyra Brown. I am with Youth United for Community Action
8 in East Palo Alto. I also wear several other hats that I
9 won't go into right now.

10 I would like to say thank you for extending the
11 comment period on this massive project, number one.

12 Secondly, I would like to ask that Stanford
13 considers limiting its expansion. 17 years of expansion
14 is far too long, and this carries adverse impacts on the
15 environment.

↑
BrownK1

16 I would also like to ask Stanford to consider the
17 impacts of their expansion not just on Stanford
18 University's campus, but also on the Peninsula and
19 especially for East Palo Alto.

↑
BrownK2

20 I would like to ask them to consider adding
21 housing to the region that is outside of what they've
22 allocated for their campus. That's one option.

↑
BrownK3

23 Another option is that they consider housing
24 folks within their campus community that are not just
25 faculty members. If not, Stanford's entire community is

↑
BrownK4
↓

Deposition of Public Meeting

1 not being included in these housing plans, and it leaves
 2 people out of the equation. These folks who are left out
 3 of the equation in turn are forced to live in East Palo
 4 Alto and look for housing elsewhere. This puts more
 5 pressure on our are already strained housing stock.

↑
 BrownK4
 cont.

6 Once again, I'm Kyra Brown from East Palo Alto.
 7 Please consider these things. Thank you for your time.

8 CHAIR CAUBLE: Is Carol Scott still here and
 9 wanting to speak? Got on her bike and rode away.

10 Isaac? And I'm not going to butcher your name
 11 like I butchered Kyra's.

12 ISAAC ACHLER: I will speak slowly because I
 13 can't speak fast. And I am very concerned about the
 14 traffic in the Bay Area. There are millions of cars going
 15 every day and the pollution that they bring is huge and
 16 it's unhealthy, not just for the people of the Bay Area,
 17 but also for you, for the community. We all breathe their
 18 pollution of these cars.

↑
 Achler1
 ↓

19 Now, I understood that Stanford is going to
 20 bring -- announced in their plan another 10,000 -- no,
 21 sorry -- 10,000 people, which I think it's about
 22 30 percent of the whole Palo Alto population.

23 Now, this will probably increase, also, the
 24 number of cars they will bring to the Bay Area, which I
 25 assume would be, more or less, at least 10,000 cars, but

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1 what I'm -- what I'm going to say, I think that there is a
2 problem in the Bay Area, in the whole Peninsula of
3 traffic.

4 Until we solve the traffic problem, which the
5 solutions are public transportation or transportation,
6 which means bringing buses, trains, and so on and taxis to
7 the Bay Area and reducing the amount of cars that are
8 going on the roads.

9 In other words, every bus can reduce at least 40
10 cars, 4-0, by bringing their -- the car drivers into the
11 bus, and the bus drives them to their location. In other
12 words, public transportation is a known fact in every
13 country in the world. Europe, China, everywhere you go
14 you see high speed trains, you see public transportation,
15 buses and so on, and people go with the buses.

16 And they are -- they -- now, what I want to say
17 Stanford could implement their plan only after this
18 problem is solved, meaning the public transportation.
19 It's impossible to carry on. It's also a health problem
20 for us.

21 Now, another thing. If you go up to Mt. Hamilton
22 about close to the peak, you just turn your head towards
23 the Bay Area. You see the pollution there, and you start
24 thinking, wow, I breathe this every day. This brings
25 cancer, this brings huge diseases.

Achler1
cont.

Deposition of Public Meeting

1 So please solve the problem of the traffic in the
2 Bay Area. Don't let the car industry, the oil industry,
3 the airplane industry to control our health. Thank you.

↑ Achler1
cont.
↓

4 CHAIR CAUBLE: Thank you. The next speaker is
5 just simply the name Hamilton, and then after Hamilton,
6 Stephanie Munoz and Todd Davies.

7 HAMILTON: Good evening, Commissioners. My wife
8 and I have lived in Palo Alto for 20 years now, and I was
9 going to prepare my own comments, but Peter Drekmeier,
10 who's a former mayor of Palo Alto, ran out of time. So
11 instead, I'm going to read the petition that 377 of us
12 signed.

13 We encourage the County -- Santa Clara County
14 Board of Supervisors to impose the following requirements
15 as conditions of approval of Stanford's 2018 GUP.

↓ Hamilton1
↑

16 Stanford cannot continue to grow indefinitely
17 without seriously compromising our quality of life on the
18 Peninsula. The County should establish a maximum
19 build-out for the university. Under the 2000 GUP Stanford
20 was required to study the maximum build-out potential for
21 its campus in its Sustainable Development Study but failed
22 to do so.

23 In exchange for the higher density of development
24 on campus, the Stanford foothills outside of the Academic
25 Growth Boundary should be preserved as permanent open

↑ Hamilton2
↓

Deposition of Public Meeting

1 space.

2 The proposed development under the GUP should not
3 make the regional housing shortage worse. Stanford should
4 be required to provide housing on campus or close by for
5 the influx of new students, faculty, staff and contract
6 workers.

7 (Phone.) I'll let him get that.

8 Stanford's development should not make the
9 regional traffic crisis worse. Every new automobile
10 generated by the GUP should be offset by the removal of a
11 trip both during peak and non-peak hours. Furthermore,
12 the 2018 GUP should require no new net parking spaces on
13 campus.

14 And lastly, Stanford should be required to adopt
15 a policy of carbon neutrality for all new construction.

16 Thank you very much.

17 CHAIR CAUBLE: Thank you. Stephanie Munoz.

18 MS. MUNOZ: One second 'cause I need the whole
19 three minutes.

20 CHAIR CAUBLE: And please use the microphone.

21 STEPHANIE MUNOZ: Okay. I'm here to give the
22 voice to somebody that you're not likely to have heard
23 from, Jane Stanford. This woman was married to one of the
24 most powerful men in the world. He was head of Southern
25 Pacific. He was the governor of California. He was a

↑ Hamilton2
| cont.

Hamilton3

Hamilton4

Hamilton5

Munoz1
↓

Deposition of Public Meeting

1 state -- he was a senator of the United States Senator --
2 Senate, sorry.

3 And she determined that she was going to do
4 something else with all that money and all that power.
5 And she had a son, and that son was going to save the
6 world. He was going to be the most enlightened ruler that
7 you've ever saw.

8 Well, he got -- and she took him all over and she
9 taught him all these good things and he got typhoid fever
10 and died. And so she said, Okay, the hell with it. What
11 we'll do is we'll go with all the other kids in
12 California. We're going to make a university so that the
13 rest of the children in California, the poor ones, the
14 ones that never get heard from, they get to be the princes
15 and they get to be the rulers in this country. And she
16 did that.

17 And she belonged to a religion -- maybe we have
18 forgotten about it. She belonged to a -- if you walk up
19 Palm Drive and look at the church and you look at the --
20 as I was taken with my -- I was taken with my
21 grandmother when I was three, because my father graduated
22 from Stanford like my son graduated from Stanford and my
23 grandson graduated from Stanford and my daughter has a
24 master's from Stanford.

25 Anyway, this woman belonged to this religion, and

Munoz1
cont.

Deposition of Public Meeting

1 the central tenant of it is we are put on earth to help
2 each other. There is competing ethic and -- oh, God --
3 there's a competing effort, and it's called we're on earth
4 to make money.

5 And when the (inaudible) came around (inaudible)
6 Russians put up that leaving the United States in a lurch,
7 a very wonderful, witty intelligent man, Frederick Terman,
8 saw an opportunity for making Stanford into a world leader
9 in technology.

10 They had all the land, they had all the brains,
11 and they had the incentive and the government money coming
12 in and they did it.

13 Now, money does have its uses. My son -- money
14 does have its uses. My son -- my -- my -- my husband's
15 great great great grandfather William Hartnell was a
16 Mexican civil servant. The Mexican government paid him
17 off in land. He had thousands of acres, but he had 22
18 children. So it wasn't all that much, but still it was a
19 lot. And when California conquered -- when the United
20 States conquered California, they made California a state.
21 And as soon as California was a state, they established
22 counties, and then the counties came and they demanded
23 tax, which the people didn't have, and so they were driven
24 off the land.

25 CHAIR CAUBLE: All right. I'm sorry, your time's

Munoz1
cont.

Deposition of Public Meeting

1 up. Thank you.

2 STEPHANIE MUNOZ: Okay.

3 CHAIR CAUBLE: Todd Davies?

4 TODD DAVIES: Hello. It's good to be here. My
5 name is Todd Davies, and I am a staff member at
6 (inaudible) of Stanford. I worked there for most of my
7 adult life, and I was a student there getting all three of
8 my degrees.

9 I loved working there. I believe in the core of
10 the commission and the research and teaching and services
11 to humanity at Stanford. I'm here to speak as -- I mean,
12 I'm a former resident of Palo Alto -- or I am a former
13 resident for many years. I now live in San Francisco, but
14 I want to speak more about the regional impacts especially
15 in relation to housing.

16 And this was negated by having read something
17 recently that really hit me in the guts about this, and I
18 just wanted to share it with you.

19 This is from an article titled, "Working Homeless
20 Forced to Move in East Palo Alto," by Louis Hansen
21 published on November 15th, 2017.

22 This is in the real estate section of the Mercury
23 News, and it's talking about homeless people living in
24 RVs flooding the streets of East Palo Alto, many of who
25 are children, and the quote is this: The housing crisis

Davies1

Deposition of Public Meeting

1 has shown acute symptoms in East Palo Alto schools.
 2 Ravenswood City School District Superintendent Gloria
 3 Hernandez-Goff said the homeless student population in the
 4 district has swelled from 25 percent at the start of last
 5 school year to 58 percent today. The district has stepped
 6 up efforts to feed children at school and distribute
 7 groceries to families in need.

8 When I read this, I thought how could we get --
 9 in one of the wealthiest area -- most vibrant areas of
 10 this country, in the heart of it a school district that
 11 has 58 percent of its students being homeless? And it's
 12 obviously the legacy of decades of policies that have
 13 fostered jobs, housing and balance.

14 We have people coming to places like Palo Alto
 15 and Santa Clara County not because it's a wonderful place.
 16 It is. There are many wonderful places, actually, that
 17 are not growing large numbers of people. People are
 18 coming here because of jobs, and so whatever you do about
 19 the GUP, I think Stanford should stand (inaudible) the
 20 GUP.

21 Please pay attention to the jobs, housing and
 22 balance. That to me is the number one issue, and the
 23 impact of not providing housing for jobs is what we're
 24 seeing today in East Palo Alto.

25 Thanks.



Davies1
cont.

Deposition of Public Meeting

1 CHAIR CAUBLE: Thank you. I will call Carol
2 Scott again in case she was out of the room. She may have
3 had to leave. Going, going, gone.

4 Yoriko Kishimoto, Jeb Eddy.

5 YORIKO KISHIMOTO: Good evening. Thank you for
6 coming to Palo Alto and staying so late. I'm Yoriko
7 Kishimoto, former mayor of Palo Alto, serving out of
8 Regional Open Space, but I'm here as an individual
9 tonight.

10 So I'd like to start by actually complimenting
11 Stanford. It seems to me that over the last decade
12 Stanford has worked hard to be a better neighbor by
13 actively managing its transportation, energy, housing
14 climate change programs, and I do appreciate their
15 efforts.

Kishimoto1

16 But the question that people are rightly asking
17 tonight going forward is if Stanford can continue to hold
18 its commitment to no net new trips given the massive
19 gridlock that we see in our streets today and the -- the
20 fact that Caltrain is already struggling with its
21 capacity.

Kishimoto2

22 So just a couple comments on the alternatives
23 analysis. I would personally prefer the reduced
24 development scenario, so I hope you would take a serious
25 look at that.

Kishimoto3

Deposition of Public Meeting

1 Second, I would think it's worth considering that
 2 as we structure the permit, if there's a way to phase it
 3 so that if Stanford does fail to meet the no net new trips
 4 goal, that further development is basically stopped
 5 until -- until it figures out a way to do that.

Kishimoto4

6 Third, I do object to the additional 3500
 7 potential new parking spaces they're asking for as
 8 reserve. Some of it is reserve additional parking spaces,
 9 always means additional traffic, and if there is an
 10 emergency in the future that requires more parking, I
 11 imagine Stanford can go to the County to ask for more.

Kishimoto5

12 And fourth, most importantly, this additional
 13 2.3 million square feet is a huge ask, and Stanford cannot
 14 continue to rest on its laurels even if it's -- what I
 15 have already said if it's in innovative programs. There
 16 has to be an additional game changer in order for this to
 17 be successful.

Kishimoto6

18 And the CEQA process does a terrible job of
 19 dealing with transit systems and walking and biking, and
 20 so this -- it may not be true of the CEQA process, it
 21 might be more the planning process.

22 So I would also like to provide a couple points.
 23 One is that my wish list is that with that that we have a
 24 regional transportation management association, a regional
 25 TMA that Stanford could be an active part in, to -- with a

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1 strategic and integrated plan to reduce regional traffic.

2 And second, that Stanford play an active role in
3 funding the guardrail and integrating Caltrain with a
4 fantastic regional rail system.

5 CHAIR CAUBLE: Thank you very much.

6 YORIKO KISHIMOTO: Thank you very much.

7 CHAIR CAUBLE: Jeb Eddy.

8 JEB EDDY: Thank you very much for giving us your
9 evening. My wife and I are just ending the three-year
10 period of a lease on our electric car, and we are going to
11 either buy or lease another one. How many of you guys
12 have driven an electric car? Okay. A few of you. Not
13 enough.

14 There's a very small practical thought.
15 Following up on what Yoriko just said, parking. I would
16 encourage you to consider the idea of not allowing parking
17 for gas-powered cars but allowing parking for clean energy
18 cars. I think in one year you would see a huge spike in
19 electric cars, and probably in many cases people would be
20 happy to carpool in electric cars.

21 So I just hope you'll all consider driving
22 electric cars if you have not done so yet. It's a really
23 fun thing. My wife has ours right now, but it's just a
24 small thing that you could do as an experiment. Stanford
25 might be very willing to cooperate with it, but I agree

↑ Kishimoto6
| cont.

| Kishimoto7

| EddyJ1

Deposition of Public Meeting

1 with Yoriko, it's absolutely not okay to continue meeting
2 the demand for gas-powered cars. Please do not do that.

↑ EddyJ1
cont.

3 CHAIR CAUBLE: Thank you. Thank you very much.
4 We have run out of speaker cards, so this is the time if
5 there are any commissioners -- and again, we're not
6 deliberating, we're not deciding, but if any of us have
7 individual comments or questions that they would like to
8 put out there, this is the time to do so, and we will
9 impose the same time limit on ourselves.

10 So I'll start at this end and go down. And if
11 you have comments, fine. If you don't, fine.
12 Commissioner Rauser?

13 COMMISSIONER RAUSER: Pass.

14 CHAIR CAUBLE: Commissioner Escobar?

15 COMMISSIONER ESCOBAR: Pass.

16 CHAIR CAUBLE: All right. Schmidt?

17 COMMISSIONER SCHMIDT: I want to thank everyone
18 who came tonight and gave very thoughtful comments about
19 this EIR for Stanford over the next 17 years. I just have
20 a couple of things that I'd like to mention right now.

21 One is Stanford proposes to change the method
22 that they calculate the no net new trips, which it seems
23 like it should be -- it would be reasonable to keep it the
24 same way that it had been with this current GUP, and I'm
25 wondering why that is changing.

↓ Schmidt1

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1 And that is actually the only additional things
2 that the audience covered a lot, and I will probably have
3 a few other written questions that I will provide.

↑
Schmidt1
cont.

4 CHAIR CAUBLE: And a reminder February 2nd is the
5 new deadline for written comments.

6 Pass it down and see who wants to talk.

7 COMMISSIONER LEFAVER: I think there were some
8 very good questions that were raised this evening, and I'm
9 looking forward to the responses to these questions.

10 Thank you.

11 COMMISSIONER MOORE: Hi. I also wanted to
12 commend those that testified and came today. I think
13 their points made were excellent. There were a few things
14 I'll just mention.

15 In the alternative analysis, whether there is a
16 potential to analyze a scenario where there is academic
17 development and housing parody where there's an actual
18 balance, the reduced alternative assumes the same ratio of
19 academic growth in housing, it just took a, you know,
20 percentage decrease, but very clearly from the data that
21 we see, there's -- there's not an equal number of housing
22 units based on the demand that would be required for that.
23 So I wanted to throw that out as a positive thing.

↑
Moore1

24 And also whether the -- a couple people have
25 mentioned the maximum build-out plan that was supposed to

↑
Moore2
↓

Deposition of Public Meeting

1 be done as a condition of approval for the 2000 GUP and
 2 whether or not that provides a very important context to
 3 which to evaluate this proposed growth since I think that
 4 that's really important. And as well as addressing
 5 potential mitigation, because there's no proposal to
 6 expand the deadline for the academic growth boundary, and
 7 I think that should be analyzed in the EIR as well.

↑
 Moore2
 cont.

8 Right now the trigger that's in the sustainable
 9 development plan, that trigger to reevaluate the academic
 10 growth goes away after another 400,000 square feet of
 11 development which will not take that many years. That's
 12 under the current General Use Permit. So there's some
 13 issues there that haven't really been addressed I think
 14 that are very pertinent.

Moore3

15 And the last question is we want more information
 16 of how the service population is determined in determining
 17 the greenhouse gas emissions. I forget the actual term,
 18 but the greenhouse gas emissions per capita because it
 19 does seem to be a significant difference between the
 20 actual number of people on campus, the campus residential
 21 and students and workers, everyone together at about
 22 49,000 and the 68,000 service population. I'm curious how
 23 that's determined and how accurate that is. Thank you.

Moore4

24 COMMISSIONER RESENDEZ: Number one, I just want
 25 to thank every one of you that came in tonight. I know

Deposition of Public Meeting

1 you skipped a family dinner tonight or something else to
2 come to this meeting. Thank you very much.

3 I was the only planning commissioner that came to
4 the first meeting last month, October 12th, and the
5 attendance, you know, was about maybe 20, 25 people, but
6 there were no public comment. Maybe two or three. And
7 this is huge for me. I like when we do the outreach like
8 it was today.

9 And after I came out from that meeting, I said to
10 me, to myself, this is a huge environmental impact. This
11 is a huge development, and we need more people from the
12 community, you guys that live over here, to say something
13 on this.

14 So after that meeting, I've been coming to Palo
15 Alto around 280, 101. Today it goes from Union City to
16 Menlo Park, and then here, and I see -- I was seeing all
17 the huge traffic impact, in Palo Alto and 101 and the
18 whole Bay Area.

19 So this will shape the development, and you have
20 to send letters, reach out to more people in the
21 community, and we will listen to all that because you are
22 the ones that live over here. Thank you.

23 CHAIR CAUBLE: Well, thanks everyone. I had a
24 short list that I was going to bring up, but you all
25 covered it, which is wonderful.

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1 I particularly want to thank the staff. It's all
2 always hard to prepare for meetings where you think there
3 will be a lot of public comment, but it's really hard when
4 it's a road trip. And so it's a great facility, and you
5 did a great job.

6 And particularly, Michelle, thank you in
7 particular for what you did.

8 Thank you to our wonderful stenographer who tried
9 to keep up with all of us fast talkers.

10 It is time to adjourn. Maybe staff can be here
11 for another five minutes if anybody has scheduled
12 questions that came in late and didn't hear the good news.
13 Again, thank you all for spending your evening here to
14 enlighten us.

15 (The public meeting was adjourned at 9:19 p.m.)

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Deposition of Public Meeting

1 STATE OF CALIFORNIA,)
) ss.
 2 COUNTY OF SANTA CLARA)

3

4 I, LISA R. KEELING, a Certified Shorthand
 5 Reporter in and for the State of California, hereby
 6 certify that foregoing is a full, true and correct
 7 transcript of the proceedings had at the taking of said
 8 public hearing, reported to the best of my ability and
 9 transcribed under my direction.

10

11

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13 Date _____, 2017

 LISA KEELING, CSR NO. 10518

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5.2.4.4 Responses to Comments from Santa Clara County Planning Commission Meeting held at Palo Alto Arts Center on 11/30/17

Responses to Comments from John Stewart

PM4-Stewart1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Forest Peterson

PM4-Peterson1 As indicated on page 3-18 of the Draft EIR, the proposed 2018 General Use Permit would allow 40,000 net new square feet of childcare center space and other space that reduces vehicle trips (e.g., transit hub). Childcare centers also could be accommodated in the academic and academic support space proposed for approval under the 2018 General Use Permit. However, please note that increased demand for childcare services is an economic and social effect, not an environmental impact, and therefore, is outside of the scope of this EIR.

Responses to Comments from Irene Kane

PM4-Kane1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

PM4-Kane2 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

PM4-Kane3 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from John Zhao

PM4-Zhao1 Please see Response to Comment O-SCOPE-15.

Responses to Comments from Merrick

PM4-Merrick1 Please see Response to Comment O-SCOPE-15.

Responses to Comments from Chimaka Ogwuegbu

PM4-Ogwuegbu1 Please see Response to Comment O-SCOPE-3.

PM4-Ogwuegbu2 Please see Response to Comment O-SCOPE-4.

PM4-Ogwuegbu3 Please see Response to Comment O-SCOPE-5.

Responses to Comments from Christina Fernandez

PM4-Fernandez1 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Hal Mickelson

PM4-Mickelson1 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

PM4-Mickelson2 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

PM4-Mickelson3 These comments do not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Suzanne Keehn

PM4-Keehn1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

PM4-Keehn2 Please see Master Response 12: Public Schools, Topic 2: Additional School Site.

The County acknowledges that lost property tax revenues may impact local jurisdictions and school districts, including the County. Property tax assessment methods are governed by state law and are not within the scope of environmental review under CEQA.

PM4-Keehn3 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

However, please also see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 2: Approach for Cumulative Scenario for how cumulative effects were addressed in the Draft EIR.

Responses to Comments from Terry Holzemer

PM4-Holzemer1 Please see Response to Comment I-Holzemer-6.

PM4-Holzemer2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

However, please also see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 2: Approach for Cumulative Scenario for how cumulative effects were addressed in the Draft EIR.

PM4-Holzemer3 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Project impacts to public schools are addressed in Draft EIR Section 5.13. Impacts 5.13-4 and 5.13-7, which determined that while the Project would increase enrollment in public schools, it would not result in a Project or cumulative adverse impact from the construction of additional school facilities; and consequently, the public school impacts were determined to be less than significant.

Responses to Comments from Stanley Gu

PM4-Gu1 The amount of the affordable housing fee is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM4-Gu2 Please see Response to Comment O-SCOPE-7.

Responses to Comments from Jose Escanuela

PM4-Escanuela1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Dan Sakaguchi

PM4-Sakaguchi1 Please see Response to Comment O-SCOPE-11A to O-SCOPE-11D.

- PM4-Sakaguchi2 Please see Response to Comment O-SCOPE-10. Please also see Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading.
- PM4-Sakaguchi3 Please see Response to Comment O-SCOPE-10. Please also see Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading.
- PM4-Sakaguchi4 Please see Response to Comment O-SCOPE-11A.

Responses to Comments from Erica Knox

- PM4-Knox1 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.
- Please also see Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.

