

CC 11-04-2025

Oral Communications

Written Comments

Problems with narrowing traffic, buffer, bike, and pedestrian lanes in an area with diverse users

Safety risks:

1. Increased risk of roadway accidents!
2. Less buffer between bike and traffic lane. Unsafe for families and especially kids
3. Parked car doors swing into narrow traffic lanes- not safe to exit vehicle
4. No bypass lane or space- stopped cars can clog traffic
 - oEspecially when trucks and vehicles are double parked or loading
5. Does it work for City public works trucks (~10 ft wide) and emergency vehicles?
Even if the fire marshal 'signed off'?

Quality of life impact:

1. Narrower pedestrian areas make it difficult and congested for families and Homestead High School cross country runners that use this space daily
2. Narrower bike lanes increases the risk to cyclist
3. Worsened access to/from our homes

Please remember the uniqueness of Mary Ave and its diverse users.

This area connects families, bikers, school kids, commuters between:

- Memorial Park
- Senior Center
- Garden Gate Elementary School
- Don Burnett Bridge
- Dog Park
- Cupertino Public Works Service Center
- De Anza College

As our representative of the Cupertino City Council, we ask that you do the proper thing by us.
Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

Sincerely,

*I love the idea, but don't think squishing it
into such a narrow space is the right solution*

Janet Grace 10/20/2025
Sign Date Sign Date

Janet Grace _____
Print Name Print Name

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

The project is estimated to remove **19.5 feet, or 26%** of its current width/public-right-of way. **No community hearing was held for residents to voice their concerns about vacating public right of way to create the parcel from the road.**

This is in the context of **increased traffic and parking usage** by adding 40 housing units + their cars, visitors, service providers, deliveries, etc. AND 5 future adjacent developments.

**Mary Ave Villas Project:
Net loss 19.5 ft (26%)
of public right-of-way**



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Susan Tsao 10/17/2025
Sign Date

Sign Date

SUSAN TSAO
Print Name

Print Name

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Sign

10/16/25

Date

Irene Liando

Print Name



Sign

10/18/25

Date

Ming-Juan Chen

Print Name

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Date

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Date

Print Name

Print Name

Ranjan Desai
10335 Mary Ave
Cupertino CA 95014-1339
Santa Cruz SPCA

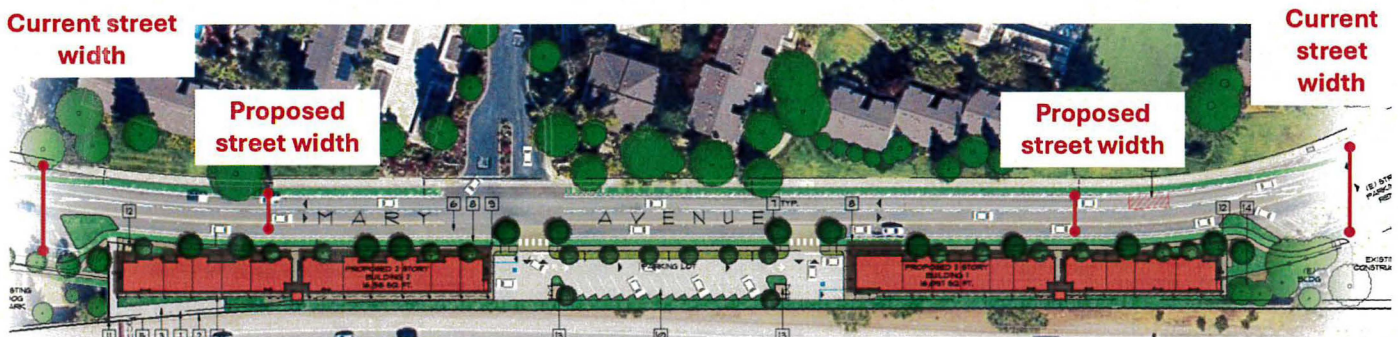
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Date

10.20.25

Sign

Date

THOMAS BUCCIA

Print Name

Print Name

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PLEASE DO NOT APPROVE THIS. IT WILL NOT WORK!

Sincerely,

Barbara A. Jones

Sign

Date

Sign

Date

BARBARA A. JONES

Print Name

Print Name

LIVING ON CASTINE SINCE IT OPENED. MARY WOULD BE
WORTHLESS TO ME.

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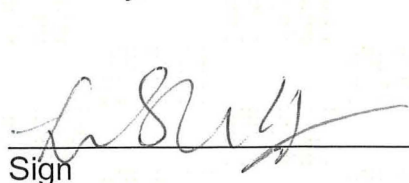
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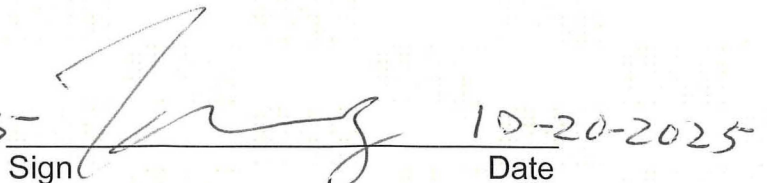
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10-20-2025
Date


Sign

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LIN SHAN HUANG
Print Name

TON CHURO HUANG
Print Name

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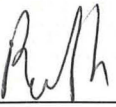
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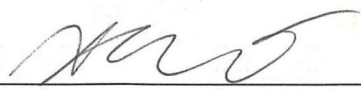


Sign
10/20/2025

Date

Robertsen Ku

Print Name



Sign
10/10/2025

Date

Xianghui Liu

Print Name

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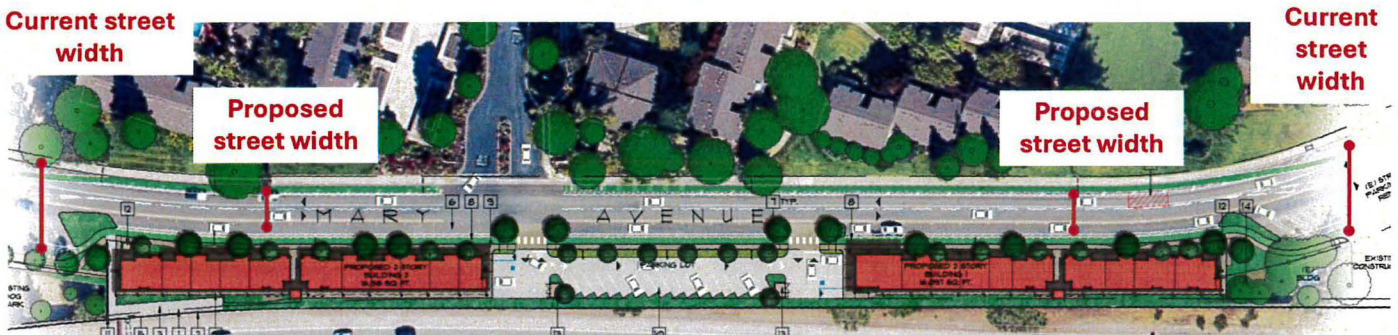
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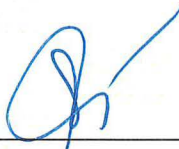
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Problems with narrowing traffic, buffer, bike, and pedestrian lanes in an area with diverse users

Safety risks:

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3. Parked car doors swing into narrow traffic lanes- not safe to exit vehicle
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5. Does it work for City public works trucks (~10 ft wide) and emergency vehicles?
Even if the fire marshal 'signed off'?

Quality of life impact:

1. Narrower pedestrian areas make it difficult and congested for families and Homestead High School cross country runners that use this space daily
2. Narrower bike lanes increases the risk to cyclist
3. Worsened access to/from our homes

Please remember the uniqueness of Mary Ave and its diverse users.

This area connects families, bikers, school kids, commuters between:

- Memorial Park
- Senior Center
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- De Anza College

As our representative of the Cupertino City Council, we ask that you do the proper thing by us.
Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

Sincerely,

Sign Linda Stephens Date 10/22/25

Print Name Linda Stephens

Sign Greg Stephens Date 10/28/25

Print Name Greg Stephens

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

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... unless you think
you don't need the (our)
votes.

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Sincerely,

Gene Michael Oct. 28
Sign Date

Gene Michaels
Print Name

Sign Date

Print Name

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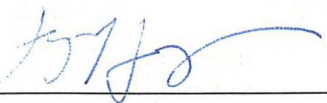
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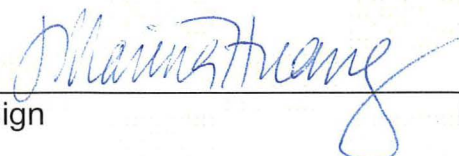
Sincerely,

 10/27/25

Sign Date

Jason Huang

Print Name

 10/27/25

Sign Date

Marina Huang

Print Name

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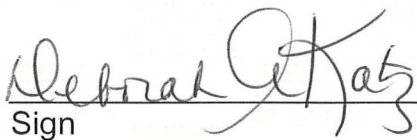
Sincerely,

 10/27/25

Sign Date

ARIA KATZ

Print Name

 10/27/25

Sign Date

Deborah A. Katz

Print Name

10/27/25

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

As residents of Anson Avenue we are very concerned about this project.
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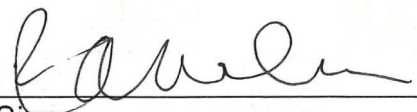
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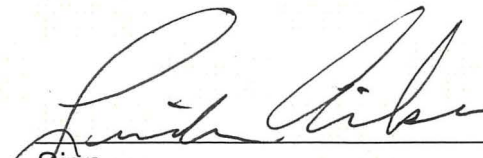
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Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

Sincerely,

 10/23/2025
Sign Date

JAMES AIKEN
Print Name

 10.23.25
Sign Date

LINDA AIKEN
Print Name

UNABLE TO ATTEND NOV BLOCK PARTY, BUT
WE ARE FULLY AGAINST MARY AVE HOUSING PROJECT!

