

CC 02-15-2022

Oral
Communications

Written Comments

Melissa Robertson

From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022 8:17 PM
To: City Clerk
Subject: Fwd: Investigation into Inflated Housing Element Numbers

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Fyi. Please include in the Public Record. Thank you.

----- Original Message -----

Subject: Investigation into Inflated Housing Element Numbers
From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022, 8:14 PM
To: CityCouncil@Cupertino.org
CC:

Dear City Council:

I think it would be prudent of the city to have a study session on how the RHN A Numbers were calculated for this RHNA cycle.

California cities are being forced to okay housing in very dangerous environmental Areas to attempt to satisfy the very inflated Housing RHNA numbers.

This includes rezoning areas that are in one hundred year flood zones, high fire danger Areas, high earthquake fault areas, areas where levies could break and flood homes Such as in the Central Valley, areas where creeks or tides can affect housing, And areas by beaches that would be subject to searise.

There have been attempts to eliminate CEQA and the Coastal Commission.

The way too high Housing Elements numbers are forcing cities to take risks by rezoning Areas of environmental hazard to high density housing.

This also does not guarantee that HCD will certify cities' Housing Elements. Many of Housing Elements in Southern California cities have been rejected by HCD. This will Most certainly happen to Northern California cities.

I am very concerned the inflated Housing Element Numbers will result in high density Housing being built in high danger areas.

Please investigate how these very high Housing Element Numbers were calculated or Obtained by HCD. A city workshop on this topic would be of the utmost importance.

Thank you very much.

Sincerely,

Jennifer Griffin

CC 02-15-2022

Study Session # 1

Commissions
and
Committees

Written Comments

Melissa Robertson

From: Jean Bedord <Jean@bedord.com>
Sent: Tuesday, February 15, 2022 6:11 PM
To: City Clerk
Subject: February 15, 2022: Study Session: Commissions and Committees

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Please include my oral comments in the Written Communications

February 15, 2022: Study Session: Commissions and Committees

Good evening, Mayor Paul and council members

My name is Jean Bedord and am a long time Cupertino resident.

I am expressing my concern with sheer amount of staff time that is being spent on Commissions and Committees. First of all, Cupertino has more commissions than other cities of comparable size and complexity. Why? This seems very inefficient.

Secondly, according to the staff report, there are 4,552 hours of work devoted to commissions and committees. That's a lot of hours. This work takes away from the day-to-day service to the public as well as the overly ambitious city work plan.

While I can understand the number of hours necessary for the Planning Commission and Parks and Recreation commissions, I am baffled by the 400 hours for the Legislative Review Committee. In addition to significant staff time, there is also a \$72,000 contract for a paid lobbyist. Yet this committee does not appear to be effective in influencing our local representatives in Sacramento. As a small city, shouldn't council be spending time in working with other jurisdictions, rather than generating letters which are readily ignored?

Please consider streamlining the commissions and committees and letting our staff work on council work plans as well as their day-to-day jobs.

Thank you for your consideration.

Warm regards,
Jean Bedord

Melissa Robertson

From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022 6:17 PM
To: City Clerk
Subject: Fwd: Erc

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Fyi. Please add to the Public Record for this study session on Committees.
Thank you.

----- Original Message -----

Subject: Erc
From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022, 6:15 PM
To: CityCouncil@Cupertino.org
CC:

Dear City Council:

Please do not get rid of the Environmental Review Committee. It has a long standing history In Cupertino, and it is needed now more than ever before. The state is intent on removing CEQA oversight to allow high density housing units to be built in dangerous areas, ie flood zones, Earthquake faults, high fire areas.

We need to keep the ERC.

Thank you.

Sincerely,

Jennifer Griffin

CC 02-15-2022

Item No. 18

Options of Acquisition of
Lehigh Cement Plant &
Quarry

Supplemental Staff Report
Response to Council
Inquiries



CITY ATTORNEY'S OFFICE

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
TELEPHONE: (408) 777-3403 • FAX: (408) 777-3366
CUPERTINO.ORG

CITY COUNCIL STAFF REPORT (SUPPLEMENTAL)

February 15, 2022

Subject

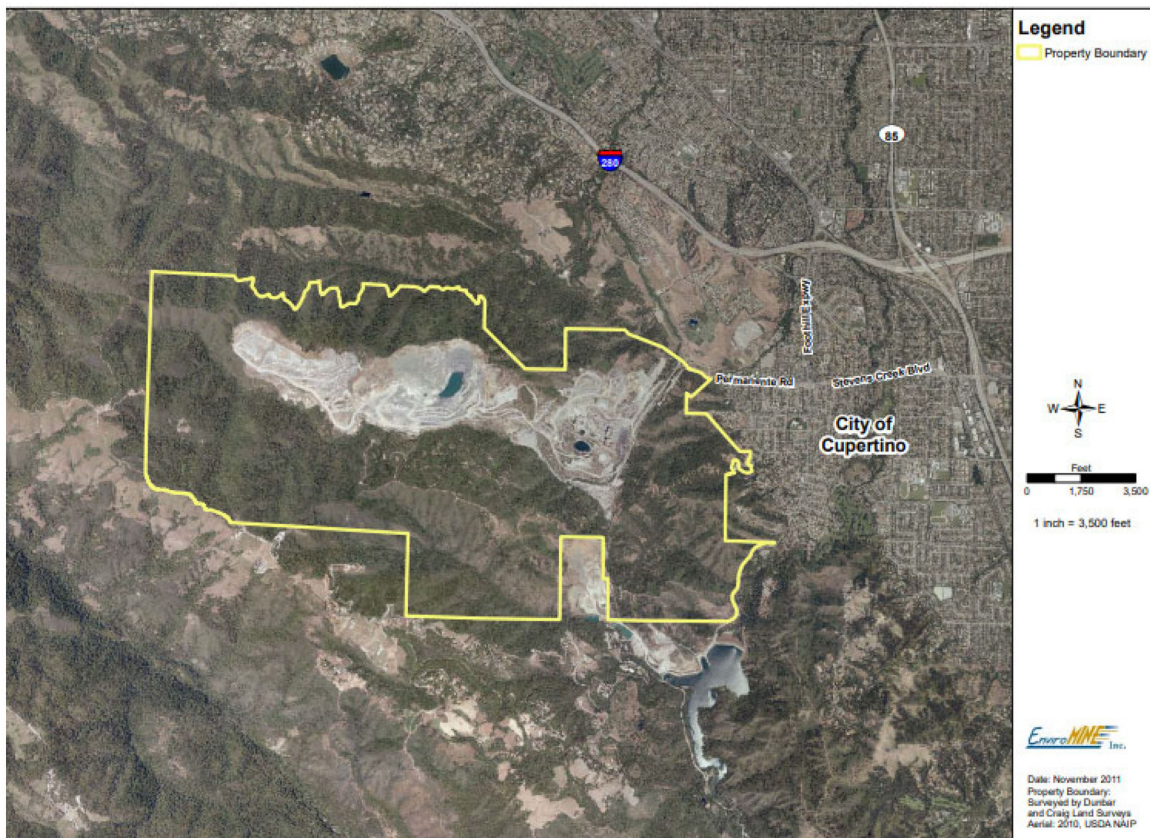
Options for Acquisition of Lehigh Cement Plant and Quarry by Santa Clara County

Discussion

This is a supplemental report provided in response to City Council inquiries in advance of the February 15, 2022 City Council meeting.