Responses to Comments from Robert Moss

- PM4-Moss1 Please see Response to Comment I-Moss-1.
- PM4-Moss2 Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic.
- PM4-Moss3 Stanford conducts a travel survey annually, which includes information on the place of residence and mode of transportation of Stanford commuters. Please see Master Response 13: Transportation and Traffic, Topic 4: Trip Generation and Distribution for information on how the survey results inform the Draft EIR analysis.
- Please also see Master Response 9: Population and Housing Methodology and Calculations, Topic 4: Use of Stanford Commute Survey.
- PM4-Moss4 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Edith Keating

PM4-Keating1 No changes to the existing AGB location, the established duration of existence of the AGB, or existing policies protecting open space lands outside the AGB, are proposed under the 2018 General Use Permit.

Please see Master Response 5, Project Description, Topic 2: Scope of Proposed Project and Analysis.

PM4-Keating2 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which included two new housing alternatives (Additional Housing Alternatives A and B) under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

One point of clarification: the 7,509 “added jobs” referenced in the comment is actually the increase in students, faculty, and staff attributable to the Project in 2035, not new jobs (see Table 5.12-7 on Draft EIR page 5.12-12).

Please also see Response to Comment A-PV-3 for discussion of the jobs/housing ratio.

PM4-Keating3 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

Responses to Comments from Judy Kleinberg

PM4-Kleinberg1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Jim Maples

PM4-Maples1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Winter Dellenbach

PM4-Dellenbach1 Comments are made on a variety of issues that do not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

PM4-Dellenbach2 Affordable housing fund issues are socioeconomic issues not required to be analyzed in the Draft EIR or mitigated under CEQA. Please also see Master Response 10: Affordable Housing, Topic 5: Geographical Distribution of Affordable Housing Funds.

PM4-Dellenbach3 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Lenore Cymes

PM4-Cymes1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Katherine Clark

PM4-ClarkK1 This comment focuses on existing traffic congestion, traffic safety and emergency access issues not related to the proposed Project. This comment does not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

PM4-ClarkK2 Please see Response to Comment PM4-ClarkK1, above.

PM4-ClarkK3 A number of personal opinions are expressed. The comment provides no evidence to support the claim that the travel routes selected with the assistance of trip-routing applications such as Waze would be any different from travel routes used by selected by drivers without the assistance of trip-routing applications. The Draft EIR uses the TIRE methodology because most of the neighborhoods that would experience increases in traffic are located in the City of Palo Alto, and this is the methodology that Palo Alto uses. The TIRE methodology was independently reviewed for application on the proposed Project and is recognized to be an appropriate methodology supported by substantial evidence.

Please refer to Master Response 13: Transportation and Traffic, Topic 8: Neighborhood Street Impacts for additional detail on the methodology and impact evaluation for neighborhood streets.

PM4-ClarkK4 Please see Master Response 1: Non-CEQA Comments.

PM4-ClarkK5 Please see Response to Comment PM4-ClarkK1, above.

PM4-ClarkK6 Please see Response to Comment PM4-ClarkK1, above.

Responses to Comments from Peter Drekmeier

- PM4-Drekmeier1 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.
- PM4-Drekmeier2 Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts for the approach to cumulative impact analysis and detail on why off-campus Stanford land uses and affiliates are not associated with the proposed 2018 General Use Permit population and academic development (and its associated traffic).

Responses to Comments from Jeralyn Moran

- PM4-Moran1 Regarding comments made regarding climate change, the Draft EIR, Section 5.7 Greenhouse Gas Emissions addresses all Project and contribution to cumulative effects related to greenhouse gases associated with the construction and operation of the proposed Project.
- PM4-Moran2 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.
- PM4-Moran3 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM4-Moran4 Please see Response to Comment PM4Moran1, above.

Responses to Comments from Jerry Hearn

- PM4-Hearn1 No changes to the existing Academic Growth Boundary (AGB) location, the established duration of existence of the AGB, or existing policies protecting open space lands outside the AGB, are proposed under the 2018 General Use Permit.

Please see Master Response 5: Project Description, Topic 2: Scope of Proposed Project and Analysis.

PM4-Hearn2 Please refer to Response to Comment I-Hearn-7 and Response to Comment I-Hearn-8.

PM4-Hearn3 Please see Response to Comment I-Hearn-12.

Responses to Comments from Gabriela Badica

PM4-Badica1 The comment expresses a number of personal opinions. The comment is noted, but does not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Karen Harwell

PM4-Harwell1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Kathleen Goldfein

PM4-Goldfein1 Please see Master Response 7: Flooding/Detention, Topic 3: Capacity of Stanford Detention Facilities to Detain Runoff from Development Under Proposed 2018 General Use Permit, and Topic 6: Non-Project Planning Efforts to Provide Additional Detention Facilities in the San Francisco Creek Watershed.

PM4-Goldfein2 Please see Master Response 12: Public Schools, Topic 2: Additional School Site, that discusses growth of students and discusses multiple options PAUSD may explore before building a new school. Further, if it is determined that additional school facilities are needed as growth occurs, expansion and/or construction would be subject to separate environmental review, thereby providing an opportunity to identify and mitigate associated environmental impacts, including traffic impacts.

With respect to property tax regulations, the County acknowledges that lost property tax revenues may impact local jurisdictions and school districts, including the County. Property tax assessment issues are governed by state law and are not within the scope of environmental review under CEQA.

Responses to Comments from Arthur Keller

- PM4-Keller1 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.
- PM4-Keller2 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.
- PM4-Keller3 Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic.
- PM4-Keller4 Please see Response to Comment I-Keller-5.
- PM4-Keller5 Please see Response to Comment I-Keller-4.
- PM4-Keller6 The amount of affordable housing fees is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. Please also see Master Response 10: Affordable Housing, Topic 5: Geographical Distribution of Affordable Housing Funds
- PM4-Keller7 Please refer to Master Response 13: Transportation and Traffic, Topic 13: Parking Supply and Restrictions for information on how the Draft EIR addresses Stanford affiliates parking off-campus.

Responses to Comments from Todd Collins

- PM4-Collins1 Please see Master Response 12: Public Schools, Topic 1: Student Generation Rate and Enrollment Forecasts.
- PM4-Collins2 Please see Master Response 12: Public Schools, Topic 1: Student Generation Rate and Enrollment Forecasts.
- PM4-Collins3 Please see Response to Comment A-PAUSD2-3.
- PM4-Collins4 Please see Master Response 12: Public Schools, Topic 1: Student Generation Rate and Enrollment Forecasts, and Topic 2: Additional School Site. Please also see Response to Comment A-PAUSD2-7.

- PM4-Collins5 The County acknowledges that lost property tax revenues may impact local jurisdictions and school districts, including the County. Property tax assessment issues are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes mitigation for school impacts and preempts local authority on this issue.
- PM4-Collins6 Please see Master Response 12: Public Schools, Topic 2: Additional School Site. Please see Master Response 13: Transportation and Traffic, Topic 10: Bicycle and Pedestrian Analysis for the discussion of bicycle and pedestrian safety.
- PM4-Collins7 Please see Response to Comment PM4-Collins5, above, and Master Response 12: Public Schools, Topic 2: Additional School Site.

Responses to Comments from Cheri Jensen

- PM4-Jensen1 The Draft EIR Project Description identifies the General Use Permit project boundary. Please note that no changes to the existing Academic Growth Boundary location or the existence of the established duration of existence of the AGB, are proposed under the 2018 General Use Permit.
- With respect to how the Draft EIR accounted for non-Project related Stanford developments, including the Stanford University Medical Center (SUMC) please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary.
- PM4-Jensen2 This comment discusses existing traffic issues. This issue does not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- This comment also makes a general statement about not mitigating. Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM4-Jensen3 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- However, regarding other locations for a campus, please see Chapter 7: Alternatives, Section 7.3.1: Off-site Alternative of the Draft EIR on page 7-4; please also see Master Response 8: EIR Alternatives, Topic 1: CEQA Requirements for Alternatives, and Alternatives Evaluated in the EIR, and Topic 2: Additional Detail on Potential Alternatives.

Responses to Comments from Gregory Welch

- PM4-Welch1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.
- PM4-Welch2 The Draft EIR evaluated traffic conditions at 95 intersections and 29 freeway segments. Please refer to Master Response 13: Transportation and Traffic, Topic 2: Existing Intersection, Freeway, Ramp, and Freeway Mainline Conditions for information on the methodology used in the evaluation, which is consistent with the Valley Transportation Authority's (VTA) Transportation Impact Assessment Guidelines. The speed of vehicles is not an appropriate metric to evaluate the capacity and delay on roadways and intersections. As described in Section 5.15, Transportation and Traffic, of the Draft EIR, the level of service methodology used to evaluate intersections is described in Chapter 16 of the 2000 Highway Capacity Manual (HCM) (Transportation Research Board). This methodology is approved for use in the evaluation of traffic impacts by the County of Santa Clara and the VTA.
- Further, as described on page 5.15-143 of the Draft EIR, the State of California has enacted a law (SB 743) that will phase out the traditional Transportation Impact Assessment as the approach used in documents prepared to comply with CEQA, and replace that methodology with an analysis of Vehicle Miles Traveled (VMT). A VMT analysis evaluates vehicle trips made throughout the day, and focuses on the number and length of vehicle trips made by project employees and residents. It also does not use vehicular speed.
- PM4-Welch3 This comment is in regard to an existing condition, not related to the proposed Project. The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.
- PM4-Welch4 Please see Response to Comment PM4-Welch3.

Responses to Comments from Kyra Brown

- PM4-BrownK1 Please see Master Response 8: EIR Alternatives, Topic 1: CEQA Requirements for Alternatives, and Alternatives Evaluated in the EIR, and Topic 2: Additional Detail on Potential Alternatives.
- PM4-BrownK2 Impact 5.12-1 in the Draft EIR concludes that the increase in off-campus households anticipated with the Project represents a small fraction of the household growth projected for each jurisdiction by ABAG for the 2015-2040 timeframe. Nonetheless, a new significant Project impact (Impact 5.17-1: Environmental Consequences of Stanford Providing Off-campus Housing Under Proposed Project) was identified in the Recirculated Portions of Draft EIR.

- PM4-BrownK3 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.
- PM4-BrownK4 Please see Response to Comment PH4-BrownK3.

Responses to Comments from Isaac Achler

- PM4-Achler1 As shown in Draft EIR Section 5.12, Table 5.12-10, the on-campus residential population at Stanford (including students, graduate students, post docs, faculty staff, and family members) would increase by 6,326 under the proposed 2018 General Use Permit. As shown in the Draft EIR Section 5.12, Table 5.12-9, the total daily Stanford population (this includes students, graduate students, post docs, faculty staff, and other workers) would increase by 8,583 under the proposed 2018 General Use Permit.

As discussed in Draft EIR Section 5.15, page 5.15-65, the Draft EIR conservatively estimated that Stanford would not increase its trip reduction efforts beyond the existing programs. Using this conservative assumption, the proposed 2018 General Use Permit was estimated to generate 1,379 daily vehicle trips (Table 5.15-17).

Due to lack of specificity in the other comments made, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Hamilton

- PM4-Hamilton1 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.
- PM4-Hamilton2 No changes to the existing AGB location, the established duration of existence of the AGB, or existing policies protecting open space lands outside the AGB, are proposed under the 2018 General Use Permit. Please see Master Response 5: Project Description, Topic 2: Scope of Proposed Project and Analysis.
- PM4-Hamilton3 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will

be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM4-Hamilton4 Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic.

The comment regarding parking is noted, but does not address the adequacy of the Draft EIR. Please refer to Master Response 13: Transportation and Traffic, Topic 13: Parking Supply and Restrictions for a discussion of how additional parking supply would still allow Stanford to meet the no net new commute trip standard, and the strict conditions for which parking would be expanded beyond the limit approved in the 2000 General Use Permit.

PM4-Hamilton5 The Draft EIR Section 5.7 determines the proposed Project would not generate GHG emissions, either directly or indirectly, that would make a cumulatively considerable contribution to a significant impact on global climate change. Thus, this impact is less than significant, and no mitigation is required. Whether the County should require Stanford to achieve carbon neutrality for is a policy matter for the County Board of Supervisors to consider.

Responses to Comments from Stephanie Munoz

PM4-Munoz1 The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Todd Davies

PM4-Davies1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Yoriko Kishimoto

PM4-Kishimoto1 The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

- PM4-Kishimoto2 Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for evidence of the effectiveness of the no net new commute trips program, including the ability to expand the program to reduce more vehicle trips in the future, and Topic 12: Transit and Bicycle Capacity for additional detail on Caltrain capacity.
- PM4-Kishimoto3 Please see Master Response 8: EIR Alternatives.
- PM4-Kishimoto4 Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for a discussion of the process by which compliance with the standard is measured, and the fair-share impact fees that would apply if the no net new commute trips standard is not met.
- PM4-Kishimoto5 The comment regarding parking is noted, but does not address the adequacy of the Draft EIR. Please refer to Master Response 13: Transportation and Traffic, Topic 13: Parking Supply and Restrictions for a discussion of how additional parking supply would still allow Stanford to meet the no net new commute trip standard, and the strict conditions for which parking would be expanded beyond the limit approved in the 2000 General Use Permit.
- PM4-Kishimoto6 The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.
- Stanford is part of several local, regional and national groups that share best practices and resources. At the local level, Stanford communicates and participates in planning efforts with regional transit agencies, including Caltrain, SamTrans, VTA and AC Transit. TMAs are typically formed to enable small- to medium-sized companies and organizations that would not have the capacity to implement TDM programs on their own to pool resources. Stanford by contrast has demonstrated the ability and willingness to invest heavily in TDM and will continue to seek opportunities for collaboration with others when possible.
- PM4-Kishimoto7 The Draft EIR does not identify a significant adverse effect to the environment that would be addressed by requiring Stanford to contribute money to Caltrain improvements. The Draft EIR explains on page 5.15-155 that the Governor’s Office of Planning and Research (OPR) recognizes that increased demand throughout a region may necessitate new or additional transit infrastructure. However, OPR states such effects may be best addressed through a fee program that fairly allocates the cost of improvements not just to projects that locate near transit, but rather across a region to all entities that rely on the entire transportation system.

Responses to Comments from Jeb Eddy

PM4-EddyJ1 Stanford currently has over 19,000 parking spaces on campus. Stanford does not currently provide clean air vehicle designated parking, but instead provides priority parking for vanpools and carpools. Allowing parking only for electric vehicles on campus, and not accommodating gas-powered car parking would have equity implications, as electric vehicles are still considerably higher cost than standard fuel vehicles; this measure would potentially would require employees to purchase new vehicles to work at Stanford. Further, the suggested mitigation measure would not mitigate a significant impact of the proposed Project.

Responses to Comments from Kathy Schmidt (Commissioner, Santa Clara County Planning Commission)

PM4-Schmidt1 Please see Response to Comment I-Schmidt-6.

Responses to Comments from Vicki Moore (Commissioner, Santa Clara County Planning Commission)

PM4-Moore1 Please see Master Response 8: EIR Alternatives, Topic 2: Additional Detail on Potential Alternatives.

PM4-Moore2 Regarding the comment about a holding capacity and maximum buildout, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

No changes to the existing AGB location, the established duration of existence of the AGB, or existing policies protecting open space lands outside the AGB, are proposed under the 2018 General Use Permit. Please see Master Response 5, Project Description, Topic 2: Scope of Proposed Project and Analysis.

PM4-Moore3 See Response to Comment PH4-Moore2, above.

PM4-Moore4 See Response to Comment O-SCOPE-15.

Public Meeting

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PALO ALTO
DRAFT ENVIRONMENTAL IMPACT REPORT
TUESDAY, JANUARY 23, 2018

Reported by: LUCY CARRILLO-GRUBBS, CSR #6766
RPR-RMR-CRR-RPR-CCRR

Public Meeting

1 Tuesday, January 23, 2018 6:00 P.M.

2 -O-

3 PROCEEDINGS

4 SUPERVISOR SIMITIAN: If I could get the
5 chambers to please come to order. Thank you so much.

6 We had agreed to start tonight's meeting at 6:00
7 o'clock. We wanted to be respectful of your time.
8 Start as close to 6:00 as we possibly can.

9 Good evening, I'm Santa Clara County's supervisor
10 Joe Simitian. I have the privilege of serving as the
11 representative for the fifth supervisorial district, the
12 designation which means almost nothing to almost
13 everybody.

14 So in plain English what that means is that I
15 represent the north northwestern portion of Santa Clara
16 County, about 400,000 people in the north northwestern
17 part of the county, and that includes Palo Alto,
18 Mountain View, Los Altos, Los Altos Hills, Cupertino,
19 Saratoga, portions of Sunnyvale and portions of San
20 Jose.

21 And I hope I didn't leave any of my district out.
22 Unincorporated areas, which, not coincidentally,
23 includes 4,000 acres of unincorporated Stanford lands in
24 the unincorporated community.

25 The purpose of the meeting tonight is to provide one

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1 last opportunity for people to attend the public hearing
2 and present, make comments on the draft environmental
3 impact report, which was issued some months ago. There
4 was a 60-month comment -- excuse me, 60-day comment
5 period, only feels like 60 months. A 60-day comment
6 period that has been extended by an additional 60 days.

7 So I should just mention right up front that
8 there is a deadline now of 5:00 p.m. on Friday, February
9 the 2nd, and I'm looking to the staff to correct me if I
10 happen to misspeak, Friday, 5:00 p.m., February the 2nd,
11 that will be the last opportunity for written comments
12 on the draft environmental impact report.

13 This, however, is opportunity for folks who not
14 only want to submit written comments but also to simply
15 come and make comments at the microphone.

16 We're doing it here close to the property in
17 question as a matter of convenience to the local
18 residents. Thank you all for being here.

19 Your comments tonight will be recorded, and I
20 should mention that we have a court reporter who is
21 here. She's going to take every word down, plus we will
22 record the comments, and your comments tonight will be
23 considered formal comments on the draft EIR, that means
24 that your comments will be included in the environmental
25 document, the final EIR, with a response back to any

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1 comments that you make.

2 And that is the value of having you here
3 tonight, it is so much more helpful to hear from folks
4 early on in the process rather than at the 12th hour
5 when it could be tougher, frankly, to incorporate your
6 good thinking, so thank you again for being here.

7 Couple quick announcements. As people file in
8 and take their place, I should mention there is a
9 sign-in sheet on the back table.

10 Candace Joy, if you would raise your hand.
11 Candace, would you raise your hand?

12 MS. JOY: Sorry.

13 SUPERVISOR SIMITIAN: That's all right. Candace
14 is in the back by the sign-in sheet, and if you would
15 like to be kept informed, if you sign in on the contact
16 sheet there, we will add you to the interested parties
17 list for both the planning department and my office, and
18 going forward you will receive updates about the
19 project.

20 If you would like to speak, then we ask that you
21 fill out a speaker card, it looks something like this,
22 and give it to one of my staff people and you will
23 recognize them, because they're going to walk forward.

24 So, Gabe, would you walk forward, please. Gabe,
25 would you walk forward, please, to the center aisle over

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1 here, and then also Kristina Loquist who is here from my
2 office. And Antonia Zavala, where are you, Antonia?
3 Antonia's helping somebody, but we're going to pull her
4 into the mix as well.

5 And if you see any one of these three people
6 wandering up and down the aisles, you should hand them a
7 comment card or simply do it in the rear of the
8 chambers, we will call on you then.

9 A couple of you asked about how we pick folks
10 who are going to be called in terms of comment cards.
11 It's my custom and practice to do it randomly, and I
12 know for some of you that will be just great and others
13 will say, oh, but I wanted to be first, and others will
14 say, no, but I wanted the last word and others will say,
15 oh, but I had a series of three speakers planned.

16 I'm sorry, just to keep folks from gaming the
17 system, I just shuffle the deck and call them randomly
18 and that means everybody gets treated in the same way.

19 There is information in the rear of the chambers
20 that will give you additional information on how to
21 submit those written comments, again, before the
22 February 2nd deadline, and as I mentioned earlier
23 tonight, the meeting is being taped and it's also being
24 broadcast live. And I want to introduce a few folks who
25 are here with us tonight.

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1 Again, if we can ask folks in the rear of the
2 chambers to be just a little bit quieter. I haven't
3 done that in years. Thank you. That was great. If we
4 could ask folks in the back to try and keep it a little
5 bit quieter.

6 With me tonight -- with us tonight is Kavitha
7 Kumar, director of planning, right here in front of me.
8 Thank you very much. We also have Lizanne Reynolds
9 who's from our county counsel's office. We have deputy
10 county executive Sylvia Gallegos, who I think is on her
11 way. She has not yet had a chance to arrive. Kavitha
12 Kumar who is project planner. And we have consultants
13 who are here, we ask them to lean forward and introduce
14 themselves.

15 But before we do that, David Radar also from our
16 planning department. David, where are you?

17 Raising your hand right there. Thank you.
18 Right by my side.

19 And our consultants are?

20 MR. MITCHELL: Paul Mitchell from Environmental
21 Science Associates.

22 SUPERVISOR SIMITIAN: And, Paul, what do you
23 consult on for everybody here who doesn't know that?

24 MR. MITCHELL: Prepared the environmental impact
25 report for the proposed project.

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1 SUPERVISOR SIMITIAN: Thank you. And also with
2 us tonight are?

3 MR. BOXER: I'm Brian Boxer also with the ESA.

4 SUPERVISOR SIMITIAN: These folks are here on
5 sort of emergency standby in case we need them, but
6 tonight has been primarily designed for comment by
7 members of the public, as I said, to be part of the EIR
8 process.

9 I should mention that -- and there may be others
10 here, my apologies if I haven't spotted you, but I do
11 see our local vice mayor Phil Smith who's here. Phil
12 Smith, thank you for joining us tonight, in addition to
13 the many other regular meetings I know you attend on a
14 regular basis.

15 Again, I want to thank all of you for
16 participating. It really has been helpful to have your
17 early comments and that ensures that they will be
18 responded to as part of the final EIR, which will be
19 prepared in the coming months.

20 All right, then let's ask that either Kavitha
21 Kumar or Kirk Girard give us an initial presentation.

22 Ms. Kumar, go right ahead.

23 KAVITHA KUMAR: Good evening, everyone. Thank
24 you for coming. And I'll give you a very short
25 presentation and leave the rest of the time for you-all

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1 to make your comments, which we're here to listen and
2 take note.

3 SUPERVISOR SIMITIAN: Bear with us as we make
4 the technology work.

5 All right.

6 Ms. Kumar, what do we have on the screen?

7 KAVITHA KUMAR: Give me one moment. I'm going
8 to advance it.

9 Sorry about that.

10 So here's a short meeting agenda. I'm going to
11 talk about the purpose of the meeting, the proposed
12 project that Stanford has submitted to the County of
13 Santa Clara, which we are referring to as a general use
14 permit 2018, the draft environmental impact report and
15 finally, I will go over the public review and input
16 process to be -- to make sure that everybody has that
17 information.

18 This map here shows all the lands owned by
19 Stanford in the -- in the area, and what is shown in
20 green is the -- the portion of Stanford lands that is
21 within the unincorporated Santa Clara County. And the
22 general use permit that they've applied for, which is in
23 front of the County, is that portion which is in the
24 green.

25 And the -- so the proposed development for 2018

Public Meeting

1 GUP, the request from Stanford is to add another 2.275
2 million net new square feet of academic and academic
3 support uses, an additional 3,150 new on-campus housing
4 units or beds, 40,000 new net square feet of childcare
5 centers and facilities, and this project is -- has a
6 lifetime horizon of 17 years, starting from when it's
7 approved and goes through 2035.

