APPENDIX J

TRANSPORTATION

Appendix J1:
Conceptual Transportation Demand Management Plan

Stanford Belmont Campus

Conceptual Transportation Demand Management Plan

FEHR & PEERS

Prepared for:
City of Belmont and Stanford University
July 2023

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Introduction

This report presents a Conceptual Transportation Demand Management (TDM) Plan for the proposed Stanford University academic campus at the former Notre Dame de Namur campus in the City of Belmont, herein referred to as the "Project." This Conceptual TDM Plan fulfills requirements by the City of Belmont and the City/County Association of Governments of San Mateo County (C/CAG).

Project Description

Stanford University is requesting City of Belmont approval for a Conceptual Development Plan (CDP) to renovate the former Notre Dame de Namur University (NDNU) campus covering several parcels at 1500 Ralston Avenue in Belmont, California. The Project would occur in a phased manner during a 30-year timeframe to support existing and new academic programs. The proposed CDP requests a development potential of up to 700,000 square feet of academic uses and housing, an increase of 380,000 square feet over the existing campus buildings. The Project at buildout is estimated to serve a total campus population of approximately 1,254 students and 1,255 faculty, and staff. The Project would also include 50 to 200 housing units and 950 to 1,350 parking spaces. **Figure 1** and **Figure 2** present the Project's conceptual campus framework and location.

Figure 1: Conceptual Site Plan Framework

LEGEND

- Project Site
- Open Space
- School

Figure 2
Project Location

The Project site is currently operated as a university campus by Notre Dame de Namur University. The baseline for the Project review is established in 2013, when Notre Dame de Namur was fully operational as a college campus. Notre Dame de Namur University served a total population of 2,400 people in 2013, including about 2,030 students and 370 faculty and staff. About 400 students lived on-campus, while the remainder commuted to campus. The campus included 320,000 square feet of space across 24 buildings and 47 acres. Enrollment declined in the following years and has shifted mostly to remote learning.

Stanford envisions the acquisition of the NDNU campus as a long-range initiative to maintain and expand academic uses on the campus over time. With that in mind, Stanford seeks City approval of a Development Agreement that would enable Stanford to execute approved plans for the Belmont Campus over a 30-year timeframe. Therefore, TDM measures will need to reflect this long-term growth horizon. As new development occurs, Stanford will be required to submit more specific development plans in the form of Detailed Development Plans with the City of Belmont.

Regulatory Context

This TDM Plan identifies a set of strategies, measures, and incentives to encourage Project residents and employees to reduce single-occupancy vehicle trips and vehicle miles traveled (VMT). To accomplish this goal, this plan presents a range of proven strategies and measures that build upon guidance from the City of Belmont, C/CAG, and *2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* by the California Air Pollution Control Officers Association (CAPCOA). The regulatory context of this TDM Plan is summarized below.

City of Belmont TDM Program

The City of Belmont's TDM program is intended to help address the transportation-related impacts of new development by requiring projects to provide features and amenities that will foster a better pedestrian/bicycle environment, support transit, and make it easier and more appealing for residents, employees, and visitors to use alternatives to driving or driving alone. Belmont's TDM requirements are based on a point system. TDM forms are submitted by project applicants to the Department of Public Works.

C/CAG Congestion Management Program

C/CAG's Congestion Management Program (CMP) includes a Land Use Impact Analysis Program Policy that defines TDM requirements for new developments in San Mateo County. The purpose of the policy is to preserve acceptable performance on the countywide CMP network, and to establish community standards for consistent, system-wide review of development-related transportation impacts. Projects generating greater than 100 daily trips must complete and submit a TDM Checklist to fulfill C/CAG's requirements.

Vehicle Miles Traveled Reduction

Implementation of the Project's TDM program ensures that it will less VMT than the City's threshold of significance, which is 15 percent below the county average. The Project's VMT analysis is provided in the Transportation Impact Analysis. Quantification of TDM reductions are based on CAPCOA's *2021 Handbook*.

Project Setting

Transit Connections

The following transit services operate within Belmont near the Project site. Existing transit services are shown in **Figure 3**. Descriptions provided in this section reflect transit operations in Spring 2023.

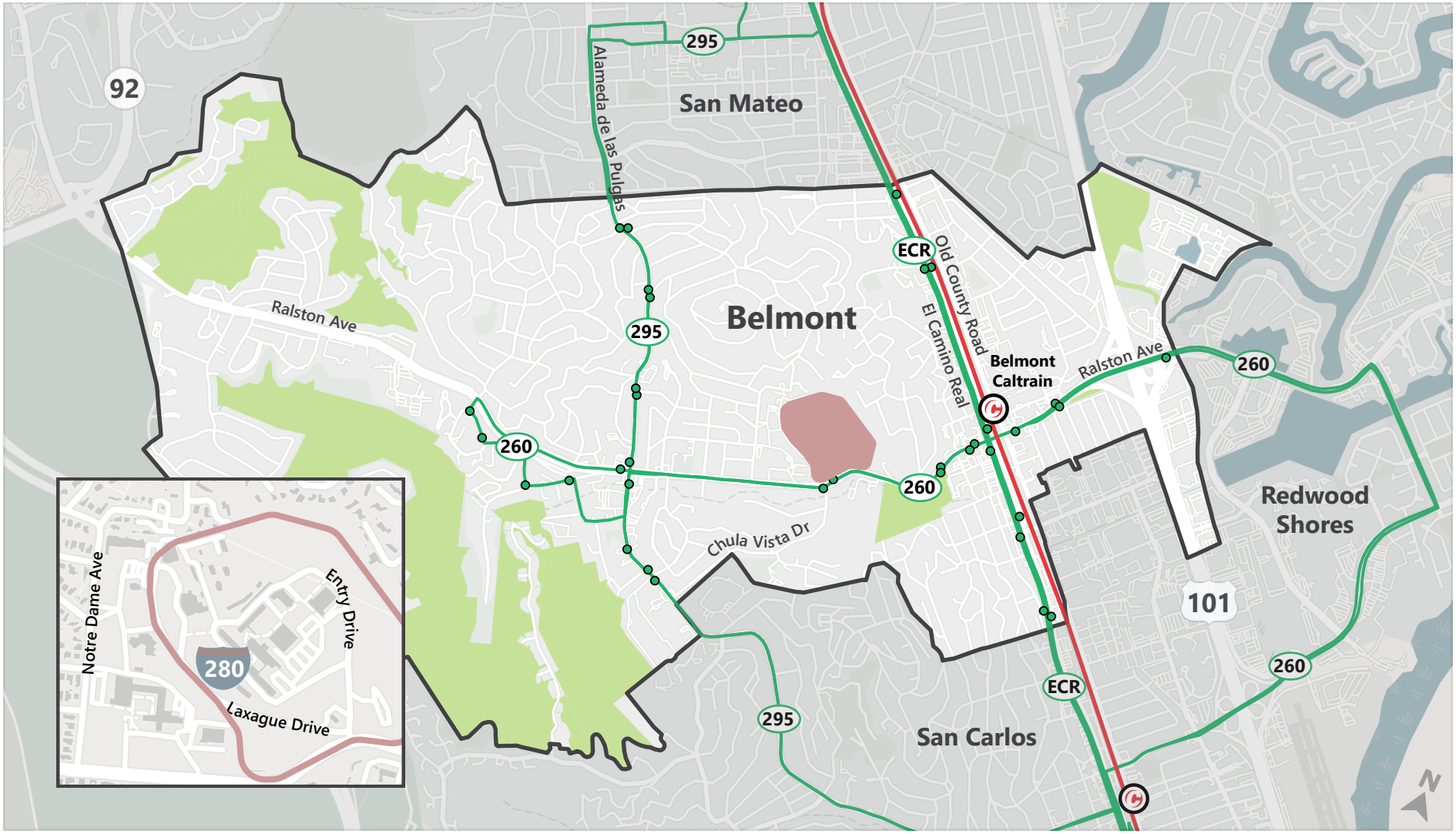
Rail Service

Caltrain provides passenger rail service on the Peninsula between San Francisco and San José, and limited service to Morgan Hill and Gilroy during weekday commute periods. The Belmont Caltrain Station is located slightly more than one half-mile from the Project site. On weekdays, the station is served by local and limited trains from around 5:15 A.M. to 12:45 A.M., with approximately 30-minute frequencies during peak periods and 60-minute frequencies during off-peak periods. Caltrain provides connections to Stanford University's main campus near Palo Alto Station and its Redwood City campus near Redwood City Station. Caltrain also connects to other transit providers such as BART, Muni, and VTA. In 2024, Caltrain plans to complete its electrification project to support the operation of faster and more frequent rail service on the Peninsula.

Bus Service

SamTrans provides bus service in San Mateo County. Three SamTrans routes operate near the Project site:

- **Route ECR** connects Daly City and Palo Alto via South San Francisco, San Bruno, Millbrae, Burlingame, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Atherton, and Menlo Park. Route ECR provides service every 15 minutes throughout most of the day on weekdays; frequencies are 30 minutes after 8:00 PM and 20 minutes on weekends. Route ECR operates on El Camino Real and stops at the El Camino Real/Ralston Avenue intersection about one half-mile from the Project site.
- **Route 260** connects the College of San Mateo and San Carlos Caltrain Station via Belmont, the Belmont Caltrain Station, and Redwood Shores. Route 260 provides hourly weekday service between the hours of 6:30 AM and 6:30 PM near the Project site, and hourly Saturday service between the hours of 9:00 AM and 8:00 PM. Route 260 operates on Ralston Avenue and stops near the campus entrance.
- **Route 295** connects San Mateo and Redwood City via Alameda de las Pulgas, passing through Belmont and San Carlos. Route 295 operates every two hours between the hours of 6:30 AM and 6:30 PM near the Project site. Route 295 stops at the intersection of Alameda de las Pulgas and Ralston Avenue about three quarters of a mile from the Project site.
- **Routes 60, 62 and 67** are school-oriented routes that operate on the Ralston Avenue corridor. Service hours are limited and directly connected to school hours with one or two daily roundtrips.



LEGEND

- Project Site
- Open Space
- SamTrans Route
- SamTrans Bus Stop (only within Belmont shown)
- Caltrain
- Caltrain Station

Figure 3
Transit Routes

Bicycle and Pedestrian Connections

The Project is in the center of Belmont's active transportation network. Restaurants, retail, and transit are within relatively close proximity: the Project site is within a five-minute bike ride or 15-minute walk of the Belmont Caltrain Station, SamTrans Route ECR, downtown Belmont, and Carlmont Village Shopping Center.

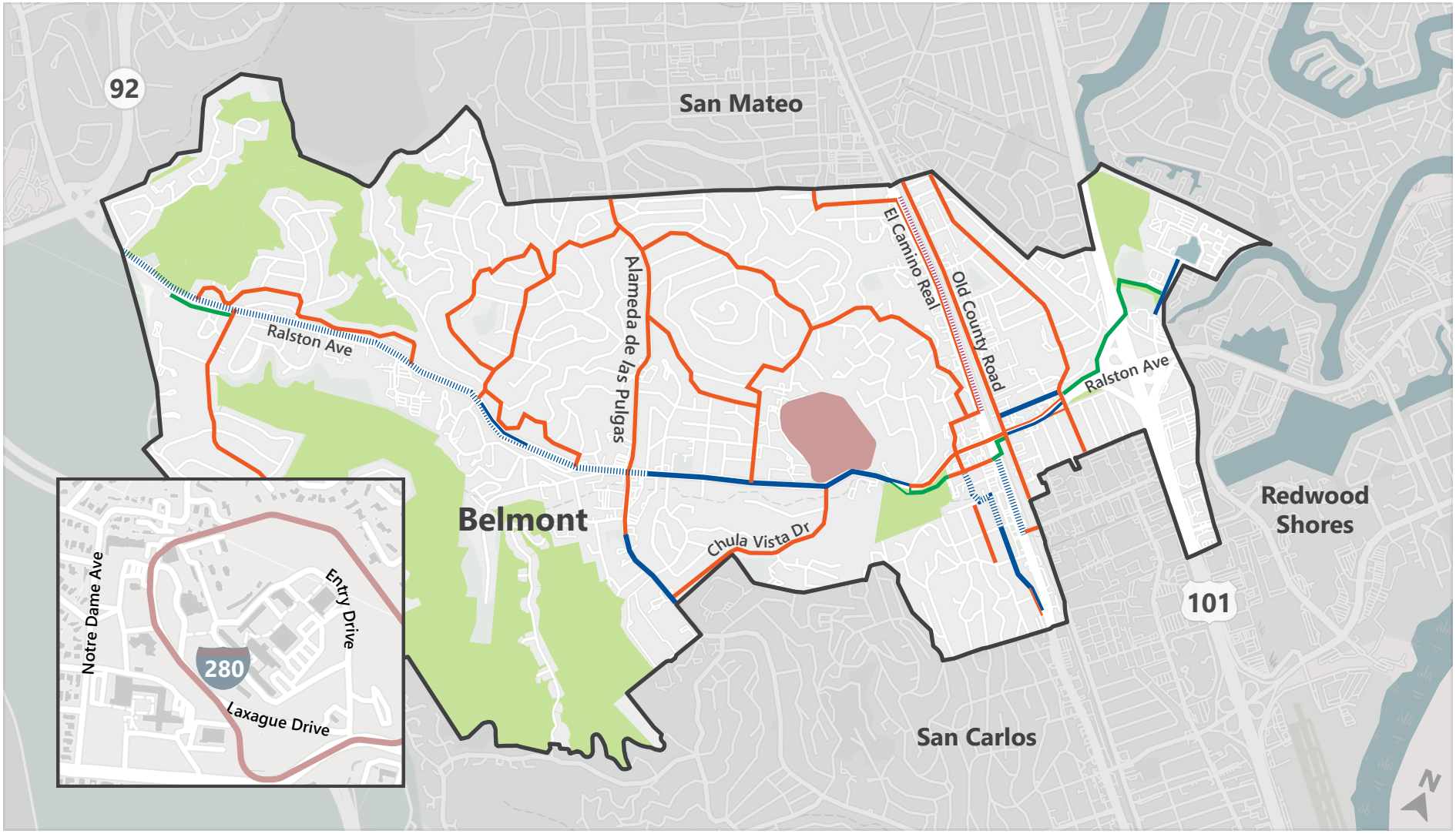
Ralston Avenue includes Class II bike lanes and sidewalks on either side of the street that are approximately five feet wide. The City recently completed various bicycle and pedestrian improvements identified in the Ralston Avenue Corridor Improvement Plan, including bike lane and sidewalk gap closures, crosswalk improvements, and other traffic calming measures. The bike lanes end when Ralston Avenue widens to four lanes near Alameda de las Pulgas to the west and South Street to the east. To access the Belmont Caltrain Station and other destinations to the east, bicyclists start on Ralston Avenue and switch to Emmett Avenue via a short Class I trail connecting to Ralston Avenue. The Emmet Avenue bikeway continues across El Camino Real via a pedestrian hybrid beacon signal, meanders through the Caltrain Station, then connects to Masonic Way and a bicycle and pedestrian bridge across US 101. This route provides connections to Redwood Shores, Foster City, eastern San Mateo, and the Bay Trail, while bicyclists may also turn onto other north-south routes to access other Peninsula destinations.