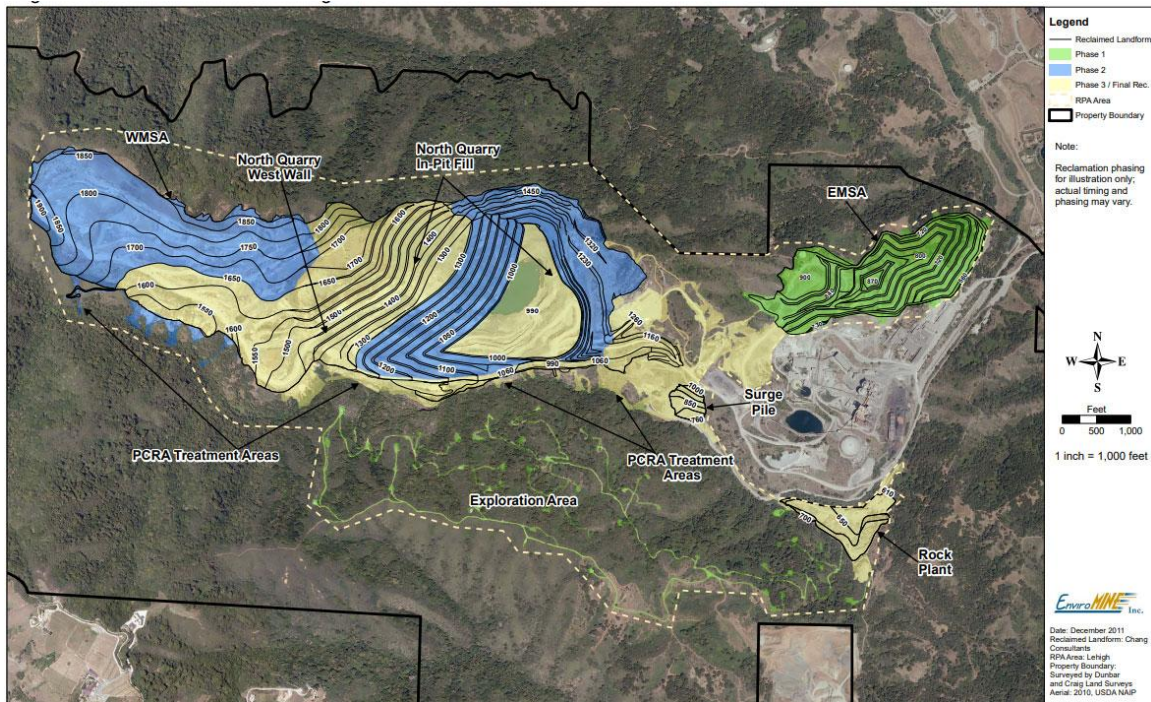
1. Please provide an area map which shows an aerial view of the site.

Please see below from the 2012 Reclamation Plan.



2. Please delineate the contamination and areas which are required to be mitigated under the 2012 Reclamation Plan.

Please see the Reclamation Phasing Overview from the 2012 Reclamation Plan below.



It is unclear whether environmental contamination at the site has been delineated at this time.

3. Please provide prior comments submitted by the Midpeninsula Regional Open Space District on the Plant's 2019 Reclamation Plan amendment application.

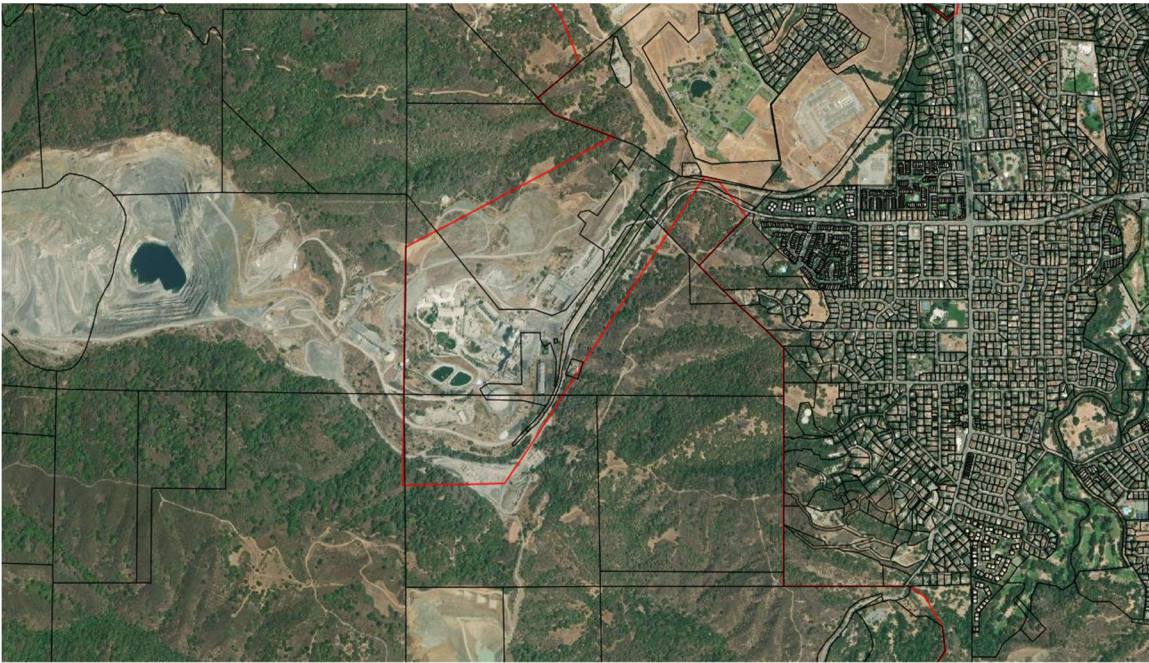
Comments by the Midpeninsula Regional Open Space District, the City of Cupertino, and other agencies are available [here](#).

4. Supervisor Simitian has suggested housing at the Lehigh property. How would that be accessed? If much of the property is within unincorporated county and Cupertino owns the access roads, what are the City's rights to limit densification in this wildlife-urban interface area?

The California Vehicle Code, with limited exceptions, prohibits Cupertino from limiting access on public roadways. Cupertino generally does not have land use authority over unincorporated land and does not regulate development there, but the City can seek to ensure that any development complies with applicable laws (e.g., CEQA).

5. Is there a County development policy or strategy that addresses sprawl into the hillsides and wildlife habitats?

Yes, the [Santa Clara County General Plan](#) includes policies that discourage development outside of urban service areas. In addition, the Santa Clara County Local Agency Formation Commission (“LAFCO”) regulates expansion of urban service areas. (See, e.g., [LAFCO Urban Service Area Policies](#).) Some but not all of the Lehigh Plant property is within Cupertino’s urban service area under the County General Plan. The Cupertino urban service area boundary is shown in red below:



There may also be other County policies that limit or guide development in hillside areas. If Council wishes staff to conduct further research regarding these policies before voting on the current item, staff recommends that Council table the item and direct staff to bring the item back to Council for future consideration.

6. If Lehigh finished reclamation and still owned the land, what zoning would it be subjected to if it wanted to develop the land? If the goal is to have open space, how would that be achieved?

The Lehigh parcels are zoned “HS” or “A” under the County Zoning Ordinance. These zoning designations are generally intended to preserve the character of hillside or agricultural zones, but low-intensity development may be permitted. More intensive development would like require a rezoning of the land. If Council wishes staff to conduct further research regarding these policies before voting on this item, staff recommends tabling the item and directing staff to bring it back to Council for future consideration. Also, strategies to preserve the land as open space would require close

coordination with the County and are not fully developed at this point. If Council wishes staff to conduct further research regarding this issue before voting on this item, staff recommends that Council table the item and direct staff to bring the item back to Council for future consideration.

7. The Surface Mining and Reclamation Act Financial Assurance (“SMARA”) Cost financial assurance cost estimate was supposed to be amended and due to the County February 11, 2022. Was that new estimate provided?

This information is not available at the time of publication of this report. If Council wishes staff to conduct further research regarding this issue before voting on this item, staff recommends that Council table the item and direct staff to bring the item back to Council for future consideration.

