TO: HONORABLE CITY COUNCIL

FROM: CITY MANAGER

DEPARTMENT: PLANNING
AND COMMUNITY ENVIRONMENT

DATE: MAY 14, 2007

CMR: 239:07

SUBJECT: STUDY SESSION FOR THE STANFORD UNIVERSITY MEDICAL CENTER EXPANSION AND MODERNIZATION – PROJECT UPDATE AND REVIEW OF KEY PLAN OBJECTIVES FOR THE STANFORD UNIVERSITY MEDICAL CENTER LAND USE AREA PLAN.

RECOMMENDATION

The purpose of the Study Session is to update the City Council regarding Stanford’s conceptual project plans and the draft outline for the Medical Center Area Plan, and to allow for Council review and comment regarding suggested key Area Plan objectives for the Medical Center Area Plan.

BACKGROUND

On November 20, 2006, the City Council held a study session with representatives from the Stanford University Medical Center (SUMC) to discuss concepts for the expansion and modernization of the existing Hospital and School of Medicine Facilities. On December 13, 2006, the Planning and Transportation Commission (Commission) held a Study Session to review the process and timeline for this project. This feedback was then presented to the City Council at a meeting on December 18, 2006, at which time the City Council: 1) authorized staff to commence the process for review of the project; 2) authorized the city manager to sign an agreement for Stanford to reimburse the City for costs incurred with processing the application; and 3) authorized the city manager and other senior staff to initiate discussions and negotiations of a Development Agreement.

Review for this project has been divided into two phases: Phase I (Information Sharing and Preliminary Area Plan) from December 2006 through July 2007 and Phase II (EIR and Entitlements), from July 2007 through approximately July 2008. The intent of Phase I is to collect and synthesize information to share with the applicants, the public, the Commission, and the City Council and to identify the key benefits and challenges of each project (the Hospital and the Stanford Shopping Center expansion) as well as to develop a preliminary Area Plan as a framework for Phase II. The Phase I activities will help to focus discussion on key issues of concern during the Phase II entitlement process.

The Planning and Transportation Commission held study sessions on January 24, 2007 and April 25, 2007. Information provided to the Commission at the April 25, 2007 meeting included an outline of the Stanford University Medical Center Amended Land Use Area Plan and the proposed key Area Plan objectives.
The purpose of this meeting is to provide comments on the proposed key Area Plan objectives identified in this staff report.

**DISCUSSION**

**Stanford University Medical Center Land Use Area Plan**

The preparation of an area plan for the Stanford University Medical Center (SUMC) responds to Program L-46 of the 1998 Palo Alto Comprehensive Plan:

_Work with Stanford to prepare an area plan for the Stanford Medical Center._

_An area plan for the Medical Center should address building locations, floor area ratios, height limits, and parking requirements. It should discuss the preservation of historic and open space resources and the protection of views and view corridors. The plan should describe improvements to the streetscape and circulation pattern that will improve pedestrian, bicycle, transit, and auto connections._

The first document prepared in response to Program L-46 was the **SUMC Land Use Area Analysis 2000**, completed and submitted by Stanford in conjunction with an application for Palo Alto's review for the Center for Cancer Treatment and Prevention/Ambulatory Care Pavilion and underground parking structure. The analysis helped guide the development within the SUMC area boundaries.

The current SUMC redevelopment and renovation project is located within the boundaries defined in the SUMC Land Use Area Analysis 2000 document. As part of the Phase I activities, a revised area plan, based in part from the 2000 area analysis, will be developed to address the proposed project and include reference to and key linkages to and between the Stanford Shopping Center, the Palo Alto Transit Center, and downtown. The Area Plan is a City document and will be reviewed by the Commission and City Council with a recommendation for acceptance at the end of Phase II, currently expected in July, 2008.

The City of Palo Alto and Stanford have prepared a draft Area Plan expanded outline (Attachment A) for City Council review. The Area Plan will comprise a policy framework for the processing of entitlements. This expanded outline is intended to assist the City Council and the community to understand the intent and primary issues to be addressed in the Area Plan.