There are continuous sidewalks on both sides of Ralston Avenue near the Project site. The nearest marked crosswalks are located 500 feet to the east and 600 feet to the west, both of which include rapid-rectangular flashing beacons. There are presently no marked crosswalks at the Project entrance.

Beyond Ralston Avenue, Notre Dame Avenue includes Class III sharrows and a sidewalk, and Alameda de las Pulgas includes Class II bike lanes between Carlmont High School and Carlmont Village Shopping Center. The City of Belmont's Comprehensive Pedestrian and Bicycle Plan defines the City's planned bicycle network, as illustrated in **Figure 4**.

Image: Twin Pines Lane path connecting to Ralston Avenue

Image: Traffic signal and bike/ped crossing at South Road



LEGEND

- Project Site
- Open Space
- Class I Bike Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway (Planned)
- Class II Bicycle Lane (Planned)

Figure 4
Bicycle Routes

Proposed Transportation Demand Management Program

Conceptual TDM Program

The Project's TDM program would focus on encouraging transit use, ridesharing, walking, biking, and car sharing for commute trips as well as trips off-site during the day. There is a strong emphasis on providing tools and information to employees to help them plan their commute by bike, transit, or ridesharing as well as encourage them to use these modes both to and from the site as well as at the site for internal circulation purposes. Visitors are also provided with information about alternative modes to the campus.

The Project would implement a TDM program consistent with City of Belmont and C/CAG policies. The TDM program would build upon the University's programs to reduce vehicle trips and vehicle miles traveled at its main campus, Medical Center, and Redwood City campus.

The TDM Plan details the Project's implementation and monitoring approach for a range of TDM measures for commuters and residents, including:

- A pedestrian-oriented campus design that ensures a walkable environment
- End-of-trip bicycle facilities including secure bicycle parking, showers, and lockers
- A ridesharing program to promote carpooling and vanpooling
- A first/last mile shuttle service connecting the Project site to the Belmont Caltrain station during peak commute train service[1]
- A trip reduction marketing program that includes a TDM coordinator, pre-tax and subsidized transit benefits, and participation in Commute.org
- Encouraging telecommuting

Table 1 identifies proposed TDM measures in comparison to City and C/CAG plans as well as resulting VMT reductions identified via the *2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* by the California Air Pollution Control Officers Association (CAPCOA). Combined, the proposed TDM measures are expected to achieve a VMT reduction of 19.2% for home-based work VMT per employee .

[1] The first/last mile shuttle service would be implemented after the campus reaches a total population of 750 students, faculty, and staff (the approximate point at which ridership demand would warrant a shuttle). The Project would rely on SamTrans Route 260 to provide first/last mile connections until this population threshold is reached.

Table 1: TDM Program Elements

City of Belmont Requirements				C/CAG Requirements					VMT Reductions[1]		
Measure	TDM Measure Description	Potential Points	Project Points	Measure	Title	Potential Reduction	Required?	Project Percentage	Measure	Title	Project Reduction
Active-1a	Sidewalk-facing / pedestrian-oriented building entrances	1	0.5	M9	Design Streets to Encourage Bike/Ped Access	1%	Yes	1%	T-18	Provide Pedestrian Network Improvement	N/A
Active-1b	Multiple pedestrian entrances for large buildings	0.5	0.5	N/A							
Active -1c	Pedestrian breezeways/paseos	1	1	M9							
Active-1d	Extra-wide sidewalks and amenities	0.5	0.5	M9							
Active-2a	On-street bicycle racks/lockers	0.5	0.5	N/A	Secure Bicycle Storage	1%	Yes	1%	T-10	Provide End-of-Trip Bicycle Facilities	2.7%
Active-2b	Indoor bicycle racks and/or lockers	1	1	M8							
Active-3	Long-term bicycle parking for residents/workers	2	2	M8							
Active-4	Shower and locker facilities	2	2	M25	Showers, Lockers, and Changing Rooms for Cyclists	2%	Yes	2%			
Transport-1	Provide curbside carpool/vanpool/rideshare loading zones	0.5	0.5	N/A	Free/Preferential Parking for Carpools	1%	Yes	1%	T-8	Provide Ridesharing Program	4.0%
Transport-2	Provide preferential parking for carpool/vanpool vehicles	1	1	M1							
Transport-3	Provide employees with carpool/vanpool matching services	1	1	M5	Carpool or Vanpool Program	2%	Yes	2%			

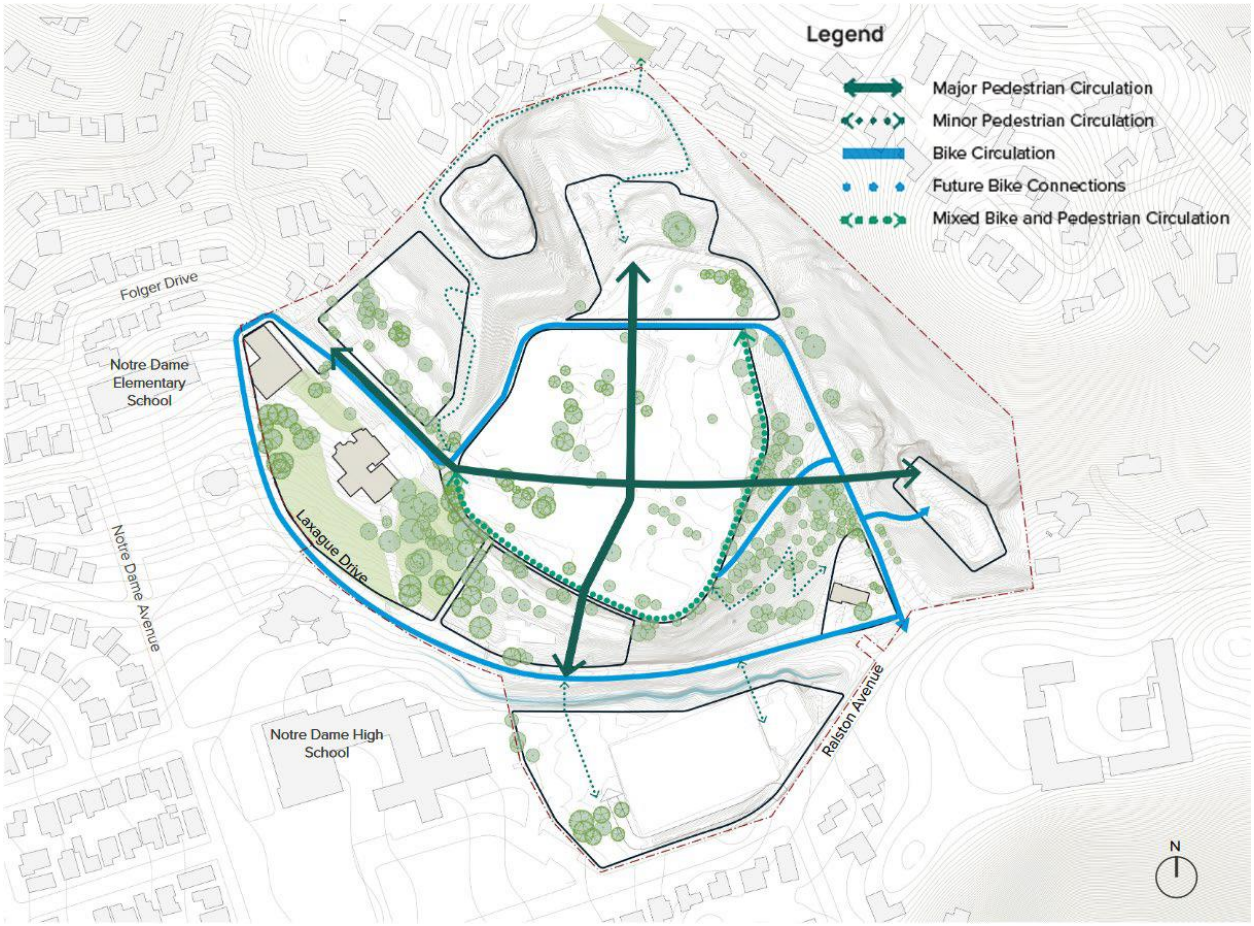
City of Belmont Requirements				C/CAG Requirements					VMT Reductions[1]		
Measure	**TDM Measure Description**	**Potential Points**	**Project Points**	**Measure**	**Title**	**Potential Reduction**	**Required?**	**Project Percentage**	**Measure**	**Title**	**Project Reduction**
Transport-4	Provide/participate in shuttle program	4 to 6	6	M20	Actively participate in Commute.org or TMA (including providing shuttle service)	16.5%	Yes	16.5%	T-25	Extend Transit Network Coverage or Hours	4.6%
Transport-5	Provide guaranteed emergency rides	2	2	M4					T-7	Implement Commute Trip Reduction Marketing	4.0%
Transport-7	Participate in Transportation Management Association	1 to 6	1								
Amenities-1	Designate a TDM Liaison	2	2	M3	TDM Coordinator/ Contact Person	0.5%	Yes	0.5%			
Innovation	Pre-tax transportation benefits	1	1	M7	Pre-tax transportation benefits	1%	Yes	1%			
Transport-6	Provide free transit passes	3 to 12	12	M6	Transit or Ridesharing Passes/Subsidies	10%	Yes	10%	T-9	Implement Subsidized Transit Program	5.5%
Amenities-2	Allow telecommuting and flexible work schedules	1 to 6	2	M12	Flex Time, Compressed Work Week, Telecommute	5%	No	5%	N/A	N/A	N/A
Total	**Total Project Points**		**36.5**	**Total Project Percentage**				**40%**	**Total Project Reduction**		**19.2%**
Requirement	***Required Points***		***18***	***Required Percentage***				***35%***			

1. VMT reductions based on the *2021 CAPCOA Report Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*.
2. Although the conceptual site plan includes a pedestrian-oriented campus that would support walking for short trips, the effects of this measure were not quantified as it is not expected to materially differ from the pedestrian-oriented design of the previous Notre Dame de Namur University campus.

Walking and Bicycling

The Project's conceptual site plan (**Figure 5**) incorporates a pedestrian- and bicycle-oriented layout that seeks to promote walking and biking for short trips. The site plan includes two suggested pedestrian corridors that would provide north-south and east-west connections and bicycle routes along internal streets and service routes around the campus perimeter. While the campus' steep terrain and moderate distances to nearby designations and transit hubs may serve as a barrier to achieving a substantial pedestrian and bicycle mode share, the site plan would seek to promote walking for intra-campus travel while accommodating walking and bicycling for external trips for those who are interested and able.

Figure 5. Draft Bicycle and Pedestrian Circulation Concept



The Project would incorporate all the pedestrian and bicycle measures identified in the City's TDM program. Pedestrian measures would include sidewalk-facing pedestrian-oriented building entrances (Active-1a), multiple pedestrian entrances for large buildings (Active-1b), pedestrian breezeways/paseos (Active-1c), extra-wide sidewalks and amenities (Active-1d). Bicycle measures would include on-street bicycle racks/lockers (Active-2a), indoor bicycle racks/lockers (Active 2-b), long-term bicycle parking for residents/workers (Active-3), and shower/locker facilities (Active-4). These measures are consistent with C/CAG's measures to design streets to encourage bicycle and pedestrian access (M9), provide secure bicycle

storage (M8), and provide showers, lockers, and changing rooms (M25). These measures are also consistent with CAPCOA's measures to provide pedestrian network improvements (T-18) and provide end-of-trip bicycle facilities (T-10).