8. What happens if the County does not offer to purchase? What does the clean-up timeline look like?

Given the short timeline for adding this item to the agenda following Supervisor Simitian’s announcement on February 9, this information is not presently available. The reclamation timeline in the 2012 Reclamation Plan is provided below.

Phase	Years	Start Date	End Date
Phase 1	9	2011	2020
Phase 2	5	2021	2025
Phase 3	5	2026	2030

If Council wishes staff to conduct further research on these issues before voting on this item, staff recommends that Council table the item and direct staff to bring the item back to Council for future consideration.

Prepared by: Chris Jensen, City Attorney
Reviewed by: Dianne Thompson, Assisting City Manager
Approved by: Jim Throop, City Manager

CC 02-15-2022

Item No. 18
Lehigh Cement
Plant and Quarry

Written Comments

Lauren Sapudar

From: Joseph Fruen <jrfruen@gmail.com>
Sent: Tuesday, February 15, 2022 4:12 PM
To: City Clerk; City Council; Darcy Paul; Liang Chao; Hung Wei; Jon Robert Willey; Kitty Moore; Kirsten Squarcia
Subject: Re: Council meeting of 2/15/2022: Item 18 - County acquisition of Lehigh Cement Plant and Quarry

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Mayor Paul and Councilmembers:

Thank you for adding this item to the council agenda. I urge you to unanimously endorse sending a letter in support of the county's exploration of acquiring the Lehigh Cement Plant and Quarry. Residents across the West Valley will be grateful to see the reclamation plan for this site come to fruition sooner rather than later--a prospect greatly increased by the county's direct ownership.

Many thanks,

J.R. Fruen
Cupertino resident

Melissa Robertson

From: Rhoda Fry <fryhouse@earthlink.net>
Sent: Monday, February 14, 2022 2:55 PM
To: Cupertino City Manager's Office; City Clerk; City Council
Subject: Comments pertaining to County Lehigh Acquisition Proposal
Attachments: 2022-02-15 Lehigh Acquisition Fry Comments and Referral.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear City Manager, City Clerk, and City Council,
Please find attached comments pertaining to County Lehigh Acquisition Proposal.
Please include the attached for public comment for the next City Council meeting.
Regards,
Rhoda Fry

Date: February 14, 2022

From: Rhoda Fry, resident Santa Clara County

To: Santa Clara County Board of Supervisors

CC: Cupertino, Los Altos, Los Altos Hills, Sunnyvale, Mountain View City Councils, California State Senators Dave Cortese and Josh Becker, Midpeninsula Regional Open Space District Board, Green Foothills Legislative Advocacy Director Brian Schmidt, Sierra Club Loma Prieta Chapter Director James Eggers, State Mining and Geology Board, State Division of Mining Reclamation, Assistant Executive Officer at San Francisco Bay Regional Water Quality Control Board
Lisa Horowitz McCann

RE: Board of Supervisors Meeting February 15 Agenda Item #13 Acquisition of Lehigh Referral (attached)

Dear Board of Supervisors,

Yes, it is time for the County to acquire Lehigh's site in Santa Clara County, which is owned by Hanson Permanente and operated by Lehigh, which are collectively owned by Heidelberg Cement of Germany. Thank you for approving the previous two referrals providing data on the accuracy of Lehigh's Financial Assurance Cost Estimate (FACE) and records of violation.

Do know that although California's demand for cement has remained robust in the past two years, the cement plant has been idle along with blasting for limestone-mining. The cement plant is in such grave disrepair that it would require substantial renovation or replacement. Due to the extraordinarily high amounts of mercury in the local limestone, Lehigh would likely be unable to comply with the more stringent EPA mercury-emission rules for new and modified plants. Consequently, the days of Portland-cement manufacturing at the Santa Clara site are most certainly already over. Likewise, the two new proposed mining areas are also infeasible due to one being protected by the 1972 Ridgeline Easement Protection Deed and the second due to its threats to the Permanente Creek which is protected by the Federal Clean Water Act and the State Porter-Cologne Act.

First, I have two near term requests to the County and second, I shall outline considerations for the acquisition cost of this property.

Two Near-Term Requests:

1. The County should cease operations at the newly erected rock plant at Lehigh. I have written about this previously. This operation is not vested as it was abandoned and fell into disrepair over a decade ago in 2011, the new manufacturing process is different, the product is likely different, and Lehigh asserted its abandonment by processing aggregate at its neighbor's property, Stevens Creek Quarry. Any of these four tests fail vested rights. Moreover, the 2012 approved Reclamation Plan Amendment asserts that there is sufficient fill onsite to fill the quarry to protect water quality and serve as a foundation for a buttress to protect our ridgeline (that has already lost 50 to 75 feet of elevation due to the County's failure to enforce our deed). Removing fill with this new operation increases the need for imported fill and violates the 2012 agreement. Also of concern is that the new plant received permits from the Bay Area Air Quality Management District (BAAQMD) only after

BAAQMD's legal department requested the engineers to recalculate the cancer risk. See FOIA documentation here: https://www.dropbox.com/s/rr8hmrpdtc8pk4i/29811_A0017.pdf?dl=0 Please also consider that BAAQMD's legal department allegedly intimidated employees to destroy petroleum pollution records: <https://www.kqed.org/news/11791348/bay-area-air-district-settles-whistleblower-suit-over-trove-of-destroyed-documents>

2. Since we know that affordable housing is important, please require that Lehigh install modern pollution controls on their equipment and restore the Hammond-Snyder home adjacent to the cement plant so that it can be occupied once again. In 2012, the Board of Supervisors voted to have the oldest home in Cupertino vacated so that Lehigh could avoid installing modern pollution controls. The installation of modern pollution controls would have allowed the caretaker's family to remain in the home, preventing it from falling into disrepair. This historic home is part of our City, County, and State's history. Its owners, Dr. Hammond, was our County physician, the Sara Cody of his day, and his wife was Martha Snyder, was the daughter of California pioneer John Snyder who lived in a similar home nearby.

Considerations for Acquisition:

1. Lehigh's owner, Heidelberg Cement is a \$45B company that needed to raise money. So, in 2021, Martin Marietta completed the purchase of all of Heidelberg's West Coast operations with the notable exception of the Permanente Quarry and cement plant in Santa Clara County. In my opinion, in spite of Lehigh's ambitious expansion proposal, Martin Marietta declined to buy; I don't think that Lehigh could have even given it away in a package deal, first because the expansion proposal is not feasible as outlined earlier and second because of the gargantuan remediation costs.

2. What is reclamation? Under SMARA (California's Surface Mining and Reclamation Act), prior to mining, a quarry operator must earmark funds for the cost of restoring the land to a stable state so that it can have a secondary beneficial use, such as open space. Note that reclamation does not restore the land to how it had been. The earmarked funds are called the Financial Assurance Mechanism. At Lehigh, these funds are secured by \$63M in bonds (similar to an insurance policy). The County should also determine whether these bonds are properly backed at full value.

Thanks to a third-party review of Lehigh's Financial Assurance Cost Estimate (FACE) requested by Supervisor Simitian, the County has recently determined that \$63M is inadequate to do the reclamation as described in the approved 2012 Reclamation Plan Amendment (RPA). So if Lehigh walks away, the County could be stuck with the cost of reclamation over and beyond the bond amount. On February 11, 2022, Lehigh was to have responded to a 27-line item from the Planning Department that requested a revised Financial Assurance Cost Estimate (FACE):

https://stgenpln.blob.core.windows.net/document/2250_2021_FACE_Letter_Inadequacy.pdf
Lehigh's response has either not been posted to the County website or has not been received.