8 And also, I'd like to note that there is no
9 development proposed in the foothills or the San Juan
10 development district, which is where the faculty housing
11 is located.

12 This graphic gives an idea of what is already
13 existing on Stanford, and that is in the dark brown,
14 tan, that is the amount of square feet that -- a million
15 square feet that's existing on Stanford. And 2.03
16 million square feet, which is in the orange, which was
17 part of the 2000 GUP that was approved in 2000.

18 And the yellow part is what is proposed, the
19 2.275 million square feet that's being requested by
20 Stanford for the next development.

21 And similarly, the bar in the bottom shows the
22 number of student beds and faculty and staff units. The
23 first part shows what's -- what's already on campus, the
24 12 -- 12,219 units.

25 And currently under the current GUP in the 2000

Public Meeting

1 GUP, Stanford has allocated 4,468 units, which they're
2 almost built out, and they are requesting another 3,150
3 units or beds in the next phase of development.

4 The draft environmental report is -- has been
5 available to us since October 6th when it was made
6 available to the public. And that -- and that report is
7 in effect -- has detailed information on the effects of
8 the proposed project on the environment in ways in which
9 the significant effects can be mitigated, and it also
10 has alternatives to the proposed project that could
11 reduce or eliminate any significant impacts of the
12 project.

13 This is a very brief overview of the EIR process
14 itself, so in January the notice of preparation was --
15 January 2017 the notice of preparation was -- was sent
16 and then the draft EIR was available to the public in
17 October 2017. And they're currently in the 120-day
18 public review process, which ends on February 2nd, 2018,
19 as was mentioned before.

20 And once we have the final EIR done, sometime
21 around late spring 2018, the findings and the notice of
22 determination will be in fall of 2018, where there will
23 be more public hearings -- public notice and public
24 hearings when the County will take action on the
25 proposed project.

Public Meeting

1 The draft EIR has been available in -- on the
2 County website and is still currently available at this
3 website and is also listed on the information that you
4 may have picked up in the back of the room. It's also
5 available in the local libraries and in most of the --
6 in all the city halls and planning offices in the -- in
7 the area.

8 How to comment. So there are various ways you
9 can do that, provide verbal comments today at the
10 meeting, which as Supervisor Simitian said is being
11 recorded. You can submit written comments tonight or
12 via e-mail or by sending it by regular mail to the
13 address provided.

14 And all written comments will be accepted until
15 5:00 p.m. on February -- on Friday, February 2nd, 2018.

16 With that, I'll turn it over to Supervisor
17 Simitian to take your input. Thank you so much.

18 SUPERVISOR SIMITIAN: Thank you.

19 I do have a number of cards. As I mentioned,
20 we're going to take them randomly. Each speaker is
21 invited to speak for up to three minutes.

22 The microphone is right here. I know a number
23 of you are regulars here. We are going to hit the
24 toggle switch when the time comes. You'll get a warning
25 light when your time is starting to wrap up.

Public Meeting

1 And I should also mention that we're going to
2 give the applicant, Stanford University, five minutes
3 max at the end of the meeting to correct any material
4 mistakes that they feel have been made during the course
5 of the conversation.

6 Again, that's for correction purposes only, not
7 for advocacy purposes tonight, because the goal is to
8 get comments on the record. And I think I saw council
9 member Karen Holman who walked in. Thank you, council
10 member, for joining us as well.

11 All right, so let me look to my capable staff.
12 Ms. Loquist, anything else that I should be sharing with
13 the public here before we get -- I think we're good to
14 go.

15 I do notice that there are some folks who have
16 noisemakers. I'm going to ask you to do me a favor,
17 rather than applaud or use the noisemakers following
18 individual speakers, my experience is that that can make
19 it a little intimidating for folks who are shy coming up
20 to the microphone, and even in my district I have people
21 who are shy about coming up to the microphone.

22 What I'm going to ask you to do is hold off for
23 that if you would out of respect to creating sort of a
24 safe space for people, no matter what their point of
25 view, they can still feel comfortable being heard. It's

Public Meeting

1 a little less intimidating if we give everybody that
2 courtesy.

3 All right, the first speaker is going to be
4 Edith Eddy, to be followed by Stephen Rosenblum and
5 Julianne Frizzell. Come on up to the microphone.

6 And again, if you can line up a little bit, at
7 least be ready on the aisle, Stephen Rosenblum will be
8 next and then Julianne Frizzell.

9 Ms. Eddy, welcome and thank you.

10 EDITH EDDY: Thank you.

11 My name is Edith Eddy. I live at 2579 Cowper
12 Street in Palo Alto. I've lived there for 45 years.

13 My remarks will be very brief this evening. I'm
14 here because I want to draw attention to part of an
15 article that was printed in the Palo Alto Weekly on
16 December 1st, and in it -- it's by Gennady Sheyner and
17 in it, in the next to last paragraph he refers to some
18 comments made by Mr. Palter representing Stanford
19 University.

20 Specifically, that Mr. Palter noted that of the
21 80 environmental impacts that the report looked at, a
22 total of 76 were deemed less than significant. Of the
23 remaining four, two of them acknowledged by Stanford
24 University were deemed not just significant, but
25 unavoidable.

EddyE1

Public Meeting

1 Those two were additional traffic on roadways
 2 and additional traffic at inter- -- intersections. So
 3 those were considered by the university significant and
 4 unavoidable.

5 I want to encourage attention to be paid to what
 6 it means to say that those things are unavoidable, and I
 7 urge you to pay attention to exactly how severe they
 8 will be.

9 Thank you.

10 SUPERVISOR SIMITIAN: Thank you for your
 11 comments. Thank you for your comment.

12 Now it's Stephen Rosenblum to be followed by
 13 Julianne Frizzell, welcome.

14 STEPHEN ROSENBLUM: Thank you. Thank you,
 15 Supervisor Simitian, for organizing this session.
 16 Really appreciate the chance to speak to you directly.

17 Ever since high speed rail decided to root
 18 itself through Palo Alto on the Caltrain tracks, I've
 19 been extremely interested in the issue of grade
 20 separation.

21 As we all know, the -- the -- even with the
 22 increase in Caltrain service, the four grade level
 23 crossings in Palo Alto are not only dangerous, create a
 24 lot of noise, but also are severe impediment to traffic.

25 With Stanford suggesting that they're going to

EddyE1
 cont.

Rosenblum1

Public Meeting

1 bring almost 10,000 new people into the -- into the Palo
2 Alto area as a result of this general use plan, I think
3 it's incumbent on Stanford to make a significant
4 contribution to grade separation.

5 It's an extremely important issue for point of
6 view traffic, a lot of Stanford people use Caltrain to
7 get to Stanford, and a lot of us have to cross the
8 tracks and a lot of Stanford people have to cross the
9 tracks if they're coming from 101.

Rosenblum1
cont.

10 So there's going to be an unavoidable amount
11 of -- of traffic that's going to be increased, and if
12 there are grade separations, then there will no longer
13 be barriers to the -- the streets at Charleston Meadow,
14 Churchill and Alma, the crossing near downtown.

15 So I think as part of this general use plan, I
16 think Stanford should be asked to make a contribution
17 for grade separations for Caltrains. Thank you.

18 SUPERVISOR SIMITIAN: Thank you for your
19 comments.

20 That takes us to Julianne Frizzell, and she will
21 then be followed by I believe it's Richard Mates, Jeff
22 Brown, and Gabby Badica.

23 Ms. Frizzell, welcome.

24 JULIANNE FRIZZELL: Thank you.

25 Julianne Frizzell, 1175 Channing Avenue, Palo

Public Meeting

1 Alto, and I have lived in the Palo Alto area since the
2 early 1970s, and first in Menlo Park and for the last 22
3 years in Palo Alto.

4 And I am especially concerned with what appears
5 to me to be massive growth, seemingly without end on the
6 Stanford campus.

7 The infrastructure and environment of our area
8 can not handle this growth. I believe it's
9 unsustainable. We in Palo Alto, Menlo Park area already
10 experience too many of the negative impacts of
11 Stanford's growth.

Frizzell1

12 I'm in agreement with the ideas that Peter
13 Drekmeier has put forth and the following are a few of
14 the requests that I would like to see incorporated into
15 the Stanford GUP.

Frizzell2

16 First is a maximum build-out plan, and I'm not
17 going to go into the details, other people can do that.

18 And secondly, permanent protection of the
19 foothills.

Frizzell3

20 Third, creation of at least as many housing
21 units as increasing campus daytime population.

Frizzell4

22 And fourth, greater transportation demand
23 management measures.

Frizzell5

24 And thank you for the opportunity.

25 SUPERVISOR SIMITIAN: Thank you. Thank you for

Public Meeting

1 being here. That brings us to Richard Mates, Jeff Brown
2 and Gabby Badica, and I hope I'm pronouncing these names
3 correctly.

4 RICHARD MATES: I'm Richard Mates. I've lived
5 in Palo Alto most of my life. I even had a fine
6 gentleman by the name of Simitian as a high school
7 English teacher once upon a time.

8 SUPERVISOR SIMITIAN: For the record, that was
9 not me.

10 RICHARD MATES: No, it was your dad.

11 SUPERVISOR SIMITIAN: Thank you.

12 RICHARD MATES: I happen to live in the
13 neighborhood that is in Palo Alto that is being
14 unfortunately called the neighborhood of Carmageddon.

15 We have situations regularly now where me, where
16 I and my neighbors can't even back out of our driveways
17 for hours a day. It's terrible. Stanford had no part
18 in that. The leadership of Palo Alto I would place
19 blame with rather than Stanford.

20 However, Stanford in a real way contributes to
21 that problem. And I believe that they should do
22 whatever they want on their campus, but I don't think
23 that they should impact Palo Alto to the extent that
24 this project will. And that is to say that they will
25 add a lot of traffic to the traffic currently going

Mates1

Public Meeting

1 through Stanford.

2 My solution that I suggest is that even though
3 the presentation said that they're not looking to the
4 foothills, they have more than enough land in the
5 foothills to build parking facilities and transportation
6 to the center of the campus, whether it's a light rail
7 or buses or monorail, whatever it is, I suggest that the
8 traffic be vectored to the -- off of 280 and -- and make
9 it their problem, and leave Palo Alto out of the loop.

Mates1
cont.

10 Thank you very much.

11 SUPERVISOR SIMITIAN: Thank you.

12 Jeff Brown, to be followed by Gabby Badica.

13 Mr. Brown. Two Jeff Browns.

14 JEFF BROWN: It happens.

15 SUPERVISOR SIMITIAN: And just so you know, we
16 have a system here, we're going to go with the Jeff
17 Brown who got to the microphone first.

18 JEFF BROWN: That's a good one.

19 Okay, so hopefully this won't -- it's telling me
20 to sum up already, so can I start over.

21 SUPERVISOR SIMITIAN: We're going to start over
22 again.

23 JEFF BROWN: Thank you. There we go for having
24 a new unique name.

25 The first thing I want to do is ask us all to

1BrownJ1

Public Meeting

1 separate the concept of Stanford the educational
2 institution from Stanford the land management
3 corporation.

4 Second thing I'd like us to do is separate the
5 idea of development and construction.

6 Because what we're talking about is
7 construction, and construction comes with huge costs,
8 both to the environment at large and to resources
9 locally.

10 And you will never see in an environmental
11 impact report the statement that this project will make
12 your area unlivable, and that's because the same as with
13 the correlation between global warming and individual
14 hurricanes, you can't draw a one-to-one correlation.

15 But I've lived in this town for 34 years and for
16 the past 25 years there's been incessant construction on
17 that campus, and there has also been a lot of
18 construction in this city.

19 And the city has become, by what I consider to
20 be reasonable standards, unlivable. When you can't back
21 out of your driveway, when you can't see the foothills
22 when you turn to look at them because there's -- they're
23 covered in smog and whatever, that's a situation where
24 it's no longer the community that you bought in to.

25 And so I feel like a little bit addressing point

1BrownJ1

Public Meeting

1 by point an EIR on this particular issue where
2 construction has been going on for this length of time,
3 massive construction, is a little bit like not seeing
4 the forest through the trees.

5 The trees are the items in the EIR. The forest
6 is at the area not -- is becoming or is threatened to
7 become but has become unlivable, and I would like people
8 to consider that.

9 It is amazing to me that we are asking how much
10 more can Stanford build in the year that we've just had,
11 the hurricanes and fires and the smoke, people having to
12 wear respiratory aids to go outside because of the fires
13 in Sonoma and the fire and mudslide down south in
14 December.

15 What are we thinking? I don't know what we're
16 thinking anymore.

17 So the question I want to ask is, what in the
18 world are we thinking?

19 Thank you.

20 SUPERVISOR SIMITIAN: Thank you.

21 Please, Gabby Badica.

22 GABBY BADICA: Hi.

23 SUPERVISOR SIMITIAN: How did I do on the
24 pronunciation?

25 GABBY BADICA: Perfect, A plus. And I'm a

↑
1BrownJ1
cont.

Public Meeting

1 languages teacher at Stanford. So I'm a grad student at
2 Stanford, I teach languages as well, thank you for
3 having this community meeting tonight.

4 Many important issues have been brought up and
5 many more will be as we move through the night. And I'm
6 here to speak on one, which is the grad student
7 perspective and that's probably because students are so
8 caught up studying that we really don't have much for
9 anything else.

10 We come here from all over the world. I'm from
11 Vancouver, Canada, for example, because we want to
12 improve our education, our professional prospects and
13 those of us who are in grad school because we want to
14 become professors at other universities all over the
15 world.

16 The situation is that we're told you have to be
17 able to get into one of the -- the list of seven elite
18 schools in the state in order to achieve that. And when
19 all of the schools have admission rates similar to
20 Stanford's, it's obviously very hard.

21 For those of us who are lucky enough to get in,
22 attending Stanford and learning from our world expert
23 thesis advisors is a wonderful life-changing thing and I
24 would like more students to have this opportunity.

25 So my comment tonight is in favor of the grad

Badica1

Public Meeting

1 student spot Stanford wants to make, and the GUP is how
2 we get those grad student spots through academic
3 research buildings and dorms for us to live in.

4 I was also happy to see that along with the
5 academic space they're building enough spaces for grad
6 students to live on campus if they want to do so.

7 Right now with the EVGR, the graduate residence
8 project, the idea is to build -- to bring students back
9 to campus and away from everybody else's way basically,
10 which I think is also good.

11 I think Stanford using its own land to house and
12 educate grad students is something I commend them for.
13 Many other universities just say sorry, the housing was
14 just full, you're on your own to go out into wherever
15 you can find a place to live. But Stanford is offering
16 enough housing for all of us.

17 I would also like to support the addition of the
18 new undergrad spaces because I think for undergraduates
19 it's not even any more like luck, can you get in, can
20 you not. I call an admission rate that low a lottery.

21 And so many of them -- as somebody else who's
22 one of their language instructors, so many of them are
23 such great students, they go above and beyond, so I'm
24 very much in favor of this small increase for
25 undergraduate students as well, because I do think that

Badica1
cont.

Public Meeting

1 having the opportunity that I do to attend Stanford
2 is -- is great, it's life changing, it really is a
3 wonderful thing that happened to my life, so I want more
4 students to have that.

5 And I hope that we can all work together to also
6 fix all of the other important issues mentioned tonight.

7 Thank you.

8 SUPERVISOR SIMITIAN: Thank you very much.

9 And before we call the next three, just a couple
10 of quick items. I think I see council member Elizabeth
11 Lewis from Atherton here, do I? Yes, thank you for
12 joining us, council member.

13 And the next thing I want to say is I see folks
14 standing and if that's by choice, great, but there are
15 still a few more seats and I'm going to ask my staff to
16 work with the City of Palo Alto staff to see if we can
17 pull out a few more chairs so that people can be seated
18 in the back.

19 If you're wondering how to do that, go to the
20 vice mayor, he's a very important powerful man, he's
21 right here in the third row, okay, he'll help you out
22 there.

23 And then the last thing I should say is people
24 are filing in to take their places. I mentioned this
25 previously, but this is a decision that will ultimately

Badica1
cont.

Public Meeting

1 be made by the County board of supervisors. There are
2 five supervisors, of those five, as I mentioned, I'm the
3 one district supervisor. The other four supervisors do
4 not represent the affected area but will all be part of
5 the five-member board that votes on this issue.

6 So while I am pleased to hear directly from my
7 constituents and near neighbors tonight, as the process
8 continues, you will want to be mindful of the fact that
9 there are five supervisors and ultimately it is a vote
10 of those five, including four who represent other parts
11 of Santa Clara County, who will be voting.

12 So we'll keep looking for a few chairs for those
13 of you standing in the back, and I will go to Jeb Eddy,
14 Arthur Keller and Stephanie Munoz. If you will all come
15 up in that order, please.

16 JEB EDDY: My message consists of two words,
17 should we -- it will take a lot of work to change the
18 amount of parking and --

19 SUPERVISOR SIMITIAN: Mr. Eddy, I'm going to ask
20 you to speak in the microphone so we catch it.

21 JEB EDDY: I'm holding up a sign that says less
22 parking, so my message consists of two words. It will
23 take some really interesting original thinking and -- to
24 accomplish this, but the effect of -- of reducing the
25 amount of parking that they're asking for will have a

EddyJ1

Public Meeting

1 very positive cascading effect throughout the City of
2 Palo Alto, throughout the region.

3 Thank you.

4 SUPERVISOR SIMITIAN: Thank you.

5 Arthur Keller, welcome.

6 ARTHUR KELLER: Thank you.

7 I think you want to reset my time.

8 SUPERVISOR SIMITIAN: No, I'm good, thank you.

9 ARTHUR KELLER: It's a sum up.

10 SUPERVISOR SIMITIAN: You have two minutes and
11 50 seconds.

12 ARTHUR KELLER: Okay, great, thank you.

13 Thank you very much for hosting this meeting,
14 and I think that Stanford is a great university and Palo
15 Alto would not exist in its form without Stanford.

16 However, as I mentioned at the last meeting, too
17 much of a great thing is not good. And so one of the
18 things about it is that it is important to realize that
19 there are spillover effects when you basically have a
20 lot of people who are brought on, hired in the Stanford
21 campus, not only does that require housing for the
22 people who are on -- who are on Stanford, and not all of
23 the new people are being housed and there are a lot of
24 people who are already not being housed that are working
25 there, but those people require additional follow-on

EddyJ1
cont.

Keller1
cont.

Public Meeting

1 workers to support the people who are living -- who are
2 working on campus.

3 So there's actually an increased need for the
4 housing in there. And I think that that -- part of that
5 issue is -- is to support that and think about what
6 housing Stanford can have on the Stanford campus.

7 The problem, however, is that that -- that
8 housing does not come without its own pain. And the
9 consideration is that if you -- if you put more housing
10 on, for example, the west side of campus, over by Sand
11 Hill Road, where are the students of those -- of the
12 people being housed there go? There's no elementary
13 school over there. And there already is some housing
14 there that Stanford built without building an elementary
15 school.

16 So we do need Stanford to provide land and pay
17 for the building of a new elementary school on the west
18 side of campus.

19 Also consider that if Stanford puts in housing
20 that is rental housing for employees on campus, those --
21 there will not be any property tax to pay the school
22 district for the cost of the teachers to educate these
23 students.

24 So you need to think about that issue, because,
25 you know, the school district will have increased

↑
Keller1
cont.

Keller2

Keller3
↓

Public Meeting

1 expenses. We are a basic A district and, therefore, we
 2 don't get additional funds for the -- for educating the
 3 students if we basically have -- for each additional
 4 student. It's just a slice of the pie smaller,
 5 especially if there's no additional revenue from
 6 Stanford to pay for these students.

↑
 Keller3
 cont.

7 So firstly in terms of the schools, a site for
 8 the school district, elementary school. Second,
 9 Stanford to pay for it, and then some sort of in lieu
 10 fees in terms of this.

↑
 Keller4

11 Now, I realize that this is not a CEQA issue,
 12 but the consideration is that it is nonetheless an issue
 13 that is available to talk about at the GUP, and it can
 14 be talked about at the County because GUP is like a
 15 development agreement, you can negotiate anything you
 16 want. So it is within the realm of the City -- of the
 17 County to negotiate that.

↑
 Keller5

18 Thank you very much.

19 SUPERVISOR SIMITIAN: Thank you.

20 And actually, thank you, Mr. Keller, for
 21 pointing out that the summing up light has been coming
 22 on at the start of people's comments, which I'm guessing
 23 is a little bit confusing for them.

24 I think I can master the technology and we can
 25 adjust that when you have one minute of your three

Public Meeting

1 minutes left. If you see that yellow light on, it
2 should mean that you are two-thirds of the way through
3 your three minutes, you have one minute left. And of
4 course when the red light comes on, that's the signal
5 that three minutes is up.

6 Stephanie Munoz, would you like to come forward,
7 you have up to three minutes.

8 STEPHANIE MUNOZ: Good evening, Supervisor
9 Simitian and your colleagues. My name's Stephanie
10 Munoz. And I want to address one sentence of Palo
11 Alto's letter on this first page in response to
12 Stanford's proposal for GUP. And the sentence is this:
13 "Stanford proposes to create a demand for housing
14 without creating the commensurate housing to fulfill
15 that demand."

16 As far as I'm concerned, that if the one whole
17 thing in the entire GUP that must be addressed, you
18 can't do that. This is part of the part of the movie
19 where I came in. Back in 1959 the Russians put up a
20 satellite, Sputnik, and the United States was much
21 embarrassed not to be the leader anymore.

22 And a very brilliant engineer named Terman at
23 Stanford saw an interesting idea, that if you put
24 together Stanford's enormous lands and Stanford's
25 enormous talent, you could have a whole new world.

Munoz1

Public Meeting

1 I have nothing against Stanford. My son
2 graduated from Stanford. My grandson graduated from
3 Stanford. My daughter has a master degree. My father
4 graduated from Stanford.

5 However, what happened when they -- when they
6 started the Stanford industrial park was a -- you
7 couldn't get out of your -- the -- the -- the towns
8 around were really very much impacted. The -- you
9 couldn't -- you couldn't really match.

10 Palo Alto with its general plan, they had one
11 then, and they converted what would have been houses to
12 industrial park. So it was a double whammy, a double.

13 There was not any place for people to live, and
14 everything, Los Altos, Cupertino, even the people had to
15 come from San Jose to work and it was -- it was a total
16 mess.

17 And that's what we're going to have now. Oh,
18 and they took out the train, supervisors took out the
19 train. There was a train from the west valley that --
20 that was right where they wanted to put an expressway to
21 carry people, rubber tire transportation to this
22 industrial park. Took out the train.

23 I would implore you, whatever else you do,
24 whatever else you put on that place, schools or no
25 schools -- well, it does matter with the schools because

Munoz1
cont.

Public Meeting

1 the result of having all the work in one place and the
 2 workers' children in a different town means the dreadful
 3 imbalance of education in between the -- the wealthy and
 4 the poor that led to the Cyrano decision.