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

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 10/20/25

Sign Date

Sign Date

Mina Fotouhi

Print Name

Print Name

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Kathleen McCulloch 10/20/2025 Robert McCulloch 10/24/25
Sign Date Sign Date

Kathleen McCulloch
Print Name

Robert McCulloch
Print Name

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Barbara L Barron 10-10-25
Sign Date

Richard P. Barron Jr. 10-10-2025
Sign Date

Barbara L Barron
Print Name

RICHARD P. BARRON JR.
Print Name

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Sign Judith L. Briggs Date 10/19/25

Sign _____ Date _____

Judith L. Briggs
Print Name

Print Name

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Iwao Shintani
Sign Date

Iwao Shintani
Print Name

Miye Shintani
Sign Date

MIYE SHINTANI
Print Name

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No community hearing was held for residents to voice their concerns about vacating public right of way to create the parcel from the road.

This is in the context of **increased traffic and parking usage** by adding 40 housing units + their cars, visitors, service providers, deliveries, etc. AND 5 future adjacent developments.

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Quality of life impact:

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Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

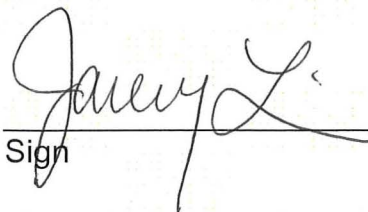
Sincerely,



Sign Date 10/24/25

Larry Lien

Print Name



Sign Date 10/24/25

Janey Lien

Print Name

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

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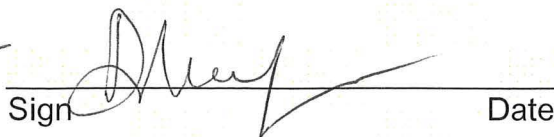
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Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

Sincerely,


Sign

17 Oct 2025
Date


Sign

Date

RAM MOHAN SRINASTHY
Print Name

DHANRAJ VEERAPAM
Print Name

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KRISTINA VEAL ANIAM
Print Name

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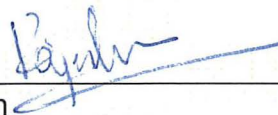
Sincerely,



10/9/2025

Sign

Date



10/9/2025

Sign

Date

Maneesh Kumar Pawar

Print Name

Rajeshree Pawar

Print Name

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Sincerely,



Sign

10/20/25

Date



Sign

10/20/25

Date

Shuaihua Chen

Print Name

Imelda Bambang

Print Name

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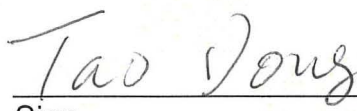
Sincerely,



Sign Date
2025-11-1

Shihua Zhu

Print Name



Sign Date
2025-11-01

Tao Dong

Print Name

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From: [George Zhu](#)
To: [Public Comments](#)
Subject: Oppose Mary Avenue Villas
Date: Saturday, November 1, 2025 9:43:19 PM

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.

Wumengjian Zhu
21346 Rumford Dr
Cupertino, CA 95014
11/01/2025

City of Cupertino
10350 Torre Avenue
Cupertino, CA 95014

Dear City Manager Tina Kapoor, Members of the City Council, and Planning Staff,

I am writing as a resident of Cupertino to register my strong opposition to the proposed Mary Avenue Villas Project (APN: 326-27-053) on Mary Avenue, and to request that the City not approve this development in its current form or at this location.

While I fully support the City's goal of providing affordable housing and recognize the importance of serving our intellectually / developmentally disabled (IDD) community, I believe this site is fundamentally **unsuitable**, for the following key reasons:

1. Loss of public parking and narrowing of right-of-way

The project proposes only 22 on-site parking spaces for 40 units (less than one per unit) but would eliminate a net of 89 public parking spots on both sides of Mary Avenue, and narrow the roadway by 19.5 feet (26 %) to accommodate the build.

This creates a risk of parking overflow into surrounding residential streets and congestion, and reduces flexibility for deliveries, caregivers, visitors, and emergency vehicles.

2. Traffic, safety and functional access concerns

With a narrow road, fewer parking spaces and greater density of occupants (including frequent caregiver or nurse visits for the IDD population), Mary Avenue risks becoming hazardous — for vehicles, bikes and pedestrians alike.

The petition mentions that already turning left onto Lubec St from Mary Avenue is difficult; this project will only worsen the situation.

Emergency access, public works access, delivery trucks and ambulances may all face impediments in this configuration.

3. Environmental hazard: lead contamination

The site has been found to include state-classified hazardous lead waste (680 mg/kg) and a peer-review memo (May 16, 2025) contradicts the developer's claim that a "one-time excavation and capping" will suffice—rather the peer review recommends ongoing county-level oversight and long-term modifications to comply with municipal code.

Given the vulnerability of the projected residents (IDD, extremely low-income), the risk is

unacceptable unless the contamination is fully resolved and monitored.

4. Lack of transparency and insufficient community input

The petition contends that the project proponents have delayed the dissemination of key information, and that the public process has been hampered by withheld documents and mischaracterizations of approval status.

For the sake of good governance and public trust, the City must ensure full transparency, robust community engagement and fair representation in decision-making.

5. Over-building & inappropriate site selection

While I support affordable housing, this site appears to be over-built and under-planned: 40 units plus vulnerable population, with limited parking and a narrow street in a primarily residential neighborhood.

A more suitable site within Cupertino should be identified—one that better aligns with traffic, parking, safety, environmental and infrastructure constraints.

What I respectfully request:

- That the City **delay** any approval of the Mary Avenue Villas project until all key issues are addressed: site contamination remediation plan with monitoring assurances, complete parking/traffic impact study, right-of-way and emergency access analysis, and stakeholder/public review.
- That the project be **relocated** to a site better equipped (in terms of street width, parking capacity, traffic flow, environmental condition) to serve this community without creating adverse impacts on the neighborhood.
- That the City commit to **full transparency** in the approval process, with all relevant studies, data and decision-making materials made publicly available in a timely manner, and meaningful public hearings/responses.
- That the City ensures the project's design and implementation **meets all codes** including §17.04.050(B) of the Cupertino Municipal Code concerning hazardous sites, and that public health/safety are given highest priority—not compromised in the drive to deliver housing.

In sum: I am firmly in favour of affordable housing and support in principle the notion of serving vulnerable populations—but the current proposal for Mary Avenue is not appropriate for the location and, as currently constituted, poses traffic, parking, safety, environmental and transparency concerns for our community.

Thank you for your attention to this important matter and for your service to our city. I trust you will carefully weigh the interests of the broader neighbourhood alongside the housing goals, ensuring that any development approved truly advances the health, safety and welfare of all Cupertino residents.

Sincerely,

Wumengjian Zhu

--

Wumengjian (George) Zhu

From: [Ileana Yu](#)
To: [Public Comments](#)
Subject: Please build villas on Mary Ave!
Date: Saturday, November 1, 2025 12:46:10 PM

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.

Hi there,

It was brought to my attention that there is a group that is opposing the construction of the villas project on Mary Ave. I do not agree with their concerns, and instead am writing in support of the villas being built. Cupertino is in dire need of affordable housing, and we must do everything possible to build housing in the area and support those with intellectual and developmental disabilities. I live in the neighborhood and fully support the proposal for Mary Ave villas.

Best,

Ileana Yu

From: [C.C](#)
To: [Tina Kapoor](#)
Cc: [Public Comments](#); [Chris Satterlee](#); [Chad Mosley](#); [Doug Gor](#); [Rachelle Sander](#)
Subject: Sound attenuation update please
Date: Tuesday, October 28, 2025 7:08:57 PM

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.

Hi Tina,

I'm writing again to inquire about the status of the CMP pickleball sound attenuation plans. Has the engineering assessment taken place? Have you selected the solution deemed the best to mount on the fences?

It's been over 3 months since our last communication. Players who have purchased quiet paddles are reporting that they are wearing out! The leadership team at Cupertino Pickleball Club are being asked by our 900+ members about the timeline. It would be great if we can provide people with an update.

I would like to note in passing that one of our members generously purchased several quiet paddles so the community may try them out (or borrow them to play during quiet hours). The box was left at the bleachers because we did not (do not) have any means of storing them. The entire box of paddles were stolen with a matter of a couple weeks. The same is true of the club squeegee equipment - they are borrowed by tennis players, sometimes damaged and often unreturned. If we can secure access to the shed to store these minimal amount of gear, it would be a great service to the community. I know this matter should hardly be raised to your attention, but we don't have a robust channel of communication, so I'm raising it here.

Thank you,
Cathy

On Thu, Jul 24, 2025, 4:26 PM Tina Kapoor <tinak@cupertino.gov> wrote:

Hi Cathy (also councilmembers bcc'd),

Happy to help. Please feel free to contact me with any other concerns. Also, note, we have established a new email address for community members to automatically include the message in written communications for the upcoming council meeting. All you have to do is send the email to: PublicComment@cupertino.gov (copied here).

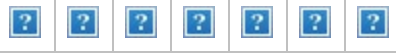
Best regards,

Tina



Tina Kapoor

Interim City Manager
City Manager's Office
TinaK@cupertino.gov
[\(408\)777-7607](tel:(408)777-7607)



From: Catherine Chiu <chiucat2800@gmail.com>

Sent: Thursday, July 24, 2025 4:09 PM

To: Tina Kapoor <tinak@cupertino.gov>

Cc: Rachelle Sander <RachelleS@cupertino.gov>; Chad Mosley <ChadM@cupertino.gov>; Kirsten Squarcia <KirstenS@cupertino.gov>; City Clerk <CityClerk@cupertino.gov>

Subject: Re: Sound attenuation timetable please

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.