Keep in mind that reclamation is supposed to be conducted concurrently with mining; sadly, little has been done. For example, by now the East Materials Storage Area (EMSA) should have been stable, yet last year, Lehigh trucked out 745 cubic feet of silt from the EMSA. That responsibility will now belong to the County. The EMSA is a mountain of mining-waste pile that was illegally built by Lehigh and retroactively permitted by the County. It was the subject of Notices of Violation and a

lawsuit from the Open Space District and Bay Area for a Clean Environment. Perhaps had the County appropriately regulated the site, the need for trucking silt and water-quality problems in that area would not exist today. Moreover, the Open Space District has suggested the need to run the water treatment plants well after mining has ceased. The primary reason for the water treatment plant is that the County permitted mining below the water table. The list goes on and on.

Now that the quarry has been idle for two years, it is high time for true reclamation to begin.

3. In addition to the inadequacy of Lehigh's estimate, Lehigh has excluded a major landslide above Permanente Creek that is a documented health and safety hazard to homes and structures downstream. Even Lehigh's own documents state that it is unsafe to work there in the wintertime. Given that a 1983 quarry-caused flood deluged and evacuated Blach Middle School and other structures 4 miles downstream confirms that there is cause for concern. This landslide must be repaired and the cost of its repair must be accounted for in an offer to purchase the property.

4. Lehigh has also excluded its sizeable industrial complex of buildings, railyard and land that have a long history of hazardous materials. The complex is not part of the quarry so it is not part of the Reclamation Plan Area. The site has been used to manufacture magnesium, magnesium incendiary bombs that were dropped on Japan during WWII, phosphate fertilizer, plasticite (an asbestos-containing stucco-like material manufactured during WWII), aluminum, cement plant, and railyard, among others. Due to asbestos lawsuits at the Permanente site and others, Hanson Permanente went through years-long bankruptcy court proceedings. There is neither a closure plan nor an assessment for the industrial complex.

5. Thanks to another referral by Supervisor Simitian we will soon have a comprehensive list of violations. The County should also consider the multiple EPA Superfund documents, Geotracker, and leave no stone unturned. Court documents reveal the Lehigh management took bribes and hired unlicensed contractors: <https://countyda.sccgov.org/news/news-release/former-manager-permanente-cement-plant-convicted-bribery>. Other management was scheduled for sentencing on February 9, 2022.

6. Some of Lehigh's property has been untouched and will be suitable for open space. However, I am concerned about the site's suitability for housing which would significantly reduce its value to the County. There is groundwater pollution, dust from the quarry at elevated levels, and soil pollution (arsenic, beryllium, cadmium, chromium, lead, mercury, PCBs, and selenium, per Midpeninsula Regional Open Space District appeal letter to the County 2012 and EPA site assessment pdf pages 6 and 45). The cost of bringing in utilities such as sewer, water, and utilities must be considered along with site challenges, such as the hilly terrain (geotechnical), proximity to Permanente Creek, and PG&E towers.

As outlined above, the cost of reclamation, remediation, and rehabilitation will be staggering. It will make remediation at our County's 4100-acre Almaden Quicksilver County Park literally look like a walk in the park. Please ensure that the County conduct an in-depth study and, if necessary invest in 3rd party studies, to determine the appropriate land-value as balanced with the cost of remediation.

Sincerely,

Rhoda Fry

County of Santa Clara
Board of Supervisors
Supervisory District 5
Supervisor S. Joseph Simitian



109544

DATE: February 15, 2022

TO: Board of Supervisors

FROM: S. Joseph Simitian, Supervisor

SUBJECT: Lehigh Cement Plant and Quarry Acquisition Options

RECOMMENDED ACTION

Approve referral to Administration and County Counsel to report to the Board within 90 days with options for consideration relating to the potential acquisition of the Lehigh Cement Plant and Quarry property located in unincorporated Santa Clara County, Cupertino, and Palo Alto. (Simitian)

FISCAL IMPLICATIONS

There are no direct costs associated with the approval of this referral. It is expected that the report-back will identify potential costs, including possibilities to finance those costs, of any options presented for the Board's consideration.

REASON FOR RECOMMENDATIONS

Over the hundred odd years that there has been active mining on the Lehigh site, and with large scale commercial mining starting in 1939, the community context in which this mining has taken place has changed considerably. Co-location of mining/heavy industry and residential subdivisions is certainly not something that a modern urban planner would actively contemplate; yet that is exactly what we find at the site today.

The Lehigh Cement Plant and Quarry is an historical anachronism. A significant segment of the community has repeatedly called for its closure. Not surprisingly, the current owners resist that path while there is limestone to be mined and a cement market to purchase their product.

By this referral, the Administration and County Counsel are directed to explore and report back on the feasibility of potential acquisition of the site, including outright purchase, either from a willing seller or through the use of eminent domain. Options for financing such an acquisition should be presented, along with a discussion of advantages or disadvantages associated with the various financing options.

Potential financing options could derive from future land use opportunities should the County acquire the property. For example, some members of the community have called for housing on the site. If housing were constructed there might be revenue associated with that activity that could be used to offset all or a portion of the acquisition costs. To the extent such opportunities exist, Administration and County Counsel should include them in the options they present to the Board.

Additionally, Administration and County Counsel should consider the possibility of County acquisition on a no-cost or low- cost basis if the current property owner (i.e., Lehigh) were to seek forgiveness for reclamation costs.

In offering this referral I am, of course, mindful of the fact that our County anticipates the possibility of an application to amend the current Reclamation Plan; indeed, an application was submitted in 2019, but ultimately not pursued by the applicant who apparently now contemplates a substantially revised application. It is understood, of course, that any future land use application, should there be one, will be lawfully considered pursuant to applicable law and on its merits.

That said, this referral is made now because:

- The multiplicity of complaints and violations at the Lehigh Cement Plant and Quarry suggests continuing incompatibility of uses;
- The potential, in fact likely, possibility of a new application for continued and expanded activity at the site suggests *now* is the time to envision and consider other possibilities which are both in the public interest and fair to the property owner;
- And finally, experience just across the Bay, at the recently opened park and camping facility which is the former Dumbarton Quarry, provides tangible evidence that reclamation and conversion can be accomplished.

To be sure, the undertaking anticipated by this referral is substantial, and the anticipated timeline is certainly not short. That said, the problems are real, the time is now, and we know that a good outcome is achievable. Rather than let the years pass and simply respond on a

reactive basis, our County should begin today to identify and pursue other more desirable possibilities.

To that end, Administration and County Counsel is directed to consult with all relevant stakeholders and consider collaboration with all potential partners in developing a planning process, timeline and eventually a proposal for the property in question.

BACKGROUND

The Lehigh property includes a total of 3,510 acres, 2,656 of which are in unincorporated Santa Clara County and include the cement plant and quarry that are of interest to the community. The remaining acreage is within the incorporated cities of Cupertino and Palo Alto.

The current (2012) Reclamation Plan contemplates full reclamation of the site by June 30, 2032. That existing Plan contemplates hillside open space as the proposed end use following reclamation. In 2019, as noted above, Lehigh submitted an application for a Reclamation Plan Amendment (RPA). The pending RPA would have permitted modified, expanded operations and extended the reclamation timeline.

Melissa Robertson

From: Cathy Helgerson <cathyhelger@gmail.com>
Sent: Friday, February 11, 2022 6:19 AM
To: BoardOperations; Supervisor Joe Simitian; Loquist, Kristina; Salisbury, Robert; John Marvin; McCann, Lisa@Waterboards; Miller, Amy; FRYHOUSE@EARTHLINK.NET; Darcy Paul; Liang Chao; Kitty Moore; Hung Wei; Jon Robert Willey; manager@cupertio.org; Commission, Planning; Cole Burchiel; City Clerk
Subject: Lehigh Cement Plant and Quarry Acquisitions Options

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello All,

I would like this e-mail with my comments to be posted on the SCC website regarding Lehigh and the Steven Creek Quarry.