**Proposed Key New Area Plan Objectives**

City staff expects to develop key Area Plan objectives for each Plan section, based upon Comprehensive Plan goals, policies and programs and feedback received from the community, Planning and Transportation Commission and City Council. These proposed key objectives will describe specific City goals to address potential impacts of the project. Staff requests that the City Council review and comment regarding the identified objectives related to:

1. Transportation
2. Housing
3. Open Space
4. Linkages
5. Sustainability

The Area Plan covers the SUMC area as described in the City’s Comprehensive Plan. These boundaries are not proposed to change. However, maps and discussion of issues and goals will identify the Stanford Shopping Center and areas outside of the Area Plan boundaries as “areas of influence.” The Area Plan will be a planning tool in which the project and its objectives are compared with the Comprehensive Plan to identify areas of consistency, conflict, and issues that require additional study and analysis. All of these objectives are supported by existing Comprehensive Plan policies. The Area Plan will not analyze the impacts of the project (this would be accomplished through the environmental review process), but will outline the objectives and principles that should be considered throughout the review process, including the preparation of the Development Agreement. To address the objectives, specific solutions may extend to areas outside of the Area Plan boundaries. While the Area Plan will address land use in general terms, specific zoning changes will not be determined in the Area Plan initially, but will be addressed at a later stage of the entitlement process.

The information presented in the staff report is meant to be a starting point for discussion about these key issues and a framework for how to address these issues within the Area Plan. Stanford has provided feedback that they feel it is premature to discuss particular goals at this point in the process. However, Staff strongly believes that identification of these desired goals is important to establish a policy framework as the project proceeds and as we negotiate the Development Agreement.

1. TRANSPORTATION

Proposed Key Plan Objective: The project shall identify traffic solutions that minimize the use of single-occupant vehicles. Potential locations of housing in or near the Plan area and an expanded Transportation Demand Management (TDM) program will be identified in order to reduce automobile trips. Land use and design should minimize trips within and outside of the SUMC area by locating employee-serving uses, retail uses, eating and drinking services, and usable open space in or near the Plan area. Measures should be evaluated to feasibly approach a desired goal of producing no net new automobile trips.

Although specific traffic projections have not yet been prepared, it is expected that the projects would generate a substantial number of additional automobile trips to and from the SUMC area. The EIR will assess the specific impacts of the development on all traffic and transportation systems and will identify potential solutions. Staff recommends that the project include, at a minimum, specific initiatives that would minimize automobile traffic within Palo Alto and adjacent neighborhoods in other local jurisdictions. The traffic impact data will be essential in evaluating the potential to approach a desired goal of no net new trips.

Applicable Comprehensive Plan Goals, Policies and Programs:
- Goal T-1: Less Reliance on Single-Occupant Vehicles;
- Goal T-3: Facilities, Services, and Programs that Encourage and Promote Walking and Bicycling;
- Goal T-5: A Transportation System with Minimal Impacts on Residential Neighborhoods;
• Policy L-7: Evaluate changes in land use in the context of regional needs, overall City welfare and objectives, as well as the desires of the surrounding neighborhoods;
• Policy L-42: Encourage Employment Districts to develop in a way that encourages transit, pedestrian and bicycle travel and reduces the number of auto trips for daily errands;
• Policy T-1: Make land use decisions that encourage walking, bicycling, and public transit use;
• Policy T-26: Participate in the design and implementation of comprehensive solutions to traffic problems near Stanford Shopping Center and Stanford Medical Center.

**Existing Transportation Data and Analysis**

The City’s annual citywide intersection monitoring program is conducted in October to determine the A.M. and P.M. level of service at each of the city’s key intersections. In October 2006, the monitoring program was expanded to include 28 intersections studied in the 1996 Stanford Sand Hill Corridor Projects EIR in order to develop baseline data for traffic conditions in the vicinity of the proposed Stanford Shopping Center and Stanford Medical Center expansion projects. This analysis also evaluated how the current level of service at the selected intersections has changed over the past decade and how the current conditions compare to projections in the Stanford Corridor Projects EIR for the years 2000 and 2010.