This background information is helpful. Thank you.

Best,
Cathy

On Thu, Jul 24, 2025, 3:26 PM Tina Kapoor <tinak@cupertino.gov> wrote:

Dear Cathy (moving councilmembers to bcc),

Thank you for your message and for continuing to advocate for the well-being of our neighborhood. I hear your concerns, and I want to offer a clear and respectful update on where things stand.

First, I want to acknowledge the frustration that delays can cause. While we initially anticipated that the installation of the sound attenuating material on the fence would be completed within two weeks, the reality has proven more complex. I learned yesterday that our engineering team has determined that additional evaluation was necessary to ensure the fence meets both structural and sound attenuation requirements. This step is essential to ensure the solution is safe, effective, and sustainable. As a result, while work

has begun, the full installation will take longer than originally expected.

I understand that you feel this delay reflects a lack of integrity or transparency. I want to assure you that this is not the case. Our team is working actively to find a balanced and lasting solution—one that allows pickleball to continue in a responsible way while also responding to valid concerns about noise impacts. The projected timeline we provided was overly optimistic but was provided in good faith and in the interest of transparency. This mitigating measure is part of a compromise which reflects our desire to meet the needs of all residents and the City is committed to this effort.

We value the efforts made by many in your club to adopt quieter equipment, adjust play hours, and encourage goodwill. The permanent striping – another gesture of support by the City - is also underway and is scheduled to be done in August. This partnership is essential to achieving a long-term resolution that works for everyone.

Thank you again for your engagement and your patience as we complete this important work.

Regards,

Tina

Tina Kapoor

Interim City Manager
City Manager's Office
TinaK@cupertino.gov
[\(408\)777-7607](tel:(408)777-7607)

From: [Jennifer Griffin](#)
To: [City Clerk](#)
Cc: grenna5000@yahoo.com; [City Council](#)
Subject: Fwd: Objective Design Standards
Date: Tuesday, October 28, 2025 11:55:08 AM

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 Clerk:

Please consider the following as public input for the Cupertino City Council meeting.

Thank you!

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

Subject: Objective Design Standards
From: Jennifer Griffin <grenna5000@yahoo.com>
Sent: Tuesday, October 28, 2025, 11:51 AM
To: citycouncil@cupertino.org, cityclerk@cupertino.org
CC: grenna5000@yahoo.com

Dear City Council:

(Please consider this input as public input for Cupertino City Council meeting)

I am very concerned about Cupertino going to only Objective Design Standards. The public has
Been subjected to a dictatorial onslaught of high density housing bills in the last seven years.
These bills have been handed down from Sacramento without the public being able to discuss
or
Vote on the merit or validity of these bills. These bills have resulted in the people of
Cupertino being called names and bullied. If anyone questions what these bills are doing,
The public is immediately yelled out and told they are not good enough to live in their
neighborhoods.

It is understandable then that these groups saying the city has to use objective design standards
Would be met with great skepticism and fear.

I do not think the city should adopt objective design standards. Based on past behavior by the
housing
Bill authors and those seeking to limit local control, I am convinced objective design standards
are just

Another type of scam from Sacramento to separate the public in each city from their homes.

I do not believe it is in the best interest of Cupertino to adopt objective design standards.

I think it is an attempt to mislead and frighten and take advantage of the public.

This can be the only logical conclusion from the past practices of the housing bill authors who have

Tried so hard for the last seven years to tell the public in California they are no good and
Do not deserve to live in this state.

The housing bill authors and members of the California legislature only have themselves to blame.

Thank you.

Best regards,

Jennifer Griffin

Cupertino Resident

From: [Linda Stephens](#)
To: [Public Comments](#)
Subject: Fwd: Delivery Status Notification (Failure)
Date: Wednesday, October 22, 2025 10:52:42 PM
Attachments: [icon.png](#)

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.

No on Mary Avenue Housing project please read

----- Forwarded message -----

From: Mail Delivery Subsystem <mailer-daemon@googlemail.com>
Date: Wed, Oct 22, 2025 at 10:45 PM
Subject: Delivery Status Notification (Failure)
To: <lls.gbs@gmail.com>



Address not found

Your message wasn't delivered to **PubliComments@cupertino.gov** because the address couldn't be found, or is unable to receive mail.

The response from the remote server was:

550 permanent failure for one or more recipients (publicomments@cupertino.gov:550
5.4.1 Recipient address rejected: Access denied. For more information see
<https://aka...>)

----- Forwarded message -----

From: Linda Stephens <lls.gbs@gmail.com>
To: PubliComments@cupertino.gov
Cc:
Bcc:
Date: Wed, 22 Oct 2025 22:45:35 -0700
Subject: opposing Mary Avenue Housing Project!
Attention Please City Council Members...

Memorial Park has now become a place where local events can be held bringing the residents of Cupertino together as a Community. The renovation of the Oaks shopping center has presented parking challenges already during Community Events held at Memorial Park & DeAnza College. What about the high rise with an additional 136 units left to build? Where are they going to be parking? On Mary Avenue, just like the new residents of the units that have been completed. There was adequate parking when we looked at the plans! This project does not resemble anything that the residents were shown. I went to those meetings. Why was the developer ever allowed to sell half of the property? This is a red flag that developers are making these decisions?

I went on my daily walk in September to Memorial Park, the streets were packed with cars looking for parking, pedestrians, walkers, dog walkers, dog park participants, and meet up cycling groups. There was a Community Event being held at Memorial Park. The cars were stopped in the street on Mary Avenue trying to get onto Stevens Creek as far as the dog park. Along with cars coming from Stevens Creek, all stopped, no parking spaces for any of these vehicles.. The apartments put up signs and barricades restricting parking.

My husband coming from Millard Lane near the footbridge was forced to exit through Steiling and go out through Homestead to get to Stevens Creek & Foothill. What you don't realize is that many of the residents living here can no longer safely navigate down Mary Avenue to Stevens Creek. We're trapped, in the event of an **emergency** how will we all be able to exit onto Stevens Creek from Mary Avenue ?

We have encouraged residents from Sunnyvale to walk, and bike over the bridge. This includes Homestead's cross country runners who run to DeAnza College after school. Like many others we walk or ride bikes over this bridge into Sunnyvale, and we welcome them into our City.

Before adding new projects, resolve the Oak shopping center parking issues. The area is already impacted, and limited parking creates a **safety risk for residents**.

I went to the Cupertino Service yard on Monday to discuss the 7 employee cars that were parked on Millard Lane. **No parking available** on Mary Avenue for the employees.

Please think about the residents , and the **risks** associated by narrowing Mary Avenue. Five residents per unit, who polices this rule? That's a minimum of 2 cars per unit. Along with caregivers, hospice, physical therapists, occupational therapists, how many cars is that?

The dog park only has two spots designated for their use, will the other spots be used for this project ? We worked hard to get that dog park for the residents. This park is social and full of life in the late afternoon when it provides shade for pets & its owners. A fun & safe place to gather as a Community.

Before adding new projects please resolve the Oak shopping center parking issues . Where is the underground parking that the residents were promised on this project?

The area is already impacted, **limited parking creates a safety risk for residents and pedestrians**.

I purchased my home 38 years ago with the understanding I could exit onto Stevens Creek

without risk. My neighbors & myself are apprehensive navigating down Mary Avenue, fearing someone is going to back up into them. We don't need any more cars on the street

PLEASE to make things easier on everyone, consider a different location with better parking options. Bubba road behind Union 76 lots of empty buildings rezone the space. There are lots of vacant buildings in Cupertino where orchards once were, rezone and repurpose those buildings before we **overbuild** Mary Avenue

I am asking you to listen with empathy to the concerns raised by the residents of Cupertino, prioritizing input from our Community.

Sincerely,
Linda Stephens
resident since 1955

From: [Santosh Rao](#)
To: [City Clerk](#); [City Council](#); [Chad Mosley](#); [Benjamin Fu](#); [Tina Kapoor](#); [Luke Connolly](#); [Gian Martire](#); [City Attorney's Office](#)
Subject: Fw: Council hearing to vacate public right of way.
Date: Monday, November 3, 2025 7:01:41 PM
Attachments: [street-and-easement-vacations-11-8-13-002.pdf](#)
[2010 vacate public right of way Draft resolution.pdf](#)
[2010 vacate public right of way Staff report.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 Clerk,

Could you please include the below in written communications for the upcoming Cupertino council meeting under items not on agenda / Mary Ave Villas.

Thanks,
San Rao

[Writing on behalf of myself only as a Cupertino resident, voter and taxpayer]

CC: CAO to duly note the attached 2013 adopted process by Cupertino public works, past precedent from 2010 by Cupertino public works for vacating public right of way, attached Cupertino city council resolution from 2010 for vacating public right of way and to also duly note the absence of public hearings at city council and no sign of a passed council resolution on vacating public right of way for Mary Ave portion of the street that was vacated with no indication any community hearings occurred.

Begin forwarded message:

On Wednesday, October 29, 2025, 11:10 AM, Santosh Rao <santo_a_rao@yahoo.com> wrote:

[Writing on behalf of myself only as Cupertino resident, voter and taxpayer]

Dear Mayor Chao, Vice-Mayor Moore, Council members, Director Mosley, Director Fu, Asst Director Connolly, ICM Kapoor,

Cc: CAO

Would you please share the dates when a Cupertino city council hearing was held to vacate the Mary Ave public right of way and the dates when community hearings occurred and what street noticing occurred prior to the community hearings to vacate the Mary Ave public right of way.

See below for an example from 2010 when a council hearing was held to vacate public right of way. See further below the process to vacate public right of way in Cupertino.