↑
 Munoz1
 cont.
 ↓
 Munoz2
 ↓

5 You have got to not let them put in workplaces
 6 without houses for the workers, every single one.

7 Thank you very, very much.

8 SUPERVISOR SIMITIAN: Thank you very much.

9 That takes us to our next three speakers,
 10 Doroteo Garcia, Nadia Naik, and Jose Escanuela.

11 Doroteo?

12 DOROTEO GARCIA: Yes.

13 SUPERVISOR SIMITIAN: Welcome.

14 DOROTEO GARCIA: Thank you. Good meaning.
 15 Thank you very much for letting me -- this opportunity
 16 to let me speak to you.

↓
 Garcia1
 ↓

17 I work in Stanford University by a janitor for
 18 20 years, and I am East Palo Alto resident. I feel
 19 very, very proud work on this big institution. And I
 20 feel very proud how Stanford getting bigger and bigger.
 21 Every morning before go to my work, I go my bicycle,
 22 because I saw too many cars, too much traffic the
 23 University Avenue.

24 I feel proud how Stanford create more job for
 25 people, but my question is, where these people can live

Public Meeting

1 like the janitor, like a garden, like a cafeteria
 2 workers? We need affordable housing for these people.
 3 Stanford have more land than East Palo Alto, and
 4 East Palo Alto we have a rent control, I think that we
 5 need.

Garcia1
 cont.

6 Thank you very much.

7 SUPERVISOR SIMITIAN: Thank you.

8 Nadia Naik, to be followed by Jose Escanuela.

9 NADIA NAIK: Good evening. So I have concerns
 10 about the Caltrain data that's presented in the GUP.
 11 Stanford plans to keep its commitments to no net new
 12 trips by relying on a TDM program, and that program
 13 relies heavily on Caltrain.

Naik1

14 Caltrain is already at capacity. Even under
 15 electrification, there will not be enough increase in
 16 capacity to address for a standard regional growth, much
 17 less Stanford's expansion.

18 If Caltrain puts its faith into the role in the
 19 TDM program, then their mitigations should be transit
 20 focused and not car focused.

21 Train cars would increase capacity, and grade
 22 separations would help with safety and road congestion.

23 Although this project is for the academic
 24 campus, it is clear that Stanford uses other land that
 25 it has for other academic functions.

Naik2

Public Meeting

1 For example, Stanford at Porter Drive is an area
2 of new buildings in the research park that has been
3 described as, quote, a total of seven buildings in the
4 Porter Drive vicinity that will be occupied by the
5 School of Medicine and Stanford University
6 administrative units.

7 It also describes that the three buildings that
8 the university will occupy include 3160 and 3145 Porter
9 Drive and 1841 Page Mill Road. These buildings house
10 administrative groups that support operations of the
11 main campus, including LBRE, human resources and
12 purchasing.

13 Why am I telling you this? The university plans
14 to be in those facilities for five to ten years. Now,
15 these are services that are for the university, so
16 they're moving them into the research park.

17 At peak it's anticipated there will be 1500 or
18 more Stanford employees occupying the seven buildings
19 that comprise Porter Drive. Of the 1500 staff members,
20 40 percent are expected to be Stanford University staff
21 and 60 percent are School of Medicine staff.

22 It's unfair and unreasonable to expect the
23 County and the public to limit their analysis of the
24 impact of the university expansion to the area within
25 the cordon of the university, when clearly the

Naik2
cont.

Public Meeting

1 university is shuffling functions outside of the cordon,
2 but only county no net and trips within the cordon.

↑ Naik2
cont.

3 The university is also seeking to get credit for
4 the area beyond the cordon when, for example, they use a
5 Marguerite shuttle, so they're parking people off the
6 campus so they're not tripping the cordon count. And
7 then the Marguerite shuttle that picks up all these
8 people also count as a credit.

9 This makes it clear that the Marguerite data is
10 very important. If you were to put it together with
11 detailed Caltrain ride share data, we can see how many
12 Caltrain riders are Marguerite riders.

Naik3

13 We can also see how many Marguerite riders are
14 using satellite parking areas and then coming into the
15 cordon. By offering only total numbers it's unclear
16 exactly what's going on. Much like it's unclear how
17 real estate outside the cordon is being used for the
18 Stanford academic use.

19 In addition, Stanford has included very low job
20 multiplier numbers in their calculations. They put a
21 multiplier of 0.73 indirect jobs. The Bay Area council
22 has put out a number of 4.3 for high tech jobs, and
23 Stanford has made it its mission to do technology
24 transfer directly to the area, so they have lots of
25 technological spinoffs.

Naik4
↓

Public Meeting

1 None of the indirect job growth is included in
 2 the housing numbers or in the transportation numbers, so
 3 when we're looking at the effects, they're trying to
 4 limit us very specifically on what's being built and
 5 we're not looking at the impact in the greater area.

↑
 Naik4
 cont.

6 Thank you.

7 SUPERVISOR SIMITIAN: Thank you.

8 Folks, please. Jose Escanuela, to be followed
 9 by I believe it's Neva Yarkin, the other Jeff Brown, and
 10 Wynne Furth, welcome.

11 JOSE ESCANUELA: Good evening, good evening,
 12 everybody. My name is Jose Escanuela, and I'm an
 13 employee of Stanford University. I've been there for 15
 14 years. I'm also the president of SEIU Local 2007, and
 15 we represent about 1200 of the service employees on the
 16 campus. I'm also here on behalf of United Healthcare
 17 workers west, which also represents about 1,400 workers
 18 at the Stanford Hospital, and we're also here on behalf
 19 of United Service Workers West, which represents about
 20 200 janitors on the Stanford campus and other parts of
 21 the university.

22 And we're here -- basically we would like to be
 23 a part in -- we are in full support of the community's
 24 needs, especially protecting the environment, that's
 25 important. We have a large group of workers who are the

↑
 Escanuela1
 ↓

Public Meeting

1 premiere gardeners of the institution. We take care of
2 all the resources and so we definitely want the
3 university to do all it can to protect the foothills,
4 protect all of the open space, the arboreta and
5 everything else, because it's so vital to the valley,
6 especially with all the concerns that everybody's
7 bringing up about the fires and everything else.

Escanuela1
cont.

8 We want the university as part of this general
9 use permit to make a firm commitment to providing
10 affordable housing to its staff on the campus through
11 the below market rate program. We want that for all of
12 the service workers on the campus, not just our members,
13 because everybody is in need of that, and the university
14 can provide that.

15 We also would like the university to make more
16 improvements to the transportation programs, especially
17 the link between East Palo Alto and the university,
18 where many of our members and other community members
19 live. There is no real way to get from Stanford to East
20 Palo Alto that is nowadays safe or quick, and I think
21 really looking at that would help address a lot of the
22 problems that the Palo Alto community has.

Escanuela2

23 I want to thank you for listening to me.

24 SUPERVISOR SIMITIAN: Thank you for being here.

25 Neva Yarkin, followed by Jeff Brown, and then

Public Meeting

1 Wynne Furth. Welcome.

2 NEVA YARKIN: My name is Neva Yarkin. I live at
3 133 Churchill Avenue in Palo Alto.

4 The dust hasn't settled from Stanford projects
5 not completed since 2016, there are -- 26 projects are
6 still ongoing.

7 Stanford middle plaza, 8.4 acres at the 300 to
8 500 El Camino hasn't started yet between Palo Alto and
9 Menlo Park. This will cause significant and unavoidable
10 impact to traffic, which hasn't been addressed. This is
11 not acceptable.

12 Everyone wants a piece of Embarcadero Road in
13 Palo Alto, which is already severely congested.
14 Stanford wants Embarcadero Road because it's the main
15 artery on to campus. Hundreds of cars, buses, small and
16 big trucks travel down Embarcadero Road every day and
17 then travel out the same way.

18 On the weekends with football games and other
19 events at Stanford, Embarcadero is at a standstill.

20 Castilleja, a private school wants to use one
21 lane of Embarcadero as an entrance and exit on to their
22 campus with their expansion increase. The electric
23 train will have 20 trains an hour, all that backup of
24 cars waiting at lines to turn on to Churchill Avenue
25 will be pushed on to Embarcadero, Oregon Expressway and

Yarkin1

Public Meeting

1 side streets.

2 Who is watching new development on Embarcadero
3 Road? How much more traffic can Embarcadero Road
4 handle? Stanford expansion doesn't make sense for
5 Embarcadero Road and all the increased traffic that will
6 occur.

Yarkin1
cont.

7 What happens when emergency vehicles rushing to
8 Stanford Hospital, a fire or police emergency can't get
9 through traffic jam? Stanford hasn't taken into account
10 any of the future developments on infrastructure in the
11 area.

Yarkin2

12 If Stanford is allowed to expand, Stanford needs
13 to build new roads, grocery stores, gas stations,
14 schools to accommodate this influx of people.

Yarkin3

15 Stanford needs to help pay for the new electric
16 train cost, new road crossings on train tracks,
17 firefighters, et cetera, that will be benefitting the
18 Stanford community as well as Palo Alto and surrounding
19 cities.

Yarkin4

20 Palo Alto and other cities can't and shouldn't
21 carry this burden by ourselves. Like I said before, let
22 the dust settle first before approving new developments
23 at Stanford.

24 Thank you very much.

25 SUPERVISOR SIMITIAN: Thank you very much.

Public Meeting

1 And my apologies, I did not set the timer that
2 time, I'll try and be a little more diligent here by
3 making sure everybody knows just how much time they've
4 got. I believe I now have the other Jeff Brown.

5 JEFF BROWN: Yes. Hello, Supervisor. I am the
6 other Jeff Brown, and thank you for giving me an
7 opportunity to speak as well.

8 SUPERVISOR SIMITIAN: Thank you.

9 JEFF BROWN: I've been a ten-year homeowner in
10 the North Palo Alto neighborhood, and as a homeowner in
11 the neighborhood of North Palo Alto I absolutely support
12 the growth of Stanford University.

13 I believe the goal of no net new trips proposed
14 in the document is an admirable one, but it does
15 uncorrect two realities that impact the family, and the
16 other families in our neighborhood on a daily basis.

17 Even if the goal is achieved, the existing
18 infrastructure is already over capacity, especially on
19 Embarcadero Road, due in no small part to Stanford
20 University.

21 Two, it does not address local traffic
22 circulation and mobility, particularly in the
23 neighborhoods adjacent to Embarcadero.

24 After reading the second volume of the draft
25 environmental impact report, you notice how well

2BrownJ1

Public Meeting

1 extensively studied traffic flow mitigation strategies
 2 on the major thoroughfares and some of the neighborhood
 3 intersections. It did not include a comprehensive study
 4 of the old Palo Alto neighborhood, even while the nearby
 5 neighborhoods of Evergreen Park and South Gate are
 6 explicitly called out.

2BrownJ1
cont.

7 This is a major oversight because Embarcadero is
 8 one of if not the primary routes to access Stanford and
 9 a large percentage of the traffic that would ordinarily
 10 traverse it is forced down our smaller neighborhood
 11 streets causing traffic congestion in our neighborhood
 12 and dangerous conditions for cyclists and students
 13 commuting to Palo Alto High and Walter Hays Elementary.

14 Let's make two requests, that the DEIR to be
 15 updated to include the traffic infusion of residential
 16 environmental tire methodology on the North Palo Alto
 17 neighborhood, and the GUP include provisions for
 18 widening Embarcadero from three lanes to four near the
 19 Alma Street underpass, and for adding a pedestrian
 20 crossing through college at Town & Country.

2BrownJ2

2BrownJ3

21 Finally, more generally, I didn't see any
 22 mention in the DEIR of how Caltrain electrification will
 23 impact existing level crossings. This is another
 24 serious oversight since the proposed mitigation
 25 strategies of all these crossings are insufficient

2BrownJ4

Public Meeting

1 before the expiration of GUP 2035. And the goal of no
2 net new trips is contingent upon increased ridership be
3 made available by the electrification process.

↑
2BrownJ4
cont.

4 Given this, I feel the DEIR should be updated to
5 account for the increased traffic congestion at impact
6 of intersections and with the GUP include a provision to
7 help fund the great separations.

2Brown5

8 I would urge you to make acceptance of the GUP
9 contingent upon these conditions.

2Brown6

10 Thank you for your time and consideration.

11 SUPERVISOR SIMITIAN: Thank you very much.

12 Wynne Furth, and then Ms. Furth will be followed
13 by our next three speakers, who are Penny Ellson, Lesley
14 Lowe, and Pria Graves in that order.

15 Welcome, Ms. Furth.

16 WYNNE FURTH: Thank you.

17 My name is Wynne Furth. I've lived in Palo Alto
18 for the last 20 years, and long before that I spent four
19 years living in Stanford, studying economics. And our
20 professors impressed upon us that markets were generally
21 a good thing, but they failed as signaling systems that
22 would advance the community welfare if they didn't have
23 an adequate regulatory framework that made them
24 internalize the externalities.

25 So if you had a business model that depended on

Public Meeting

1 free pollution of water and air or enslavement of your
2 workers, that was a failed market and we didn't get to
3 where we ought to be.

4 And in this case, of course, Stanford is the
5 enterprise, it's the business, and it's the County
6 that's the regulator with the responsibility for making
7 that -- those externalities internal.

8 I don't know how many students and researchers
9 and support staff Stanford and its campus can help, but
10 I do believe that the EIR needs to analyze an
11 alternative that provides enough housing for everyone
12 who will be supporting the incremental development,
13 including the support staff of course and also to
14 address the existing externalizing of Stanford's housing
15 shortage to the surrounding communities and the rippling
16 damaging effects.

Furth1

Furth2

17 And after the EIR is analyzed, that then the GUP
18 needs to require it.

19 Stanford is so big and so wealthy I tend to
20 think of it as a Dutchey, but it's an unusually
21 brilliant Dutchey. And I'm confident it has the money,
22 the land and the intelligence to provide the necessary
23 housing, childcare, education and other services that
24 its enterprise demands.

Furth3

25 And if it fails to do so, it's not only a

Public Meeting

1 practical failure upon the part of the board of
 2 trustees, because they interfered with their own
 3 enterprise, but it's a moral failure with regard to both
 4 their workers and the larger community.

5 Right now, one of the ways we handle the housing
 6 shortage is by imposing a time tax on workers, with
 7 their -- and their families, with their long commutes
 8 and sometimes we joke that Palo Alto, pretty soon
 9 everybody's going to have to spend two hours washing
 10 dishes in their favorite restaurant or making coffee in
 11 their favorite coffee shop, but of course it's much more
 12 serious than that.

13 This housing needs to be analyzed and then it
 14 needs to be required in my opinion.

15 Thank you.

16 SUPERVISOR SIMITIAN: Thank you for your
 17 comments.

18 Penny Ellson, to be followed by Lesley Lowe, to
 19 be followed by Pria Graves.

20 Ms. Ellson.

21 PENNY ELLSON: I'm sorry to tell you that your
 22 tricky sum up button is still on.

23 SUPERVISOR SIMITIAN: There we go.

24 PENNY ELLSON: There we go.

25 I have a few general comments. After wading

Furth3
 cont.

Ellson1

Public Meeting

1 through 5,000 DER plus -- DER pages I came to the
 2 realization that though Stanford's DER relies very
 3 heavily on Caltrain to mitigate transportation impact,
 4 there is no proposed mitigation that would require
 5 Stanford to contribute a fair share towards contributing
 6 the additional rail capacity they need.

7 Instead the mitigations include partial funding
 8 for motor vehicle intersection capacity improvements on
 9 county expressways and VTA controlled roads. Projects
 10 that will support county engineering jobs. These road
 11 capacity increases are coupled with proposals with
 12 thousands of new auto parking spaces.

13 Why are the obviously needed mitigations related
 14 to supporting Caltrain capacity improvements ignored?

15 I find the emphasis on motor vehicle parking and
 16 operational capacity worrisome. For starters, it's
 17 inconsistent with the policies of our comp plan.

18 We know what the outcome of that kind of
 19 planning will be, an increase in car trips which are
 20 likely to undermine gains made toward mode shift during
 21 the term of the last GUP.

22 Risk associated with increasing car trips makes
 23 streets feel less comfortable to people who walk and
 24 bike. It pushes foot-powered commuters back into cars.
 25 How does this set of mitigations align with Stanford's

Ellson1
cont.

Ellson2

Ellson3

Public Meeting

1 no new net trip goals?

↑ Ellson3
| cont.

2 The FEIR should consider planned growth and the
3 comp plan EIRs of Palo Alto, Menlo Park and Mountain
4 View. Aggregates matter.

| Ellson4

5 The County recently overestimated available
6 transit capacity in the ER of another project for a
7 stadium with devastating consequences. Let's learn from
8 that experience.

| Ellson5

9 And finally, I agree that further evaluation is
10 needed regarding impacts at specific intersections,
11 including Caltrain grade separation at Alma, Charleston.

12 The analysis should assess impacts with and
13 without grade separations. And I'm being told to sum up
14 so I'm going to stop here and submit the rest of my
15 comments in writing.

| Ellson6

16 Thank you.

17 SUPERVISOR SIMITIAN: Thank you very much.

18 That takes us to Pria Graves, and she will be
19 followed by Alice Kaufman, Jean McCown and Peter from
20 San Lorenzo.

21 LESLEY LOWE: You skipped one.

22 SUPERVISOR SIMITIAN: Well, let's not do that.

23 LESLEY LOWE: Thank you.

24 SUPERVISOR SIMITIAN: Lesley Lowe.

25 LESLEY LOWE: Thank you.

Public Meeting

1 Good morning.

2 SUPERVISOR SIMITIAN: Hang on, Ms. Lowe. Let me
3 make sure you get the full three minutes as well.

4 All right, go to it.

5 LESLEY LOWE: Good evening. My name is Lesley
6 Lowe, and I'm a senior planner at Stanford. I'd like to
7 address comments about the no net new commute standard,
8 specifically the concerns that Stanford can't make the
9 no net new trips under the 2018 GUP.

10 Stanford takes it very seriously when we say we
11 want to make the no net new trip goal under the 2018
12 GUP. Our TDM program is nationally recognized as
13 effective and innovative, and we did not take it lightly
14 when we were committing to that standard for the next 17
15 years.

Lowe1

16 Under the 2018 GUP we need to move roughly 50
17 drivers a year to other modes of transportation. The
18 pull of which to convert these drivers is over 3,000
19 existing commuters and any future drivers that may be
20 coming to Stanford's campus.

21 Our mode share model that we built as part of
22 the 2018 GUP analysis shows that we can do that in
23 multiple ways, and not just with Caltrain.

24 Examples include a new commuter shuttle which
25 could put 50 people on just one bus. Key bicycle

Public Meeting

1 infrastructure projects or van pools. We can infuse ten
2 new van pools and move with five people enough up to 50
3 people. So we really feel that this is an achievable
4 goal.

5 We believe our TDM program needs to continue to
6 be flexible, because it needs to adapt to changing
7 technologies such as automation, which all the
8 transportation planners are looking for, where are
9 people living and what infrastructure becomes in place.

10 Building out over 17 years means that lots of
11 things will change both locally and regionally, and we
12 need to be flexible to implement programs that work so
13 we can continue to be successful.

14 I'd also like to address comments from the
15 community that state that Stanford's existing trip
16 monitoring program doesn't go far enough to reduce
17 traffic congestion, specifically because it focuses on
18 the peak hour, that the university's been able to push
19 traffic outside the peak hour in order to meet our
20 requirements.

21 The peak hour monitoring is a limited snapshot
22 of traffic conditions. However, two other metrics that
23 are tracked point to all -- our all day success that
24 Stanford has been able to move trips.

25 Our single occupancy vehicle rate has dropped

↑
Lowe1
cont.

↓
Lowe2

Public Meeting

1 from 17 -- from 72 percent in 2002 to 43 percent today.

2 This reduction illustrates that our TDM program
3 is working and is successful at moving commuters to
4 other modes of transportation.

↑
Lowe2
cont.

5 Our vehicle miles travel analysis considered the
6 average amount of travel -- car travel driven by a
7 person in our population. The VMT analysis for the 2018
8 GUP found that Stanford's commuter VMT in 2035 will be
9 70 percent below our regional average of 15 miles per
10 capita.

↑
Lowe3

11 The way -- the rate the VMT decreases is not by
12 moving a person closer for a shorter trip, but it's
13 about moving people out of their cars, which points to
14 the success of our TDM program.

15 Thank you.

16 SUPERVISOR SIMITIAN: Thank you.

17 And I believe that now it's Pria Graves,
18 followed by Alice Kaufman, Peter from San Lorenzo and
19 Jean McCown.

20 Welcome.

21 PRIA GRAVES: Good evening, mayor -- former
22 mayor and Supervisor Simitian.

23 My biggest concern with this project is that we
24 are looking at it in a piecemeal fashion. I understand
25 that that's how CEQA works, that we're talking only

↑
Graves1
↓

Public Meeting

1 about the Stanford campus.

2 But this campus cannot be looked at without also
3 looking at the hospital, without also looking at the 180
4 units of housing coming online in the Stanford park
5 area, and the north end of California -- or south end I
6 guess it is of California Avenue.

7 All of these things are interrelated. Ms. Naik
8 spoke to the folks that are being housed out in the
9 research park -- or not housed, but officed in the
10 research park, all of these things need to be looked at
11 as a unit.

12 Stanford is a monumental institution. We all
13 acknowledge that and we acknowledge that we have
14 benefits from it. But if we bifurcate all this stuff
15 into little compartments, we have no control over the
16 effect that it has on our community.

17 With respect to traffic, the one hour -- the
18 peak hour problem. We're looking at ten hours a week of
19 when the traffic is happening. The other 158 hours
20 there's kind of like, okay, well, just traffic whenever
21 you want to.

22 We need to be looking at overall traffic, 24/7,
23 particularly now that the commute hour has spread to a
24 three- or four-hour window.

25 Finally, the issue of long-term sustainability,

Graves1
cont.

Graves2

Graves3

Public Meeting

1 the build-out plan. Stanford needs to step up and take
 2 a leadership role in setting an example of how a major
 3 institution can achieve sustainability.

4 Sustainability all across every aspect of its
 5 existence, sustainability with its construction,
 6 sustainability with traffic, sustainability with
 7 population, open space, everything. And Stanford is
 8 well positioned to play that leadership role in setting
 9 an example of how to get to sustainable.

10 Thank you.

11 SUPERVISOR SIMITIAN: Thank you very much.

12 Alice Kaufman from Redwood City, and then Peter
 13 from San Lorenzo, and then Jean McCown. Welcome.

14 ALICE KAUFMAN: Thank you. Alice Kaufman, I'm
 15 the legislative advocacy director with the Committee for
 16 Green Foothills, which is an open space and natural
 17 resources organization working in San Mateo and Santa
 18 Clara Counties.

19 Our concern is about the academic growth
 20 boundary which limits development on the Stanford campus
 21 to within a boundary line that's roughly aligned with
 22 Junipero Boulevard.

23 The academic growth boundary was established by
 24 the Stanford community plan in the year 2000, and it
 25 requires a four out of five vote by the county board of

Graves3
cont.

Kaufman1

Public Meeting

1 supervisors to change, move or abolish the boundary line
2 or to permit any development beyond it.

3 That four votes requirement was established for
4 a period of 25 years, meaning it will expire in 2025.

5 We believe that the super majority vote
6 requirement should be a requirement for the academic
7 growth boundary. Santa Clara County's general plan
8 states that the unincorporated county area is not the
9 place for intense development uses.