Date: 2/15/22 109544 Letter notice from Supervisor Joseph Simitian

RECOMMENDED ACTION - Approve referral to Administration and County Council to report to the Board within 90 days with options for consideration relating to the potential acquisition of the Lehigh Cement Plant and Quarry property located in unincorporated Santa Clara County, Cupertino, Palo Alto (Simitian)

The Fiscal Implications, Reason for Recommendations and Background are so stated on this paperwork of 3 pages.

Cathy Helgerson - Comments - It has been well known for over 18 years and counting that the Lehigh Hanson Cement and Quarry has been polluting the Air, Water and Soil here in the Silicon Valley and the SF Bay Area it is time to end this companies obstruction of the Laws and Rules ASAP! This possibility of acquisition is a God sent and will save lives.

If Lehigh is not willing to sell the property then definitely eminent domain would be the only alternative in acquiring the property. Financing could be a low-cost or no cost bases and Lehigh should seek forgiveness for reclamation costs if that is an option.

The Dumbarton Quarry is a perfect example of what can be achieved and is definitely tangible evidence that reclamation and conversion can be accomplished. This example should be looked into. The recently opened park and campgrounds should be visited by the SCC Board of Supervisors, Staff and Lawyers.

I have mentioned many times in my paperwork/comments about the possibility of housing on the disturbed Lehigh Cement and Quarry properties and I have been totally against the continued limestone extraction mining, cement making, rock plant, storage of overburden on the property and the list goes on and on. The virgin land that Lehigh owns should be turned into County, State or Federal Park that would be a blessing to our future children's lives. The fact that the air quality would be cleaner and that we could finally breath in cleaner air. The water would be cleaner and the land would be made fertile again instead of dry like concrete.

I have also commented on the Red-Legged frog who is an endangered species and calls the Lehigh land their home they should not be harmed or moved they are part of our heritage and so is the unmined limestone. I would propose nature museum to be built on the land for the public to view for generations to come.

The possibility that a housing community on the Lehigh Cement and Quarry land and also maybe later the Steven Creek Quarry land could house the homeless, kids clocking out of foster care, seniors and families who need low or no income housing what a dream come true.

It is time to change the future of the Silicon Valley who will be facing so many challenges with housing and I for one do not want 20 story buildings built in Cupertino and the surrounding cities.

I would seriously like the Santa Clara Council to look at the possibilities of a housing project that not only provides housing but also the railroad that is right there on the Lehigh property that could be converted into a railroad that transports the people who live in the new housing community to San Jose and SF to their jobs. The prospect of this possibility is wonderful saving the wear and tear on the roads and helping to stop the air pollution by taking cars and trucks off the road. This should also be consider by Santa Clara County and the other Cities.

Santa Clara County will also be looking at the Lehigh violations and should also look at the Steven Creek violations while you are at it. The March 2nd SCC meeting to review for the Lehigh is right after the 90 days that SCC is giving to look at the potential acquisition of Lehigh Cement Plant and Land. So it will be a serious look at what needs to take place with both situations.

I agree with my mind, body, heart and soul that it is time to stop the Lehigh Cement Plant and Quarry mining to save lives. I also believe that dreams can come true and I see the future of this land as a blessing not a curse.

Remember that there is also a Waste Water Plant on the Lehigh land and this treatment plant can help clean up the land and possibly use it later along with the Cupertino Sanitation Department who are in charge of sanitation. The cement plant will have to be dealt with what will it be used for or how will it be disposed of please look into that.

The Steven Creek Quarry issues have many violations and it is another mining disaster that has also been taking place for many generations this pollution needs to end why not consider using that land also for housing and park use please consider it.

I do hope our comments will be posted on SCC Lehigh site and the Stevens Creek Quarry site for information.

Thank you,
Cathy Helgerson Environmental Enforcement Advocate
CAP-Citizens Against Pollution
Homelessness Advocate
Animal Advocate
408-253-0490

Melissa Robertson

From: Jean Chen <eejuanchen@gmail.com>
Sent: Monday, February 14, 2022 7:53 PM
To: boardoperations@cob.sccgov.org
Cc: Kristina.Loquist@bos.sccgov.org; City Council
Subject: Agenda Item 13: Lehigh Quarry

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam, \$

\$

This is Jean, a resident in Cupertino. \$

\$

Please support Supervisor Simitian's request to: Approve referral to Administration and County Counsel to report to the Board within 90 days with options for consideration relating to the potential acquisition of the Lehigh Cement Plant and Quarry property located in unincorporated Santa Clara County, Cupertino, and Palo Alto. \$

\$

I, along with many other community members, support closing operations at Lehigh and believe it is time to start the reclamation process. Reclamation is feasible: the former Dumbarton Quarry across the Bay opened last year as a new park and campsite. Please help restore our beautiful hillsides and protect our local habitats! \$

\$

Thank you, \$

Jean, Cupertino Resident \$

\$

CC 02-15-2022

Item No. 20
Stevens Creek
Blvd Transit Vision
Study

Written Comments

Lauren Sapudar

From: Sean Hughes <info@sg.actionnetwork.org>
Sent: Tuesday, February 15, 2022 3:00 PM
To: City Clerk
Subject: Please Re-Join the Stevens Creek Corridor Study

Follow Up Flag: Follow up
Flag Status: Completed

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City Clerk Kirsten Squarcia,

I am writing in support of item 20 of the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint VTA Stevens Creek Corridor study with the cities of Santa Clara and San Jose.

I believe that our participation is important for the future of transit on our region, as well as Cupertino directly. \$154k is a small price to pay considering the importance of transit for a sustainable future, and accessible city. De Anza is already a thriving transit hotspot (the 3rd highest in usage by some metrics for bus stops across the entire VTA service territory!) and we would do well by embracing further study on improvements to current bus networks (such as increased service, BRT, and shaded bus stops).

I hope that our vision for Stevens Creek included the following goals:

1. SAFETY/REDUCING DEATHS: Dramatically increasing pedestrian safety along the corridor
2. TRANSIT SERVICE IMPROVEMENTS: Making transit a preferable option on the corridor by making it faster, and with better service.

One affordable option for this is a bus rapid transit (BRT) solution. I support this an option for the corridor, in addition to any other high-capacity transit options. I am less enthusiastic about options that sink money into SOV (single-occupancy vehicle) oriented solutions, as those do

not serve our community interests (particularly the environmental and aging populations' interests)

3. CONNECTION TO AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options all along Stevens Creek. This study could be of great help to us in site selection for our upcoming HE work.

Thank you for your consideration. Despite any differences we may have on the ultimate vision, and I really hope that Cupertino can sign onto this joint study to at the very least, further the work on this policy area.

Sean Hughes
jxseanhughes@gmail.com
7752 Huntridge Lane
Cupertino, California 95014

Lauren Sapudar

From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022 4:40 PM
To: City Clerk
Subject: Fwd: Item 20 City Council Meeting 2/15/22-

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Fyi. Please include in public record for item 20 on the 2/15/22 City Council Agenda.
Thank you.

----- Original Message -----

Subject: Item 20 City Council Meeting 2/15/22- Stevens Creek Blvd. Transit Vision Study
From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022, 4:35 PM
To: CityCouncil@Cupertino.org
CC:

Dear City Council:

I am concerned about some of the issues involving Cupertino being involved in the Stevens Creek Boulevard Transit Vision Study.

1. Involvement of MTC and Plan Bay Area 2050

Plan Bay Area 2050 was adopted by MTC without any public input. Plan Bay Area has not Had any input or oversight from the public. It was created by a private group that had no Public meetings and excluded the public from understanding what they were trying to do.

Plan Bay Area was adopted by MTC and was used by ABAG/MTC to create very large housing element numbers for cities which have been under review as to what algorithms were used To create these numbers.