[https://cupertino.granicus.com/MetaViewer.php?
view_id=18&clip_id=1011&meta_id=49763](https://cupertino.granicus.com/MetaViewer.php?view_id=18&clip_id=1011&meta_id=49763)

[https://cupertino.granicus.com/MetaViewer.php?
view_id=18&clip_id=1011&meta_id=49764](https://cupertino.granicus.com/MetaViewer.php?view_id=18&clip_id=1011&meta_id=49764)

[https://www.cupertino.gov/files/assets/city/v/2/departments/documents/public-
works/engineering/street-and-easement-vacations-11-8-13-002.pdf](https://www.cupertino.gov/files/assets/city/v/2/departments/documents/public-works/engineering/street-and-easement-vacations-11-8-13-002.pdf)

If the proper process was not followed to vacate the public right of way what is the process to redo the same with a properly noticed community hearing and planning commission, city council hearings.

Thank you.

Thanks,
San Rao (writing on behalf of myself only as a Cupertino resident, voter and taxpayer)



DEPARTMENT OF PUBLIC WORKS
POLICY

STREET AND EASEMENT VACATIONS

Documents – The following documents are to be submitted with the request for street vacations:

- A **Formal Request** for vacation, with the application fee as set per the current Public Works Fee Schedule.
- **Letters of review and approval** from all Utility companies that may have some interest in the street or easement to be vacated. These letters must be signed by the utility company and indicate their approval of the vacation. (See the attached examples)
- A copy of the Tract or Parcel Map by which the street or easement was created (if applicable).
- A current **Title Report** addressing the underlying fee title of the public street or easement to be vacated. If the easement proposed for vacation does not involve fee title interest (such as a slope easement), no title report is required.
- A **Plat Map and Legal Description** of the street or easement to be vacated. The plat and legal description must be prepared by a Licensed Land Surveyor or Registered Civil Engineer authorized to practice land surveying (license number lower than 33966).

The vacation process requires approximately 12 weeks between the acceptance of the Formal Request for vacation and the final City Council hearing deciding the approval of the vacation. The street or easement may then be deemed vacated upon the recordation of the City Council resolution. If the City holds a fee interest in the vacated property, then a continuing process including obtaining an appraisal, and negotiating a purchase and sale of the will follow the successful vacation. This acquisition process may take several months.

Timm Borden
DIRECTOR OF PUBLIC WORKS
CUPERTINO, CALIFORNIA

DATE: 11/8/13

Attached: Sample Utility Letters

SAMPLE LETTER TO UTILITY COMPANY

Bold indicates information specific to your request

Utility Company Name & Address

Date

SUBJECT: REQUEST FOR UTILITY APPROVAL OF THE VACATION OF:
Description of Street or Easement proposed for vacation.

Dear **Contact Name**:

As the property owner, developer or owner's agent of the property located at **property location** I/We are applying to the City of Cupertino for the vacation of the **Description of Street or Easement proposed for vacation** adjacent to or across our property. One of the requirements of the City's application is the consent of your company to vacate, or vacate with the retention of an easement which meets your requirements.

Attached for your convenience are copies of the following: (check applicable boxes)

Assessor's Parcel Map for APN **Assessor Parcel Number**

Parcel Map or Final Map that legally mapped the area.

Plat of the property showing the easement / right-of-way to be vacated

Property description and/or description of the easement

Explanation of the proposed disposition of the easement or right-of-way, and an anticipated date by which I need the information.

If you have any questions regarding this request please contact me at phone number.

Property Owner Name

Property Owner Address

SAMPLE LETTER APPLICANT PREPARES FOR UTILITY COMPANY'S USE IN RESPONDING

Bold indicates information specific to your request

ENDORSEMENT APPROVAL

Timm Borden
Director of Public Works
City of Cupertino
10300 Torre Ave
Cupertino, California 95014

Dear Mr. Borden;

SUBJECT: VACATION OF **Description of Street or Easement proposed for vacation.**

Utility Company Name has reviewed the attached application for the vacation of **Description of Street or Easement proposed for vacation** and has the following response:

No objection to the vacation

No objection to the vacation, but with the following reservation: _____

Objects to the proposed vacation for the following reasons: _____

A plat map is attached for your information.

Utility Contact Name

Utility Company Name

Utility Company Address

RESOLUTION NO. 10-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CUPERTINO VACATING A PORTION OF CITY RIGHT OF WAY ON STEVENS CANYON ROAD AT RICARDO ROAD

WHEREAS, Harold "Bud" Barclay made application to the City of Cupertino to vacate right of way on Stevens Canyon Road at 22605 Ricardo Road as shown and described on the attached map and description, both of which are made a part hereof as Exhibit A and Exhibit B; and

WHEREAS, the Director of Public Works has determined that there will be no further public need for said right of way if both a five-foot wide pedestrian access easement, along Stevens Canyon Road, and a public utilities easement over said right of way are reserved, as a condition of the vacation of said road right of way; and

WHEREAS, the City Council did, on the 3rd day of August 2010, adopt a resolution of intention to vacate the aforementioned right of way, and the City Clerk has posted signs and published notice declaring said intention, and the date, time, and place of a public hearing to consider said intention, pursuant to the provisions of Section 8320 et seq. of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 8324 of the California Streets and Highways Code, the City Council finds, from the all the evidence submitted, that the right of way described in the notice of hearing is unnecessary for present or prospective purposes.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Cupertino hereby vacates the portion of public road right of way adjacent to the land at 22605 Ricardo Road in Cupertino, as shown and described on the attached map and description, pursuant to the provisions of Section 8320 et seq. of the California Streets and Highways Code.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the City Council of the City of Cupertino that the City Clerk is hereby authorized to record the executed original Resolution in the Office of the Recorder of the County of Santa Clara, at which time the area vacated will no longer be a city right of way.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Cupertino this 7th day of September 2010, by the following vote:

Vote

Members of the City Council

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

APPROVED:

City Clerk

Mayor, City of Cupertino

EXHIBIT "A"

Grant Deed for Vacating Roadway

All that certain real property situate in the City of Cupertino, County of Santa Clara, State of California more particularly described as follows:

Beginning at the most Northerly corner of that 23,898 square foot parcel of land as said parcel is shown on that Record of Survey Map, recorded in Book 739 of maps at page 54, Santa Clara County Records;

thence Southwesterly along the Northwesterly boundary of said parcel, the following courses:

S 20°36'33" W, 32.32 feet,

S 30°36'25" W, 106.55 feet,

S 38°09'16" W, 73.76 feet to the beginning of a tangent curve to the left, thence Southwesterly, Southerly and Easterly along said curve having a radius of 15.00 feet, a central angle of 130° 02'25" and an arc length of 34.04 feet to the Northerly line of Ricardo Road as said road is shown on last said Record of Survey Map;

thence S 88°06'51" W, leaving said Northwesterly boundary along the Westerly prolongation of the Southerly line of said parcel and Westerly prolongation of said Northerly line of Ricardo Road, 18.33 feet to the beginning of a tangent curve to the right;

thence Westerly, Northerly and Northeasterly along said curve having a radius of 25.00 feet, a central angle of 133° 58'31" and an arc length of 58.46 feet to a line parallel with and distant 17.00 feet Southeasterly, measured at right angles, from the Stevens Canyon Road (formerly San Jose Road) monument line, as said line is shown on that certain Record of Survey Map recorded in Book 742 of maps at pages 23/25, Santa Clara County Records;

thence N 42°05'22" E (N 41°58'39" E), along said parallel line, 52.74 feet to the beginning of a tangent curve to the left;

thence Northeasterly continuing along said parallel line and along said curve having a radius of 567.00 feet, a central angle of 16°51'26" and an arc length of 166.82 feet to the Northwesterly prolongation of the Northeasterly line of said 23,898 square foot parcel;

thence S 32°18'53" E, along last said prolongation 17.05 feet to the point of beginning.

Containing an area of 5,734 square feet more or less

Reserving therefrom a strip of land 5.00 feet in width, measured at right angles, as an easement for roadway purposes and being the Southerly 5.00 feet of above described 5,734 square foot parcel. Said strip of land lying adjacent to and parallel with the Westerly prolongation of the Northerly line of said Ricardo Road.

Also, reserving therefrom a strip of land 5.00 feet in width, measured at right angles, as a public utilities easement and being the Northerly 5.00 feet of the Southerly 10.00 feet of above described 5,734 square foot parcel. Said strip of land lying adjacent to and parallel with the first above described 5.00-foot strip of land.

Also, reserving therefrom a strip of land 4.00 feet in width, measured at right angles, as a public utilities easement; the Northwesterly line of said strip of land being a line parallel with and

distant 17.00 feet Southeasterly, measured at right angles from the Stevens Canyon Road (formerly San Jose Road) monument line, as said line is shown on that certain Record of Survey Map recorded in Book 742 of maps at pages 23/25, Santa Clara County Records, said strip being a portion of the above described 5,734 square foot parcel;

Also, reserving therefrom a strip of land 5.00 feet in width, measured at right angles, an easement for sidewalk purposes, the Northwesternly line of said strip of land being a line parallel with and distant 17.00 feet Southeasterly, measured at right angles from the Stevens Canyon Road (formerly San Jose Road) monument line, as said line is shown on that certain Record of Survey Map recorded in Book 742 of maps at pages 23/25, Santa Clara County Records, said strip being a portion of the above described 5,734 square foot parcel;

Also, reserving there from a strip of land 4.00 feet in width, measured at right angles, as a public utilities easement; the centerline of which is described as follows:

Commencing at the monument on the monument line of Stevens Canyon Road labeled Sta 38 + 86.28 as said monument line and monument are shown upon said Record of Survey Map recorded in Book 742 of maps at pages 23/25, Santa Clara County Records;

thence Northeasterly along said monument line and along a tangent curve to the left having a radius of 550.00 feet, a central angle of $0^{\circ}37'30''$ for an arc length of 6.00 feet;

thence $S 48^{\circ}32'07'' E$, along the Southeasterly extension of a radial line of said curve, a distance of 21.00 feet to the true point of beginning;

thence continuing $S 48^{\circ}32'07'' E$, 9.00 feet to the terminus of said 4.00 foot strip of land.