10 Cities, if they want to annex unincorporated
11 land in order to grow beyond their boundaries, must
12 apply to Santa Clara County LAFCO, the agency which is
13 required to waive the important -- preserving open space
14 and agricultural land, as well as the ill effect of
15 sprawl on the open space and efficient delivery of
16 services before including any annexation requests.

17 Since Stanford is not under the jurisdiction of
18 LAFCO or any other independent body whose mission is to
19 examine these impacts, it becomes more than ever
20 important that the barrier to improving development in
21 the foothills is higher than the simple majority of the
22 five-member board.

23 Committee for Green Foothills was founded to
24 protect the open space of the Palo Alto foothills.

25 Although we have now expanded and work on many

Kaufman1
cont.

Kaufman2

Kaufman3

Public Meeting

1 issues in both San Mateo County and Santa Clara County,
2 including feasible rides, urban parks, agriculture,
3 wildlife borders, preserving old growth redwoods and so
4 on. We still remember our founding members who gathered
5 in a living room in 1959 with the mantra of keep
6 factories out of the foothills.

7 We still value the foothills and believe they
8 should be preserved for the next generation to enjoy.

9 Thank you for your time.

10 SUPERVISOR SIMITIAN: Thank you very much.

11 That takes us to Peter from Lorenzo, followed by
12 Jean McCown.

13 Peter, welcome.

14 PETER EMANUEL: Good meaning, everyone.

15 My name is Peter Emanuel. I'm here and I'm a
16 member of SEIU Local 2007. I work on campus and dining
17 as a storekeeper.

18 I'm here representing my fellow coworkers. I
19 believe that if Stanford wants to show that they value
20 their coworkers or their workers, they would make a
21 commitment, a solid commitment to housing the workers
22 like myself, my coworkers and I would benefit from
23 having access to the below market rate housing on
24 campus. This would mean that I wouldn't have to commute
25 as far as I do and I would have more resources to take

Kaufman3
cont.

Emanuel1

Public Meeting

1 care of my family.

2 I think that the current draft EIR doesn't
3 address the housing shortage that exists and Stanford
4 could help mitigate.

5 Thank you for your time.

6 SUPERVISOR SIMITIAN: Thank you for your time.

7 Jean McCown, and McCown will be followed by
8 Cecily Foote, Sea Reddy and David Shen, in that order.

9 Welcome.

10 JEAN McCOWN: Good evening, thank you very much,
11 Jean McCown, Stanford University. I want to speak
12 briefly to why we propose this plan.

13 The university's mission of teaching its state
14 of the art research and the commitment to
15 interdisciplinary collaboration depends on growth of our
16 physical spaces to continue to facilitate discoveries
17 that address problems of flow with significance.

18 Knowledge is continually expanding. New fields
19 of research continue to emerge. Academic space needs to
20 meet the needs of these new academic fields and sustain
21 leadership in them.

22 Many fields of research require highly
23 specialized facilities to conduct experiments with
24 stringent safety standards. Other fields require large
25 physical spaces for large scale instruments to

Emanuel1
cont.

McCown1

Public Meeting

1 accomplish the work.

2 Opportunities will develop over the course of
3 the 2018 general use permit that we cannot predict
4 today. The flexibility to accommodate unexpected
5 emerging opportunities has allowed the university to
6 produce some of its most exciting innovations.

7 For example, under the 2000 general use permit,
8 Stanford did not foresee the Stanford energy systems
9 innovation facility, which has completely changed the
10 way the campus is able to do its heating and cooling.

11 We understand why people are concerned about the
12 impact of growth, and in submitting the application in
13 2016, Stanford took care to include many elements in it
14 in order to avoid negative environmental impacts, so we
15 are actually encouraged by the results of the draft EIR.

16 The County's draft EIR studied 80 potential
17 significant impact areas in a variety of resources. It
18 found that there are no significant impacts at all in 47
19 of these areas. 29 can be mitigated to less than
20 significant, leaving four that are labeled significant
21 and unavoidable.

22 Two of these are temporary construction noise
23 impacts and a possible impact on historic resources.
24 The remaining two impacts do concern traffic, local
25 intersections and freeway road impacts.



McCown1
cont.

Public Meeting

1 However, the conclusions are based on the very
2 conservative assumption that Stanford will do nothing
3 more to reduce automobile trips through its
4 transportation demand management programs.

5 As you heard from my colleague, Lesley Lowe, we
6 do not believe that is the case. In fact, Stanford
7 intends to continue to expand its TDM programs so as not
8 to add new commute trips. We have accomplished this
9 goal for the last 15 years and we intend to continue to
10 do so under this GUP or in the next GUP.

11 Also, the DER does show reductions in campus
12 related air pollutants, vehicle miles traveled and
13 greenhouse gas.

14 In sum, Stanford is committed to grow in a
15 manner that will not result in significant adverse
16 impacts. Our growth is necessary to further the mission
17 of teaching and research, resulting in local, regional
18 and worldwide innovations, discoveries and benefits.

19 Thank you very much.

20 SUPERVISOR SIMITIAN: Thank you.

21 Then we have Cecily Foote, Sea Reddy and David
22 Shen.

23 CECILY FOOTE: Hello, my name is Cecily Foote,
24 and I'm a graduate student at Stanford and I'm a member
25 of the Stanford Coalition for Planning an Equitable

McCown1
cont.

Foote1

Public Meeting

1 2035.

2 In the past we have commented specifically about
3 our concerns with the analyses on greenhouse gas
4 emissions, housing, transportation, and the need for
5 consideration for a maximum build-out scenario.

6 We will be submitting these comments to the
7 County, and tonight would like to simply highlight a few
8 issues in each of these areas.

9 SUPERVISOR SIMITIAN: Ms. Furth, excuse the
10 interruption. Before you highlight, I want to make sure
11 that everybody can hear and let me just mention a couple
12 things.

13 One is, the system is a little interesting,
14 which is if I turn off my microphone, then you get a
15 little louder, which is a good thing. But I think we
16 also just need folks to speak right up, because I'm
17 getting enough looks from the rear of the chambers that
18 suggest that it's a little hard to hear.

19 So if you can just all speak right up in the
20 microphone, we'll also see if we can get staff in the
21 back to give us a little bit more volume, but you do
22 have to speak up.

23 I'm hearing you pretty well, but I want to make
24 sure that everyone who's in the room can hear you as
25 well, all right?

Foote1
cont.

Public Meeting

1 WYNNE FURTH: No problem.

2 SUPERVISOR SIMITIAN: Go ahead, start your time
3 again, go to it.

4 WYNNE FURTH: For the greenhouse gas emissions,
5 it seems the draft EIR drastically overestimates the
6 population used to determine whether Stanford is on
7 track to comply with future statewide targets.

↑
Foote1
cont.

8 As a result, our analysis shows that Stanford's
9 development will exceed state targets. We ask for these
10 numbers to be revised for Stanford as a world leader in
11 sustainability to make appropriate adjustments to its
12 plans.

13 For housing analysis, it seems clear that
14 Stanford does not plan to provide enough housing, let
15 alone for those who need it, such as its own staff and
16 workers.

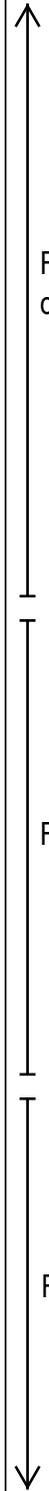
↑
Foote2

17 In part, this is because the housing linkage
18 ratio used significantly underestimates the number of
19 housing needed.

20 As far as off -- off campus impacts, Stanford's
21 proposed \$20 per square feet of development fee is
22 insignificant compared to the actual fee needed to
23 offset impacts.

↑
Foote3

24 Based on the nexus study conducted by Palo Alto,
25 it should be closer to \$264 per square foot, or 177 per



Public Meeting

1 square foot based on our calculations.

2 UNIDENTIFIED PERSON: For the record, we'll
3 observe that that's more.

4 WYNNE FURTH: And for transportation, counting
5 trips only during peak hours provides only a limited
6 snapshot of Stanford's transportation impacts.

7 We ask for this window to be increased to more
8 fully capture Stanford's impacts and urge strongly to
9 expand the transportation benefits program to all
10 workers as a way to address these impacts.

11 Lastly, we find no indication that Stanford has
12 considered a maximum build-out scenario as was required
13 in the sustainable development study in 2009.

14 At the minimum, the 2018 GUP should ensure that
15 a study of absolute maximum build-out be conducted.

16 Thank you for your time.

17 SUPERVISOR SIMITIAN: Thank you.

18 All right, that takes us to Sea Reddy, to be
19 followed by David Shen.

20 Mr. Reddy, welcome.

21 SEA REDDY: Good evening.

22 My name is Sea Reddy, I live right across on
23 Stanford Avenue, 747, right across the campus. I've
24 been here four years. I came from Newport Beach and
25 Irvine and all that.

↑ Foote3
| cont.

Foote4

Foote5

Public Meeting

1 Just to put the right setting, as citizens we
2 all need to realize we're not in a Truman
3 administration. We are -- you're talking like we have
4 the small issues, you know, the GUP here, GUP there. We
5 need to think a bit higher. We're in the Trump
6 administration, where we are being -- possibly in five
7 years we would have North Korea attack us with the
8 missiles and all that, so Stanford is a national
9 institution, and it's also an international institution
10 to keep us our peace.

11 Are you kidding if you're talking about parking
12 here, parking there? You know, I need this housing, all
13 of these 25-30 speakers have spoken, everything we need.
14 But we need to go one step above. We need to work for
15 the -- keeping this country safe.

16 Who can do it? There are five minutes, just let
17 him do it. You know who made us win the war in 1947?
18 Berkeley. By inventing nuclear weapon to -- you know,
19 to be able to sustain the power of Germany and Japan.

20 Are you kidding? These are not small things.
21 Here I propose a few things for you to think about. We
22 all need housing. Who is going to disagree we need
23 housing? Nobody. We know it's expensive.

24 So one regard will not serve them all. You
25 know, who needs the Neiman Marcus, who needs

Reddy1

Public Meeting

1 Bloomingdale's so close to us. Take them out of here.

2 SUPERVISOR SIMITIAN: Mr. Reddy, I'm going to
3 ask you to address your remarks this way, thank you.

4 SEA REDDY: Take all the stuff away, put housing
5 there, put very high end Ph.D.s and these people to
6 prevent nuclear wars.

7 Are you kidding? These are small stuff. You
8 know, my -- my neighbor says, you know, the Stanford
9 people can park in front of my house, yeah, that is
10 valid, but do you want to live here ten years from now
11 or you want to be attacked?

12 So I think the GUP, I give a grade of D, you
13 know, it's not F. GUP doesn't talk about what we need
14 to do as a nation. We are being attacked. Are you
15 kidding?

16 Cyanide's going to take over, East Germany --
17 not east Germany, North Korea is going to take over,
18 some rogue element in the Middle East is going to have a
19 nuclear weapon that's going to kill us all.

20 What do you want for us? You want to talk about
21 traffic? Traffic can be solved. You know, I went to
22 Boston the other day, everything's by train. You know,
23 it has been proven, the Tube in London. You know, this
24 is all noise. We didn't think about it long term.
25 Think about that.

↑ Reddy1
↓ cont.



Reddy1
cont.

Public Meeting

1 Thank you.

2 SUPERVISOR SIMITIAN: Thank you.

3 That takes us to David Shen, and Mr. Shen will
4 be followed by Shani Kleinhaus, Gail Svedanovic and
5 Diane Bailey.

6 Welcome, Mr. Shen.

7 DAVID SHEN: Good evening, supervisors. I'm
8 Dave Shen. I'm a resident of Palo Alto. Stanford's
9 general use permit application proposes to grow their
10 campus significantly. As everyone knows, this will have
11 significant impact on Palo Alto.

12 I'm all for seeing the admirable institution
13 grow and prosper. However, the current structure under
14 which their growth is proposed to occur puts an unfair
15 cost burden on the surrounding areas. Their plans, if
16 executed to the fullest, will introduce an incredible
17 number of families, employees and thus traffic into Palo
18 Alto.

19 I would urge that the supervisors take the
20 following into consideration when evaluating the
21 Stanford GUP.

22 With the introduction of so many families into
23 Palo Alto, it is likely you would see a surge of
24 school-aged children into the area. I would urge that
25 Stanford provide resources and funding to create room

Shen1

Shen2

Public Meeting

1 for their education either expanding existing schools or
2 creating new schools.

Shen2
cont.

3 With the introduction of more people and
4 employees into Palo Alto, the existing transportation
5 infrastructure will be stretched to the maximum. I urge
6 that Stanford should contribute to the infrastructure
7 improvement to support the proposed influx of new
8 residents so that the cost burden is not placed solely
9 on the residents of the Palo Alto community.

Shen3

10 My understanding is that Stanford's research
11 into traffic impacts does not include traffic flows into
12 the surrounding neighborhoods, especially through north
13 Old Palo Alto, where I live. I also urge that Stanford
14 include these traffic flows and impact studies.

15 As you may know, it is not unprecedented the
16 universities contribute some level of loss tax to its
17 surrounding communities.

18 For example, it is my understanding that
19 Harvard, MIT and Boston University have long-term
20 agreements with their cities and contribute 12 to 12 and
21 a half percent of lost tax.

Shen4

22 Santa Clara County's assessor has noted that
23 Stanford has a tax exemption on over \$11.6 billion in
24 property value. Think of what we could do with a
25 portion of that lost tax revenue and the benefits we

Public Meeting

1 could realize here in Palo Alto.

2 I would urge the supervisors to place these
3 requirements, among others, on Stanford and gain their
4 agreement before accepting their new GUP application.

5 Thank you very much.

6 SUPERVISOR SIMITIAN: Thank you for your time.

7 That takes us to Shani Kleinhaus, Gail
8 Svedanovic and Diane Bailey.

9 Ms. Kleinhaus, welcome.

10 SHANI KLEINHAUS: Thank you.

11 Supervisors Simitian, I'm Shani Kleinhaus. I'm
12 a resident of Palo Alto. I'm the advocate for Santa
13 Clara Valley Audubon Society. I am here to speak about
14 bird collisions.

15 Bird collisions are recognized these days as one
16 of the leading causes of the decline of birds in North
17 America. Hundreds of millions of birds every year.

18 It's a community impact. It cannot be mitigated
19 building by building. It has to be a policy that looks
20 at the Stanford campus as a whole, and looking at how to
21 mitigate the impact of glass in new buildings and new
22 structures, whether they're antennas, any other new
23 structure.

24 This is why cities like Berkeley, Oakland, San
25 Francisco, San Jose, Sunnyvale, Mountain View, Menlo

↑
Shen4
cont.

↑
Kleinhaus1
↓

Public Meeting

1 Park, Palo Alto and others have developed various types
2 of guidelines, mitigations, ordinances and other ways to
3 implement and to mitigate for bird collisions in those
4 cities.

5 The County itself and thank you, Supervisor
6 Simitian, has directed their own campus to be a bird
7 safe campus as it is developed in the next few years.

Kleinhaus1
cont.

8 So I'm here to ask that detailed mitigations
9 should be developed or otherwise -- other ways to
10 enforce or to require bird safe design. You can use the
11 guidelines that are required by the City of Sunnyvale or
12 Mountain View, North Bayshore precise plan as an example
13 and have that in the EIR.

14 I want to say something about Oakland's as well.
15 They -- the discussion of whether loss of oak woodland
16 has significant impact and how you can mitigate for that
17 by potentially protecting oaks elsewhere or by planting
18 new trees.

Kleinhaus2

19 I don't see how anyone can conclude that a
20 tree -- loss of a tree that's more than 300 years old
21 can be not a significant impact. And if it is, it
22 should be avoided.

23 I have a lot more, but I'll submit written
24 comments as well. Thank you.

25 And I have something for Director Girard.

Public Meeting

1 SUPERVISOR SIMITIAN: Mr. Girard, I'm going to
2 ask you to take that for the record.

3 Thank you, Ms. Kleinhaus.

4 That takes us to Gail Svedanovic and then Diane
5 Bailey.

6 GAIL SVEDANOVIC: Good evening. I want to thank
7 Supervisor Simitian for having a hearing someplace near
8 Stanford that we can get to without driving a long
9 distance.

10 Want to remind everybody that Stanford is at the
11 very edge of Santa Clara County and has huge impacts on
12 San Mateo County while San Mateo County residents are
13 routinely excluded from having a vote on these matters.

Svedanovic1

14 I'm a Stanford alumna. My son is a Stanford
15 alumna. My excellent primary care is at Stanford, but
16 she was excellent before Stanford bought out her clinic.

17 I would notice that all cities and jurisdictions
18 continue to permit the building of more offices while we
19 all live with a huge jobs, housing imbalance. Insanity
20 is sometimes defined as continuing to do the same thing
21 while expecting a different outcome. It seems like it's
22 time to do something different.

Svedanovic2

23 And my comments are a little bit disjointed but
24 relate to things I've heard at this hearing. I question
25 the definition of peak hour. Yes, it's more like all

Svedanovic3

Public Meeting

1 day, but concentrated mostly -- most heavily at four
2 hours.

Svedanovic3
cont.

3 I heard the percent of reduction in single
4 occupancy vehicles presented as a measure of success,
5 but if it's a percentage of a steadily growing number,
6 that's a little bit disingenuous. It could even be
7 called deceptive.

Svedanovic4

8 And I would note that Stanford Hospital has said
9 it needed more room. Of course it needs -- always needs
10 more room, but at the same time, they're spending huge
11 amounts of money on the ads in every single local
12 newspaper and on the television which no other
13 institution does.

Svedanovic5

14 I would say that below market rate housing was
15 mentioned, just remember that below market rate is
16 usually not affordable to the low wage earner. These
17 below market rate units are really only affordable to
18 people who have a pretty substantial income.

Svedanovic6

19 And finally I would say that when you have a
20 steady overgrowth of cells in the human body, it's
21 called a cancer. And as a person who lives right near
22 this, I -- I would say I agree with all the excellent
23 factual analyses of people who questioned the plan and
24 for myself personally, I would say I'm not all ready,
25 give us a break.

Svedanovic7

Public Meeting

1 Thank you very much.

2 SUPERVISOR SIMITIAN: Thank you for your
3 comments.

4 And before I ask Diane Bailey to step up to the
5 microphone, which I'm going to do in just a moment, I
6 should mention one point that was raised that it may be
7 helpful for me to clarify is Stanford lands in the
8 immediate vicinity, which I believe are in the
9 neighborhood of 8,000 acres, are shared among six
10 different local governmental entities that have land use
11 authority.

12 So one of the challenges in having a thoughtful
13 and comprehensive discussion, let alone decision-making
14 process is that while 4,000 of those acres are in
15 unincorporated Santa Clara County and that is the area
16 for which the County has jurisdiction, as the comments
17 suggested there are other jurisdictions as well.

18 Some of those lands, I think as many here know,
19 are in the City of Palo Alto, some are in the City of
20 Menlo Park, Woodside, Portola Valley and unincorporated
21 San Mateo County.

22 So you got six different players, and one of the
23 challenges that we face is making sure that we have a
24 comprehensive view of what's going on in all six of
25 those jurisdictions and how the action in one

Public Meeting

1 jurisdiction affects what's happening in the other
2 jurisdictions in total.

3 Last comment I should just make is just so you
4 know, for our friends in Menlo Park, I have op-ed in
5 this week's Menlo Park Almanac, specifically inviting
6 their comment prior to the February 2nd cutoff date for
7 precisely this reason, which is, we -- I know folks in
8 Menlo Park are not used to participating in public
9 agency discussions in Santa Clara County, let alone
10 Santa Clara County where the headquarters is in San
11 Jose.

12 So my hope is that anyone who feels affected in
13 any of these other jurisdictions will find a way to
14 participate and weigh in prior to that February 2nd date
15 for our comment period.

16 Diane Bailey, thank you for your patience, where
17 are you?

18 UNIDENTIFIED PERSON: Not to be rude, but when
19 there was a chance to vote on it, we didn't get to vote,
20 only Palo Alto residents vote.

21 SUPERVISOR SIMITIAN: I'm going to ask you to
22 please keep your comments to those at the microphone.
23 I'm going to call Diane Bailey one more time.

24 UNIDENTIFIED PERSON: Diane said she couldn't
25 stay, but she wanted to sign on to the -- Menlo Park

Public Meeting

1 wanted to sign on to the scope comments.

2 SUPERVISOR SIMITIAN: Thank you.

3 That takes us to Hal Mickelson, Whitney McNair
4 and Karen Porter, so, Mr. Mickelson, you're up.

5 And welcome.

6 HAL MICKELSON: Supervisor, thank you for being
7 here to sit patiently through just a wealth of input.

8 I'm Hal Mickelson. I'm a resident of the
9 Greenmeadow neighborhood of Palo Alto. I'll comment
10 briefly on a minor matter and then on the big picture.

11 A relatively minor matter is the point of the
12 environmental impact statement that there could be risks
13 to historic structures that need to be considered.

14 Let's say a word about that. Stanford has been
15 an incomparably good steward of the historic buildings
16 and architecturally meritorious buildings on the campus.
17 The work done in the reconstruction of the history
18 corner, the work done in the imaginative reuse of the
19 Roble Gymnasium, the work done in the seismic retrofit
20 of the other historic structures shows that Stanford
21 values the historic buildings on campus and has a record
22 of preserving them responsibly.

23 So it has to be a point to check off in the
24 environmental impact report, but I think it's one in
25 which Stanford has built considerable credibility, that

Michelso1
Michelso2

Public Meeting

1 leads to the bigger issue, which is that Stanford has
2 built great credibility in traffic demand management.

3 It has not only been successful with the
4 Marguerite shuttle system and moving people to Caltrain,
5 but it has been successful in attaining its goal of no
6 net increase in commute trips.

7 And it has data to back itself up. This is the
8 third set of these inputs that I've sat through and I
9 keep on hearing people say, I look out the window and I
10 see more traffic and I blame Stanford. And that's not
11 fair.

12 Stanford has the numbers to show that its
13 traffic demand management efforts have been a
14 world-class success. And if you say, well, you can
15 improve the measurement by not measuring, you know, at
16 peak commute hours, surely Stanford would be open, I
17 think they've already said they're open to looking at
18 new measures for traffic demand management as they come
19 along.

20 We're lucky to have a university here which does
21 not grow by gobbling up adjoining neighborhoods. We're
22 lucky that it wants to do this building on the 900 acres
23 of existing academic reserve, as in field, the most
24 responsible kind of building and development. We're
25 lucky that thousands of acres have been set aside for

Michelson2
cont.

Michelson3

Public Meeting

1 preservation in the foothills.

2 We're lucky that Stanford has brought so much
3 business and prosperity and it can maintain that
4 leadership, as Jean McCown said, only if it has the
5 opportunity to keep pace in the facilities it needs.
6 The Stanford proposal deserves strong support from the
7 County.

8 Thank you very much.

9 SUPERVISOR SIMITIAN: Thank you very much.

10 Whitney McNair, to be followed by Karen Porter.

11 Ms. McNair, welcome.

12 WHITNEY McNAIR: Good evening, Supervisor
13 Simitian, thank you for hosting the meeting tonight.

14 My name is Whitney McNair, and I do land use
15 planning at Stanford University. Stanford is committed
16 to providing more housing for its students and employees
17 on and near campus. A significant part of the request
18 before the County is actually to build 3,150 either new
19 units or beds, and the request supports the university's
20 mission to provide a residentially oriented educational
21 experience.