The attached memorandum from DMJM Harris (Attachment C) summarizes the results of this analysis. Exact comparisons cannot be made because the Stanford Sand Hill Corridor EIR assumed a greater amount of development than was actually approved by the City Council, and the roadway network was not built as studied in the EIR; nevertheless, the overall comparison indicates that the 2006 levels of service are better than the year 2000 Project or the year 2010 Project levels of service in the EIR. Only two intersections, Campus Drive West and Foothill/Page Mill/Junipero Serra are operating at one full level of service worse than projected for year 2000 with Project. Most of the intersections are at or below the level of service projected for year 2000 with Project.

Future detailed analysis of the existing and projected traffic conditions in the vicinity of the two proposed projects will be undertaken in the EIR during Phase II of the project.

2. **HOUSING**

**Proposed Key Plan Objective:** The Area Plan shall identify strategies for accomplishing housing with a focus on below-market residential units which would be available to help accommodate employment generated by the project.

Although specific employment growth numbers have not yet been submitted by the project proponents, it is expected that the additional development will generate additional employees in the full range of employment sectors of the hospital and related support services. The EIR will assess the specific impacts of the development on jobs and employee population and the related need for housing. The EIR will estimate the level of employment increase and related need for housing types that are affordable and located in the vicinity of the hospital area. Staff recommends that the project include identification of specific housing sites in the SUMC area.
and the potential number of units that could be built on those sites. The SUMC Area includes a partially developed 6.72 acres in Palo Alto that are zoned for high-density residential uses (RM-40). The SUMC Area also includes two housing sites that are located in unincorporated Santa Clara County which are controlled by Stanford’s General Use Permit. Attachment B provides additional information on Stanford’s existing and potential housing sites.

Applicable Comprehensive Plan Goals, Policies and Programs:

- Policy H-2: Consider a variety of strategies to increase housing density and diversity in appropriate locations;
- Policy H-3: Support the designation of vacant or under utilized land for housing;
- Policy H-4: Encourage mixed use projects as a means of increasing the housing supply while promoting diversity and neighborhood vitality;
- Program H-2: Allow for increased housing density immediately surrounding commercial areas and particularly near transit centers;
- Program H-9: Use coordinated area plans and other tools to develop regulations that support the development of housing above and among commercial uses;
- Program H-50: Continue to require developers of employment-generating commercial and industrial developments to contribute to the supply of low- and moderate income housing.

Existing Housing Conditions and Analysis

The 2000 Census indicated that there were 26,048 housing units in Palo Alto. Palo Alto has an extremely limited supply of vacant residential land. Most of the City’s development potential consists of infill on small vacant lots, redevelopment of existing properties, and conversion of underutilized non-residential lands to higher density residential or mixed use projects. In appropriate locations, mixed use is encouraged to provide housing opportunities. The R-1 Zoning update completed in 2005 also provided regulations to accommodate second dwelling units, in order to provide for variety to the city's housing stock and additional affordable housing opportunities. The Comprehensive Plan encourages innovative ideas for creating new housing, including mixed use zoning, the use of smaller lots, live/work projects, and other emerging housing prototypes.

State Housing Element law requires that localities provide for their “fair share” of the region’s housing need. The Association of Bay Area Governments (ABAG) determined that Palo Alto’s projected need for the period from January 1, 1999 – June 30, 2006 was 1,397 units. In addition to projecting overall housing needs, ABAG also projects housing needs by income category. The intent of this action is to equitably distribute households by income category so that no one City or County is “impacted” with a particular income group. The table below shows how the City of Palo Alto’s 1999-2006 Housing Element allocated the ABAG new construction need by income category.

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Need</th>
<th>Approved or Built 1999 - 2006</th>
<th>Unmet Need</th>
</tr>
</thead>
</table>

City of Palo Alto
Very Low 265 220 45  
Low 116 116 0  
Moderate 343 134 209  
SUBTOTAL 724 470 254  
Above Moderate 673 673 0  
TOTAL 1,397 1,143 254

In reviewing the totals shown in the table above, it appears that Palo Alto has constructed, or approved for construction, about 82% of its fair share of the region’s housing need for the current cycle. ABAG is expected to release the final Regional Housing Needs Allocation for the 2007-2014 period to individual jurisdictions by May 2007.