Also, reserving there from a strip of land 4.00 feet in width, measured at right angles, as a public utilities easement; the centerline of which is described as follows:

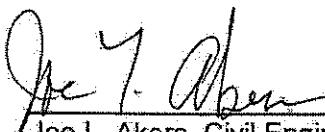
Commencing at the monument on the monument line of Stevens Canyon Road labeled Sta 38 + 86.28 as said monument line and monument are shown upon said Record of Survey Map recorded in Book 742 of maps at pages 23/25, Santa Clara County Records;

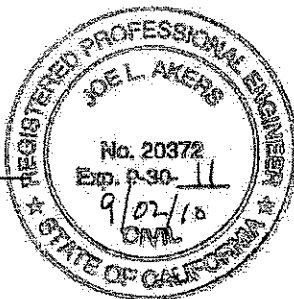
thence Northeasterly along said monument line and along a tangent curve to the left having a radius of 550.00 feet, a central angle of $15^{\circ}27'57''$ for an arc length of 148.46 feet;

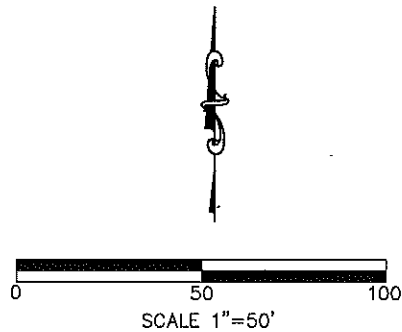
thence $S 63^{\circ}22'21'' E$, along the Southeasterly extension of a radial line of said curve, a distance of 21.00 feet to the true point of beginning;

thence continuing $S 63^{\circ}22'21'' E$, 10.50 feet to the terminus of said 4.00 foot strip of land.

Prepared By:


Joe L. Akers, Civil Engineer
RCE 20372





REF. (1) RECORD OF SURVEY
742 M 23/25

(2) FD MON.
LS 5797
(NO PUNCH)
USED TIES

(3) FD MON.
RCE 20372

PROPERTY LINE CURVE TABLE

CURVE	RADIUS	DELTA	LENGTH
(A)	15.00'	130°02'25"	34.04'
(B)	25.00'	133°58'31"	58.46'
(C)	567.00'	16°51'26"	166.82'
(D)	550.00'	0°37'30"	6.00'
(E)	550.00'	15°27'57"	148.46'

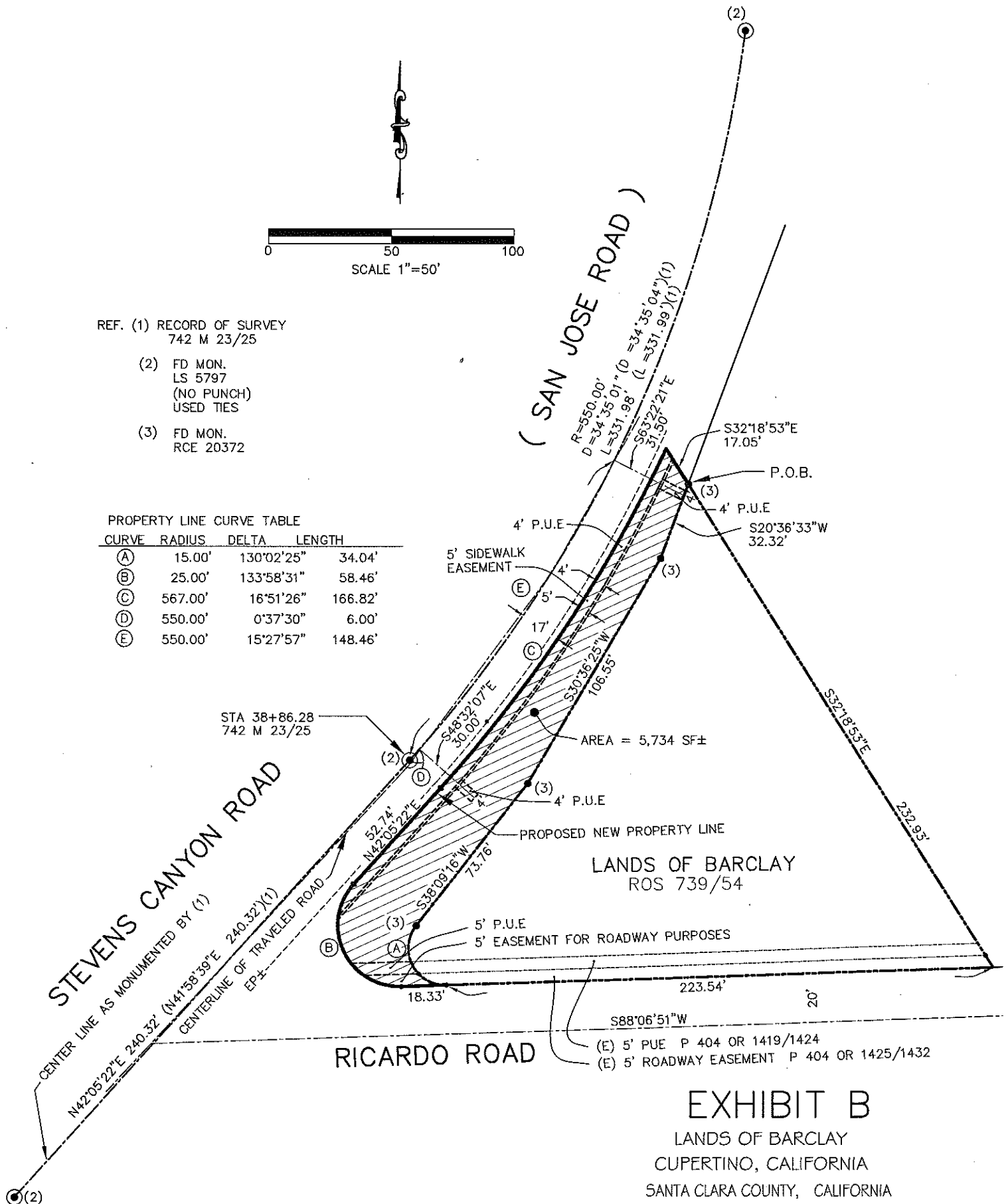


EXHIBIT B

LANDS OF BARCLAY
CUPERTINO, CALIFORNIA
SANTA CLARA COUNTY, CALIFORNIA

SCALE: 1"=50'

MARCH 2010

AKERS AND ASSOCIATES, INC.

CIVIL ENGINEER - 830 BAY AVE. STE. E, CAPITOLA, CA. 95010 - (831) 475-6557

REV: 9.02.10



PUBLIC WORKS DEPARTMENT

CITY HALL

10300 TORRE AVENUE • CUPERTINO, CA 95014-3255

TELEPHONE: (408) 777-3354 www.cupertino.org

CITY COUNCIL STAFF REPORT

Meeting: September 7, 2010

Subject

Vacate a portion of City right of way on Stevens Canyon Road at 22605 Ricardo Road.

Recommended Action

Adopt Resolution.

Discussion

The owner of the parcel at 22605 Ricardo Road petitioned the City to vacate a portion of the existing Stevens Canyon Road right of way adjacent to his property that is no longer needed for roadway purposes. Harold "Bud" Barclay applied to the City of Cupertino requesting that the City consider vacating a portion of the existing Stevens Canyon Road public road right of way. Once vacated, the area would become part of the Barclay parcel at 22605 Stevens Canyon Road.

On August 3, 2010, Council adopted a resolution of intention to vacate the aforementioned right of way, reserving a public utilities easement and a five-foot wide pedestrian access easement, along Stevens Canyon Road. The City posted and published appropriate notice of that intention, as well as of the date, time, and place of the public hearing to consider that intention, pursuant to the provisions of Section 8320 et seq. of the California Streets and Highways Code.

If the City Council finds after due consideration of all of the evidence submitted that the right of way described in the notice of hearing is unnecessary for present or prospective street purposes, then it may adopt a resolution vacating that right of way, reserving and excepting there from a public utilities easement and a five-foot wide pedestrian access easement, pursuant to Section 8324 of the California Streets and Highways Code.

Adoption of the resolution will authorize the City Clerk to record the executed original resolution in the Office of the Recorder of the County of Santa Clara, at which time the area vacated will no longer be a public street or highway, but will contain a public utilities easement and a five-foot wide pedestrian access easement retained by the City.

Prepared by: Glenn Goepfert

Reviewed by: Ralph Qualls

Approved for Submission by: David W. Knapp, City Manager

Attachments: Draft Resolution

Map

From: [Walter Li](#)
To: [City Clerk](#); [City Council](#); [Chad Mosley](#); [Tina Kapoor](#); [Benjamin Fu](#); [Luke Connolly](#); [City Attorney's Office](#); [Public Comments](#)
Subject: Request for Documentation - Mary Ave Right-of-Way Vacation (Mary Ave Villas)
Date: Tuesday, November 4, 2025 7:36:02 AM

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 Clerk,

Please include the below in written communications for the upcoming City Council meeting.

Subject: Request for Documentation – Mary Avenue Right-of-Way Vacation (Mary Ave Villas)

Dear Mayor Chao, Vice-Mayor Moore, Council Members, City Attorney’s Office, Interim City Manager Kapoor, Director Mosley, Director Fu, Assistant Director Connolly, and Senior Planner Martiere,

I am writing to request complete documentation showing how the City of Cupertino complied with all required procedures for vacating the public right-of-way along Mary Avenue in connection with the Mary Ave Villas project.