22 Because Stanford's long-standing commitment to
23 building housing, Stanford is fortunate to have a robust
24 housing portfolio on and near campus. By 2020 Stanford
25 will have over 14,000 student beds and additionally, we

↑
Michelson3
cont.

Whitney1
↓

Public Meeting

1 will house close to 2000 faculty postdocs and staff near
2 campus or on campus.

3 The application provides the ability to add more
4 housing and play a continued leadership role in
5 supplying housing to the region. Stanford also
6 continues a unique planning practice of linking academic
7 space and housing so that housing is built on pace with
8 new academic facilities at a rate of, in this case, it's
9 605 beds or units for every 500,000 square feet of new
10 academic space. That is truly unique in the planning
11 world.

12 Beyond building on-campus housing, Stanford has
13 contributed \$26 million to Santa Clara County's
14 affordable housing fund and anticipates to contribute 11
15 million more under the current general use permit.

16 These contributions have funded over 280 units
17 of local affordable housing, as well as Santa Clara
18 County's portion of a joint effort with the City of Palo
19 Alto and the housing authority of Santa Clara County to
20 acquire and preserve the Buena Vista mobile home park.

21 The proposed 2018 general use permit includes an
22 additional approximately \$56 million contribution
23 through 2035 for a total of about \$93 million.

24 The combination of contributing to the
25 affordable housing fund and committing to new housing

Whitney1
cont.

Public Meeting

1 construction is uncommon and demonstrates Stanford's
 2 ongoing commitment to helping address the regional
 3 housing challenges we all face.

4 Thank you.

5 SUPERVISOR SIMITIAN: Thank you for your
 6 comments.

7 That takes us to Karen Porter.

8 Ms. Porter, welcome.

9 KAREN PORTER: Thank you. First of all, I'll
 10 just echo many of the comments that have already been
 11 made expressing some concerns about -- associated with
 12 this development.

13 In particular, as someone who lives not far from
 14 Embarcadero Road and who travels Embarcadero Road, I --
 15 I am concerned with the increased traffic, not just once
 16 the development is in place, but particularly with --
 17 during the construction phase, having gotten stuck
 18 behind a large truck not too long ago.

19 So I really hope all efforts will be made to
 20 mitigate. I don't know exactly what can be done, but
 21 just thinking about the amount of large trucks that are
 22 going to be on Embarcadero is a little concerning. And
 23 also the impact it's going to have on the roadway
 24 itself.

25 Another comment I would just make, admittedly I

↑
Whitney1
cont.

↑
Porter1

↓
Porter2

Public Meeting

1 haven't studied their draft EIR so I'm not sure exactly
2 if this is addressed, but maybe because of recent
3 comments from our president it caused me to be thinking
4 about what do they do with all the biological waste
5 that's going to be associated with this increased
6 development. If it goes into the Palo Alto system,
7 perhaps there can be some resources dedicated to
8 improving Palo Alto's waste disposal system, and in
9 particular, the anaerobic digester project that Palo
10 Alto had considered a few years ago.

11 We have land set aside. Maybe Stanford could
12 as -- at least at a minimum as a good neighbor devote
13 some resources and planning towards developing this
14 digester system which would take care of not only
15 sewage, but also compostable waste and then generate
16 methane gas which would really be a net gain for the
17 environment.

18 Thank you.

19 SUPERVISOR SIMITIAN: Thank you very much for
20 your comments.

21 Our next three speakers will be John O'Connell,
22 Peter Drekmeier and either Tim or Tom I believe it's
23 like Lichti.

24 Mr. O'Connell.

25 JOHN O'CONNELL: Good evening. And to some

Porter2
cont.

Public Meeting

1 extent you've recognized my -- my first comment, which
 2 is that Stanford is a multijurisdictional entity, and
 3 we're focussing here tonight on the aspect of Stanford
 4 University and the educational space which is in Santa
 5 Clara unincorporated.

O'Connell1

6 But Stanford is expanding throughout Palo Alto.
 7 The Stanford Hospital is constantly expanding. The
 8 Stanford business -- research park, which is now a
 9 business park, is constantly expanding.

10 We've lived here for 20 years. We live in Los
 11 Altos Hills, and our children went to school in Palo
 12 Alto Unified School District. It is almost impossible
 13 to be able to traverse the roads during school hours for
 14 people to get their children to school because of the
 15 massive numbers of people trying to get to the
 16 facilities which Stanford is building in these other
 17 areas.

O'Connell2

18 So my -- my main comment is that this should be
 19 looked at as a collective negotiation with Stanford. I
 20 think most towns would love to have a university with
 21 the credentials and reputation of Stanford.

O'Connell3

22 If I had to choose between ten things to have in
 23 the Palo Alto area, it would be one of the top ten. But
 24 there are many other things which Stanford is building
 25 in the research park which I believe they should be

Public Meeting

1 asked to forego.

2 So my -- my input is, in order to negotiate with
3 Stanford, this should be looked at as a collective
4 expansion, including all of the things they want to
5 develop outside of just Santa Clara unincorporated.

6 The second issue is, I think most of us
7 recognize that the en- -- environment we live in is
8 struggling to deal with the demands that it's placed
9 upon it.

10 And we pay very high property taxes. I think
11 Stanford being able to claim that some or all of its
12 work is education and being exempt from paying tax
13 doesn't seem fair. So I think if they want to expand
14 primarily in Ph.D.s and postgraduate sort of areas, they
15 should probably start to have to pay for the facilities
16 that they're using in the community.

17 Those are the two main areas, I'll put my other
18 comments as written comments.

19 SUPERVISOR SIMITIAN: Thank you very much.

20 JOHN O'CONNELL: Thank you.

21 SUPERVISOR SIMITIAN: And again, for the many
22 speakers who have mentioned a reference to written
23 comments as well, please do remember, that's -- that's
24 immensely helpful and you can speak tonight and put your
25 written comments into the hopper as well, as long as we

O'Connell3
cont.

O'Connell4

Public Meeting

1 are receiving them by that February 2nd, Friday,
2 5:00 p.m. deadline.

3 Peter Drekmeier, to be followed by Tim or Tom
4 Lichti, I forget Tim or Tom.

5 PETER DREKMEIER: Good evening, Supervisor
6 Simitian and others. I'd like to thank you for having
7 these meetings in Palo Alto, where it's easy for us to
8 attend.

9 My name's Peter Drekmeier. I was born and
10 raised in Palo Alto, born at the Stanford Hospital. I
11 live in Palo Alto now. I formerly was on the city
12 council here and I was the director of the Stanford Open
13 Space Alliance in 1999 and 2000.

14 And I'm a former employee of Stanford, something
15 very few people know, it was back in college during the
16 summers.

17 I'm -- I wanted to deliver a petition that we
18 have been working on and this calls for a few things.

19 One is establishing a maximum build-out on the
20 campus as was required to be studied in the 2000
21 community plan, Stanford community plan that was never
22 done. And I want to thank the City of Palo Alto for
23 embracing that idea at their meeting last night and
24 including that in their comments.

25 Permanent protection of the foothills above

Drekmeier1

Drekmeier2

Public Meeting

1 Junipero Serra, making sure that any new people coming
2 to the area as a result of the new development are
3 housed on campus or nearby.

↑
Drekmeier2
cont.

4 Make sure that there are no new trips generated
5 in the extended commute time. And we'd love to see
6 Stanford adopt a policy of carbon neutrality for all new
7 construction.

↑
Drekmeier3

↑
Drekmeier4

8 So we had -- we've had 450 people sign this
9 petition so far, I will leave it with you here, and if
10 anyone in the audience has not signed and would like to,
11 you can find it at iPetitions and look for support
12 sustainable development at Stanford.

↑
Drekmeier5

13 A couple things I hope you'll pay special
14 attention to is cumulative impacts of Stanford
15 development amongst the different jurisdictions. I
16 think that there is an attempt at times to take credit
17 for some of the positive things happening in other
18 jurisdictions.

↑
Drekmeier6

19 For example, housing in Palo Alto but not
20 looking at some of the negative things that happen in
21 Palo Alto, a lot of jobs without places to house those
22 people.

23 An example is the Stanford West Apartments,
24 which houses -- has more than 600 units. Across the
25 street is the Stanford Hospital, also in Palo Alto, and

Public Meeting

1 that's going to bring 2000 new people to the area.

2 And the other is traffic, and I've seen a lot of
3 comments from people who I have a lot of respect for in
4 the community, who have found a number of flaws in the
5 traffic analysis. I'm sure you've heard some of those
6 comments tonight.

7 I'm sorry, I just got here a little while ago, I
8 didn't hear them all, but that's going to be a huge
9 issue for the future of our region.

10 Thank you again for making it easy for us.

11 SUPERVISOR SIMITIAN: Thank you. I'm going to
12 ask you to hand that petition to Mr. Girard to receive
13 it right there.

14 Tim or Tom, my apologies, the first and last
15 name.

16 TIM LICHTI: Sure. Hi, folks. It's Tim Lichti.
17 I'm new to Palo Alto and it's a pleasure to be part of
18 the conversation.

19 I just wanted to say I strongly support the
20 growth in general in the plan. I think that
21 education -- the education and innovative thinking that
22 Stanford brings is great for students, the city and the
23 world as a whole.

24 I think it's also very important to really
25 prioritize affordable housing. I think everybody

↑ Drekmeier6
| cont.

| Drekmeier7

| Lichti1

| Lichti2
↓

Public Meeting

1 regardless of background and income should be able to
2 participate in this awesome ecosystem.

↑ Lichti2
cont.

3 I wanted to really focus my time on technology
4 and the opportunity that some of the new emerging
5 technologies can bring to some of these challenges,
6 especially having to do with congestion and traffic and
7 whatnot.

8 As we know, technology is advancing faster than
9 ever and it's obvious to say that 17 years is an
10 extremely long time. You can't go down where I'm in in
11 Palo Alto without seeing some of the Waymo self-driving
12 vehicles going down the streets.

13 By 2035 most people are projecting that there
14 will be mass adoption of self-driving vehicles and that
15 millions of self-driving vehicles will be on the road
16 within five to ten years, so I think it's a great
17 opportunity to be thinking about how that could
18 fundamentally change some of the problems that we're
19 dealing with.

Lichti3

20 Let me be clear, I'm talking about self-driving
21 vehicles for traffic. I agree that traffic and lots of
22 cars in general on the road is -- is a bad thing, nobody
23 wants traffic.

24 But I think there is a big opportunity for
25 making use of self-driving vehicles for shared use,

Public Meeting

1 movement of people within the campus, and so could
2 definitely be wrong in this, but one thesis would be
3 that some people choose to commute by car from outside
4 the campus because, you know, it's just kind of a pain
5 getting that last mile or the last two miles.

Lichti3
cont.

6 And I'd wonder how many people may actually
7 consider -- currently drive up to Stanford, might
8 actually consider taking a bus or might consider the
9 Caltrain, if they could simply get off, perhaps take a
10 Marguerite or some other kind of large shuttle on to
11 campus and then get right to where they're going a
12 little bit closer at the end of it.

Lichti4

13 I think that there's some great opportunity for
14 recognizing new space as well through those new modes of
15 transportation or through the new methods.

16 An example is there are several hundred Stanford
17 work vehicles alone, vehicles in general are used about
18 five to ten percent of the time so most of the time
19 their footprint is just sitting in parking lots or
20 sitting on the streets taking up space and not really
21 giving us much value.

Lichti5

22 If those could be used more towards shared use,
23 higher utilization of those vehicles means fewer parking
24 lots available for more space, more housing, and as well
25 when it's higher utilization of vehicles, it makes more

Public Meeting

1 economic sense to go electric and to go hybrid.

2 I know Stanford's already working on some pilot
3 projects. In fact, they're working with the group that
4 I'm with as well. I really do encourage you to look at
5 those win-win opportunities.

6 Thank you.

7 SUPERVISOR SIMITIAN: Thank you.

8 Our next three speakers will be Rita from Palo
9 Alto, forgive me, I have -- just can't make out that
10 last name, and then Grant Dasher, I believe, to be
11 followed by Pat Burt.

12 Welcome.

13 RITA VRHUE: Rita Vrhue, so most of the comments
14 I was going to make have already been made. I would
15 hope that the transcript from the city council meeting
16 last night will be included in the comments that go to
17 the supervisors. Many speakers spoke eloquently about
18 some of the issues that have been brought up tonight.

19 You know, I think part of the problem is that as
20 a Palo Alto resident for more than 35 years, we have all
21 heard during the last particular 20 years that -- that
22 all of the projects that have been put forward by
23 Stanford and built in Palo Alto or built on Stanford
24 campus, actually if they do have issues they can't be
25 mitigated or they're not significant.

Lichti5
cont.

Vrhel1

Public Meeting

1 And as a person who lives in Crescent Park, I
2 realize that if you go down Lincoln, Middlefield,
3 Embarcadero, University, Center, that's Crescent, you
4 can't -- you can't move.

5 And so when you look out your window and you
6 can't get out of your driveway for three hours, somehow
7 the idea that nothing that has been built on Stanford or
8 in Palo Alto has significant consequences leaves one
9 wondering, why is this problem here if nothing was going
10 to cause any significance?

11 So I think there's actually an issue of trust
12 with both what is going on in the City of Palo Alto and
13 what is proposed to go on in Stanford.

14 The roads are clogged. It may not be all
15 Stanford's problem, but when you look at a build-out of
16 this size, it doesn't take a genius to figure out that
17 there are going to be new trips, that the 9500 people
18 that are being brought in are going to have families.

19 The 2900 new jobs up on 450 Broadway are going
20 to have an impact on the whole area, so I think the idea
21 of looking at this as a cumulative problem and looking
22 at where is the growth occurring and how does it impact
23 all of the area would be an admirable idea.

24 Thank you.

25 SUPERVISOR SIMITIAN: Thank you.

Vrhel1
cont.

Public Meeting

1 That takes us to Grant Dasher and to Pat Burt.

2 Welcome.

3 GRANT DASHER: Thank you.

4 Hi, I'm Grant Dasher. I'm a Palo Alto resident.

5 I've only lived here a couple years so I don't have the

6 30 years of history that some of our wonderful residents

7 have. But I wanted to point out I found this whole

8 topic interesting because I used to live in Cambridge,

9 Massachusetts and the relationship between the

10 universities and the city there is rather different than

11 what it is here.

12 This whole multijurisdictional thing is

13 certainly complicating the issue, but I also think that,

14 you know, it's an interesting opportunity, because

15 there's just so much land here to play with.

16 And I do think that unlike in Cambridge where

17 the -- it wasn't really practical for the universities

18 to build all of the housing for their students, I do

19 think there's an opportunity to build a lot more housing

20 here.

21 And I think Stanford is clearly committing to

22 building housing, but I think they could push that much

23 further than they've done in the -- in their proposals

24 and I think this is an opportunity to require that to

25 happen.

Dasher1

Public Meeting

1 I have a lot of friends who are Stanford
 2 graduate students or Stanford postdocs and none of them
 3 live in Stanford University housing. All of them live
 4 in Palo Alto or Menlo Park or Redwood City, and, you
 5 know, many of them do commute via public transit but
 6 some do cars.

Dasher2

7 And I think this growth issue rankles all of us.
 8 My personal belief is that growth is ultimately
 9 inevitable and we need to figure out appropriate
 10 mitigations, and the appropriate mitigation in this case
 11 is to try to minimize the transportation impact and try
 12 and localize housing as close to jobs as possible.

13 And I think that Stanford is -- this is an
 14 opportunity, you know, with higher impact fees, for
 15 example, I certainly support something in the
 16 neighborhood of what Palo Alto has in the 60 range, as
 17 opposed to the proposed \$20 affordable housing impact
 18 fee, but other policy proposals on the housing front and
 19 just in terms of building more units both affordable but
 20 also units for the student population.

Dasher3

21 Shifting to transportation for a second, I think
 22 this is really important. I think that, you know, I'm
 23 really optimistic and excited for the future of
 24 Caltrain. I think it's an opportunity to really
 25 radically change the way people commute in the Bay Area,

Dasher4

Public Meeting

1 if the service becomes regular enough to actually
2 replace lots of car travel.

3 But I think in order to make that work, we need
4 things like grade separation. We need, you know,
5 redesigned multimodal interconnects. We need better
6 bike commuting from -- from the Palo Alto Caltrain
7 station to Stanford.

8 And I think, you know, Stanford could really
9 play a major role in this, and I would encourage the
10 County to require, you know, further investment from
11 Stanford in terms of public transit infrastructure,
12 specifically around the Palo Alto Caltrain station and
13 its bike interconnects with the main Stanford campus,
14 but also in terms of grade separation.

15 Grade separation is a massive unfounded
16 liability on the City of Palo Alto, just like it is on
17 other communities up and down the Peninsula, and I think
18 that major employers in the area really have an
19 obligation if not legally, morally to contribute to
20 solving that problem.

21 Thank you.

22 SUPERVISOR SIMITIAN: Thank you for your
23 comments.

24 And that takes us to Pat Burt.

25 Welcome.

Dasher4
cont.

Public Meeting

1 PAT BURT: Thank you.

2 Well, first, thank you to Supervisor Simitian
3 for the leadership he has played in helping to assure
4 that the Palo Alto community is being heard. And as
5 well as in helping us have this 60-day extension so that
6 the public has been able to have a better understanding
7 and begin to uncover more relevant comments on the draft
8 EIR and the GUP in general.

9 I certainly hope that as we go forward, the City
10 is going to take on the strong role that it had in the
11 2000 GUP in -- in promoting community participation.

12 But we also have this oddity that's been spoken
13 about, that the County is the governing body with
14 oversight of the general use permit, but the impacts are
15 really on the City of Palo Alto and the surrounding
16 communities principally, and not for the most part on
17 the County as a whole.

18 So we're having to rely on the County government
19 to look out for the interests of Palo Alto and Menlo
20 Park and the East Palo Alto and Mountain View and Los
21 Altos. So thank you for doing that task.

22 I'd also like to put into context that Stanford
23 has done some really outstanding measures on both their
24 transportation demand management and more recently on
25 embracing an aggressive sustainability plan.

Burt1
Burt2

Public Meeting

1 But we in this region are facing really a
2 different set of circumstances from when we did -- when
3 we looked at the 2000 GUP. It's hard to argue that
4 our -- today's traffic and housing and climate change
5 conditions are sustainable in our region. So merely
6 allowing a continuation of what seemed to be progressive
7 practices in 2000 is probably not the standard by which
8 we need to judge not only the GUP, but all of our
9 regional efforts.

Burt2
cont.

10 To that end, just having some form of a
11 limitation on the impacts I think needs to be
12 reconsidered. When we look at what we're doing in
13 climate change, we aren't talking about simply
14 maintaining the status quo. We have to reduce.

15 So one point that was made earlier on the
16 transportation side is that what we thought no net trips
17 meant does not appear to be what it does mean.

18 We thought it meant that there would be a cap on
19 the trips that would pass through our community to
20 access the Stanford campus. We now understand that two
21 changes to that exist to some degree that we really
22 don't know the degree to which it's occurring.

Burt3

23 There are credits for when the no net trips is
24 exceeded, and those credits are being able to be drawn
25 from Marguerite trips that are, in fact, in some cases

Public Meeting

1 satellite parking that's coming to Palo Alto and then
2 traveling into campus.

3 So thank you.

4 SUPERVISOR SIMITIAN: Thank you.

5 And thank you for respecting the time.

6 Sue Dinwinkle will be followed by Jeff Lazarus,
7 who will be followed by Jason Matlof.

8 Sue Dinwinkle, then Mr. Lazarus, then
9 Mr. Matlof.

10 Folks, we're probably about half an hour away
11 from wrapping up, if you're trying to gauge just how
12 much more seat time you can take today, okay?

13 Ms. Dinwinkle, welcome.

14 SUE DINWINKLE: Thank you. My name is Sue
15 Dinwinkle, and thank you for having this session so
16 people can air their concerns.

17 I've been a resident of Palo Alto since 1963 and
18 I'm also a former employee of Stanford University and I
19 have great respect for Stanford University and I love
20 Palo Alto.

21 It's a wonderful, unique community, but it's
22 changing and it's changing very rapidly and not always
23 in a positive direction. The two areas I'm the most
24 concerned about are traffic, as you've heard tonight,
25 and parking. Parking is becoming a great problem.

↑ Burt3
cont.

↓ Dinwinkle1

Public Meeting

1 There -- it is a problem on campus, but it's
 2 also a problem just on the streets of Palo Alto in many,
 3 many neighborhoods and I don't see us doing anything to
 4 address that. I'm not sure what the answers are. I
 5 think possibly a satellite parking area someplace like
 6 in -- in the Baylands where then people would be
 7 shuttled in. It might help somewhat. I don't know.

↑
 Dinwinkle1
 cont.

8 I'm not a traffic engineer, but I do know we
 9 have a tremendous problem. We have a lot of gridlock
 10 now, and if we add more and more units, that means more
 11 and more cars. I'm afraid. So basically those are my
 12 two concerns.

↓
 Dinwinkle2

13 I'm also worried somewhat should we have a
 14 national -- should we have a regional catastrophe, which
 15 is probably going to happen unfortunately at some point.
 16 Our emergency services, I'm worried about them even
 17 getting into the area to be able to help us because of
 18 the traffic situation that we have.

↓
 Dinwinkle3

19 And I'm also concerned about other parts of the
 20 infrastructure. For example, the schools, we have a
 21 very fine school system in Palo Alto and we want to keep
 22 it. We would like to have that all over the country.

↓
 Dinwinkle4

23 So we have more children, we want to be sure
 24 that we build up the infrastructure to support those
 25 children, which could mean more schools and more

Public Meeting

1 teachers.

2 So thank you for your time and again for having
3 this discussion.

4 SUPERVISOR SIMITIAN: Thank you.

5 Jeff Lazarus, to be followed by Jason Matlof.

6 JEFF LAZARUS: Hi.

7 SUPERVISOR SIMITIAN: Welcome.

8 JEFF LAZARUS: Thank you, folks, for coming and
9 thanks for this opportunity. I'm very embarrassed. I
10 went to the wrong meeting. I didn't realize that. I
11 missed the beginning presentation and I don't want to
12 waste anyone's time because of my faux pas.

13 I'm a resident of Menlo Park, and my big concern
14 is traffic, quite frankly. This has probably been
15 reviewed and I just want to go on the record as saying
16 it again to -- I'm -- right now when you think about
17 north/south, you think about El Camino, 280 and Alameda
18 or Santa Cruz.

19 The Stanford Hospitals, when they open up their
20 new hospitals, it's -- right now it's bad. Sand Hill
21 Road, if anyone lives here knows what Sand Hill Road is
22 like. And to have extra buildings and hospitals opening
23 up plus the new building at Stanford is -- is
24 constructing on Sand Hill. I just think, you know, it's
25 going to go from bad to worse. I'm very, very concerned

↑Dinwinkle4
| cont.

Lazarus1

Lazarus2

Public Meeting

1 about this for a variety of reasons and I'm sure other
2 people have said this earlier and more eloquent than I
3 did.

↑
Lazarus2
cont.