Schools and Other Community Facilities
The generation of new employees and new housing needs by the project will also result in increased needs for community facilities to support residents, including schools, libraries, and parks (also see Open Space discussion). The impact of the development (and of the Stanford Shopping Center expansion) on these facilities will be identified in the EIR and will be dependent on the projected increase in population, as well as the geographic distribution of new residential development.

3. OPEN SPACE

Proposed Key Plan Objective: The project shall include provision of new usable open space areas in and/or in the proximity of the SUMC area. These open space areas shall be developed in a way that promotes linkages between uses within the SUMC area, nearby uses at the Stanford Shopping Center, nearby open space, areas of existing and future housing sites and other nearby university lands. Open space areas shall be accessible and within easy walking distance to the greatest number of users.

Open space areas can provide important benefits within and proximate to the dense commercial and hospital development. These areas act as common gathering places for employees and visitors. They provide areas for employee breaks and lunches away from the office environment. If designed properly, open space areas can become important extensions of the hospital facilities rather than unused and isolated open areas.

Effective and usable open space design can include smaller spaces in addition to medium and large park-like squares. Private open spaces can exist between and around buildings and along pathways connecting various uses.

Applicable Comprehensive Plan Goals, Policies and Programs:
• Policy L-21: Provide all Centers with centrally located gathering spaces that create a sense of identity and encourage economic revitalization. Encourage public amenities such as benches, street trees, kiosks, restrooms and public art;
• Policy C-25: Consider new park sites when preparing coordinated area plans;
• Policy C-26: In conjunction with new development proposals, pursue creation of park, plaza, or other public gathering spaces that meet neighborhood needs;
• Policy C-27: Seek opportunities to develop new parks and recreation facilities to meet the growing needs of residents and employees of Palo Alto.
• Policy N-4: Preserve the foothills area as predominantly open space.

Existing Open Space Conditions at Stanford
The hospitals lease land from Stanford University that corresponds generally to the footprints of their structures; therefore the functional open space controlled by these entities is limited mostly to courtyard areas within the boundaries of the structures themselves.

Within the Area Plan boundaries, functional open space land that is not controlled by the hospitals includes the Pasteur median and the North Garden which provide green, landscaped areas. Other functional open space near the Area Plan and within the City of Palo Alto are El Camino Park and the streamside areas along San Francisquito Creek. In addition, the Arboretum is located in unincorporated Santa Clara County and is designated by the County as Campus Open Space.

Land use information concerning the Stanford "foothills" is presented in the Stanford Community Plan (2000) prepared by Santa Clara County. These lands are designated Open Space and Field Research (approximately 1,841 acres), and Special Conservation Areas (approximately 405 acres). They are separated from the academic campus by an Academic Growth Boundary (AGB), which concentrates academic facilities on the central campus. The AGB will remain in its location for at least 25 years from approval of the Community Plan in December 2000 and until 5 million gross square feet of academic facilities have been added within the AGB. The Open Space and Field Research designation allows field study activities, utility infrastructure that is consistent with natural appearance of the foothill settings, and grazing. The Special Conservation Area designation allows conservation activities and habitat management, field environmental studies, and appropriate agricultural uses. New permanent structures are not allowed in either designation, with the exception of small, specialized facilities or installations that are necessary to support existing utilities or require a remote academic setting.

The hospitals do not own, lease or control any lands within the foothills areas of Palo Alto or Santa Clara County and no foothills lands are situated within the boundaries of the SUMC Area Plan. Additional information outlining the land use designations governing Stanford University’s foothills lands in Santa Clara County is included in Attachment B.

4. LINKAGES
Proposed Key Plan Objective: The project shall include designed and built features that promote linkages for pedestrians, bicyclists and transit users from and within the SUMC to the Stanford Shopping Center, the Stanford University Campus, the Palo Alto Transit Center, downtown, and nearby residential neighborhoods. The City, in conjunction with the Stanford Medical Center and the Stanford Shopping Center, shall evaluate the feasibility and design of a grade separated crossing(s) of El Camino Real and the railroad tracks for pedestrians and bicycles.