The vacation of a public street or right-of-way is governed by California Streets & Highways Code, Division 9, Part 3 (§§ 8300–8363), also known as the Public Streets, Highways, and Service Easements Vacation Law.

The operative provisions include § 8300, § 8324, § 8325, § 8333, and § 8335.

In addition, the City’s own published Engineering/Public Works procedures—Application for Vacation of a Street or Easement and Street & Easement Vacations—require the following:

1. Adoption of a City Council resolution of intent to vacate.
2. At least 15 days between notice of intent and the Council hearing.
3. A public Council hearing to approve and accept the vacation.
4. Recordation of the Council resolution with the Santa Clara County Recorder.
5. Submission of utility consent letters, title report, and a certified legal description by a licensed surveyor or engineer.

Requested Records

Please provide the following for the Mary Avenue / Mary Ave Villas right-of-way vacation:

1. The City Council resolution of intent to vacate, with adoption date, staff report, and agenda item.
2. The Council hearing date(s), agenda, minutes, and public notices, as required under SHC § 8324.
3. The final Council resolution vacating the right-of-way under § 8335.
4. The recorded certified copy of the resolution filed with the Santa Clara County Recorder, including the instrument or recording number, per § 8325.
5. Confirmation whether the regular or summary process was used, and if summary, how the decision was made to not use the regular process for full public engagement and transparency and why.
6. Copies of all utility consent or reservation letters, title reports, survey/legal descriptions, and related staff reports.
7. A timeline of actions from application acceptance to Council approval, consistent with the City's stated 6-week (summary) or 12-week (regular) timeframe.

Explanation Request

If any of the above procedural steps were not performed, please identify the legal authority relied upon to vacate the Mary Avenue right-of-way without following Streets & Highways Code §§ 8300 – 8363 and the City's adopted procedures.

Response Timeframe

Please provide the requested records or written explanation within 10 business days. If additional time is required, kindly specify the completion date. If any record is withheld, please cite the legal basis and provide a privilege log.

The vacation of a public right-of-way directly affects public access and property rights. It is essential that the City demonstrate full adherence to the required procedures and maintain public transparency.

Thank you for your attention. I look forward to your prompt response.

Best regards,

Walter Li
Cupertino Resident

Problems with narrowing traffic, buffer, bike, and pedestrian lanes in an area with diverse users

Safety risks:

1. Increased risk of roadway accidents!
2. Less buffer between bike and traffic lane. Unsafe for families and especially kids
3. Parked car doors swing into narrow traffic lanes- not safe to exit vehicle
4. No bypass lane or space- stopped cars can clog traffic
 - o Especially when trucks and vehicles are double parked or loading
5. Does it work for City public works trucks (~10 ft wide) and emergency vehicles?
Even if the fire marshal 'signed off'?

Quality of life impact:

1. Narrower pedestrian areas make it difficult and congested for families and Homestead High School cross country runners that use this space daily
2. Narrower bike lanes increases the risk to cyclist
3. Worsened access to/from our homes

Please remember the uniqueness of Mary Ave and its diverse users.

This area connects families, bikers, school kids, commuters between:

- Memorial Park
- Senior Center
- Garden Gate Elementary School
- Don Burnett Bridge
- Dog Park
- Cupertino Public Works Service Center
- De Anza College

As our representative of the Cupertino City Council, we ask that you do the proper thing by us.
Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

Sincerely,

 11/1/25

Sign Date

Jeanette Tu

Print Name

Sign Date

Print Name

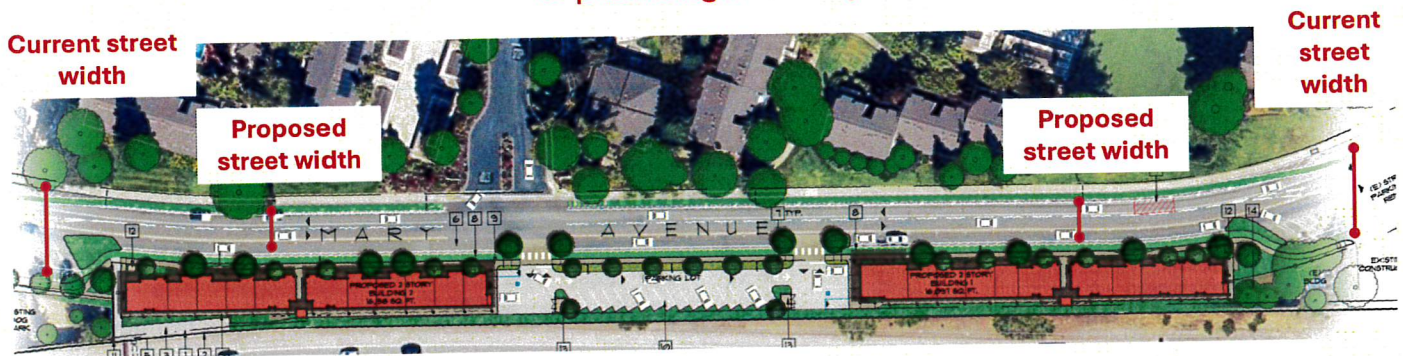
Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

The project is estimated to remove **19.5 feet, or 26%** of its current width/public-right-of way.
No community hearing was held for residents to voice their concerns about vacating public right of way to create the parcel from the road.

This is in the context of **increased traffic and parking usage** by adding 40 housing units + their cars, visitors, service providers, deliveries, etc. AND 5 future adjacent developments.

**Mary Ave Villas Project:
Net loss 19.5 ft (26%)
of public right-of-way**



There will be a net removal of 89 parking spots on Both Sides of Mary Avenue.

As it is, current parking spots fill up with Memorial Park Activities, Westport Development, DeAnza College Students. The loss of 89 parking spaces will create enormous hazards to the public.

As a community, we are requesting that this project be abandoned at this location.

This narrow strip of land is **illogical** for high density housing, and there are FIVE future developments that will force more cars looking for parking on Mary Ave:

- (1) The remaining 55% of the big Westport high rise development at Mary Ave & Stevens Creek soon to be built.
- (2) \$85 million approved to add amenities (8 pickleball courts, all abilities playground) to Memorial Park without significant increase in parking capacity
- (3) De Anza College's new Cultural Arts Building
- (4) De Anza's new EVENT CENTER
- (5) De Anza's new Student Services Center.

Problems with narrowing traffic, buffer, bike, and pedestrian lanes in an area with diverse users

Safety risks:

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3. Parked car doors swing into narrow traffic lanes- not safe to exit vehicle
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- Senior Center
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- Don Burnett Bridge
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- Cupertino Public Works Service Center
- De Anza College

As our representative of the Cupertino City Council, we ask that you do the proper thing by us.
Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

Sincerely,

PAUL POON 10/31/25

Sign Date

PAUL POON

Print Name

YEN HUANG POON 10/31/25

Sign Date

YEN HUANG POON

Print Name

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

The project is estimated to remove **19.5 feet, or 26%** of its current width/public-right-of way. **No community hearing was held for residents to voice their concerns about vacating public right of way to create the parcel from the road.**

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- (1) The remaining 55% of the big Westport high rise development at Mary Ave & Stevens Creek soon to be built.
- (2) \$85 million approved to add amenities (8 pickleball courts, all abilities playground) to Memorial Park without significant increase in parking capacity
- (3) De Anza College's new Cultural Arts Building
- (4) De Anza's new EVENT CENTER
- (5) De Anza's new Student Services Center.

Problems with narrowing traffic, buffer, bike, and pedestrian lanes in an area with diverse users

Safety risks:

1. Increased risk of roadway accidents!
2. Less buffer between bike and traffic lane. Unsafe for families and especially kids
3. Parked car doors swing into narrow traffic lanes- not safe to exit vehicle
4. No bypass lane or space- stopped cars can clog traffic
 - o Especially when trucks and vehicles are double parked or loading
5. Does it work for City public works trucks (~10 ft wide) and emergency vehicles?
Even if the fire marshal 'signed off'?

Quality of life impact:

1. Narrower pedestrian areas make it difficult and congested for families and Homestead High School cross country runners that use this space daily
2. Narrower bike lanes increases the risk to cyclist
3. Worsened access to/from our homes

Please remember the uniqueness of Mary Ave and its diverse users.

This area connects families, bikers, school kids, commuters between:

- Memorial Park
- Senior Center
- Garden Gate Elementary School
- Don Burnett Bridge
- Dog Park
- Cupertino Public Works Service Center
- De Anza College

As our representative of the Cupertino City Council, we ask that you do the proper thing by us.
Protect Our Safety and Quality of Life! **VOTE NO on this location.** It isn't the right place!

Sincerely,

Hung-ying Li
Sign Date

Hung-ying Li
Print Name

Hung-ying Li
Sign Date

Hung-ying Li
Print Name

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

The project is estimated to remove **19.5 feet, or 26%** of its current width/public-right-of way. **No community hearing was held for residents to voice their concerns about vacating public right of way to create the parcel from the road.**

This is in the context of **increased traffic and parking usage** by adding 40 housing units + their cars, visitors, service providers, deliveries, etc. AND 5 future adjacent developments.

**Mary Ave Villas Project:
Net loss 19.5 ft (26%)
of public right-of-way**



There will be a net removal of 89 parking spots on Both Sides of Mary Avenue.

As it is, current parking spots fill up with Memorial Park Activities, Westport Development, DeAnza College Students. The loss of 89 parking spaces will create enormous hazards to the public.