Carpooling and Vanpooling

The Project would promote carpooling and vanpooling through a combination of a ride-matching program and preferential parking. The Project would incorporate all the carpool and vanpool measures identified in the City's TDM program, including providing curbside loading zones (Transport-1), preferential parking (Transport-2), and matching services (Transport-3). These measures are consistent with C/CAG's measures to provide free/preferential parking for carpools (M1) and a carpool/vanpool program (M5), as well as CAPCOA's measure to provide a ridesharing program (T-8). The Project would leverage existing carpool/vanpool programs by Stanford, Commute.org, and 511.org.

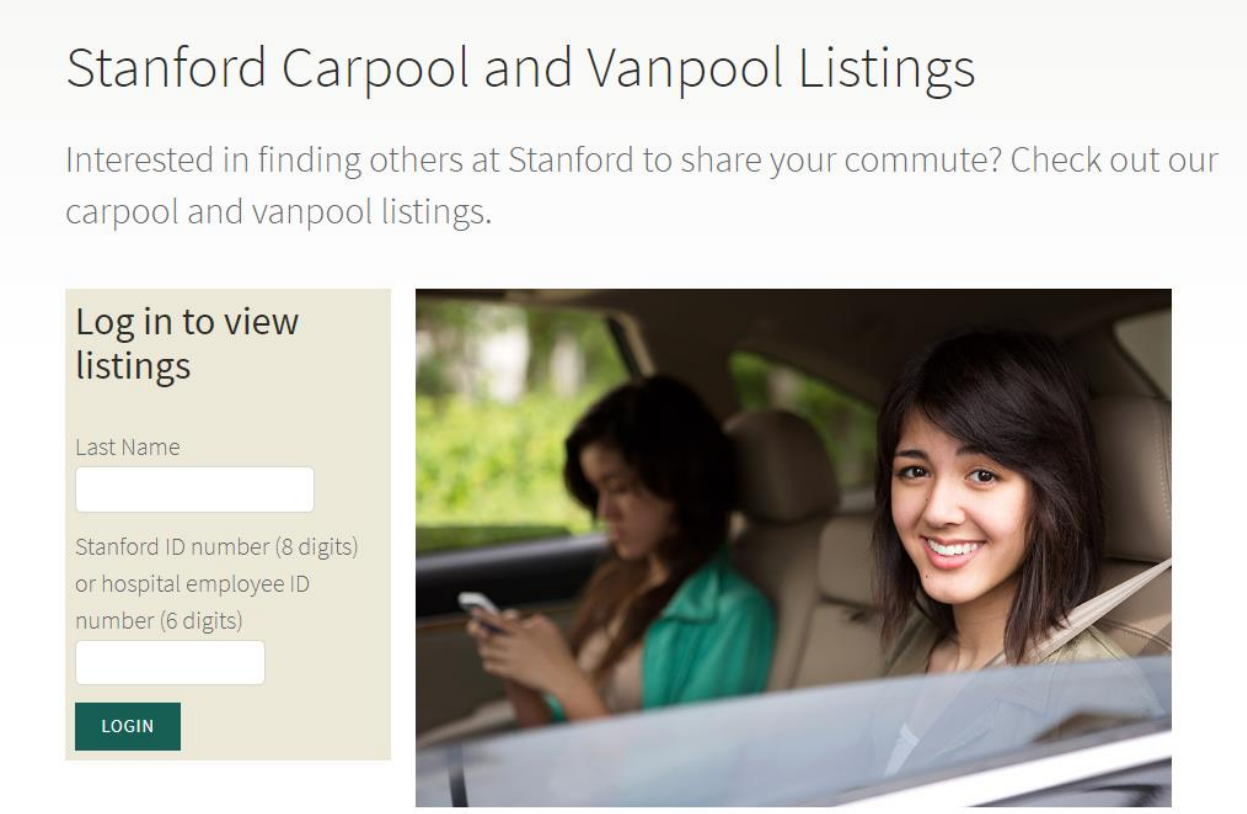


Image: Stanford's carpool/vanpool matching webpage

Transit

The Project would provide a first/last mile shuttle service and subsidized transit fares to encourage use of Caltrain, SamTrans, and other transit services[2]. The Project would implement a new shuttle service connecting the campus and Belmont Caltrain Station during peak periods (Transport-4), provide free transit passes (Transport-6), and provide pre-tax transportation benefits. These measures are consistent with C/CAG's measures to actively participate in Commute.org including providing a shuttle service (M4 and M20), provide transit passes (M6), and provide pre-tax transportation benefits (M7). These programs are also consistent with CAPCOA's measures to extend transit network coverage or hours (T-25) and implement a subsidized transit program (T-9).

Image: A Stanford Marguerite shuttle at the Palo Alto Caltrain station

[2] The first/last mile shuttle service would be implemented after the campus reaches a total population of 750 students, faculty, and staff (the approximate point at which ridership demand would warrant a shuttle). The Project would rely on SamTrans Route 260 to provide first/last mile connections until this population threshold is reached.

Trip Reduction Marketing Program

The Project would implement a trip reduction marketing program led by a designated TDM coordinator in Stanford's Transportation department. The Project would also participate in Commute.org's Certified Development Program and associated marketing efforts. The Project would incorporate City measures including designating a TDM liaison (Amenities 1), providing guaranteed emergency rides (Transport-5), and participating in a Transportation Management Association via Commute.org (Transport-7). These measures are consistent with C/CAG's measures to actively participate in Commute.org (M4) and provide a TDM Coordinator (M3), as well as CAPCOA's measure to implement a commute trip reduction marketing program (T-7).

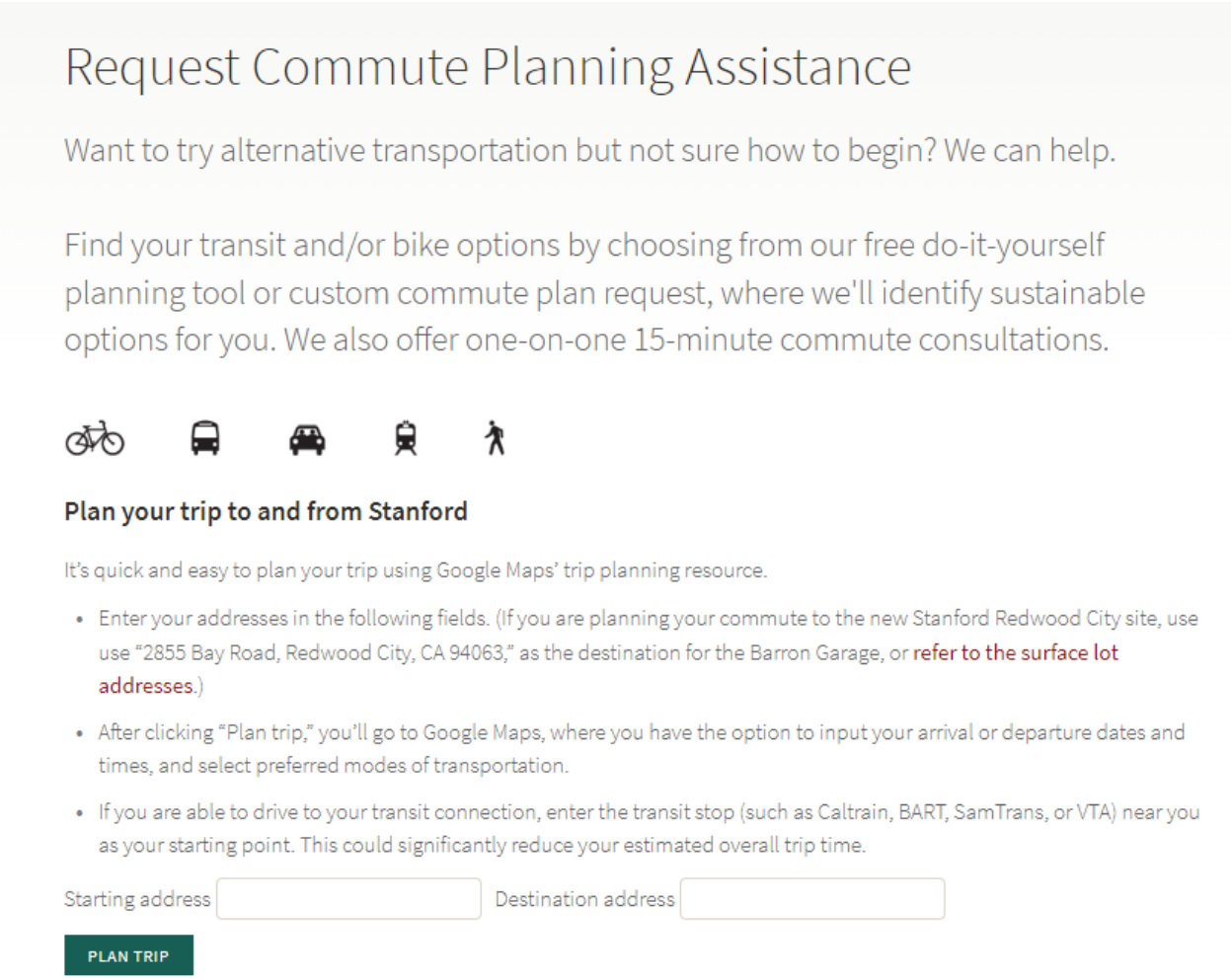


Image: Stanford's commute planning assistance webpage

Telecommuting

The Project would allow telecommuting and flexible work schedules consistent with measures identified by the City (Amenities-2) and C/CAG (M12).

Regulatory Compliance and Monitoring

As previously shown in **Table 1**, the Project's TDM Program would exceed metrics identified by the City of Belmont and C/CAG:

- City TDM Program: The Project would achieve 36.5 points, which exceeds its required 18 point reduction.
- C/CAG TDM Checklist: The Project would achieve a 40% reduction, which exceeds its required 35% reduction.

Implementation of the Project's TDM program would commence when new land uses exceed 100 average daily trips. All TDM measures would be implemented upon reaching this threshold with the exception of shuttle service, which would be implemented after the campus reaches a total population of 750 students, faculty, and staff (the approximate point at which ridership demand would warrant a shuttle). The Project would rely on SamTrans Route 260 to provide first/last mile connections until this population threshold is reached.

Monitoring of the TDM Program would occur in accordance with City of Belmont and C/CAG requirements. Per City requirements, the Project would submit annual compliance surveys for the first five years. If the Project is found to be in compliance during this period, the City may determine that the Project can switch to biennial compliance reporting consistent with C/CAG requirements. If the Project is found to be out of compliance, the City may require the Project to adjust its TDM program. The Project shall provide City and Commute.org staff with TDM program data to demonstrate single-occupancy vehicle mode share is consistent with its VMT reduction requirements.

APPENDIX J2:
TRANSPORTATION IMPACT ANALYSIS

FINAL

Stanford Belmont Campus

Transportation Impact Analysis

FEHR PEERS

Prepared for:
City of Belmont and Stanford University
April 2024

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1. Introduction

1.1 Project Description

Stanford University is requesting City of Belmont approval for a Conceptual Development Plan (CDP) to renovate the former Notre Dame de Namur University (NDNU) campus covering several parcels at 1500 Ralston Avenue in Belmont, California. The Project would occur in a phased manner during a 30-year timeframe to support existing and new academic programs. The proposed CDP requests a development potential of up to 700,000 square feet of academic uses and housing, an increase of 380,000 square feet over the existing campus buildings. The Project at buildout is estimated to serve a total campus population of approximately 1,254 students and 1,255 faculty, and staff. The Project would also include 50 to 200 housing units and 950 to 1,350 parking spaces. As a community benefit in the event that a Development Agreement is negotiated, Stanford proposes to preserve the Koret Athletic Field for joint public and academic use. **Figure 1** and **Figure 2** present the Project's conceptual campus framework and location.

As part of a community benefits package in the event that a Development Agreement is negotiated, Stanford would contribute to improvements to the Ralston Avenue/Entry Drive intersection as a part of the first phase of new development.

Figure 1. Conceptual Site Plan Framework

LEGEND

- Project Site
- Open Space
- School

Figure 2
Project Location

1.2 Analysis Methods

1.2.1 Recent Changes to CEQA

Senate Bill (SB) 743, codified in Section 21099 of the California Public Resources Code, aligned CEQA transportation impact analysis practices and mitigation outcomes with the state's goals to reduce greenhouse gas emissions and encourage infill development. SB 743 required the Governor's Office of Planning and Research (OPR) to establish new metrics for determining the significance of transportation impacts. OPR selected vehicle miles traveled (VMT) as the transportation impact metric. The new CEQA Guidelines that implement SB 743 requirements state that, for land use projects, vehicle level of service (LOS) and similar measures related to auto delay shall not be used in determining the significance of transportation impacts.