I don't think it is a good idea for Cupertino be involved in something as questionable as Plan Bay Area. No one understands what this mysterious plan is trying to do.

I am concerned because MTC adopted it and it is trying to be used in the Stevens Creek Transportation Corridor.

2. Putting Fixed Bus Rapid Transit Down Stevens Creek Blvd.

I don't think it is a good idea to put Fixed Bus Rapid Transit down Stevens Creek Blvd. Through Cupertino. This involves giving up car traffic lanes or the center lane Of Stevens Creek Blvd. to light rail or buses on wires. There is not enough room on

Stevens Creek Blvd. For this. The outer lanes are already being taken up by bike lanes With barriers and it is difficult to make right turns on Stevens Creek Blvd. Traffic Is at gridlock now and taking the middle lane away is unthinkable.

Also, someone may try to put the down and up the hill by the Blue Pheasant and it will Cause bedlam and traffic gridlock.

3. Complete Streets Program

I don't think it is a good idea for Cupertino to be involved in a Complete Streets Program Tied up with this traffic corridor study, especially if Plan Bay Area is involved. These Program is not well understood by the public and tries to close roads to vehicle traffic Without the public being involved. Plan Bay Area is sketchy and questionable enough with The housing issues. I don't feel comfortable having it involved with Cupertino.

4. Vallco Issues with Wolfe Road and Traffic Impacts

The Vallco build out will involve massive issues with Stevens Creek Blvd. And we do not Know what the traffic issues will be. Trying to implement some sort of Traffic Corridor study on Stevens Creek Blvd. would be premature at this point.

5. San Jose Urban Village Issues

San Jose is implementing massive high density rezoning of their side of Stevens Creek Blvd. Dwarfing the 3 to 4 story buildings planned by Santa Clara on the other side of Stevens Creek. blvd. Cupertino is sitting on the western side of this San Jose high density rezoning and we May wind up with the full brunt of this new massive amount of traffic on Stevens Creek blvd. Any implementation of new modes of transportation on Stevens Creek Blvd. Have to be understood before they are rolled out. What works for San Jose, may not Work for Santa Clara and Cupertino. We cannot build anything until we understand what San Jose is trying to do. The Urban Villages will generate immense new amounts of Traffic on Cupertino and Stevens Creek Blvd. In Cupertino. I don't feel comfortable With this Corridor Study because I think San Jose and VTA and MTC will try to dominate it And send tons of traffic down Cupertino Stevens Creek Blvd. To De Anza College. Why Do we have to hook De Anza College up with Diridon Station? What about San Jose City College or Mission College? Why not take students there?

I am very concerned about the above listed issues in the Stevens Creek Blvd. Transit Vision Study.

Thank you very much.

Sincerely,

Jennifer Griffin

Melissa Robertson

From: Noel Eberhardt <info@sg.actionnetwork.org>
Sent: Friday, February 11, 2022 8:30 PM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Clerk Kirsten Squarcia,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scaleable, with better land use principles, which could be greatly aided by this study!

Thank you for your consideration, and I hope that we strongly sign onto this joint study agreement.

Noel Eberhardt
neberhardt@sbcglobal.net
21407 Krzich Place
Cupertino, California 95014

Melissa Robertson

From: Ayushi S <info@sg.actionnetwork.org>
Sent: Friday, February 11, 2022 8:56 PM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Clerk Kirsten Squarcia,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scaleable, with better land use principles, which could be greatly aided by this study!

Thank you for your consideration, and I hope that we strongly sign onto this joint study agreement.

Ayushi S
ayushi_sen@yahoo.com
10341 Tonita Way,
Cupertino, California 95014

Melissa Robertson

From: Zoe Vulpe <info@sg.actionnetwork.org>
Sent: Saturday, February 12, 2022 9:24 AM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Clerk Kirsten Squarcia,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scaleable, with better land use principles, which could be greatly aided by this study!

I grew up and went to school in Cupertino, and while I live in San Jose now, Cupertino is still very much my home. Affordable housing, fast and reliable transit, and safety, were all major concerns to me and my family when we lived in Cupertino. Cupertino has become less of a place for families and community, and more of a place for tech, and I think that needs to change. We need to put our best foot forward to support Cupertino families and young people, and make Cupertino a place that longtime residents and low-income residents can call home,

instead of a place where community members are forced to leave because of unreliable transit and housing options.

Thank you for your consideration, and I hope that we strongly sign onto this joint study agreement.

Zoe Vulpe

zoe.vulpe@gmail.com

1935 W Hedding St

San Jose, California 95126

Melissa Robertson

From: Jean Bedord <info@sg.actionnetwork.org>
Sent: Saturday, February 12, 2022 5:13 PM
To: City Clerk
Subject: Item #20 Spend our taxpayer money on projects to benefit residents - Please Support the Stevens Creek Corridor Study

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City Clerk Kirsten Squarcia,

I am writing you to approve the appropriation for item 20 (for the City Council's Feb. 15 City Council meeting to fund Cupertino's participation in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Originally, Cupertino participated, but dropped out in 2020, but that was short-sighted in view of regional needs. \$154k is a small amount to work toward a regional transit-oriented future.

I support a vision for Stevens Creek to improve the following:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scaleable, with better land use principles, which could be greatly aided by this study!

Please sign onto this joint study agreement.

Thank you for your consideration.

Jean Bedord
Jean@Bedord.com

11120 Santa Teresa Drive
Cupertino, California 95014

Melissa Robertson

From: neilphdmclintick@gmail.com <info@sg.actionnetwork.org>
Sent: Saturday, February 12, 2022 10:31 PM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Clerk Kirsten Squarcia,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scaleable, with better land use principles, which could be greatly aided by this study!

Thank you for your consideration, and I hope that we strongly sign onto this joint study agreement.

neilphdmclintick@gmail.com
801 miller avenue
cupertino, California 95014

Melissa Robertson

From: Connie Cunningham <info@sg.actionnetwork.org>
Sent: Sunday, February 13, 2022 9:03 AM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

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City Clerk Kirsten Squarcia,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is scaleable, with better land use principles, which could be greatly aided by this study!

Thank you for your consideration, and I hope that we strongly sign onto this joint study agreement.

Connie Cunningham
cunninghamconniel@gmail.com
1119 Milky Way
Cupertino, California 95014

Melissa Robertson

From: Eric Crouch <info@sg.actionnetwork.org>
Sent: Sunday, February 13, 2022 9:51 AM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Clerk Kirsten Squarcia,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scaleable, with better land use principles, which could be greatly aided by this study!

Thank you for your consideration, and I hope that we strongly sign onto this joint study agreement.

Eric Crouch
crouch.eric@gmail.com
10221 Phar Lap Drive,
Cupertino, California 95014

Melissa Robertson

From: Shilpa Iyer <info@sg.actionnetwork.org>
Sent: Sunday, February 13, 2022 1:12 PM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Clerk Kirsten Squarcia,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this an option for the corridor.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scaleable, with better land use principles, which could be greatly aided by this study!

Thank you for your consideration, and I hope that we strongly sign onto this joint study agreement.

Shilpa Iyer
ssiyer@ucdavis.edu
7528 Donegal Drive
Cupertino, California 95014

Melissa Robertson

From: Becky Bartindale <bartindalebecky@fhda.edu>
Sent: Monday, February 14, 2022 9:16 AM
To: City Council
Cc: City Clerk; Cupertino City Manager's Office; City of Cupertino Planning Dept.
Subject: support for agenda item #20 - Stevens Creek Boulevard Transit Vision Study
Attachments: Resolution 2021-19 Stevens Creek Corridor - signed.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Honorable Mayor and City Council Members,

The Foothill-De Anza Community College District submits the attached resolution approved by the Board of Trustees in support of agenda item #20 on the City Council's Feb. 15, 2022 agenda. The district urges the City of Cupertino to participate in the Stevens Creek Boulevard Corridor Transit Vision Study to create a cohesive vision for the Stevens Creek Boulevard Corridor, including a study for the potential of transit.