4 Thank you.

5 SUPERVISOR SIMITIAN: Thank you. And thank you
6 for making it to be with us tonight.

7 Jason Matlof, and then we're going to hear from
8 Alan Kaiser, Jim Miguel, and Greg Welch.

9 Welcome.

10 JASON MATLOF: Thank you.

11 I'm going to add my voice to the opposition to
12 the Stanford GUP proposal. Specifically I find it
13 totally unacceptable that Stanford's proposing to add
14 millions of square feet of new development and almost
15 10,000 new bodies to the campus without specifically
16 being required to fund mitigation strategies to address
17 all the things that everybody's been talking about,
18 horrific traffic problems, terrible parking problems and
19 a housing shortage.

↑
Matlof1
↓

20 So I guess to start, what I would ask is that
21 before we approve anything, before you and your -- your
22 peers approve anything, please make the -- or make a
23 prerequisite that the GUP approval be dependent upon
24 them funding specific mitigations that are not yet
25 addressed. I think many people have talked about a

Public Meeting

1 variety of different things so I'm just going to focus
2 on one particular thing, which is traffic.

3 The traffic is horrendous. I've lived here for
4 almost 25 years, you know, there's a variety of people
5 that have spoken that lived here 30, 40 years. I guess
6 what -- you know, I don't want to be emotional and
7 maybe, you know, bring emotionally charged comments
8 here, but the representatives from Stanford that spoke
9 were using all this self-congratulatory language about
10 how they've done all these traffic mitigations, the TPDs
11 and so forth.

12 But what I'm going to say is you have people
13 that lived here for decades, right? We've seen the mass
14 congestion problems, the parking problems, the housing
15 shortage issues. There's no new residences -- no new
16 housing that's driving that.

17 We had some commercial growth, but it pales in
18 comparison to the massive growth that's gone on at the
19 Stanford industrial park, the massive growth that's gone
20 on at the Stanford Shopping Center and the massive
21 growth that's gone on at the Stanford Hospital.

22 So tell me, where are those people and their
23 cars? How are they not producing traffic that are
24 patients at the hospital, that are shoppers at the
25 retail outlets at the -- at the shopping mall.



Matlof1
cont.

Matlof2

Matlof3

Public Meeting

1 It's clear that those numbers that are produced
2 by them are producing the results that they want to see.
3 So while I'm sure that they're doing much great good in
4 reducing traffic, it's obviously not doing what they
5 claim.

Matlof3
cont.

6 Specific problems that I would bring up is the
7 claim and -- the mitigation that should be addressed and
8 required as a prerequisite is specific to the community,
9 and the claim that there's no net new commuter trips I
10 think is the claim that they use.

11 And specifically that there is an expectation
12 that that would be offset by increased Caltrain use.
13 One of the women that spoke said, oh, there's other ways
14 to deal with it. Well, the study itself specifically
15 refers to mitigations that will be done through
16 increased usage of Caltrain.

Matlof4

17 We all know and those of us who have been
18 involved in studying this incredible problem with grade
19 separation that's going to get exacerbated with
20 electrification of the train, we know that the train's
21 already at capacity.

22 What's going to happen? It's going to increase
23 the volume of trains. Electrification is going to
24 enable that. What's going to happen with that increased
25 traffic that's going to get mitigated through use of the

Public Meeting

1 Caltrain corridor? It's going to exacerbate traffic
2 even worse.

3 So what I would ask is please make a
4 prerequisite for fund approval of this GUP, that
5 Stanford has to fund mitigations specifically, for
6 example, increasing capacity on Embarcadero, dealing
7 with the fact that we have Embarcadero Road that -- that
8 has a huge choke point because it goes from four lanes
9 all the way from 101 to Stanford and it's choked for
10 some reason I can't explain down to three lanes at Palo
11 Alto High School, and to fund other grade separations,
12 for example, the one where I live, at Churchill Avenue.

13 So please make mitigation funding requirements a
14 prerequisite of approval.

15 Thank you.

16 SUPERVISOR SIMITIAN: Thank you very much for
17 your comments.

18 Alan Kaiser, followed by Jim I believe it's
19 Miguel, and then Greg Welch.

20 Is Alan Kaiser still with us or he --

21 How about is there Jim Miguel?

22 How about Greg Welch?

23 GREG WELCH: Thank you very much for hosting
24 this meeting. I'm a little surprised, though, the
25 meeting occurred after the original deadline. It does

Matlof4
cont.

Welch1

Public Meeting

1 give the community a sense that this was sort of being
2 railroaded through until people stood up and took
3 notice, but thank you for the move on the extension and
4 hosting this evening's call for comments.

Welch1
cont.

5 I'm not here to criticize Stanford's record on
6 traffic mitigation. I do believe that the steps that
7 they've taken probably are leading and a beacon to other
8 communities. But it's also equally apparent that while
9 necessary, they are insufficient.

10 As the largest landowner, developer and employer
11 in the Palo Alto area, the health of Stanford is tied
12 directly to the health of the community that surrounds
13 it. And that community is choking on traffic. You
14 know, it's no coincidence that virtually everyone up
15 here has commented on that.

Welch2

16 It's gone way beyond being an inconvenience. It
17 is now threatening the safety and the well-being of the
18 citizenry. And while Stanford may claim that wait a
19 second, you know, at the edge of our property we've
20 taken care of the problem, it doesn't matter, the
21 problem exists.

22 If this leading institution, if this beacon for
23 light and leadership doesn't do more than just sort of
24 promise no new net trips, if it doesn't take a proactive
25 role, just as once the predecessors of the leadership of

Public Meeting

1 Stanford took a proactive role in stepping off of the
2 ivory tower and founding what ultimately became Silicon
3 Valley, the people have come from around the world to
4 study and emulate, that ivory tower is going to choke
5 the community around it or stand by idly while it chokes
6 itself.

7 And case studies of urban development in the
8 future will be written about how Stanford may have been
9 thinking globally, but didn't act locally. We need
10 traffic relief now. We don't need it promised in vague
11 and very complicated goals backed by an antiquated,
12 incomplete and dubious data collection method, all
13 wrapped up in an easily gerrymandered system that has
14 all sorts of credits that can be swapped. I mean, this
15 reads exactly like a system that can be gamed.

16 We're using pneumatic tubes to collect data at a
17 few intersections when the institutions, any one of us
18 can pick up our phones and look at any number of
19 realtime comprehensive data collection methods from
20 companies that spun out of this August institution and
21 see that the figures that are cited in the GUP are
22 woefully out of touch with reality.

23 SUPERVISOR SIMITIAN: Mr. Welch, speaking of
24 that technology, I forgot to click the updated
25 technology.

Welch2
cont.

Welch3

Public Meeting

1 MS. KUMAR: My timing's perfect, I thank you for
2 your attention.

3 SUPERVISOR SIMITIAN: Thank you.

4 All right, we have I believe three more speakers
5 before we ask folks from Stanford if they have anything
6 they'd like to correct in just a few parting
7 announcements here.

8 Our next speaker is Ahmad Sheikholeslawi, Greg
9 Schmid and Michael Closson.

10 Welcome, sir.

11 AHMAD SHEIKHOLESLAWI: My name's Ahmad
12 Sheikholeslawi. Good evening, Supervisor Simitian and
13 staff. I represent the Menlo City School District,
14 Menlo Park City School District as a chief business and
15 operations officer.

16 The Menlo Park City School District opposes any
17 additional expansion of Stanford University beyond its
18 current authorized limits. They're not fully mitigated
19 with appropriate housing and traffic mitigation.

20 Any expansion of the university which results in
21 additional employees and students must have full housing
22 mitigation on the university's traditional boundary.
23 Without this mitigation, any expansion will have an
24 adverse impact on the Menlo Park City School District,
25 which is a community funded school district and does not

Sheikholeslami1

Public Meeting

1 receive any additional funding for new students.

2 If adequate housing is not provided in the
3 university boundary, and Stanford rents or purchases
4 homes for staff and/or students and utilizes this tax
5 exemption status, all taxing entities, including the
6 Menlo Park City School District, will lose critical
7 funding.

8 It is the belief of the Menlo Park City School
9 District that the impacts to school facilities caused by
10 Stanford's proposed development of residential and mixed
11 use property, informally industrial, commercial and
12 institutional zoning districts can only be fully
13 mitigated by ensuring that the additional residential
14 load of Stanford's growth is accommodated on -- on
15 property that is already a tax benefit under the welfare
16 exemption and not to impose additional residential needs
17 on other lands in adjacent jurisdictions.

18 In addition to the housing impact, the expansion
19 project at the university will adversely impact traffic
20 along major corridors through the school district,
21 primarily traffic to Stanford University from 101
22 through Wheeler Road, from 280 through Sand Hill Road,
23 and increased traffic through El Camino Real, will
24 impact the Menlo Park City School District's safe routes
25 to school efforts, hazardous roadways and intersections

↑ Sheikholeslami1
cont.

Sheikholeslami2
cont.

Sheikholeslami3

Public Meeting

1 will impact the safe routes to school efforts, and
2 impact the safety of our students who we are encouraging
3 to walk and bike to school.

4 The university must develop measures that fully
5 mitigate any traffic level beyond currently unexpectable
6 levels. These measures -- these measures should not
7 only include the traditional traffic mitigation measures
8 but should also include funding of crossing guards to
9 assist schools and students in this effort.

10 Thank you.

11 SUPERVISOR SIMITIAN: Thank you very much. And
12 thank you to your board members and your district for
13 weighing in, we appreciate it.

14 Greg Schmid, to be followed by Michael Closson.

15 GREG SCHMID: Thank you very much for coming and
16 spending an extra evening with us.

17 The Stanford general use permit demands a
18 specific county transportation commitment. The EIR
19 openly admits that auto traffic in the area is
20 congestion, and that even with intersection and freeway
21 mitigation would leave any future traffic issues
22 significant and unavoidable.

23 Stanford is adding 2.3 million square feet of
24 nonresidential space on campus. There will be over
25 4,000 net new commute trips, many on Caltrain.

Sheikholeslami3
cont.

Schmid1

Public Meeting

1 Note that Stanford will be adding substantial
 2 numbers of new long distance commuters from
 3 nonresidential buildings on their other surrounding
 4 properties over the next 15 years.

5 In addition to the 2.3 million on campus,
 6 there's 1.3 million square feet in Stanford Medical
 7 Center, .8 million square feet in the Stanford Research
 8 Park, and 1.3 million in the new Redwood City Center.

9 That's 5.7 million square feet altogether with
 10 4,000 housing units.

11 The EIR notes that the communities of Palo Alto
 12 and Menlo Park will be adding four times the number of
 13 new jobs to new housing during that period.

14 Stanford's suggested traffic solution is to rely
 15 heavily on Caltrain. But the rail line is already at
 16 full capacity and will need substantial improvements to
 17 handle thousands of new customers and the infrastructure
 18 to avoid exacerbating the already troubled east/west
 19 connections.

20 For this campus permit, the County can ask
 21 Stanford to contribute their fair share of the costs of
 22 the expansion of the rail infrastructure or take on the
 23 burden themselves.

24 In the past the County has relied on the most
 25 regressive of local taxes, sales taxes for their share.

Schmid1
cont.

Schmid2

Public Meeting

1 Be explicit in your decision on this EIR, ask Stanford
2 to pay the fair share of the costs of the rail
3 infrastructure and make a clear pledge that the County
4 will not come back asking for regressive sales tax to
5 cover the costs of the real -- rail infrastructure
6 improvement needed by Stanford.

7 Thank you.

8 SUPERVISOR SIMITIAN: Thank you for your
9 comments, Mr. Schmid.

↑
Schmid2
cont.

10 Let me just verify one more time, Jim Miguel and
11 Alan Kaiser are no longer prepared to speak. If not,
12 all right, then we can go to Michael Closson who is the
13 proverbial last but not least speaker tonight.

14 Mr. Closson, welcome.

15 MICHAEL CLOSSON: You stole my line, I was going
16 to say that.

17 Thank you, Supervisor Simitian, for organizing
18 this meeting, and I'm pleased to be able to -- to be
19 present at it.

20 I'm a long-term resident of this area, 45 years.
21 I first moved to the area in 1972 to work at Stanford.
22 My wife is currently employed at Stanford and I am
23 semiretired and we live in Menlo Park.

24 I have generally positive feelings towards
25 Stanford, but in this case, in the -- of the proposed

↓
Closson1

Public Meeting

1 general use permit, I think the university's proposed
2 expansion is wildly excessive.

3 Like many people here this evening, I've
4 witnessed the massive decline in affordable housing and
5 the huge increase in traffic that's accompanied the
6 building and the high tech booms on the Peninsula.

7 Obviously other entities in addition to Stanford
8 are responsible for this, but Stanford sprawl is a real
9 concern and as has been mentioned by a number of
10 speakers.

11 I think that despite its best efforts to
12 mitigate its impacts, Stanford's proposed expansion is
13 bound to exacerbate these dire trends, thereby
14 contributing to a further decline in the quality of life
15 for the residents in this area.

16 Let me get philosophical for a second here, the
17 harsh reality is we live on a finite planet with limited
18 resources and limited space. In short, there are limits
19 to growth. There are limits to growth both globally,
20 regionally and locally.

21 There's a planning concept that's been invoked
22 for a number of years called smart growth, and I think
23 that Stanford has been a good practitioner of that, to
24 quite a degree. But at some point even the smartest
25 growth becomes dumb and destructive.

Closson1
cont.

Public Meeting

1 My concern that Stanford's leaders in their
2 desire to make the university even greater are confusing
3 quantitative expansion with qualitative improvement.
4 And I want to assert that the university can continue to
5 become better without becoming bigger.

6 So I suggest that Stanford do two things, step
7 back and reexamine its assumption that it needs to
8 physically expand in order to qualitatively improve. I
9 really encourage them to do that. I doubt they'll do
10 it, because I see there's a fixation on growth. We
11 heard tonight, knowledge is continually expanding, but
12 that does not mean that the university has to
13 continually expand. They've been seduced by a growth
14 imperative.

15 In conclusion, I think an important distinction
16 has to be made between knowledge and wisdom. In this
17 case, it appears that Stanford is long on knowledge and
18 short on wisdom. Now's the time for the university, the
19 people's university to step back and plan for the future
20 more wisely.

21 Thank you very much.

22 SUPERVISOR SIMITIAN: Thank you for your
23 comments.

24 And now let me turn to the folks at Stanford
25 University. Ms. Palter, are you going to take the

Closson1
cont.

Public Meeting

1 opportunity to offer a couple comments here to try to
2 clarify or correct?

3 Before you do that, let me just ask a couple
4 quick questions, if I may. If you don't have the
5 answers tonight that's okay because I know I'm being
6 prompted by some of the things I heard. I just want to
7 make sure you can take notes so we can get back to it.

8 We've been talking about 3150 units of housing,
9 and then sometimes the phrase beds or units. As I'm
10 looking at your draft environmental impact report
11 overview and summary, I'm seeing that it's 550 units of
12 housing that are being proposed for faculty and staff,
13 and 2,600 beds.

14 Do I have those numbers right?

15 CATHERINE PALTER: So the proposal is for 3,150
16 housing units. When those housing units support
17 students it's in the form of a bed, so that's the
18 technical definition of it. For the purposes of the
19 environmental analysis and in our application, we made
20 the assumption it would be 550 faculty and staff units
21 and 26 -- 2,700 or 2,600 student beds.

22 There is the ability to shift in those, but
23 there can be no more than 550 faculty staff units
24 without additional environmental analysis.

25 SUPERVISOR SIMITIAN: All right, I'll just turn

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1 to the staff and say, as we go forward, I think some
2 clarity and precision on that is going to be important.
3 A bed is not what most people think of as a unit, that's
4 not to suggest that anybody's -- I mean, it's been very
5 clear in your document, so please let that be
6 understood.

7 But I think a bed is different than a unit. You
8 know, a unit of housing could have three bedrooms and
9 accommodate four or five people, that's different than
10 one bed that accommodates -- I guess I shouldn't get
11 into how many people are in a bed.

12 But I think you take my point.

13 And I'll have some impact both on the housing
14 calculations and on the traffic calculations for the
15 planning staff to be mindful of that as we go forward
16 and have this conversation.

17 The other is the issue that was raised by the
18 representative from Menlo Park School District about the
19 acquisition of housing units in Menlo Park and I believe
20 also in Palo Alto by the university in an effort to
21 provide housing for folks on the campus.

22 And the fact that that obviously creates housing
23 impacts for the larger community, and it also creates
24 for the school districts if they are locally funded,
25 what we used to call basic aid districts, some financial

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1 impacts. Do we have hard numbers how many units in
2 Menlo Park and Palo Alto, for example, have been
3 acquired and where that's an issue?

4 CATHERINE PALTER: Well, let me also clarify, I
5 don't have hard numbers on the number of units, but when
6 faculty own homes in Menlo Park and Palo Alto, those do
7 not come off the tax roll.

8 SUPERVISOR SIMITIAN: Right.

9 CATHERINE PALTER: So there's no difference
10 between a faculty member living in there or a
11 nonStanford person.

12 SUPERVISOR SIMITIAN: And I think what the
13 representative from Menlo Park School District was
14 talking about was the university actually acquiring
15 housing in those jurisdictions and then by virtue of its
16 tax exempt status, those properties coming off the tax
17 rolls.

18 So do we know how great --

19 CATHERINE PALTER: That's still the same
20 situation, if the university acquires the land first,
21 the house, and then -- and it's then acquired by a
22 long-term leaseholder, a faculty member purchases it,
23 then it stays on the tax rolls.

24 SUPERVISOR SIMITIAN: Well, I'm going to ask
25 staff again to follow up on this particular issue,

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1 because either there's something I'm not understanding
2 or there's widespread misunderstanding in the community
3 among folks who are crunching numbers at the Palo Alto
4 Unified School District and Menlo Park School District,
5 but again, there clearly is an answer and we should sort
6 it out. We'll deal with that some other time. Thanks.

7 What I'm going to do now is I'm going to give
8 you that five minutes and let me see if I can make the
9 technology work here for me, I think we can, and again
10 limit it to clarifications or corrections tonight.

11 Thanks so much. Go right ahead.

12 CATHERINE PALTER: Thank you. My name for the
13 record is Catherine Palter with Stanford University, and
14 I want to thank everyone that has put their time and
15 attention to trying to understand this proposal and
16 that's spent their precious evening coming out and
17 sharing your thoughts.

18 I don't have anything to, as you say, correct at
19 this point. I'm very confident that the County's
20 consultants will be able to provide clear and thoughtful
21 responses to all the comments that we've received in
22 these months, and so I just at this time want to thank
23 people and we look forward to continuing this discussion
24 as our consideration goes forward.

25 SUPERVISOR SIMITIAN: Thank you very much.

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1 And just a thank you again to all who
2 participated this evening, all of you took time out of
3 your long -- getting longer days.

4 I'll remind you once again that written comments
5 can be accepted up until 5:00 p.m. on Friday, February
6 the 2nd. If you know how to get to the planning
7 department's website you can find it there. The URL is
8 relatively long so if it's easier, just go to my
9 website, which is supervisorsimitian.org and there's a
10 Stanford link that you can find there. I think we also
11 have some information on the table in the back.

12 One comment just to assuage any concern and that
13 is, things are likely to go quiet for a while because we
14 are coming up on the end of the comment period, and when
15 that happens, what that means is that the planning staff
16 and the consultants who have been engaged for this
17 effort go to work reviewing the comments and preparing
18 responses.

19 So if you're asking yourself, why am I not
20 hearing anything, it's because folks are at work
21 preparing we hope thoughtful responses to the comments
22 that have been made during this comment period.

23 Once the final EIR is ready, it will go to the
24 planning commission with the staff report and conditions
25 of approval that are recommended for consideration, and

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1 then ultimately will come to our five member board
2 supervisors as I've referenced.

3 I do hope you will stay engaged as the process
4 continues. My office and I will do everything we can to
5 keep you informed about what's going on in the process,
6 and if you have suggestions for how we can do that
7 better, please don't hesitate to share them. We can't
8 always do it all, but we're open to hearing your
9 thoughts about how we can stay in touch.

10 I'm going to then say without objection and I
11 expect none whatsoever, the meeting is adjourned. Thank
12 you all for coming.

13 (Whereupon, the proceedings adjourned at
14 8:20 p.m.)

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1 REPORTER'S CERTIFICATE

2 I, Lucy Carrillo-Grubbs, Certified Shorthand
3 Reporter No. 6766, hereby certify that the foregoing in
4 the within-entitled cause was taken at the time and
5 place herein named; that the transcript is a true record
6 of the proceedings as reported by me, a duly certified
7 shorthand reporter and a disinterested person, and was
8 thereafter transcribed into typewriting by computer.

9 I further certify that I am not interested in
10 the outcome of the said action, nor connected with, nor
11 related to any of the parties in said action, nor to
12 their respective counsel.

13 IN WITNESS WHEREOF, I have hereunto
14 set my hand this 31st day of January, 2018.

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20 LUCY CARRILLO-GRUBBS, CSR No. 6766

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5.2.4.5 Responses to Comments from Santa Clara County Public Meeting held at Palo Alto City Hall on 01/23/18

Responses to Comments from Edith Eddy

PM5-EddyE1 Due to the lack of specificity in the comment, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Stephen Rosenblum

PM5-Rosenblum1 The City of Palo Alto is studying multiple scenarios related to grade separation and is not expected to have a preferred scenario until the end of 2018, which would then trigger a need to commence environmental review in 2019. Pursuant to CEQA Guidelines Section 15127.4 (D)(3), mitigation measures are not required for effects which are not found to be significant. If Stanford achieves the no net new commute trips standard, the proposed Project would not increase peak hour, peak direction vehicle trips. If Stanford does not achieve the no net new commute trips standard, the Santa Clara County Planning Office would spend the fair share impact fees on the intersection improvements identified in Table 1 of Mitigation Measure 5.15-2(a), unless it is not feasible to use the fees for such improvements. If it is not feasible to use the fees for the specified intersection improvements, the County will use the fees for other trip reduction programs in the local impact area to encourage and improve the use of alternative transportation modes or otherwise reduce peak period traffic in the local impact area. The County Planning Office will consult with affected jurisdictions to determine the priority order for funding such improvements.

Responses to Comments from Julianne Frizzell

PM5-Frizzell1 Please see Response to Comment I-Frizzell-1.

PM5-Frizzell2 Please see Response to Comment I-Frizzell-2.

PM5-Frizzell3 Please see Response to Comment I-Frizzell-3.

PM5-Frizzell4 Please see Response to Comment I-Frizzell-4.

PM5-Frizzell5 Please see Response to Comment I-Frizzell-5.

Responses to Comments from Richard Mates

PM5-Mates1 This comment discusses existing traffic issues. This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

The comment also suggests building parking facilities in the foothills, and use light rail, buses, or monorail to transport people to campus. Please see Master Response 8: EIR Alternatives, Topic 2: Additional Detail on Potential Alternatives.

Responses to Comments from Jeff Brown

PM5-1BrownJ1 Due to the lack of specificity in the comment, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Gabriela Badica

PM5-Badica1 Comment acknowledged. On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Jeb Eddy

PM5-EddyJ1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Arthur Keller

PM5-Keller1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM5-Keller2 Please see Master Response 12: Public Schools, Topic 2: Additional School Site.

PM5-Keller3 The County acknowledges that lost property tax revenues may impact local jurisdictions and school districts, including the County. With respect to payment of land or fees for schools, property tax assessment issues are governed by state law and are not within the scope of environmental review

under CEQA. State law also establishes mitigation for school impacts and preempts local authority on this issue.