On February 23, 2021, the City of Belmont adopted a VMT policy to comply with SB 743. The policy states that a land use project would have a significant transportation impact if project VMT would be greater than a threshold of 15% below the countywide average.[1]

1.2.2 CEQA Thresholds of Significance

Based on Appendix G of the State of California's CEQA guidelines and the City of Belmont's adopted VMT policy, the Project will have a significant impact if it meets any of the following criteria:

- Generate per-capita VMT greater than 15% below the countywide average;
- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- Substantially increase hazards to pedestrians, bicyclists, or vehicles due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g. farm equipment); or
- Result in inadequate emergency access.

[1] The City's VMT policy also states that mixed-use projects within the Belmont Village Specific Plan, within one quarter mile of El Camino Real, within one half-mile of the Belmont Caltrain Station, containing at least 50% affordable housing, or generating fewer than 110 daily trips are exempt from VMT analysis. The Project would not qualify for an exemption under any of these criteria.

1.3 Report Organization

This Transportation Impact Analysis includes the following sections focused on topics relating to the CEQA Thresholds of Significance described in the previous section. These topics are grouped into four sections:

- **Project Setting:** An overview of the existing roadway, transit, bicycle, and pedestrian networks, along with current transportation plans and policies.
- **Current & NDNU Baseline Conditions –** A description of 2013 NDNU Baseline conditions with a comparison to current (2023) conditions.
- **Project Analysis:** A summary of the Project's TDM program, trip generation, and vehicle miles traveled.
- **Impacts and Mitigations:** An analysis of the project's impacts in relation to the thresholds of significance, and identification of mitigation measures if warranted by the impact analysis.

Two other transportation reports accompany this Transportation Impact Analysis: a TDM Plan describing the Project's TDM approach, and a Traffic Study that addresses the City's request for information pertaining to auto level of service, traffic signal warrants, turn lanes, sight lines, and vehicle queues. The Traffic Study is not part of the CEQA analysis.

2. Project Setting

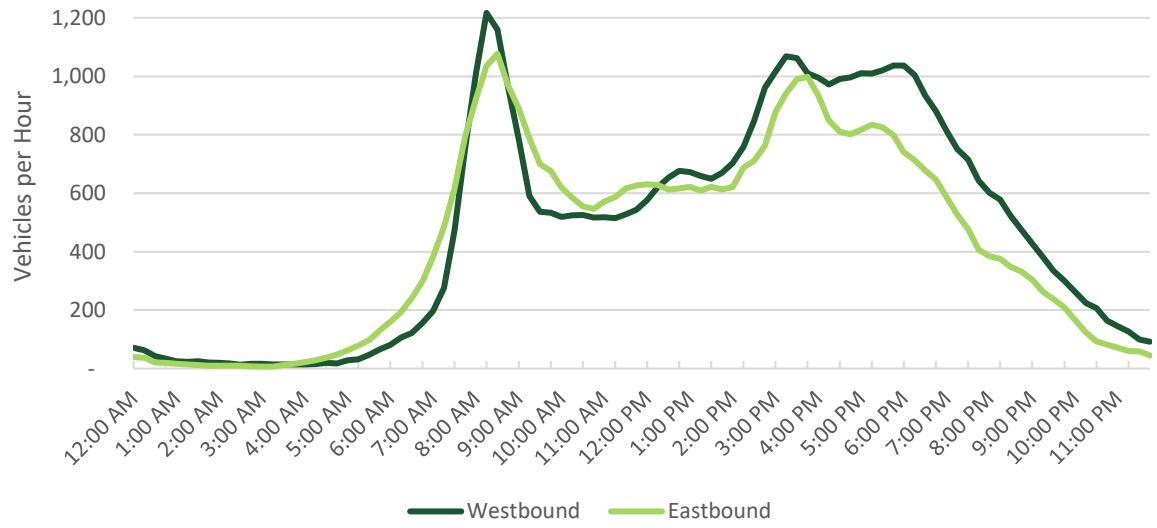
2.1 Roadway Network

2.1.1 Ralston Avenue

The Project site is located along Ralston Avenue, the primary east-west arterial within the City of Belmont. Ralston Avenue connects US 101 and SR 92, a distance of approximately 3.75 miles. East of US 101, Ralston Avenue becomes Marine Parkway in Redwood Shores; west of SR 92 in the City of San Mateo, it becomes Polhemus Road. Ralston Avenue has four travel lanes west of Alameda de las Pulgas and east of South Road, but is reduced to two travel lanes and a center left turn lane adjacent to the Project site due to right-of-way and topography constraints.

Ralston Avenue serves about 22,000 vehicles per day in the vicinity of the Project site with balanced eastbound and westbound volumes, based on counts conducted in January 2023. Traffic volumes are highest in both directions in the morning when school drop-offs and commuting overlap (**Figure 3**). During the morning peak hour between 7:30 AM and 8:30 AM, Ralston serves about 1,200 westbound and 1,100 eastbound vehicles near the Project entrance. A second extended peak period occurs in the afternoon and evening between approximately 2:00 PM and 6:30 PM, with the highest volumes occurring between 3:00 PM and 4:00 PM (about 1,100 westbound and 1,000 eastbound vehicles).

Figure 3. Ralston Avenue Traffic Volumes per Hour, January 2023



Note: Volumes depicted represent the average of counts collected to the east of the Ralston Avenue/Entry Drive intersection on Tuesday January 24 and Thursday January 26.

2.1.2 Campus Access

Access to the Project site is provided via Entry Drive at Ralston Avenue. The intersection of Ralston Avenue/Entry Drive is a side-street stop-controlled intersection. Entry Drive immediately intersects with Laxague Drive to the north of the Ralston Avenue/Entry Drive intersection; the Entry Drive continues uphill to the main campus area, while Laxague Drive circles the southern edge of the campus area. Laxague Drive has an indirect connection to Notre Dame Avenue via the Notre Dame Elementary School parking lot, but this driveway is primarily used for elementary school travel due to its narrow width and circuitous approach to the Project site.

2.1.3 Other Streets and Highways

Several streets and highways intersect Ralston Avenue or provide access to the project, including but not limited to the following:

- US-101 is a ten-lane north-south freeway that provides the primary connection between San Francisco, San Jose, and Peninsula communities. US 101 is the nearest freeway to the Project site.
- I-280 is a ten-lane north-south freeway that connects San Francisco and San Jose. I-280 functions as an alternative route to US-101 while providing access to the Peninsula's western foothill communities.
- SR-92 is a four- to six-lane east-west freeway that connects Belmont and San Mateo with Foster City, Half Moon Bay, and the East Bay, via the San Mateo Bridge.
- El Camino Real (SR-82) is a four-lane arterial that runs north-south through Belmont, providing connections to San Mateo, San Carlos, and other cities throughout the Peninsula.
- Old County Road is a two-lane collector that parallels US 101 east of the Caltrain corridor. Old County Road provides connections to the eastern areas of Belmont, San Mateo, and San Carlos.
- South Road is a two-lane street immediately to the east of the Project entrance that provides connections to residential land uses. The intersection of Ralston Avenue/South Road is the closest traffic signal to the Project site.
- Notre Dame Avenue is a two-lane street immediately to the west of the Project entrance, and has a side-street controlled intersection with Ralston Avenue. Notre Dame Avenue is the primary access point to Notre Dame High School and Notre Dame Elementary School.
- Alameda de las Pulgas is a two- to four-lane north-south arterial west of the Project site that provides connections to neighboring cities. Alameda de las Plugas is signalized at Ralston Avenue.
- Chula Vista Drive is a two-lane east-west collector that connects Ralston Avenue and Alameda de las Pulgas for vehicles traveling to the south of the Project site. Chula Vista Drive is side-street controlled intersection with Ralston Avenue.

2.2 Transit Service

The following transit services operate within Belmont near the Project site. Existing transit services are shown in **Figure 4**. SamTrans and Caltrain provides the following transit services within the study area, as shown in **Table 1**.

2.2.1 Rail Service

Caltrain provides passenger rail service on the Peninsula between San Francisco and San José, and limited service to Morgan Hill and Gilroy during weekday commute periods. The Belmont Caltrain Station is located slightly more than one half-mile from the Project site. On weekdays, the station is served by local and limited trains from around 5:15 AM. To 12:45 AM., with approximately 30-minute frequencies during peak periods and 60-minute frequencies during off-peak periods. Caltrain provides connections to Stanford University's main campus near Palo Alto Station and its Redwood City campus near Redwood City Station. Caltrain also connects to other transit providers such as BART, Muni, and VTA. In 2024, Caltrain expects to complete its electrification project to enable the operation of faster and more frequent rail service on the Peninsula.

2.2.2 Bus Service

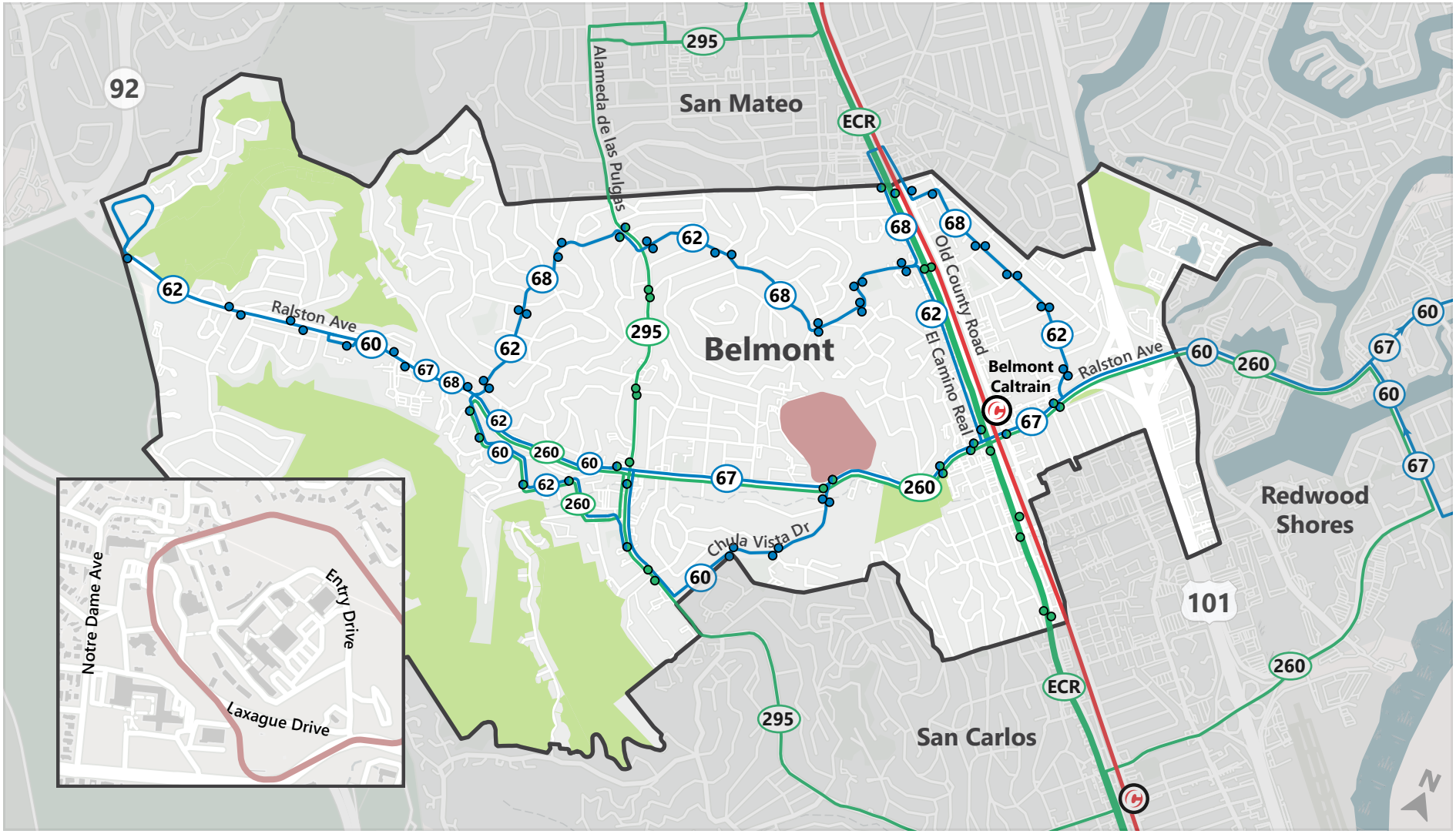
SamTrans provides bus service in San Mateo County. Seven SamTrans routes operate near the Project site:

- **Route ECR** connects Daly City and Palo Alto via South San Francisco, San Bruno, Millbrae, Burlingame, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Atherton, and Menlo Park. Route ECR provides service every 15 minutes throughout most of the day on weekdays; frequencies are 30 minutes after 8:00 PM and 20 minutes on weekends. Route ECR operates on El Camino Real and stops at the El Camino Real/Ralston Avenue intersection about one half-mile from the Project site.
- **Route 260** connects the College of San Mateo and San Carlos Caltrain Station via Belmont, the Belmont Caltrain Station, and Redwood Shores. Route 260 provides hourly weekday service approximately between the hours of 6:30 AM and 6:30 PM near the Project site, and hourly Saturday service approximately between the hours of 9:00 AM and 8:00 PM. Route 260 operates on Ralston Avenue and stops near the campus entrance.
- **Route 295** connects San Mateo and Redwood City via Alameda de las Pulgas, passing through Belmont and San Carlos. Route 295 operates every two hours approximately between the hours of 6:30 AM and 6:30 PM near the Project site. Route 295 stops at the intersection of Alameda de las Pulgas and Ralston Avenue about three quarters of a mile from the Project site.
- **Routes 60, 62, 67, and 68** are school-oriented routes that operate on the Ralston Avenue corridor. These services are tailored to serving Ralston Middle School, Carlmont High School, and several private schools, including Norte Dame High School. Service hours are limited and directly connected to school hours with one or three trips in each peak period.