On behalf of the Board of Trustees, thank you for considering the district's input.

--

Becky Bartindale (she/her/herself)
Foothill-De Anza Community College District
Coordinator of communications and public affairs
650-949-6107 office
650-269-8927 mobile

**RESOLUTION 2021-19 OF THE BOARD OF TRUSTEES OF THE FOOTHILL-DE ANZA
COMMUNITY COLLEGE DISTRICT IN SUPPORT OF THE DEVELOPMENT OF A COMPLETE
STREETS AND TRANSIT EFFICIENCY STUDY FOR THE STEVENS CREEK BOULEVARD
CORRIDOR AND ONGOING DISCUSSIONS REGARDING A HIGH-CAPACITY TRANSIT
SERVICE IN THE STEVENS CREEK BOULEVARD/I-280 CORRIDOR AMONG THE SANTA
CLARA VALLEY TRANSPORTATION AUTHORITY (VTA); THE CITIES OF CUPERTINO,
SANTA CLARA, SAN JOSE; AND THE COUNTY OF SANTA CLARA**

WHEREAS, a multi-jurisdictional group was established by the San Jose City Council on August 8, 2017, comprising the cities of San Jose, Cupertino, Santa Clara, and Santa Clara County and the Santa Clara Valley Transportation Authority (VTA) to discuss key regional issues affecting West San Jose, with a focus on transportation and circulation; and

WHEREAS, the cities of Cupertino, Santa Clara, and San Jose, along with VTA, jointly developed and submitted a grade separated high-capacity transit concept along the Stevens Creek Boulevard/1-280 Corridor to the Plan Bay Area 2040 process; and

WHEREAS, the VTA's role as county congestion management agency (CMA) and transit provider for Santa Clara County enables it to bring together multiple cities and Santa Clara County together to study upgrading a corridor such as Stevens Creek Boulevard into a multi-modal, transit supportive corridor; and

WHEREAS, the cities of Cupertino, Santa Clara, and San Jose, along with VTA, jointly considered a scope of work for a study that addresses streetscape improvements to improve efficiency of existing transit services, with consideration of features such as transit signal priority, streetscape improvements, safe and comfortable pedestrian and cycling facilities, and other improvements to support transit such as street trees, landscaping, and pedestrian scale lighting; and

WHEREAS, the cities of Cupertino, Santa Clara, and San Jose, along with VTA, jointly discussed the long-term goal of a fully grade-separated, high-capacity, high speed transit that would be time competitive with auto travel along Stevens Creek Boulevard/1- 280; and

NOW, THEREFORE, BE IT RESOLVED that the Foothill-De Anza Community College District does hereby support efforts to study improving transit efficiency and streetscape improvements along the Stevens Creek Boulevard corridor and continuing ongoing conversations regarding high-capacity transit service along the Stevens Creek Boulevard/I-280 corridor, with the understanding that it would ensure service to areas of high employment density and De Anza College, while connecting the cities of San Jose, Santa Clara, and Cupertino, supported by, and developed in collaboration with, the Santa Clara Valley Transportation Authority.

PASSED AND ADOPTED by the Board of Trustees of the Foothill-De Anza Community College District on the 12th day of July, 2021, by the following vote:

AYES: 5
NOES: 0
ABSTAIN: 0
ABSENT: 0

Judy C. Miner

Judy C. Miner, Ed.D.
Chancellor and Secretary to the Board of Trustees






Resolution 2021-19 Stevens Creek Corridor

Final Audit Report

2021-07-14

Created:	2021-07-13
By:	Paula Norsell (norsellpaula@fhda.edu)
Status:	Signed
Transaction ID:	CBJCHBCAABAAfxpoLPAKTQz18_UZX6DC4Q9CNDE3X_qt

"Resolution 2021-19 Stevens Creek Corridor" History

-  Document created by Paula Norsell (norsellpaula@fhda.edu)
2021-07-13 - 6:36:58 PM GMT- IP address: 162.238.82.35
-  Document emailed to Judy Miner (minerjudy@fhda.edu) for signature
2021-07-13 - 6:37:25 PM GMT
-  Email viewed by Judy Miner (minerjudy@fhda.edu)
2021-07-14 - 5:49:03 AM GMT- IP address: 108.243.202.75
-  Document e-signed by Judy Miner (minerjudy@fhda.edu)
Signature Date: 2021-07-14 - 5:49:13 AM GMT - Time Source: server- IP address: 108.243.202.75
-  Agreement completed.
2021-07-14 - 5:49:13 AM GMT

Melissa Robertson

From: Neil Park-McClintick <neil@cupertinoforall.org>
Sent: Tuesday, February 15, 2022 2:34 PM
To: City Clerk; City Council; Cupertino City Manager's Office
Subject: Organizational Support of Item 20 (Stevens Creek Corridor)
Attachments: Cupertino Stevens Creek Letter.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Paul and members of the Cupertino City Council,

On behalf of Cupertino for All, I would like to express our strong support for Item #20 of today's Council session—Cupertino's participation in the upcoming VTA Stevens Creek Corridor Transit Study. We believe this study presents Cupertino with a tremendous opportunity to collaborate with neighboring cities to learn how we can create a more sustainable and vibrant Stevens Creek corridor for everyone. We look forward to being engaged stakeholders in this process.

Attached is the full letter of support. Thank you for your time and consideration.

In Community,
Neil Park-McClintick
President, Cupertino for All

IN SUPPORT OF STEVENS CREEK CORRIDOR STUDY

Dear Mayor Paul and members of the Cupertino City Council,

On behalf of Cupertino for All, I would like to express our strong support for Cupertino's participation in the upcoming VTA Stevens Creek Corridor Transit Study. I believe this study presents Cupertino with a tremendous opportunity to collaborate with neighboring cities to learn how we can create a more sustainable and vibrant Stevens Creek corridor for everyone. With almost 1/3 of California's GHG emissions coming from passenger vehicle travel as of 2019, exploring new ways to reduce our city's car dependency is a vital next step to meeting our sustainability goals. As part of our city's strong commitment to environmental stewardship and developing green technology, we must take advantage of this incredible opportunity to create better, faster, and more efficient transit solutions on one of our busiest, most congested streets.

The lack of affordable housing has led to a decrease in public transit use. Three quarters of people commute to work in cars from longer distances in the valley, causing significant traffic congestion of "at least 50 minutes weekly per commuter." San Jose Spotlight, (2019). If our three cities can create a transit-oriented, people-serving corridor, we have the potential to dramatically reduce our reliance on personal automobiles; we know that within transit Oriented Development areas, all income groups own cars at a rate that is at least 30% lower than non-TOD areas.

Moving forward, we know that Cupertino will heavily rely on the Stevens Creek Corridor in order to meet its Regional Housing Needs Allocation (RHNA) goals. This is because scalable affordable housing is most likely to be built along the Heart of the City, where developers have more flexibility in terms of land use, and where a lack of car ownership is most practical. This ought to be the vision for Stevens Creek—a transit-oriented, mixed-use, multi-city jurisdiction with an abundance of housing at various income levels. While we are a long way from there, our cooperation as a city—in tandem with our housing element update—is essential for this vision to come to fruition.