Proposed Key Plan Objective: The project shall include specific design features for the efficient movement of vehicles, the Marguerite Shuttle, and other transit in and around the SUMC. The efficient movement of emergency vehicles to the appropriate facilities shall be an important focus of the circulation design.

The efficient movement of employees, residents, visitors within the SUMC and adjacent on-and-off campus areas will be a significant component of the efforts to reduce automobile traffic as a result of the development. The design of these links in the form of open space, landscaped areas, and pathways represent an opportunity to design these links as “green corridors”. The roadways, driveways and parking areas are important components of the vehicular circulation system and should be designed in a manner that promotes the efficient movement of vehicles. Specific attention should be placed on the movement of emergency vehicles to and from the SUMC.

Stanford University and both hospitals provide a full transportation demand management program to achieve trip reductions. A Commute Club program for individuals agreeing not to drive alone to work, the Marguerite Shuttle and Express buses, distribution of Eco Passes, and bicycle programs are provided as part of Stanford’s efforts (Attachment B).

Important linkages include:

- **The pedestrian and bicycle links between the SUMC and the Palo Alto Transit Center and Downtown Palo Alto** – El Camino Real, as a State highway, represents a barrier between Stanford and the transit center. The projects present an opportunity to consider enhancements to the existing pedestrian crosswalk configuration and/or new infrastructure improvements, including, but not limited to, a pedestrian overpass or undercrossing of El Camino Real and/or the Caltrain tracks, and improved pedestrian pathways and way-finding in the vicinity of the transit center and downtown areas.

- **The pedestrian and bicycle links between the SUMC and Stanford Shopping Center** – The shopping center contains many uses and services for employees and visitors of the SUMC. The efficient movement of pedestrians between the SUMC and the shopping center can reduce vehicle trips within the area.

- **The links between the SUMC and the Stanford University and City of Palo Alto Roadway Network** – Staff and Stanford have identified important transportation and pedestrian nodes within the Area Plan. These nodes represent significant roadway and/or pedestrian intersections. There is typically a greater level of interactions between vehicles and pedestrians in these locations and thus represent important links between various land uses in and around the SUMC. The roadway and pedestrian circulation improvements should focus on these nodes.
Applicable Comprehensive Plan Goals, Policies and Programs:

- Policy L-27: Pursue redevelopment of the University Avenue Multi-modal Transit station area to establish a link between University Avenue/Downtown and the Stanford Shopping Center;
- Policy L-26: Establish the following unranked community design priorities for the University Avenue Multi-modal Transit Station Area:
  - Improving pedestrian, bicycle, transit, and auto connections to create an urban link between University Avenue/Downtown and Stanford Shopping Center.
  - Creating a major civic space at the CalTrain Station that links University Avenue/Downtown and Palm Drive;
- Policy L-71: Strengthen the identity of important community gateways, including the entrances to the City at Highway 101, El Camino Real and Middlefield Road; the CalTrain stations; entries to commercial districts; and Embarcadero Road at El Camino Real.

5. SUSTAINABILITY

Proposed Key Plan Objective: Provide for exemplary sustainability and green building design to achieve the equivalent of the Leadership in Energy and Environmental Design (LEED) Silver certification for the project.

The City of Palo Alto and Stanford University have both developed specific goals and objectives for sustainable development and green building practices in the operation and design of their own facilities. Stanford has developed internal Guidelines for Sustainable Buildings that focus on the delivery of high performance buildings that minimize energy and water use and maximize user comfort. Currently, the hospitals are not subject to these Stanford internal guidelines and are in the process of developing their own approach to sustainable design (see Attachment B for more information). It is expected that the project would be consistent with Stanford’s adopted policies and programs for sustainability and green building. The Area Plan would describe the existing and proposed consideration to meet these objectives.

Staff recommends that the project achieve the equivalent of LEED Silver certification at a minimum. Stanford and the hospitals have indicated that the best use of their resources is to use the money otherwise needed to achieve a LEED certification on additional systems and alternative materials that would better meet their adopted sustainable goals and policies. The City recognizes that there are unique issues associated with medical facilities that limit some green building approaches but also provide opportunities for others. Given the size of the project, the projects should explore co-generation and solar energy options for energy savings.