Table 1: Existing Transit Service

Route	From	To	Weekday		Weekends	
			Operating Hours[1]	Peak Headway (minutes)	Operating Hours[1]	Peak Headway (minutes)
SamTrans Bus Routes						
ECR	Palo Alto Transit Center	Daly City BART Station	4:05 am – 2:00 am	15	4:50 am – 2:30 am	20
260	San Carlos Caltrain	Carlmont Village	6:05 am – 7:10 pm	60	8:05 am to 8:05 pm	60
295	Hillsdale Mall	Redwood City Transit Center	6:20 am – 8:10 pm	60	N/A	
SamTrans School-Oriented Bus Routes						
60	Ralston Ave / Tahoe Dr	Bridge Pkwy / Bowsprit Dr	7:10 am – 8:10 am; 8:55 am – 9:40 am (Wed only); 4:00 pm – 4:30 pm; 12:35 pm – 1:20 pm (Wed only)	Three trips in AM, three trips in PM	N/A	
62	Hillsdale	Alameda / Ralston	7:15 am – 8:10 am; 8:55 am – 9:40 am (Wed only); 4:00 pm – 4:40 pm;	One trip in AM, one trip in PM	N/A	
67	Bridge / Bowsprit	Ralston Middle School	7:15 am – 8:00 am; 3:15 pm – 3:55 pm; 12:35 pm – 1:15 pm (Wed only)	Three trips in AM, one trip in PM	N/A	
68	Hiller / Wessex	Ralston Middle School	7:30 am – 8:00 am; 3:15 – 3:50 pm; 12:35 pm – 1:10 pm (Wed only)	Three trips in AM, one trip in PM	N/A	
Caltrain Rail Service						
Caltrain	Gilroy (weekday); San Jose / Tamien (weekend)	San Francisco	4:20 am – 1:45 am	15	7:10 am – 1:50 am	60

Notes:
1. Operating hours rounded to the nearest 5 minutes.
Source: SamTrans, Caltrain, December 2023.



LEGEND

- Project Site
- Open Space

Regular	School	
		SamTrans Route
		SamTrans Bus Stop (only within Belmont shown)
		Caltrain
		Caltrain Station

Figure 4
Transit Routes

2.3 Bicycle & Pedestrian Conditions

The Project is in the center of Belmont's active transportation network. Restaurants, retail, and transit are within relatively close proximity: the Project site is within a five-minute bike ride or 15-minute walk of the Belmont Caltrain Station, SamTrans Route ECR, downtown Belmont, and Carlmont Village Shopping Center.

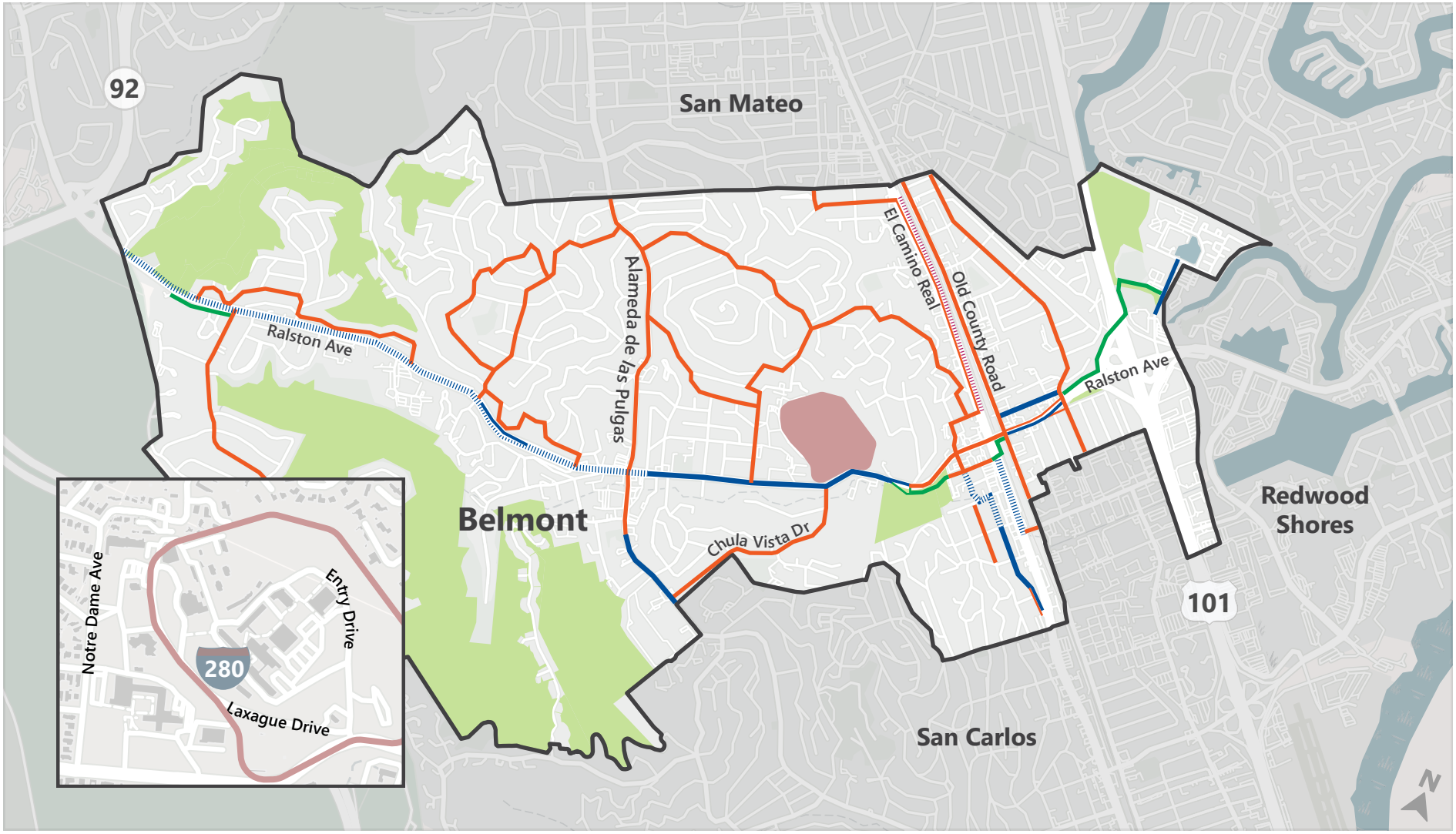
Ralston Avenue includes Class II bike lanes and sidewalks on either side of the street that are approximately five feet wide. The City recently completed various bicycle and pedestrian improvements identified in the Ralston Avenue Corridor Improvement Plan, including bike lane and sidewalk gap closures, crosswalk improvements, and other traffic calming measures. The bike lanes end when Ralston Avenue widens to four lanes near Alameda de las Pulgas to the west and South Street to the east. To access the Belmont Caltrain Station and other destinations to the east, bicyclists start on Ralston Avenue and switch to Emmett Avenue via a short Class I trail connecting to Ralston Avenue. The Emmet Avenue bikeway continues across El Camino Real via a pedestrian hybrid beacon signal, meanders through the Caltrain Station, then connects to Masonic Way and a bicycle and pedestrian bridge across US 101. This route provides connections to Redwood Shores, Foster City, eastern San Mateo, and the Bay Trail, while bicyclists may also turn onto other north-south routes to access other Peninsula destinations.

There are continuous sidewalks on both sides of Ralston Avenue near the Project site. The nearest marked crosswalks are located 500 feet to the east and 600 feet to the west, both of which include rapid-rectangular flashing beacons. There are presently no marked crosswalks at the Project entrance.

Beyond Ralston Avenue, Notre Dame Avenue includes Class III sharrows and a sidewalk, and Alameda de las Pulgas includes Class II bike lanes between Carlmont High School and Carlmont Village Shopping Center. The City of Belmont's Comprehensive Pedestrian and Bicycle Plan defines the City's planned bicycle network, as illustrated in **Figure 5** and discussed in the following section.

Twin Pines Lane path connecting to Ralston Avenue

Traffic signal and bike/ped crossing at South Road



LEGEND

- Project Site
- Open Space
- Class I Bike Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway (Planned)
- Class II Bicycle Lane (Planned)

Figure 5
Bicycle Routes

2.4 Transportation Plans & Policies

2.4.1 General Plan

The City of Belmont's 2035 General Plan establishes a vision for the City's future growth. Its Circulation Element includes 11 goals, 73 policies, and 33 actions covering topics such as complete streets, vehicle miles traveled, connectivity, safety, active transportation, TDM, parking, goods movement, funding, and innovations. Each goal is presented in **Table 2**, accompanied by policies and actions that are particularly relevant to the Project:

Table 2: General Plan Circulation Goals & Project-Related Policies/Actions

#	Goal	Project-Related Policies & Actions
3.1	Provide for the safe and efficient movement of people and vehicles within and through the community that fosters accessibility and connectivity; accommodates a mixture of automobiles, transit, bicyclists, and pedestrians; and encourages higher transit ridership.	3.1-5: Require new development and redevelopment projects to construct or pay their fair share toward improvements for all travel modes to provide and enhance connectivity to existing transportation facilities.
3.2	Reduce dependence on the private automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15% by year 2035, consistent with ABAG's Plan Bay Area VMT reduction targets.	Policy 3.2-3 Maintain and expand transit and active transportation networks that connect neighborhoods with key destinations to encourage travel by non-automobile modes while also improving public health. Policy 3.2-4 Support thoughtful and appropriate land use locations and densities with development or redevelopment in Belmont that promote alternatives to travel via single-occupant vehicles.
3.3	Work cooperatively with other agencies and jurisdictions in the region to enhance connectivity between Belmont and the region and provide an efficient system for regional travel.	N/A

#	Goal	Project-Related Policies & Actions
3.4	Accommodate modes of transportation on routes that are designed within the context of the surrounding area to provide for the enjoyment and safety of the individual and to cause minimum interference and appropriate compatibility with adjacent uses of land.	Policy 3.4-3: Seek innovative solutions to addressing traffic congestion and barriers to mobility that are due, in part, to Belmont's unique geography. Action 3.4-3a: Identify additional strategies to reduce congestion, enhance operations, and improve pedestrian and bicycle safety along Belmont's major corridors, including Ralston Avenue and Alameda de las Pulgas, building on the recommendations in the previous corridor studies, including the Ralston Avenue Corridor Study and Alameda de las Pulgas/ San Carlos Avenue Corridor Study. Action 3.4-3b: Work collaboratively with private schools and public school districts in Belmont to address congestion associated with school trips, such as by encouraging schools to stagger operating hours off of peak congestion periods; minimize neighborhood conflicts; and foster safe multimodal transportation options for students.
3.5	Promote, provide, and maintain a safe and convenient pedestrian and bicycle system of hiking and riding trails, pedestrian paths, bicycle paths and lanes to: promote active transportation; reduce dependence on automobiles; provide recreation; furnish easy access to trails; permit safe, pleasant travel among parts of the community; connect local areas and destinations within the city through trails and paths and regional trail and path systems; and create opportunities for nature and conservation education.	Policy 3.5-15: Ensure that new development projects provide bicycle and pedestrian improvements to facilitate the implementation of adopted Safe Routes to School plans.
3.6	Promote Transportation Demand Management Programs and encourage increased transit use through convenient, safe, efficient, and cost-effective services.	Policy 3.6-2 Encourage (or require, for large employment centers with high projected trip generation rates) businesses to implement Transportation Demand Management Programs with an emphasis on connecting and sharing the service with other businesses in the city and region, such as commuter buses, carpools, and other forms of private transit, especially in conjunction with major new industrial or commercial development. Policy 3.6-4 Ensure that major new development is adequately served by transit.

#	Goal	Project-Related Policies & Actions
3.7	Maintain and improve existing bus service in Belmont to provide transportation to commuter trains, local schools, and recreational facilities.	Policy 3.7-4 Design streets and rights-of-way to accommodate and support safe and efficient bus operations. Action 3.7-4a: Develop design and development standards to improve transit service in the community, such as wider sidewalks to accommodate bus stops and bus shelters at intersections; bus pads with shelter and shading vegetation; widened rights-of-way for buses; dedicated bus lanes; on-site transit stops for commercial public, institutional and industrial facilities; and, bus facilities adjacent to day-care centers, schools, and major residential areas.
3.8	Provide a balanced and well-managed parking supply that accommodates demand while maximizing efficiency.	N/A
3.9	Limit truck and other heavy traffic to the level necessary to reasonably serve local business and industry while minimizing disruptive effects on residents, businesses, and the functional organization of the community.	N/A
3.10	Fund transportation improvement projects through the use of City funds, development fees, and grants.	N/A
3.11	Promote Belmont as a city that is welcoming of transformative transportation innovations.	N/A

Near the Project site, the General Plan identifies installing a roundabout at the Ralston Avenue/Notre Dame de Namur University entrance (depicted on Page 3-17 of the Circulation Element and Table 4.12.30 of the EIR).