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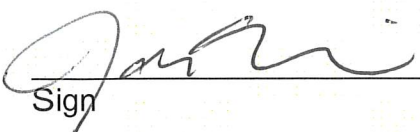
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Sincerely,

 10/31/25

Sign Date

Jason Murai

Print Name

Sign Date

Print Name

Dear Cupertino City Council, City Manager and **PublicComments:**

Subject: Concerns of Mary Ave Villas housing project

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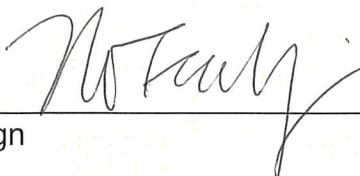
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Sincerely,



Sign

10/15/25

Date

Sign

Date

Mei Fang Yin

Print Name

Print Name

Dear Cupertino City Council, City Manager and **PublicComments:**

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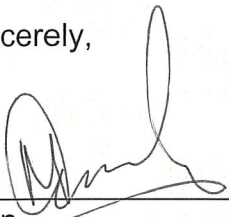
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Sincerely,



Sign

11/1/2015

Date

Sign

Date

MANAS BAROOAH

Print Name

Print Name

Dear Cupertino City Council, City Manager and [PublicComments:](#)

Subject: Concerns of Mary Ave Villas housing project

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From: [j w](#)
To: [Liang Chao; Cupertino City Manager's Office](#)
Cc: [City Clerk; City Council](#)
Subject: Re: Subject: time sensitive!Request for Support, Restoration of Communication, and lift the "political prisoner/hostage"/Fair Treatment from the City
Date: Tuesday, November 4, 2025 4:55:30 PM

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.

Please include in the public record for next meeting-----

Mayor Chao, Vice-Mayor Moore, Councilmembers Fruen, Mohan and Wang,
On Monday, November 3, 2025 at 11:27:26 PM PST, j w <jzw97@yahoo.com> wrote:On Monday,
October 20, 2025 at 03:51:05 PM PDT, j w <jzw97@yahoo.com> wrote:

Subject: Request for Support, Restoration of Communication, and Fair Treatment from the City

Dear Mayor,

I would like to share some background and respectfully request that the City treat our situation with the fairness, dignity, and compassion it extends to all residents.

Our family lives at the bottom edge of the city's economic and social margins. We are doing our best to hold on — even now, part of our roof requires patching every few months just to keep things livable. Years ago, we were misled by an Indian real estate agent, which led to major losses and hardship. Despite this, we took full responsibility and followed the proper path through the City Planning and Building Department. We worked with licensed, experienced professionals to carry out an approved plan for the 2nd time.

Unfortunately, a complaint from the 1st construction — made by someone who has since left their position — led to retaliation on the 2nd one, and lack of the communication as stated below caused more confusion. We did our best to stand up, but over time, we lost everything: the property, our belongings, and the sense of home we built over years as long-standing residents. It felt like persecution. And the pain didn't stop there — we were falsely labeled, our rights stripped away, and our lives disrupted in ways that had nothing to do with the original matter. These labels have followed us into every corner of life.

It has reached a point so tragic and unjust that **criminals were able to attack us**, but **we could not fight back** — not legally, not financially, not even emotionally — because of how the court accepted the City's false narrative. The damage from these untrue labels has led to **severe mental and emotional decline** for our family. The refusal of the courts to hear our side, to look at the full truth, has left us in a state of hopelessness and fear.

Making things worse, the **lack of communication from the City over the past several years** has deepened the hardship. We were not able to schedule even a single **in-person meeting**, despite repeated efforts. One of our elder family members is now **immobile**, and the sense of isolation and exclusion has been profound. We've been forced to pay **unnecessary legal fees**, not only for the property matter, but also for broader issues where **City sanctions were misapplied or extended beyond their scope** — even into **private disputes**, turning what should have been civil into something resembling a **political prisoner** situation. We've had to spend even more money six figure just to settle matters that were never ours to begin with, nothing to do with city, but couldn't defend since city hold as 'prisoner' on all unrelated matter.

We have **no place else to turn**. We have always believed in the City Council's mission to support residents. We believe in **redemption and renewal**. We accepted the outcome the first time and tried to rebuild. But now, I'm asking — from the deepest part of my heart — that you extend that same belief to us.

No one — no matter their flaws — deserves to be forgotten in the system, lost in endless procedures, **enduring**

punishment far beyond what justice requires. Please see us. Please give us the opportunity to be heard and to heal.

We respectfully ask that this be treated as a **high-priority matter**, and that steps be taken to **restore open communication**, offer fair support, and ensure no resident is left behind.

Thank you for your time and your service to the people of this City.

Jane for Huang family
4086731820

From: [j w](#)
To: [City Council](#)
Cc: [City Clerk](#); [Cupertino City Manager's Office](#)
Subject: Re: Request to Prioritize Rebuilding Direct Communication Between City Leadership and Residents Dear [Recipient]
Date: Tuesday, November 4, 2025 4:50:34 PM

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.

Please include in the public record for this meeting-----

Mayor Chao, Vice-Mayor Moore, Councilmembers Fruen, Mohan and Wang,

Could someone please get back to me on this, or forward it to the City Manager's Office for a response? I've raised this issue several times over the past few years, and we would appreciate an update.

>>>>>>

On Monday, October 20, 2025 at 12:02:03 PM PDT, j w <jzw97@yahoo.com> wrote:

We would like to express our concerns about the ongoing lack of direct communication between residents and the City, including the City Council, in recent years.

Before the COVID-19 pandemic, it was common to see the Mayor and City Manager walking around in front of City Hall, engaging openly with residents. The City Manager also maintained open office hours almost daily, and City Hall was accessible — doors were not locked, and transparency was part of the everyday culture.

While we understand that the pandemic required changes, those restrictions have long since ended. Yet, the level of public access and face-to-face communication has not returned to pre-COVID standards. We've even seen news reports raising concerns about public employees holding multiple remote jobs simultaneously, which further undermines public trust.

Most concerning is the fact that some long-term residents have not had an opportunity to meet with city leadership in person for years. This disconnect does not reflect the values or mission of the City to serve its community with transparency, accountability, and accessibility.

We respectfully ask that this issue be treated as **high priority** — and that steps be taken to restore regular, in-person engagement between the City's leadership and its residents.

Thank you for your attention.

Sincerely,

Jenny
Huang family

CC 11-04-2025

Item No. 1- Closed Session

Public Employee
Appointment
Consideration

Written Comments

From: [Santosh Rao](#)
To: [City Council](#); [City Clerk](#); [Tina Kapoor](#); [Kirsten Squarcia](#); [Lauren Sapudar](#)
Subject: Closed session agenda item 1 written comments.
Date: Tuesday, November 4, 2025 4:33:54 PM

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 Clerk,

Please include the below in written communications for closed session agenda item 1 for the 11/04/25 city council meeting:

1. Subject: Public Employee Appointment Consideration; California Government Code Sections 54954.5(e) and 54957(b)(1); Title: City Manager

[Writing on behalf of myself only as a Cupertino resident]

Dear Mayor Chao, Vice-Mayor Moore and Cupertino city council members,

I am writing on agenda item 1. I can only speculate on the agenda since it is closed session but I am assuming this item relates to the appointment of Tina Kapoor as city manager.

I whole heartedly endorse and support the appointment of Tina Kapoor as the next permanent Cupertino city manager.

I urge you to go further and appoint Kirsten Squarcia as Asst City Manager and Lauren Sapudar as city clerk.

Under the leadership of Tina Kapoor there has been a considerable change in staff and resident engagement as well as the tone of council meetings have gotten considerably better.

Under the prior city manager the council meetings were downright rude and disrespectful. I often took council calls on zoom with kids around me. I could not let them watch the mannerisms of the prior city manager as she set a bad example for polite respectful treatment of colleagues, council members and residents.

Under Tina Kapoor all that is a closed chapter. Tina Kapoor puts the job before her personality. She restores respect and pride in the role of the city manager.

Cupertino has great city facilities called Quinlan and Don Brown. Do you know what those names are? They are names of past city managers. Not names of Mayors. Not names of council members. But names of city managers.

The role of city manager is one of great honor. The office of city manager must be treated with respect, service and humility. Tina Kapoor fits the bill perfectly to do that.

Tina Kapoor has improved city written outbound communications such as newsletters. She has stayed engaged on resident issues such as Phar Lap Dr crosswalk safety, Mary Ave Villas, and many more. Tina Kapoor has been striving for the right balance between managing staff bandwidth, city use of resources and meeting resident and council needs and expectations. She maintains a neutral posture across factions with diverse needs and views.

By confirming Tina Kapoor you demonstrate trust in staff and also pave the way to appoint Kirsten Squarcia to asst city manager and Lauren Sapudar to city clerk.

All three have served our city admirably and deserve the roles ahead.

Please promote Tina Kapoor to city manager today. Please agendaize the appointment of Kirsten Squarcia to assistant city manager next.

Thank you.

Thanks,
San Rao (writing on behalf of myself only as a Cupertino resident)

CC 11-04-2025

Item #3

Presentation from
Toyokawa Sister City
delegation

Written Communications

From: [alya.sakkas](#)
To: [Public Comments](#)
Subject: 11/4/25 written report for item 1 ceremonial item
Date: Tuesday, November 4, 2025 3:41:52 PM

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.

This is for tonight's ceremonial item 1.

Cupertino-Toyokawa Sister Cities, Inc. is the nonprofit that nurtures the relationship with Cupertino's sister city, Toyokawa, Japan in partnership with the City of Cupertino.

Each year we host a student cultural exchange. We requested time at a city council meeting for the students to give a report to city council. We feel this is an important part of the student program to share their experience representing Cupertino, including the opportunity to practice public speaking lifeskills.

Our organization was additionally requested to give a report to city council. Due to the amount of time allocated, there is insufficient time to do more than an abbreviated student presentation.

We would like to submit the following written report addendum.