Applicable Comprehensive Plan Goals, Policies and Programs:

- Policy N-20: Maximize the conservation and efficient use of water in new and existing residences, businesses and industries;
- Policy N-34: Reduce the amount of solid waste disposed in the City’s landfill by reducing the amount of waste generated and promoting the cost-effective reuse of materials that would otherwise be placed in a landfill;
Policy N-47: Optimize energy conservation and efficiency in new and existing residences, businesses, and industries in Palo Alto;
Policy N-48: Encourage the appropriate use of alternative energy technologies.

Planning and Transportation Review and Comment
The Commission held a study session on April 25, 2007 to discuss the Area Plan outline, key plan objectives and the conceptual project information and site plans. Staff requested that the Commission provide comments regarding the Area Plan outline and key Area Plan objectives.

Commission comments from the meeting are summarized as follows:

- The Area Plan boundaries should be expanded to include the shopping center, transit center, and downtown;
- There should be more opportunities for public discussion (three issue-oriented public workshops were suggested);
- Additional project information is needed prior to detailed discussion of the issues, and
- The objectives are generally appropriate to begin a discussion of the issues.

The Commission continued the item to the May 9, 2007 Commission meeting to allow commissioners to provide additional comments on the outline and objectives. Draft minutes from the April 25, 2007 meeting are contained in Attachment D. Draft minutes from the May 9, 2007 meeting will be available at the Council meeting.

Phase I Activities
Staff has been progressing on the Phase I activities in preparation for the project application, environmental review process, and Development Agreement negotiations for Phase II, which is expected to begin in August, 2007.

Community Outreach
In addition to the Commission Meeting in January 2007, a City of Palo Alto sponsored Community Workshop was held on February 27, with approximately 40 members of the community in attendance. Representatives from Stanford Hospital and Stanford Shopping Center gave presentations with public question and answers. The questions from the community associated with the Hospital project were focused primarily on:

- Traffic generated by the project and how it will impact local streets;
- Links between the Hospital, Shopping Center, transit station and downtown;
- Need for additional housing and identification of housing sites;
- Proposed uses and additional square footage for Hoover Pavilion;
- Parking needs and proposed location for replacement and new parking;
- Height of the proposed building and how it relates to other structures within the City, and
- Process for the EIR and how the hospital and shopping center projects will be reviewed.

Staff expects to schedule a second community workshop in early June to further identify issues and priority policies prior to the Commission and City Council meetings in late June and July. Staff also expects to schedule issue-oriented meetings following review of the preliminary draft.
Area Plan by Council in July. Stanford will be scheduling a series of community meetings on hospital and health care related topics throughout the summer and fall of this year. The initial Stanford meeting is scheduled for Thursday, May 24, 2007, from 6:00 – 8:00 p.m. at Avenidas (450 Bryant Street), and will focus on the future of healthcare (access, affordability, and coverage).

**Issue Teams**
Representatives from the City, Stanford and the Shopping Center have formed six (6) issue teams that meet monthly to disseminate data and discuss critical issues in greater detail. Key issues identified by the teams will be presented to the P&TC and Council for input and direction. The issues teams include:

- Land Use and Open Space
- Transportation, Transportation Demand Management and Linkages
- Sustainability
- Fiscal Impact
- Housing
- Utilities

The City Manager leads and oversees the City’s negotiating team, which includes legal staff as well as the staff of each of these teams. Each issue team is led by a principal City of Palo Alto staff member and is comprised of individuals from the City of Palo Alto, SUMC and Stanford Shopping Center specialized in that particular area of interest. The Land Use and Open Space team, as well as the Transportation and Sustainability teams, have been focusing their efforts on the development of the Area Plan. It is expected that all issue teams will continue working during the balance of Phase I and through Phase II of the project, including sponsoring issues-related public meetings early in Phase II.

**Consultant Selection**
The City interviewed environmental consultants and has selected the firm of EIP Associates, an environmental and planning firm located in San Francisco, to prepare the environmental impact report (EIR). EIP is familiar with the City and has prepared multiple EIRs for the City of Palo Alto, including the Charleston-Arastradero Corridor Improvements and the Stanford Center for Cancer Treatment and Prevention Ambulatory Care Pavilion/Parking Structure IV. EIP is currently in the information gathering phase and will start work on the EIR after a formal application has been submitted in August, 2007.