2.4.2 Ralston Corridor Study and Improvements Plan

The Ralston Avenue Corridor Study and Transportation Improvements Plan was approved by Belmont City Council on August 26, 2014. The City Council through their priority setting process acknowledged the need for a context-sensitive redesign of the roadway to not only improve service for existing users but to also effectuate a preferred future. The purpose of the study was to determine the adequacy of the corridor for multi-modal use including pedestrians, bicyclists, transit, and vehicles under existing and future conditions, and to develop context sensitive transportation alternatives to improve multi-modal use along the corridor.

The study identifies recommended multimodal improvements to enhance transportation conditions for all users along the corridor. Recommended improvement measures emphasize pedestrian and bicycle gap closures, changes to traffic signal operations, and new traffic controls. The plan divides corridor improvements into four segments. Improvements to segment one (US 101 to El Camino Real) and segment two (El Camino Real to South Road) have been recently completed: the improvements include a new path along Twin Pines Lane connecting Ralston Avenue to Emmett Avenue; a traffic signal at Ralston Avenue/South Road; widening existing sidewalks and adding new sidewalks and bike lanes along Ralston

Avenue; installing high-visibility crosswalks; and adding pedestrian hybrid beacons and rapid-rectangular flashing beacons at key crossings.

Recommended improvements to segment three (South Road to Alameda de las Pulgas, adjacent to the Project site) have been partially completed, including new sidewalks, bike lanes, and crosswalk improvements. An adaptive traffic signal timing system has also been installed throughout the corridor. However, two recommended improvement measures near the Project site have not yet been implemented: a roundabout at the Ralston Avenue/Entry Drive intersection, and a traffic signal at the Ralston Avenue/Notre Dame Avenue intersection. The Ralston Avenue Corridor Study recognizes the following uncertainties regarding potential improvements at the Ralston Avenue/ Entry Drive location, and the need to consider a traffic signal or other traffic control mechanisms as alternatives to a roundabout:

> *Design of the roundabout will need to consider its exact location and layout, alternatives such as a traffic signal or other traffic control, and the potential effects on the Notre Dame campus (including the internal circulation and access to Notre Dame Elementary School, parking on the Notre Dame campus, and building locations near the roundabout footprint). The roundabout would serve multiple purposes and is a key portion of the recommended integrated elements between South Road and Chula Vista Drive. If a roundabout is not constructed then other elements of the Ralston Avenue Corridor Study and Improvements Plan may need to be re-considered (i.e., traffic control changes at South Road, at the University driveway and at Chula Vista Drive, roadway striping, traffic calming and speed control, and pedestrian and bicycle gap closure projects on Ralston Avenue)*.
>
> *- Ralston Avenue Corridor Study, Page 14*

Recommended improvements on segment four (Alameda de las Pulgas to SR 92) have also not yet been implemented.

2.4.3 Comprehensive Pedestrian and Bicycle Plan

The City's Comprehensive Pedestrian and Bicycle Plan seeks to create a safe, comfortable, pedestrian- and bicycle-friendly environment that will encourage people of all ages to bike or walk. The plan establishes goals and objectives, provides an analysis of bicycle and pedestrian conditions in the City, and identifies recommended improvements. **Table 3** presents the goals and objectives identified in the plan.

Table 3: Comprehensive Pedestrian & Bicycle Plan Goals & Objectives

#	Goal
1	Create a safe and comfortable pedestrian and bicycle friendly environment that will encourage people of all ages to bike or walk.
2	Increase the rate of walking and bicycling in Belmont.
3	Promote multimodal transportation infrastructure that accommodates all users.
4	Support adopted citywide, regional, and State goals related to the provision of complete streets.
5	Provide a continuous network of pedestrian facilities that connects neighborhoods with key destinations and transit stops.
6	Support the development of a citywide bicycle network.
#	**Objective**
1	Double the rate of walking and bicycling in Belmont by 2030.
2	Reduce pedestrian network gaps by providing continuous sidewalks on (1) at least one side of most arterial and collector streets by 2030; and (2) at least one side of local streets that provide access to schools, parks, employment locations, and transit stops by 2030.
3	Provide bicycle facilities on most segments of Belmont's 21-mile network of arterial and collector streets by 2030, including Class II bicycle lanes on at least half of the City's 11-mile arterial street network.
4	Provide site-specific pedestrian and bicycle crossing enhancements wherever feasible at locations where pedestrian priority routes and bikeway corridors intersect arterial and collector streets, and at locations where such enhancements would reduce walking distance to adjacent school and transit stops.
5	Increase the provision of secure bicycle parking, particularly within Downtown, at major parks and civic facilities, and consider updating zoning ordinance parking requirements to include bicycle-parking standards for non-residential development by 2021.
6	Reduce the number of pedestrian and bicycle collisions by 50% by 2025.
7	Incorporate complete streets performance measures when evaluating transportation impacts and/or considering changes to the transportation network.

The plan's recommendations for bicycle and pedestrian facilities on Ralston Avenue are consistent with the Ralston Corridor Study. The plan designates Ralston Avenue as a pedestrian priority route. Near the Project site, it identifies the priority crossing improvements at the intersections of Ralston Avenue/Alameda de las Pulgas, Ralston Avenue/Chula Vista Drive, Ralston Avenue/Twin Pines Lane (or South Road), and Ralston Avenue/El Camino Real. It also recommends bike lanes along the entirety of Ralston Avenue to the west of South Road. The plan notes that a high concentration of bicycle-related collisions have historically occurred along Ralston Avenue between South Road and Old County Road and recommends diverting bicyclists to Emmett Avenue via a new trail connection to avoid these conflicts. As noted above, the City has recently implemented these bicycle and pedestrian improvements on Ralston Avenue between US 101 and South Road and has partially implemented improvements on Ralston Avenue between South Road and Alameda de las Pulgas.

2.4.4 Transportation Impact Fee

The City administers a transportation impact fee to address the effects of new demand from development projects on the transportation network. The fee covers multimodal improvements aimed at better serving demand, supporting mode shift from single-occupancy vehicles, and enhancing safety. The nexus study for the fee states that the fee may be used to fund projects identified in the General Plan, Belmont Village Specific Plan, Ralston Corridor Study, and Comprehensive Pedestrian and Bicycle Plan. The fee is administered on a per unit basis for single family and multi-family housing projects, and on a per square foot basis for retail & other commercial, office, industrial, and lodging projects.

2.4.5 Transportation Demand Management

2.4.5.1 City of Belmont

The City of Belmont's TDM program is intended to help address the transportation-related impacts of new development by requiring projects to provide features and amenities that will foster a better pedestrian/bicycle environment, support transit, and make it easier and more appealing for residents, employees, and visitors to use alternatives to driving or driving alone. Belmont's TDM requirements are based on a point system. TDM forms are submitted by project applicants to the Department of Public Works.

2.4.5.2 C/CAG

C/CAG's Congestion Management Program (CMP) includes a Land Use Impact Analysis Program Policy that defines TDM requirements for new developments in San Mateo County. The purpose of the policy is to preserve acceptable performance on the countywide CMP network, and to establish community standards for consistent, system-wide review of development-related transportation impacts. Projects generating greater than 100 daily trips must complete and submit a TDM Checklist to fulfill C/CAG's requirements.

2.5 Emergency Response

The San Mateo Consolidated Fire District provides rapid response to fires, medical emergencies, rescues, and other emergency calls for service in the cities of Belmont, San Mateo, and Foster City. There are two fire stations in Belmont located near the Project site: Fire Station 14 at 911 Granada Street about three quarters of a mile to the west of the Project site, and Fire Station 15 at 2701 Cipriani Boulevard about one and one quarter miles to the east of the Project site.

The Belmont Police Department is located one quarter mile to the east of the Project site at 1 Twin Pines Lane.

There are no hospitals within the City of Belmont. The nearest hospital is the San Mateo Medical Center in the City of San Mateo approximately two miles to the north of the Project site.

3. Current & NDNU Baseline Conditions

3.1 2013 NDNU Baseline Conditions

The Project site has historically been operated as a university campus by Notre Dame de Namur University. As established in the Project's *Summary of Baseline Conditions* memorandum dated April 7, 2023, the historical peak operation of Notre Dame de Namur University will be used as the 2013 NDNU Baseline for Project analysis, consistent with Stanford University's right to fully occupy the campus without further discretionary approvals.

Notre Dame de Namur was fully operational as a college campus in 2013, when the campus served a total population of 2,400 people, including about 2,030 students and 370 faculty and staff. About 400 of the students lived on-campus, while the remainder commuted to campus. The campus included 320,000 square feet of space across 24 buildings and 47 acres. Enrollment declined in the following years and shifted mostly to remote learning during the COVID-19 Pandemic.

For purposes of this study, the 2023 NDNU Baseline condition is represented as Notre Dame de Namur University's operations at full occupancy (2013) layered onto the current setting.

3.1.1 2013 NDNU Baseline Trip Generation

The estimation of 2013 NDNU Baseline Entry Drive volumes used April 2013 AM and PM peak hour traffic counts conducted by the City of Belmont as a part of its General Plan transportation analysis. These 2013 counts capture Notre Dame de Namur University at its peak operation consistent with the 2013 NDNU Baseline condition defined for this study. **Table 4** illustrates the 2013 NDNU Baseline Entry Drive counts. The counts indicate that the Entry Drive served 158 AM peak hour trips and 292 PM peak hour trips. It is presumed that the university's high PM peak hour trip generation was due to its emphasis on evening class offerings, but it is unknown if any special events, athletics, or other unique circumstances also affected the counts as no field observations were available.

Table 4: NDNU Baseline (2013) Entry Drive Volumes

Topic	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	PM	In	Out	
Entry Drive Volumes *Based on 2013 Counts and Comparable Data*	**158**	116	42	**185**	147	38	**292**	181	111	**2,859**

Notes: Midday peak hour counts were not conducted in 2013 and were therefore estimated based on the proportional difference to AM and PM peak hours based on comparable site counts described in Section 4.2.

Midday peak hour and daily counts were unavailable in 2013 and therefore have been estimated for this report using comparable site counts provided in Section 4.2. Midday peak hour trip generation was estimated based on the ratio of midday trips to PM trips for average rates of comparable college campuses. Daily trip generation was calculated based on the ratio of daily trips to PM trips for ITE rates.

3.2 Current Conditions (2023)

While NDNU has significantly scaled back operations, there are several ongoing uses that continue to generate some travel to and from the campus at the time of this report. These uses include the following:

- Notre Dame de Namur University operations and programs: approximately 100 to 150 students and staff remain on campus on a typical weekday
- High school tenants: Compass High School and Peninsula School for Boys occupy leases on campus, serving approximately 110 students and staff
- Other rental services: campus facilities are periodically rented for day use or overnight conferences
- Koret Field: used for various athletics activities (access provided via separate driveway on Ralston Avenue)

In addition to these on-campus uses, the campus roadways experience pass-through traffic associated with Notre Dame Elementary School (190 students and staff) and Sisters of Notre Dame Province Center (40 residents and staff). **Figure 6** illustrates the existing site plan.

3.2.1 Current Trip Generation

Current trip generation is lower than the 2013 NDNU Baseline condition. **Table 5** summarizes current Project site trip counts. Traffic counts conducted in January 2023 indicate that the Entry Drive currently serves approximately 1,464 daily vehicle trips, including 160 AM peak hour trips, 159 midday peak hour trips, and 86 PM peak hour trips.

Currently, there are 1,464 trips using the NDNU Entry Drive, some of which are pass-through traffic associated with offsite drop-off and pick-up activity at Notre Dame Elementary School (190 students and staff) and access to the Sisters of Notre Dame Province Center (40 residents and staff). Pass-through activity primarily occurs during peak hours (i.e., AM and midday): vehicles dropping off and picking up students at the elementary school typically enter via Notre Dame Avenue and exit via Laxague Drive to the Entry Drive. Traffic counts and field work conducted in January and April 2023 suggest that pass-through travel account for approximately 93 AM peak hour trips, 63 midday peak hour trips, and 12 PM peak hour trips, totaling an estimated 302 daily trips.

Excluding the pass-through traffic, the Project site currently generates approximately 1,162 daily trips, including 67 AM peak hour trips, 96 midday peak hour trips, and 74 PM peak hour trips.

Table 5: Current Trip Generation and Entry Drive Volumes

Topic	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	PM	In	Out	
January 2023 Entry Drive Volumes (Current Condition)	**160**	57	103	**159**	58	101	**86**	49	37	**1,464**
Estimated Pass-Through Trips	**93**	9	84	**63**	3	60	**12**	3	9	**302**
Current Project Site Trip Generation (Counts – Pass-Through Trips)	**67**	48	19	**96**	55	41	**74**	46	28	**1,162**

Note: Pass-through trips include offsite trips associated with Notre Dame Elementary School and Sisters of Notre Dame Province Center that are not associated with the Project site.