In Community,

Neil Park McClintick
Chair, Cupertino for All



Melissa Robertson

From: John Zhao <info@sg.actionnetwork.org>
Sent: Tuesday, February 15, 2022 2:57 PM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Clerk Kirsten Squarcia,

Dear City Council members,

I am writing in support of item 20 (for the City Council's Feb. 15 City Council meeting—to ensure that Cupertino participates in the joint Stevens Creek Corridor study with the cities of Santa Clara and San Jose. Cupertino opted in, but dropped out in 2020; I believe that the time is now for us to fully participate for the future of our region. \$154k is a small price to pay considering how desperately we must work toward having a transit-oriented future.

I also would like to support a vision for Stevens Creek with the following attributes:

1. SAFETY/REDUCING DEATHS: Dramatically increasing safety along the corridor—across the cities of Cupertino, Santa Clara, and San Jose. Vision Zero is a viable policy that we can achieve, but we must have the political courage to make it happen.
2. TRANSIT SPEED/VIABILITY: Making transit a preferable option on the corridor by making it faster, and with better service. I believe the bus can accomplish this by having a bus rapid transit lane (BRT). I support this option for the corridor, but I also understand that this is just a study and will not predetermine what we pursue for transportation.
3. AFFORDABLE HOUSING: We know housing and transit go hand-in-hand; we need transit-oriented, higher density housing options down Stevens Creek. Affordable Housing is only scalable, with better land use principles, which could be greatly aided by this study!
4. VIBRANT, LIVABLE NEIGHBORHOODS *AND* ECONOMIC DEVELOPMENT: Stevens Creek is one of the few corridors in Cupertino where we've witnessed empirically how higher-density, mixed-use developments can be beneficial for our community. Look at Main Street:

it's bustling with activity all the time. Because it is designed to be more walkable than car-oriented strip malls, all of the businesses in Main Street benefit. From my own experience, I've witnessed so many car-oriented strip malls have constant tenant turnover, with only a select few businesses in strip malls thriving. Think about the northwest corner of Stevens Creek Blvd and Blaney Ave: that restaurant space has been struggling ever since I've lived here -- imagine how these places can be transformed if people were encouraged to walk, bike, and transit along Stevens Creek, and not just tunnel vision on a select few destinations in their cars?

All in all, there are compelling reasons across the board for supporting this study: community safety, transportation, housing, economic development, livability/quality of life. There is no excuse to close this door of opportunity just to save \$154k. I urge council to sign onto this joint study agreement.

Thank you for your consideration.

Sincerely,
John Zhao

John Zhao
jzhao098@gmail.com
10411 Lansdale Ave
Cupertino, California 95014

Melissa Robertson

From: Joseph Fruen <jrfruen@gmail.com>
Sent: Tuesday, February 15, 2022 4:00 PM
To: City Clerk; City Council; Darcy Paul; Liang Chao; Hung Wei; Kitty Moore; Jon Robert Willey
Cc: Kirsten Squarcia
Subject: Re: Council meeting of 2/15/2022: Item 20 - Stevens Creek Corridor study

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Mayor Paul and Councilmembers:

I write to you to express my support for Cupertino's participation in the Stevens Creek Corridor study. The study will pave the way toward planning a much-improved and more efficient transit system on one of the key transportation access points to Cupertino. An efficient, transit-friendly Stevens Creek Boulevard will help Cupertino reduce transportation-related carbon emissions, allow it to foster less car-dependent housing along the corridor, increase public safety by reducing the potential for vehicular deaths, and help us prevent unnecessary increases in vehicular traffic as development in the Heart of the City occurs over the next RHNA cycle.

Many thanks,

J.R. Fruen
Cupertino resident

Lauren Sapudar

From: Alexander Espinosa Pieb <info@sg.actionnetwork.org>
Sent: Wednesday, February 9, 2022 8:25 PM
To: City Clerk
Subject: Please Support the Stevens Creek Corridor Study

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City Clerk Kirsten Squarcia,

As an employee of De Anza, it's hard to exaggerate just how beneficial better bus access and lanes could be for students. Without Cupertino's participation in this study, we are missing out on an opportunity to make not only our city better, but the lives of those in cities around us.

Please prioritize this!

Alexander Espinosa Pieb
alexander.pieb@gmail.com
21401 Milford Dr.
Cupertino, California 95014

Melissa Robertson

From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022 4:40 PM
To: City Clerk
Subject: Fwd: Item 20 City Council Meeting 2/15/22-

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Fyi. Please include in public record for item 20 on the 2/15/22 City Council Agenda.
Thank you.

----- Original Message -----

Subject: Item 20 City Council Meeting 2/15/22- Stevens Creek Blvd. Transit Vision Study
From: Jenny Griffin <grenna5000@yahoo.com>
Sent: Tuesday, February 15, 2022, 4:35 PM
To: CityCouncil@Cupertino.org
CC:

Dear City Council:

I am concerned about some of the issues involving Cupertino being involved in the Stevens Creek Boulevard Transit Vision Study.

1. Involvement of MTC and Plan Bay Area 2050

Plan Bay Area 2050 was adopted by MTC without any public input. Plan Bay Area has not had any input or oversight from the public. It was created by a private group that had no public meetings and excluded the public from understanding what they were trying to do.

Plan Bay Area was adopted by MTC and was used by ABAG/MTC to create very large housing element numbers for cities which have been under review as to what algorithms were used to create these numbers.

I don't think it is a good idea for Cupertino to be involved in something as questionable as Plan Bay Area. No one understands what this mysterious plan is trying to do.

I am concerned because MTC adopted it and it is trying to be used in the Stevens Creek Transportation Corridor.

2. Putting Fixed Bus Rapid Transit Down Stevens Creek Blvd.

I don't think it is a good idea to put Fixed Bus Rapid Transit down Stevens Creek Blvd. through Cupertino. This involves giving up car traffic lanes or the center lane of Stevens Creek Blvd. to light rail or buses on wires. There is not enough room on

Stevens Creek Blvd. For this. The outer lanes are already being taken up by bike lanes With barriers and it is difficult to make right turns on Stevens Creek Blvd. Traffic Is at gridlock now and taking the middle lane away is unthinkable.

Also, someone may try to put the down and up the hill by the Blue Pheasant and it will Cause bedlam and traffic gridlock.

3. Complete Streets Program

I don't think it is a good idea for Cupertino to be involved in a Complete Streets Program Tied up with this traffic corridor study, especially if Plan Bay Area is involved. These Program is not well understood by the public and tries to close roads to vehicle traffic Without the public being involved. Plan Bay Area is sketchy and questionable enough with The housing issues. I don't feel comfortable having it involved with Cupertino.

4. Vallco Issues with Wolfe Road and Traffic Impacts

The Vallco build out will involve massive issues with Stevens Creek Blvd. And we do not Know what the traffic issues will be. Trying to implement some sort of Traffic Corridor study on Stevens Creek Blvd. would be premature at this point.

5. San Jose Urban Village Issues

San Jose is implementing massive high density rezoning of their side of Stevens Creek Blvd. Dwarfing the 3 to 4 story buildings planned by Santa Clara on the other side of Stevens Creek blvd. Cupertino is sitting on the western side of this San Jose high density rezoning and we May wind up with the full brunt of this new massive amount of traffic on Stevens Creek blvd. Any implementation of new modes of transportation on Stevens Creek Blvd. Have to be understood before they are rolled out. What works for San Jose, may not Work for Santa Clara and Cupertino. We cannot build anything until we understand what San Jose is trying to do. The Urban Villages will generate immense new amounts of Traffic on Cupertino and Stevens Creek Blvd. In Cupertino. I don't feel comfortable With this Corridor Study because I think San Jose and VTA and MTC will try to dominate it And send tons of traffic down Cupertino Stevens Creek Blvd. To De Anza College. Why Do we have to hook De Anza College up with Diridon Station? What about San Jose City College or Mission College? Why not take students there?

I am very concerned about the above listed issues in the Stevens Creek Blvd. Transit Vision Study.

Thank you very much.

Sincerely,

Jennifer Griffin