The City interviewed consultants in the medical industry to provide the City Staff and City decision makers with a peer review of the proposed medical facilities, and has selected Marlene Berkoff, FAIA to fill that role. The scope of work that this consultant will provide includes review of:

- Key hospital planning standards that the City determines are relevant to the environmental analysis of the proposed project, including the City’s evaluation of the feasibility of project alternatives;
• The size of key hospital components of particular programs that Stanford intends to provide in order to determine whether the components are sized within a reasonable planning range;
• The square footage that is necessary to right size the facility space to determine whether the new space allocated to right-sizing is within a reasonable planning range for similar programs;
• The proposed vertical design for hospital nursing towers consistent with industry planning standards;
• The consistency and necessity of single patient rooms with current industry planning and patient service standards;
• Anticipated increase in number of employees given the programs that Stanford intends to provide.

Ms. Berkoff’s resume is provided in Attachment E.

Project Description and Conceptual Plans
Stanford has prepared a Conceptual Project Submittal (Attachment F), including an updated Project Description, site plan, and photographs of the existing hospital and potential area of redevelopment. Stanford has been working with a space planning architect as well as with University Planning staff on refining the programming requirements for this project. The project has been modified slightly as a result of these efforts. A description of the project changes is contained within the project submittal document.

There are five (5) main components to the project:

1. Hoover medical office building reuse and expansion;
2. Lucile Packard Children’s Hospital expansion;
3. Adult Hospital replacement and reconstruction;
4. Medical School building reconstruction; and
5. Redevelopment of existing hospital site.

The Project Site Concept plan illustrates the areas within the SUMC that would be redeveloped. This plan shows the possible locations of building footprints, parking areas, and a general description of the building components. The plan also indicates possible building heights (ranging from 15 to 130 feet). The tallest buildings in the plan would be the three nursing towers at 130 feet.

RESOURCE IMPACT
Resource impacts to the City will be a key element of the evaluation of the project’s impacts and benefits, which will be studied during Phase II of the project. Specific resource impacts cannot yet be determined, as the project has not been formally submitted to the City for review.

All costs of review for the Medical Center project will be reimbursed by the applicant. A Reimbursement Agreement has been prepared by the City Attorney’s Office and approved by
Stanford outlining the reimbursable costs that would be incurred during the preliminary project work in Phase I and subsequent work on the EIR and Development Agreement in Phase II.

**POLICY IMPLICATIONS**
The Comprehensive Plan policies and programs relevant to the expansion and modernization of the Medical Center have been identified in the draft outline for the Area Plan (Attachment A).

**NEXT STEPS**
A community meeting is proposed in early June to further identify issues and priority policies prior to the Commission and Council’s subsequent review of the draft Area Plan. Staff will continue to work with Stanford on the preparation of the Area Plan and will return to the Commission in June and to the City Council in July with a Draft Area Plan for consideration.

**ENVIRONMENTAL REVIEW**
Review of the draft Area Plan and key plan objectives does not require environmental analysis. An Environmental Impact Report will be prepared upon submittal of a formal application for the development project and amendment to the Area Plan, anticipated in August 2007.

**PREPARED BY:**

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FRANK BENEST
City Manager

**ATTACHMENTS**

A. Draft Area Plan Expanded Outline
B. Letter from Stanford University regarding sustainability and transportation programs, open space, and housing, dated April 17, 2007
C. Level of Service Analysis of Key Existing Intersections, prepared by DMJM Harris
D. April 25, 2007 Draft Planning and Transportation Commission Minutes
E. Resume for Marlene Berkoff, FAIA (Hospital Peer Review Consultant)
F. Conceptual Project Submittal, prepared by Stanford University Medical Center, including an updated Project Description, site plan, and photographs (Council only)

**COURTESY COPIES**

William T. Phillips, Stanford Management Company
Jean McCown, Stanford University Public Relations Office
Charles Carter, Stanford University Planning Office
Art Spellmeyer, Simon Property Group
John Benvenuto, Simon Property Group