Figure 6. Current Site Plan

4. Project Analysis

4.1 Transportation Demand Management Program

The Project would implement a transportation demand management (TDM) program that meets requirements identified by the City and C/CAG. A separate TDM Plan accompanies this report.

The TDM Plan details the Project's implementation and monitoring approach for a range of TDM measures for commuters and residents, including:

- A pedestrian-oriented campus design that ensures a walkable environment
- End-of-trip bicycle facilities including secure bicycle parking, showers, and lockers
- A ridesharing program to promote carpooling and vanpooling
- A first/last mile shuttle service connecting the Project site to the Belmont Caltrain station during peak commute train service[2]
- A trip reduction marketing program that includes a TDM coordinator, pre-tax and subsidized transit benefits, and participation in Commute.org
- Encouraging telecommuting

Table 6 identifies proposed TDM measures in comparison to City and C/CAG plans as well as resulting VMT reductions identified via the *2021 Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* by the California Air Pollution Control Officers Association (CAPCOA). Combined, the proposed TDM measures are expected to achieve a VMT reduction of 19.2% for home-based work VMT per employee compared to the Project's VMT if no TDM measures were incorporated.

As described in the TDM Plan, monitoring of the TDM Program would occur in accordance with City of Belmont and C/CAG requirements. Stanford would submit annual compliance surveys for the first five years; if the Project is found to be in compliance during this period, the City may determine that the Project can switch to biennial compliance reporting. If the Project is found to be out of compliance, Stanford would adjust its TDM program.

[2] The first/last mile shuttle service would be implemented after the campus reaches a total population of 750 students, faculty, and staff (the approximate point at which ridership demand would warrant a shuttle). The Project would rely on SamTrans Route 260 to provide first/last mile connections until this population threshold is reached.

Table 6: TDM Program Elements – Comparison to City, C/CAG, and CEQA Requirements and Resulting VMT Reductions

City of Belmont Requirements				C/CAG Requirements					VMT Reductions [1]		
Measure	TDM Measure Description	Potential Points	Project Points	Measure	Title	Potential Reduction	Required?	Project Percentage	Measure	Title	Project Reduction
Active-1a	Sidewalk-facing / pedestrian-oriented building entrances	1	0.5	M9	Design Streets to Encourage Bike/Ped Access	1%	Yes	1%	T-18	Provide Pedestrian Network Improvement	N/A
Active-1b	Multiple pedestrian entrances for large buildings	0.5	0.5	N/A							
Active -1c	Pedestrian breezeways/paseos	1	1	M9							
Active-1d	Extra-wide sidewalks and amenities	0.5	0.5	M9							
Active-2a	On-street bicycle racks/lockers	0.5	0.5	N/A	Secure Bicycle Storage	1%	Yes	1%	T-10	Provide End-of-Trip Bicycle Facilities	2.7%
Active-2b	Indoor bicycle racks and/or lockers	1	1	M8							
Active-3	Long-term bicycle parking for residents/workers	2	2	M8							
Active-4	Shower and locker facilities	2	2	M25	Showers, Lockers, and Changing Rooms for Cyclists	2%	Yes	2%			
Transport-1	Provide curbside carpool/vanpool/rideshare loading zones	0.5	0.5	N/A	Free/Preferential Parking for Carpools	1%	Yes	1%	T-8	Provide Ridesharing Program	4.0%
Transport-2	Provide preferential parking for carpool/vanpool vehicles	1	1	M1							
Transport-3	Provide employees with carpool/vanpool matching services	1	1	M5	Carpool or Vanpool Program	2%	Yes	2%			

City of Belmont Requirements				C/CAG Requirements					VMT Reductions [1]		
Measure	**TDM Measure Description**	**Potential Points**	**Project Points**	**Measure**	**Title**	**Potential Reduction**	**Required?**	**Project Percentage**	**Measure**	**Title**	**Project Reduction**
Transport-4	Provide/participate in shuttle program	4 to 6	6	M20	Actively participate in Commute.org or TMA (including providing shuttle service)	16.5%	Yes	16.5%	T-25	Extend Transit Network Coverage or Hours	4.6%
Transport-5	Provide guaranteed emergency rides	2	2	M4					T-7	Implement Commute Trip Reduction Marketing	4.0%
Transport-7	Participate in Transportation Management Association	1 to 6	1								
Amenities-1	Designate a TDM Liaison	2	2	M3	TDM Coordinator/ Contact Person	0.5%	Yes	0.5%			
Innovation	Pre-tax transportation benefits	1	1	M7	Pre-tax transportation benefits	1%	Yes	1%			
Transport-6	Provide free transit passes	3 to 12	12	M6	Transit or Ridesharing Passes/Subsidies	10%	Yes	10%	T-9	Implement Subsidized Transit Program	5.5%
Amenities-2	Allow telecommuting and flexible work schedules	1 to 6	2	M12	Flex Time, Compressed Work Week, Telecommute	5%	No	5%	N/A	N/A	N/A
Total	**Total Project Points**		**36.5**	**Total Project Percentage**				**40%**	**Total Project Reduction**		**19.2%**
Requirement	***Required Points***		***18***	***Required Percentage***				***35%***			

1. CEQA reductions based on the *2021 CAPCOA Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*

4.2 Trip Generation

The Project's trip generation was calculated using national data from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual 11th Edition* validated against traffic counts at comparable mid-sized college campuses in the Bay Area. ITE trip generation rates are based on data collection at college campuses across the United States.

Additional vehicle trip generation data was collected at St. Mary's College in Moraga (February 2023) and California State University Maritime Academy in Vallejo (March 2017) to confirm local consistency with ITE rates and determine midday peak hour trip generation rates. Each campus is located in a suburban area that relies on auto access as the primary mode of travel with limited use of transit or TDM programs. St. Mary's College is larger than the proposed Project with 3,500 students, while California State University Maritime Academy is comparably sized with 1,100 students.

As shown in **Table 7**, ITE's trip generation rates (Land Use 550: University/College) are in between observed rates from St. Mary's College and California State University Maritime Academy, suggesting that ITE is suitable for use in analyzing the Project's trip generation.

Table 7: Comparison of Vehicle Trip Generation per Student

Data Source	AM Peak	AM % Inbound	Mid-Day Peak	Mid-Day % Inbound	PM Peak	PM % Inbound	Daily
St. Mary's College (2023)	0.13	80%	0.11	42%	0.13	39%	1.49
CSU Maritime Academy (2017)	0.19	84%	0.15	42%	0.20	27%	2.25
ITE 11th Edition (Code 550)	0.15	78%	-	-	0.15	35%	1.56

Source: Fehr & Peers, 2023; Fehr & Peers, 2017; and Institute of Transportation Engineers *Trip General Manual 11th Edition*

Table 8 illustrates the Project's trip generation and net new trips compared to 2013 NDNU Baseline conditions. To add a layer of conservatism to the Project trip generation analysis, this report assumes a student population of up to 1,500 students rather than the estimate of 1,254 students that was provided in the Project application. Assuming a population of 1,500 students, the Project would generate 182 AM peak hour trips, 154 midday peak hour trips, 182 PM peak hour trips, and 1,891 daily trips, inclusive of the 19.2 percent TDM reduction consistent with the VMT reduction analyzed in the Project's TDM Plan. Compared to the 2013 NDNU Baseline condition, the Project is not expected to generate a substantial change in daily and peak hour trips: a decrease in vehicle trips would occur for daily, midday peak hour, and PM peak hour conditions, along with a small increase in AM peak hour trips.

Table 8: Project Trip Generation

Scenario	AM Peak Hour			Midday Peak Hour			PM Peak Hour			Daily
	Total	In	Out	Total	In	Out	Total	In	Out	
ITE Code 550 (1,500 Students)	**225**	176	49	**191**	80	111	**225**	72	153	**2,340**
TDM Program Reduction (19.2%)	***-43***	*-34*	*-9*	***-37***	*-15*	*-22*	***-43***	*-14*	*-29*	***-449***
Project Trip Generation	**182**	142	40	**154**	65	89	**182**	58	124	**1,891**
2013 NDNU Baseline Trip Generation	**158**	116	42	**185**	147	38	**292**	181	111	**2,859**
Net Change, Project - Baseline	***24***	*26*	*-2*	***-31***	*-82*	*51*	***-110***	*-123*	*13*	***-968***

Notes:
TDM reduction based on the 2021 CAPCOA Report Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.
2013 volumes based on AM and PM peak hour driveway counts by the City of Belmont. Midday peak hour trip generation was extrapolated based on the ratio of midday trips to PM trips for average rates derived from St. Mary's College and California State University Maritime Academy. Daily trip generation was calculated based on the ratio of daily trips to midday trips for ITE rates. No pass-through trips were assumed in 2013.
The use of Koret Field is not expected to substantially change and is excluded from the trip generation analysis of the main campus.

4.3 Vehicle Miles Traveled

The Project's VMT was analyzed using the C/CAG Travel Demand Model. The C/CAG Model is a four-step travel demand model optimized for San Mateo County. The base year model was updated to reflect the full occupancy 2013 condition for Notre Dame de Namur University within the applicable transportation analysis zone (TAZ), including review and updates to the population, employment, and college student enrollment. The Project was analyzed by updating these characteristics to reflect the project description. After subtracting VMT associated with residents of the TAZ unaffiliated with neither Notre Dame de Namur University nor the Project, the difference between the base year and Project model runs was used to identify change in VMT. A 19.2 percent VMT reduction was applied to the Project to reflect the effects of its TDM program consistent with CAPCOA's *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*.

Table 9 illustrates the Project's effects on VMT in relation to the countywide average, threshold of significance. For informational purposes, **Table 9** also compares the Project's effects on VMT to previous operations of Notre Dame de Namur University and to regional averages. Three metrics are presented: home-based VMT per resident, which measures VMT associated with Project residents; home-based work VMT per employee, which measures VMT associated with Project employee commute travel, and VMT per service population, which measures VMT generated by the Project's total population of residents, employees, and nonresident student commuters.

Table 9: Project VMT Analysis

Topic	VMT per Service Population	Home-Based VMT per Resident	Home-Based Work VMT per Employee
Countywide Average	28.9	12.6	16.3
Threshold of Significance (15% Below Countywide Average)	*24.5*	*10.7*	*13.8*
Project VMT with TDM Program	12.0	4.4	11.5
VMT Impact Determination	**Less than significant**		
Notre Dame de Namur University	8.4	6.1	14.2
Bay Area Regional Average	30.6	13.1	14.2

Source: Fehr & Peers, 2023; C/CAG-VTA Bi-County Transportation Demand Model, 2023.

As illustrated in **Table 9**, the Project inclusive of its TDM program would generate 12.0 VMT per service population, 4.4 home-based VMT per resident, and 11.5 home-based work VMT per employee. Under each metric, the Project would generate VMT under the thresholds of significance and would therefore have a less than significant impact.

Project VMT would also be at least 15% below regional averages, and, relative to the previous operation of Notre Dame de Namur University, the Project's home-based VMT per resident and home-based work VMT per employee would each decrease due to the implementation of the Project and its TDM program. VMT per service population would increase relative to operation of Notre Dame de Namur University due to the increase in employee population (which generates higher VMT) relative to student residents and commuters (which generate lower VMT).

4.4 Site Circulation & Potential Design Hazards

Conceptual site circulation plans have been prepared for the Project, but detailed designs of driveways and internal circulation have not. As the Project advances to detailed planning, site circulation plans will comply with applicable engineering standards to ensure safe and efficient travel for all modes, as well as ensure adequate sight distance and emergency vehicle access. The Project's conceptual circulation plans do not identify any features that would suggest a substantial increase in hazards to pedestrians, bicyclists, or vehicles due to a geometric design feature or incompatible land uses.

4.4.1 Vehicle Circulation

Vehicle access would be provided via Entry Drive at Ralston Avenue (**Figure 7**). Entry Drive would connect to the main academic areas at the campus plateau as well as three parking areas. A realigned Laxague Drive would intersect Entry Drive approximately 220 feet to the north of its existing connection, to align with another parking facility. Pass-through traffic associated with Notre Dame Elementary School and Sisters of Notre Dame Province Center will be maintained. Vehicle circulation facilities will be designed to applicable engineering standards and are not expected to substantially increase hazards.

As part of a community benefits package in the event that a Development Agreement is negotiated, Stanford would contribute to improvements to the Ralston Avenue/Entry Drive intersection as a part of the first phase of new development.