PM5-Keller4 Please see Response to Comment PM5-Keller2 and Response to Comment PM5-Keller3, above.

PM5-Keller5 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Stephanie Munoz

PM5-Munoz1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

Please note however, that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Please see Master Response 10: Affordable Housing.

PM5-Munoz2 Please see Response to Comment PM5-Munoz1.

Responses to Comments from Dorotea Garcia

PM5-Garcia1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

Please note however, that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Nadia Naik

PM5-Naik1 The Draft EIR does not identify a significant adverse effect to the environment that would be addressed by requiring Stanford to contribute money to expand Caltrain capacity. The Draft EIR explains on page 5.15-155 that the Governor's Office of Planning and Research (OPR) recognizes that increased demand throughout a region may necessitate new or additional transit infrastructure. However, OPR states such effects may be best

addressed through a fee program that fairly allocates the cost of improvements not just to projects that locate near transit, but rather across a region to all entities that rely on the entire transportation system.

Please refer to Master Response 13: Transportation and Traffic, Topic 12: Transit and Bicycle Capacity for a discussion of capacity assumptions provided by the Caltrain Joint Powers Board.

PM5-Naik2 With respect to how the Draft EIR accounted for non-Project related Stanford developments, please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

PM5-Naik3 Please see Response to Comment O-CARRD-14

PM5-Naik4 Please see Master Response 9: Population and Housing Methodology and Calculations, Topic 6: Job Multiplier.

Responses to Comments from Jose Escanuela

PM5-Escanuela1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM5-Escanuela2 Please see Response to Comment O-SEIU-2.

Responses to Comments from Neva Yarkin

PM5-Yarkin1 Please see Impact 5.15-2 (page 5.15-74 of the Draft EIR), 2018 Baseline Conditions, and Impact 5.15-9 (page 5.15-112 of the Draft EIR), 2035 Cumulative Conditions. Embarcadero Road/El Camino Real is study intersection #48 and Embarcadero Road/Town and Country is study intersection #82 in the transportation analysis. The Draft EIR finds that the proposed Project would not have a significant traffic congestion impact at the two intersections under 2018 Baseline with Project conditions. Under 2035 Cumulative with Project conditions, the proposed Project would have a significant impact at intersection #48 and a less-than-significant impact at intersection #82. If Stanford does not meet the no net new commute trips

standard, it would be required to contribute fair-share funding to the addition of a second northbound left-turn lane, at the signalized intersection of El Camino Real/Embarcadero Road.

- PM5-Yarkin2 Please refer to Master Response 11: Public Services, Topic 1: Emergency Access and Response Times.
- PM5-Yarkin3 A general comment is made requesting Stanford to build as part of its expansion new infrastructure related uses, including roads, grocery stores, gas stations, and schools. Due to the lack of specificity in the comment, no specific response is possible. Please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM5-Yarkin4 The Draft EIR does not identify a significant adverse effect to the environment that would be addressed by requiring Stanford to contribute money to expand Caltrain capacity. The Draft EIR explains on page 5.15-155 that the Governor’s Office of Planning and Research (OPR) recognizes that increased demand throughout a region may necessitate new or additional transit infrastructure. However, OPR states such effects may be best addressed through a fee program that fairly allocates the cost of improvements not just to projects that locate near transit, but rather across a region to all entities that rely on the entire transportation system.

Responses to Comments from Jeff Brown

- PM5-2BrownJ1 To the extent roadways are over capacity, this is an existing condition and not an impact of the proposed 2018 General Use Permit. By adopting Mitigation Measure 5.15-2 in the Draft EIR, the County will have committed itself to address the transportation impacts of the proposed 2018 General Use Permit, and specified the no net new commute trips standard as the performance standard that the mitigation will achieve.⁸ The mitigation measure also lists the potential actions to be considered, analyzed and potentially incorporated into the mitigation program. If Stanford does not achieve the no net new commute trips standard, the Santa Clara County Planning Office would spend the fair share impact fees on the intersection improvements identified in Table 1 of Mitigation Measure 5.15-2(a), unless it is not feasible to use the fees for such improvements. If it is not feasible to use the fees for the specified intersection improvements, the County will use the fees for other trip reduction programs in the local impact area to encourage and improve the use of alternative transportation modes or otherwise reduce peak period traffic in the local impact area. It should be noted that Mitigation Measure 5.15-2 has been expanded to include an upfront fair-share payment by Stanford to address the impact of peak-hour,

⁸ Please note that in response to comments, and as a result of County initiated changes, Mitigation Measure 5.15-2 has been expanded as Mitigation Measure 5.15-2(a)-(b). Please see Chapter 2 in this Response to Comments Document for the full revisions made to this mitigation measure.

off-peak direction Project-generated vehicle trips (i.e., reverse commute) that are not accounted for in the no net new commute trips standard. Please see Chapter 2 in this Response to Comments Document for the revised mitigation measure text.

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

PM5-2BrownJ2 Please see Response to Comment PM5-2BrownJ1.

PM5-2BrownJ3 The proposed 2018 General Use Permit does not propose offsite infrastructure changes. Therefore, it is beyond the scope of the EIR to determine whether or how North Palo Alto roadways should be modified.

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

Please also refer to Master Response 13: Transportation and Traffic, Topic 5: Intersection Impacts and Mitigation for a discussion of how traffic impacts identified in the Draft EIR would be addressed if Stanford is unable to meet the no net new commute trips standard with implementation of the proposed Project.

PM5-2BrownJ4 The City of Palo Alto is studying multiple scenarios related to grade separation and is not expected to have a preferred scenario until the end of 2018, which would then trigger a need to commence environmental review in 2019. Pursuant to CEQA Guidelines Section 15127.4 (D)(3), mitigation measures are not required for effects which are not found to be significant. If Stanford achieves the no net new commute trips standard, the proposed Project would not increase peak hour, peak direction vehicle trips. If Stanford does not achieve the no net new commute trips standard, the Santa Clara County Planning Office would spend the fair share impact fees on the intersection improvements identified in Table 1 of Mitigation Measure 5.15-2(a), unless it is not feasible to use the fees for such improvements. If it is not feasible to use the fees for the specified intersection improvements, the County will use the fees for other trip reduction programs in the local impact area to encourage and improve the use of alternative transportation modes or otherwise reduce peak period traffic in the local impact area. The County

Planning Office will consult with affected jurisdictions to determine the priority order for funding such improvements.

Please refer to Master Response 13: Transportation and Traffic, Topic 12: Transit and Bicycle Capacity for a discussion of capacity assumptions provided by the Caltrain Joint Powers Board.

PM5-2BrownJ5 Please see Response to Comment PM5-2BrownJ3.

PM5-2BrownJ6 Please see Response to Comment PM5-2BrownJ4.

Responses to Comments from Wynne Furth

PM5-Furth1 Please also see Master Response 8: EIR Alternatives, Topic 1: CEQA Requirements for Alternatives, and Alternatives Evaluated in the EIR, and Topic 2: Additional Detail on Potential Alternatives. On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

PM5-Furth2 Please see Response to Comment PH5-Furth1.

PM5-Furth3 The comment expresses a number of opinions that do not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Please see also Response to Comment PH5-Furth1.

Responses to Comments from Penny Ellson

PM5-Ellson1 Please see Response to Comment I-Ellson-1.

PM5-Ellson2 Please refer to Master Response 13: Transportation and Traffic, Topic 9: Design Hazards and Safety Impacts, and Topic 10: Bicycle and Pedestrian Analysis.

PM5-Ellson3 Please see Response to Comment PM5-Ellson2.

PM5-Ellson4 Please see Response to Comment I-Ellson-5.

PM5-Ellson5 This comment is in regard to the analysis conducted for a separate project, not related to the proposed Project. The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

PM5-Ellson6 Please see Response to Comment I-Ellson-6.

Responses to Comments from Lesley Lowe

PM5-Lowe1 The comment summarizes how Stanford can meet the no net new commute trips standard under the 2018 General Use Permit.

PM5-Lowe2 The comment describes the decline in single occupancy vehicle use at Stanford.

PM5-Lowe3 The comment summarizes the results of the VMT analysis used for the 2018 General Use Permit.

Responses to Comments from Pria Graves

PM5-Graves1 With respect to how the Draft EIR accounted for non-Project related Stanford developments, please see Master Response 6: Approach to 2018 Baseline Environmental Setting, and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

PM5-Graves2 Please see Response to Comment I-Graves-15.

PM5-Graves3 Please see Response to Comment I-Graves-1.

Responses to Comments from Alice Kaufman

PM5-Kaufman1 No changes to the existing AGB location, the established duration of existence of the AGB, or existing policies protecting open space lands outside the AGB, are proposed under the 2018 General Use Permit.

Please see Master Response 5: Project Description, Topic 2: Scope of Proposed Project and Analysis.

PM5-Kaufman2 Please see Response to Comment PM5-Kaufman1.

PM5-Kaufman3 Please see Response to Comment PM5-Kaufman1.

Responses to Comments from Peter Emanuel

PM5-Emanuel1 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA.

However, please note that on June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and

Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.

Responses to Comments from Jean McCown

PM5-McCown1 The comment generally discusses the Draft EIR and potential impacts.

Responses to Comments from Cecily Foote

PM5-Foote1 Please see Response to Comment O-SCOPE-15, and Response to Comment PM5-Foote2 to Response to Comment PM5-Foote5 below.

PM5-Foote2 Please see Response to Comment O-SCOPE-3

PM5-Foote3 Please see Response to Comment O-SCOPE-7.

PM5-Foote4 Third-party contractors, which include some janitorial staff, some food service and daycare workers, and construction contractors, are eligible for TDM incentives and enrollment in the Commute Club if sponsored by a university department or campus organization. Sponsors must confirm each individual's Stanford affiliation and on-campus worksite address and certify the hours and duration the individual is or will be at that address for official university business. Non-Stanford affiliates registered for TDM incentives work at retail outlets, childcare centers, cafes and restaurants on campus, UG2 Janitorial Services, Stanford Credit Union employees, employee agencies (i.e., Option1, Slingshot and Manpower), and Wells Fargo Bank. Contract and subcontract workers can be sponsored as part of this program. Other TDM programs, such as bicycling to campus and the Marguerite shuttle, are free to both Stanford and non-Stanford affiliates.

Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic.

PM5-Foote5 With respect to a maximum buildout for Stanford, please see Master Response 2: Non-Project Planning Processes, Topic 1: Sustainable Development Study.

Responses to Comments from Seelam Reddy

PM5-Reddy1 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from David Shen

- PM5-Shen1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics. See also individual responses to comments, below, that follow.
- PM5-Shen2 Please see Master Response 12: Public Schools, Topic 2: Additional School Site.
- With respect to funding of expanded or new schools, state law establishes mitigation for school impacts and preempts local authority on this issue.
- PM5-Shen3 Please see Response to Comment I-Shen-3 and I-Shen-4.
- PM5-Shen4 Please see Response to Comment I-Shen-5 and I-Shen-6.

Responses to Comments from Shani Kleinhaus

- PM5-Kleinhaus1 See Response to Comment O-SCAS-2.
- PM5-Kleinhaus2 See Response to Comment O-SCAS-4.

Responses to Comments from Gail Svedanovic

- PM5-Svedanovic1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM5-Svedanovic2 Please see Response to Comment A-PV-3.
- PM5-Svedanovic3 The Level of Service methodology used to evaluate traffic operations identifies the highest single hour within the morning and evening peak periods to represent the worst-case condition within the peak period, and includes all traffic in and out of the intersection, including those vehicles traveling in the reverse commute direction. By evaluating the worst condition within the peak period, the analysis ensures that the maximum effect of the proposed Project is identified, and if mitigation is warranted, that the mitigation is designed to prevent the maximum effect from occurring (which in turn prevents impacts under conditions that are not at the maximum).
- Please refer to Master Response 13: Transportation and Traffic, Topic 7: Average Daily Traffic and Peak-Hour Spreading for information on why trip monitoring for the No Net New Commute Trips program is focused on peak hour traffic.

- PM5-Svedanovic4 This comment is in regard to a number cited by one of the public hearing speakers. The comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.
- PM5-Svedanovic5 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM5-Svedanovic6 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. However, please see Master Response 10: Affordable Housing.
- PM5-Svedanovic7 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Hal Mickelson

- PM5-Mickelson1 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM5-Mickelson2 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM5-Mickelson3 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Whitney McNair

- PM5-McNair1 The comment generally describes housing issues as related to the 2018 General Use Permit.

Responses to Comments from Karen Porter

- PM5-Porter1 The Draft EIR (Impact 5.15-1) discusses impacts from construction traffic on pages 5.15-68 to 5.15-73. The Draft EIR acknowledges that construction activities under the proposed 2018 General Use Permit would be similar to activities occurring on an ongoing basis under the 2000 General Use Permit. The Draft EIR identifies a set of construction traffic control measures (Mitigation Measure 5.15-1) to address impacts from construction of individual 2018 General Use Permit projects.

The 2018 General Use Permit EIR is a program-level evaluation, and does not specifically consider individual projects. As such, construction impacts are addressed at a programmatic level. Project-specific CEQA review may be required for individual buildings or other projects that would be developed pursuant to the proposed 2018 General Use Permit. Prior to consideration of approval, the County would examine each individual development at the time they are proposed to determine whether the environmental effects of the

specific project were adequately disclosed in the 2018 General Use Permit Program EIR. Please refer to Master Response 4: Environmental Review Process, Topic 1: Use of Program EIR and Subsequent Approvals.

PM5-Porter2 Please also see Draft EIR Section 5.16 Utilities and Service Systems which addresses all Project and contribution to cumulative impacts to the public wastewater collection and treatment system from the Project. The anaerobic-digestion plant proposed by the City in the Baylands that the comment refers to is still in the planning stage. Stanford and other partners of the Regional Water Quality Control Plant would reimburse the city for their fair-share for the cost this facility.

Please note also, as discussed in the Draft EIR Section 5.8 Hazards and Hazardous Materials, the transportation and disposal of medical waste is closely regulated under Section 118215 of the California Medical Waste Management Program (California Medical Waste Management Act, California Health and Safety Code Sections 117600-118360). As addressed in Impact 5.8-4, under operation of the Project, adherence to applicable regulatory requirements would minimize potential exposure of people or the environment to hazardous materials as a result of the routine transport, use, storage or disposal of hazardous materials, ensuring the impact would be less than significant.

Responses to Comments from John O’Connell

PM5-O’Connell1 With respect to how the Draft EIR accounted for non-Project related Stanford developments, including the Stanford University Medical Center (SUMC) and Stanford Research Park, please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

PM5-O’Connell2 This comment focuses on existing parking issues. This comment does not address the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments. See also Response to Comment PM5-O’Connell1, above.

PM5-O’Connell3 See Response to Comment PM5-O’Connell1, above.

PM5-O’Connell4 The amount of affordable housing fees is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. Please also see Master Response 10: Affordable Housing, Topic 5: Geographical Distribution of Affordable Housing Funds.

Responses to Comments from Peter Drekmeier

- PM5-Drekmeier1 Please see Response to Comment I-Drekmeier-1.
- PM5-Drekmeier2 Please see Response to Comment I-Drekmeier-2.
- PM5-Drekmeier3 Please see Response to Comment I-Drekmeier-14.
- PM5-Drekmeier4 Please see Response to Comment I-Drekmeier-17.
- PM5-Drekmeier5 Please see Master Response 1: Non-CEQA Comments.
- PM5-Drekmeier6 Please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 2: Approach for Cumulative Scenario.
- PM5-Drekmeier7 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Tim Lichti

- PM5-Lichti1 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM5-Lichti2 Impacts of the Project on affordable housing is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. However, please see Master Response 10: Affordable Housing.
- PM5-Lichti3 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM5-Lichti4 The comment does not address the proposed Project or the adequacy of the Draft EIR; please see Master Response 1: Non-CEQA Comments.
- PM5-Lichti5 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

Responses to Comments from Rita Vrhel

- PM5-Vrhel1 With respect to how the Draft EIR accounted for non-Project related developments, please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

Responses to Comments from Grant Dasher

- PM5-Dasher1 On June 12, 2018 the County published the Recirculated Portions of the Draft EIR, which includes two housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their consideration of whether more housing should be constructed.
- PM5-Dasher2 Please see Response to Comment PH5-Dasher1.
- PM5-Dasher3 The amount of affordable housing fees is a socioeconomic issue not required to be analyzed in the Draft EIR or mitigated under CEQA. Please also see Master Response 10: Affordable Housing, Topic 5: Geographical Distribution of Affordable Housing Funds.
- PM5-Dasher4 The City of Palo Alto is studying multiple scenarios related to grade separation and is not expected to have a preferred scenario until early 2019, which would then trigger a need to commence environmental review in 2019. Pursuant to CEQA Guidelines Section 15127.4 (D)(3), mitigation measures are not required for effects which are not found to be significant. If Stanford achieves the no net new commute trips standard, the proposed Project would not increase peak hour, peak direction vehicle trips. If Stanford does not achieve the no net new commute trips standard, the Santa Clara County Planning Office would spend the fair share impact fees on the intersection improvements identified in Table 1 of Mitigation Measure 5.15-2(a), unless it is not feasible to use the fees for such improvements. If it is not feasible to use the fees for the specified intersection improvements, the County will use the fees for other trip reduction programs in the local impact area to encourage and improve the use of alternative transportation modes or otherwise reduce peak period traffic in the local impact area. The County Planning Office will consult with affected jurisdictions to determine the priority order for funding such improvements.

Responses to Comments from Pat Burt

- PM5-Burt1 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.
- PM5-Burt2 Due to lack of specificity, no specific response can be provided; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM5-Burt3 Please refer to Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard for information regarding the application of trip credits in the context of the no net new commute trips policy.

Responses to Comments from Sue Dinwinkle

PM5-Dinwinkle1 The comment regarding parking is noted, but does not address the adequacy of the Draft EIR. Please refer to Master Response 13: Transportation and Traffic, Topic 13: Parking Supply and Restrictions for a discussion of the on-campus parking supply and its evaluation in the Draft EIR.

PM5-Dinwinkle2 As long as the no net new commute trips standard is achieved through Stanford's transportation demand management programs and off-campus vehicle trip reduction credits, no additional mitigation would be required to address traffic congestion under CEQA. The no net new commute trips program is discussed in more detail in Master Response 13: Transportation and Traffic, Topic 6: No Net New Commute Trips Standard.

Please also refer to Master Response 13: Transportation and Traffic, Topic 5: Intersection Impacts and Mitigation for a discussion of how traffic impacts identified in the Draft EIR would be addressed if Stanford is unable to meet the no net new commute trips standard with implementation of the proposed Project.

PM5-Dinwinkle3 Project and cumulative impacts related to adopted emergency response and evacuation plans are adequately addressed in the Draft EIR Section 5.8 Hazards and Hazardous Materials, Impact 5.8.8 and Impact 5.8-11.

Please see also Master Response 11: Public Services, Topic 1: Emergency Access and Response Times.

PM5-Dinwinkle4 Please see Master Response 12: Public Schools, Topic 2: Additional School Site.

Responses to Comments from Jeff Lazarus

PM5-Lazarus1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

PM5-Lazarus2 With respect to how the Draft EIR accounted for non-Project related developments, please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

Responses to Comments from Jason Matlof

- PM5-Matlof1 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM5-Matlof2 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.
- PM5-Matlof3 With respect to how the Draft EIR accounted for non-Project related developments, please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.
- PM5-Matlof4 Please see Response to Comment I-Matlof-7.

Responses to Comments from Greg Welch

- PM5-Welch1 The County elected to extend the public comment period on the Draft EIR to February 2, 2018.
- PM5-Welch2 Due to lack of specificity in the comment, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.
- PM5-Welch3 This comment does not address the adequacy of the Draft EIR. Please see Master Response 1: Non-CEQA Comments.

Responses to Comments from Ahmad Sheikholeslami

- PM5-Sheikholeslami1 Please see Response to Comments A-MPCSD-1 through A-MPCSD-7, which responds to the Menlo Park School District comments.

As explained in these responses, state law establishes mitigation for school impacts and preempts local authority on this issue. Property tax assessment issues are also governed by state law.

In addition, as discussed in these responses, the County also elected to evaluate two new housing alternatives under which additional quantities of housing would be added to the proposed Project. The analysis of Additional Housing Alternative A and Additional Housing Alternative B will be presented to the County Board of Supervisors along with comments on the Draft EIR to assist in their Board's consideration of whether more housing should be constructed on the Stanford campus. See also Master Response 9: Population and Housing Methodology and

Calculations, Topic 3: Off-Campus Households and Household Adjustment Factors.

PM5-Sheikholeslami2 The County acknowledges that lost property tax revenues may impact local jurisdictions and school districts, including the County. Property tax assessment issues are governed by state law and are not within the scope of environmental review under CEQA. State law also establishes mitigation for school impacts and preempts local authority on this issue.

PM5-Sheikholeslami3 Please see Master Response 13: Transportation and Traffic, Topic 10: Bicycle and Pedestrian Analysis for the discussion of bicycle and pedestrian safety.

With respect to off-campus traffic, the primary method of mitigating the Project's traffic impacts is compliance with the no net new commute trips standard (Mitigation Measure 5.15-2), and fair-share contributions to intersection impacts if that standard is not met.⁹ As discussed beginning on page 5.15-91 of the Draft EIR, all intersection improvements that may be funded were evaluated to determine whether they adversely affect pedestrians and bicyclists. In all cases, the Draft EIR concluded that the impact of the intersection improvements on pedestrians and bicyclists would be less than significant. It should be noted that Mitigation Measure 5.15-2 has been expanded to include an upfront fair-share payment by Stanford to address the impact of peak-hour, off-peak direction Project-generated vehicle trips (i.e., reverse commute) that are not accounted for in the no net new commute trips standard. Please see Chapter 2 in this Response to Comments Document for the revised mitigation measure text.

The Draft EIR includes an assessment of the effect of the proposed intersection improvements on pedestrian and bicycle level of service in the analysis of Impact 5.15-2 (page 5.15-74 of the Draft EIR), 2018 Baseline Conditions, and Impact 5.15-9 (page 5.15-112 of the Draft EIR), 2035 Cumulative Conditions. None of the proposed intersection improvements would have a significant adverse effect on pedestrian or bicycle level of service. Funding of crossing guards would not reduce a significant impact of the proposed Project.

⁹ Please note that in response to comments, and as a result of County initiated changes, Mitigation Measure 5.15-2 has been expanded as Mitigation Measure 5.15-2(a)-(b). Please see Chapter 2 in this Response to Comments Document for the full revisions made to this mitigation measure.

Responses to Comments from Greg Schmid

PM5-Schmid1 The comment expresses a number of general statements. Due to lack of specificity, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.

With respect to how the Draft EIR accounted for non-Project related Stanford developments, please see Master Response 6: Approach to 2018 Baseline Environmental Setting and Cumulative Scenarios, Topic 3: Consideration of Non-Project Stanford-Related Development Outside General Use Permit Boundary; and Master Response 13: Transportation and Traffic, Topic 3: Travel Demand Forecasts.

PM5-Schmid2 Please see Response to Comment I-Schmid-5.

Responses to Comments from Michael Closson

PM5-Closson1 The comment expresses a number of general statements. Due to lack of specificity, no specific response is possible; please see Master Response 3: General Comments on EIR and Environmental Topics.