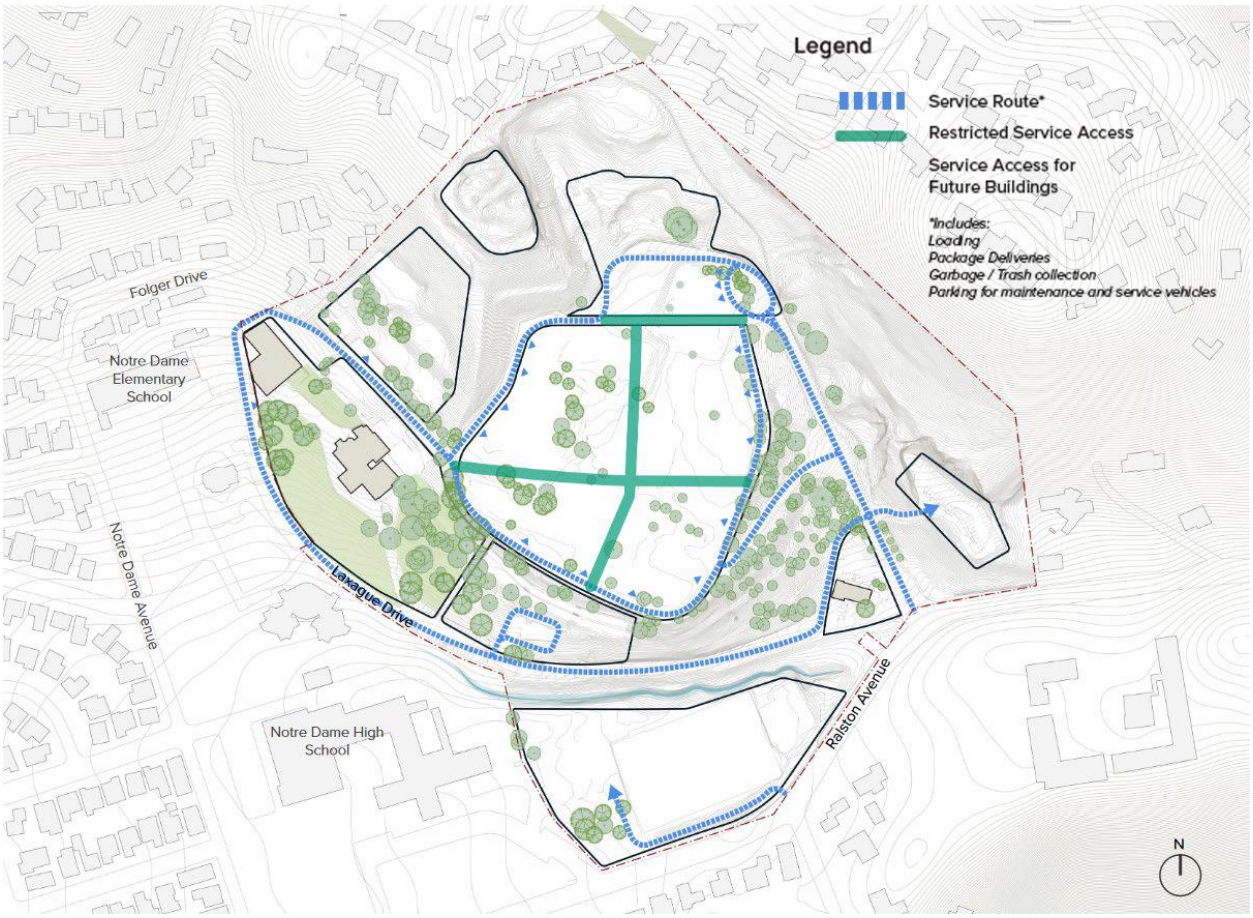
Figure 7. Vehicle Circulation

Koret Field is a sports field on the southern edge of the campus west of the main entrance. Existing vehicle access to/from Ralston Avenue requires the use of the Notre Dame de Namur High School driveway. There is no vehicle access to Laxague Drive within the university campus due to a creek that separates the campus from the field.

4.4.2 Service & Delivery Access

Service routes would be provided around the periphery of the Project site (**Figure 8**). Restricted, limited use service access would be provided within the main academic campus. All service vehicles would use the Entry Drive to access the campus.

Figure 8. Service Access



4.4.3 Transit Circulation

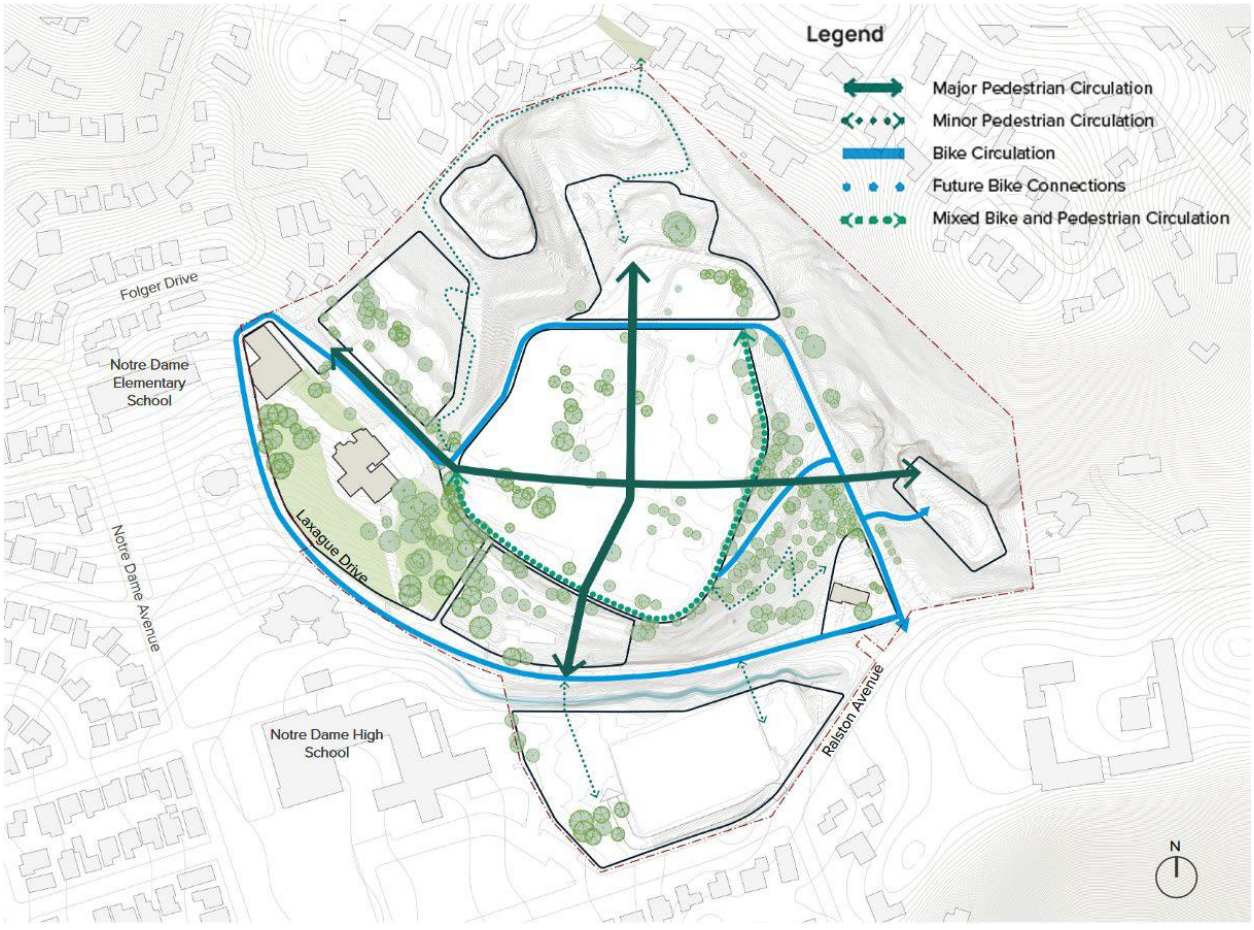
Once the campus population has reached an onsite population of 750 students, faculty, and staff, shuttle operations would commence. Shuttles exiting the campus would connect with the Belmont Caltrain Station, enabling first/last mile travel between the Belmont Caltrain station and the campus.

Stanford will work with SamTrans to pursue installation of new bus stops at or near the Ralston Avenue/Entry Drive intersection. Potential new bus stops at the Ralston Avenue/Entry Drive intersection may be shared with SamTrans Route 260, which continues west to Carlmont Village and east to Redwood Shores and San Carlos.

4.4.4 Bicycle and Pedestrian Circulation

Bicycle and pedestrian access would primarily occur via the Entry Drive from Ralston Avenue (**Figure 9**). The conceptual site plan includes two pedestrian corridors that would provide north-south and east-west connections and bicycle routes along internal streets and service routes around the campus perimeter. Bicycle and pedestrian facilities would be designed to applicable engineering standards and are not expected to substantially increase hazards.

Figure 9. Bicycle and Pedestrian Circulation



4.4.5 Emergency Vehicle Access

Emergency vehicle access would be provided via Ralston Avenue, with secondary access locations to be determined via access agreements with neighboring property owners (**Figure 10**). Emergency vehicle access would be provided for all campus buildings consistent with the California Fire Code. Access routes to the site would not change compared to the existing condition.

As new development occurs, Stanford will determine secondary emergency vehicle access routes through neighboring properties via Notre Dame Avenue and/or Folger Drive to connect to Laxague Drive and the campus plateau. Stanford will develop access agreements with neighboring property owners to facilitate improved emergency vehicle access compared to existing conditions.

Figure 10. Emergency Vehicle Access

4.5 Consistency with Plans & Policies

The Project's conceptual site plan would provide multimodal circulation improvements within the campus consistent with goals identified in the General Plan and Comprehensive Bicycle and Pedestrian Plan. As described in Section 3.4, the Project's site plan prioritizes pedestrian, bicycle, and transit circulation while limiting vehicle circulation to the campus' periphery, consistent with General Plan Goals 3.5 and 3.7 and the Comprehensive Bicycle and Pedestrian Plan.

The Project would not conflict with the City's transportation plans for Ralston Avenue and the surrounding street network. The Project does not include any features that would hinder or prevent implementation of the alternatives identified in the Ralston Avenue Corridor Study for potential improvements to the Ralston Avenue/Entry Drive intersection, or otherwise exhibit inconsistencies with the City's transportation plans.

The Project's TDM program would exceed requirements identified by the City and C/CAG. As discussed in Section 3.1, the Project would implement a TDM Plan that includes a pedestrian- and bicycle-friendly campus, a ridesharing program, a first/last mile shuttle service, a trip reduction marketing program, and the promotion of telecommuting. These measures would achieve 36.5 points under the City's TDM program (exceeding the minimum of 18 points) and 40% for C/CAG's program (exceeding the minimum of 35 %). These measures would achieve a 19.2% VMT reduction sufficient to achieve a less-than-significant impact to VMT. The first/last mile shuttle service would also be free and open to the public, enhancing transit service along the corridor in support of General Plan Goals 3.1, 3.3, 3.6, and 3.7.

Based on this assessment, the Project exhibits consistency with all adopted transportation plans, ordinances, policies, and programs.

5. Impacts and Mitigations

This section describes the Project's impacts in relation to the thresholds of significance presented in Section 1.2.2 and the analysis presented in Section 4.

5.1 Vehicle Miles Traveled

Impact TRANS-1: The proposed Project would have a less than significant impact on transportation based upon the vehicle miles traveled threshold adopted by the City of Belmont. ***(Less-than-Significant)***

As documented in Section 4.3, the Project inclusive of its TDM program would generate 12.0 VMT per service population, 4.4 home-based VMT per resident, and 11.5 home-based work VMT per employee. Under each metric, the Project would generate VMT at rates that are more than 15% below countywide averages. Therefore, the Project would have a less than significant transportation impact.

Mitigation Measures: None required.

5.2 Consistency with Local Plans & Policies

Impact TRANS-2: Development of the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. ***(Less-than-Significant)***

As documented in Section 4.5, the Project's conceptual site plan would provide multimodal circulation improvements within the campus consistent with goals identified in the General Plan and Comprehensive Bicycle and Pedestrian Plan. The Project would not conflict with the City's transportation plans for Ralston Avenue and the surrounding street network. The Project's TDM program would exceed metrics identified by the City and C/CAG and help further the City's goals to expand transit, carpooling, and active transportation use. Therefore, the Project would not conflict with adopted policies, plans, ordinances, or programs and would have a less than significant impact.

Mitigation Measures: None required.

5.3 Design Hazards

Impact TRANS-3: Development of the proposed Project would not substantially increase hazards to pedestrians, bicyclists, or vehicles due to a geometric design feature or incompatible land uses. ***(Less-than-Significant)***

As documented in Section 4.4, the Project includes conceptual site circulation plans. As the Project advances, site circulation plans would comply with applicable engineering standards to ensure safe and efficient travel for all modes, as well as ensure adequate sight distance. The Project's conceptual circulation plans do not

identify any features that would suggest a substantial increase in hazards to pedestrians, bicyclists, or vehicles due to a geometric design feature or incompatible land uses. For these reasons, the Project's impact to design hazards would be less-than-significant.

Mitigation Measure: None required.

5.4 Emergency Vehicle Access

Impact TRANS-4: Development of the proposed Project would not result in inadequate emergency vehicle access. ***(Less-than-Significant)***

As shown in Section 4.4.5, the Project would provide adequate emergency access. Emergency vehicle access would be provided via Ralston Avenue, with secondary access provided via Notre Dame Avenue through the Notre Dame Elementary School parking lot. Emergency vehicles access would be provided for all campus buildings consistent with the California Fire Code. Access routes to the site would not change compared to the existing condition. Therefore, the Project's impact to emergency access would be less than significant.

Mitigation Measures: None required.