In 2025, CTSC executed much of our typical programming for the year:

- Conducted a successful student exchange program sending 16 students and 3 CUSD chaperones to Japan
- Conducted the Cupertino Cherry Blossom festival, which honors our sister city relationship, and shares Japanese arts and culture with the community. A video summary of the event is being produced that will promote the 2026 cherry blossom festival and will be viewable on our YouTube channel in the near future.
- Held a (6th annual) Community Bell Ringing for World Peace event in August, which grows larger each year and renews our commitment to world, peace, and observes the anniversary of the bombing of Toyokawa, Japan during World War II
- Participation in various community activities such as the Silicon Valley Fall Festival, the California Japan Sister Cities, Network of Northern California, and Japanese Consulate activities

In addition some notable activities unique to this year:

- a) We sponsored a candidate in the Northern CA Cherry Blossom Queen program that mentors young women in leadership skills. Our candidate happened to be Cupertino resident, Nanami Sumimoto.
- b) We participated in the Mayor's initiative "Cupertino Stories" event. We produced a short history of our organization that can be viewed at this link on our YouTube channel:
<https://www.youtube.com/watch?v=FQZ3X7QMpao&t=8s>
- c) We enjoyed a significant special milestone this year in having a third-

generation family member of one the families in Japan participate in our exchange program.

d) We represented the community at the District 5 welcome ceremony of the new Consul General of Japan in San Francisco.

We look forward to continuing our work and thank the City of Cupertino for its support of our programming.

Respectfully submitted,
Alysa Sakkas, President
Cupertino-Toyokawa Sister Cities, Incorporated

CC 11-04-2025

Item #5

Santa Clara Valley Water
District on recent updates
from the district

Written Communications



Overview of SCVWD Water Charges & Key Projects

For City of Cupertino

November 4, 2025



A comprehensive, flexible water system serving over 2 million people

Santa Clara Valley Water District Infrastructure



Water Sources
55% Imported
30% Local
5% Recycled
10% Conservation

Water Utility:

- 393 ACRES OF RECHARGE PONDS
- 142 MILES OF PIPELINES
- 10 RESERVOIRS
- 3 WATER TREATMENT PLANTS
- 3 PUMP STATIONS
- 1 WATER PURIFICATION CENTER

Legend

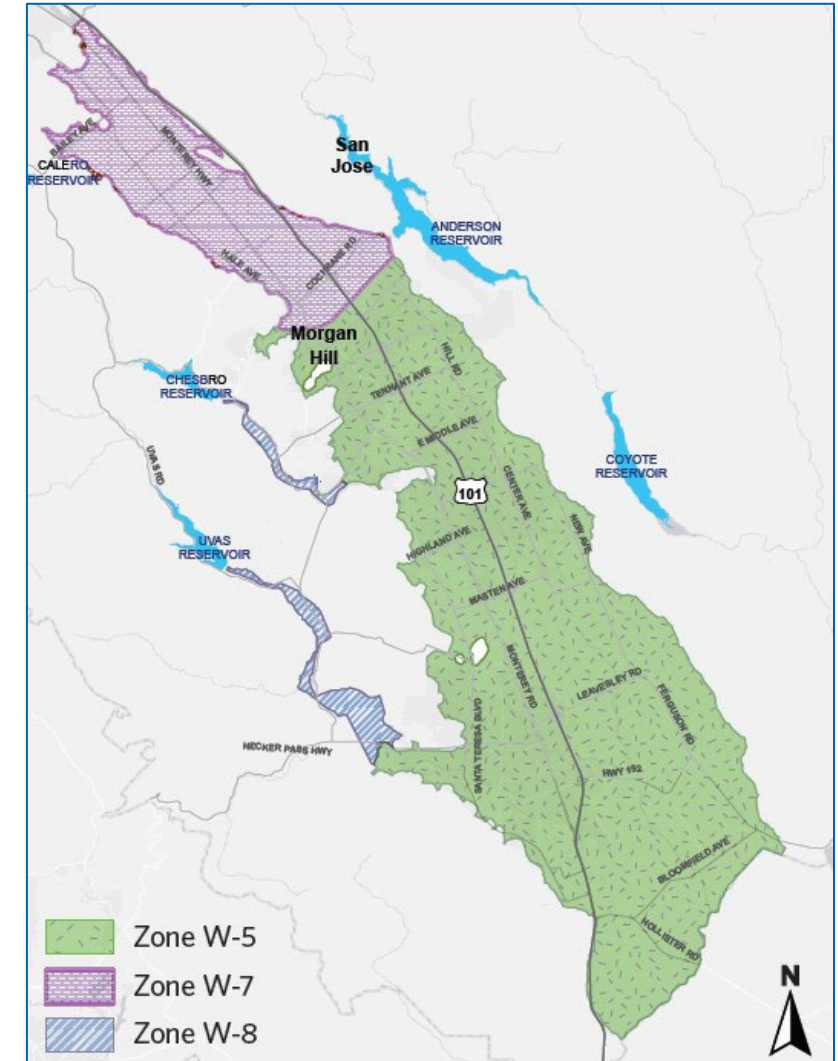
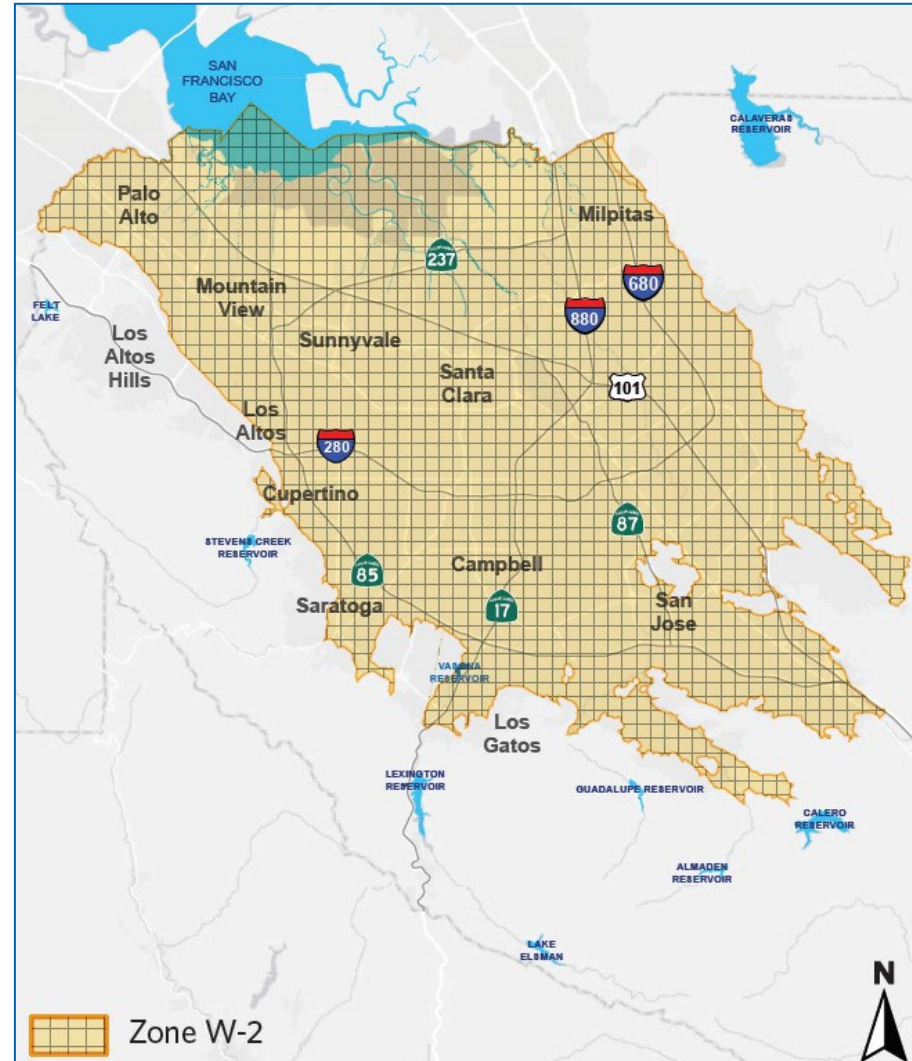
~ Lakes, reservoirs, rivers, creeks, & bays — Raw water pipeline — Drinking water pipeline ● Pump Plants ■ Drinking Water Treatment Plants ■ South County Regional Wastewater Authority ■ Silicon Valley Advanced Water Purification Center ▲ Percolation Ponds

Valley Water Groundwater Charge Zones of Benefit

3

Board Pricing Policy Summary

- Groundwater charges are levied within a zone for benefits received
- All water sources and water facilities contribute to common benefit within a zone regardless of cost, known as “pooling” concept
 - Helps maximize effective use of available resources
- Agricultural water charge shall not exceed 10% of M&I water charge



Impact of Shortage

WHAT WOULD WATER SHORTAGE MEAN DURING A FUTURE MULTI-YEAR DROUGHT?

Annual Water Supply Shortage in AF (6-year drought in 2050)	Moderately Impacted Imported Water in AF		Severely Impacted Imported Water in AF	
	Supply	Shortage	Supply	Shortage
High Demand: 350,000	316,000 (19,000 GWB)	34,000	278,000 (3,000 GWB)	72,000
Stable Demand: 330,000	328,000 (33,000 GWB)	2,000	282,000 (11,000 GWB)	48,000
AF: Acre Feet (1 AF equals 325,851 gallons or enough water for 10 people for an entire year) GWB: Groundwater Banking water transfers				

During a 6-year drought in 2050:

- All four potential future conditions ***show some level of water supply shortfall.***
- Assumptions: Reliance on existing supplies and infrastructure only & water conservation goals are met, including short- term drought reductions. Future supply and demand conditions may vary.

Not investing wisely – or forgoing rate increases – may result in future supply shortages or lower levels of service.

Impact of Shortage

COMMUNITY DISRUPTION AND POTENTIALLY STAGGERING ECONOMIC IMPACT

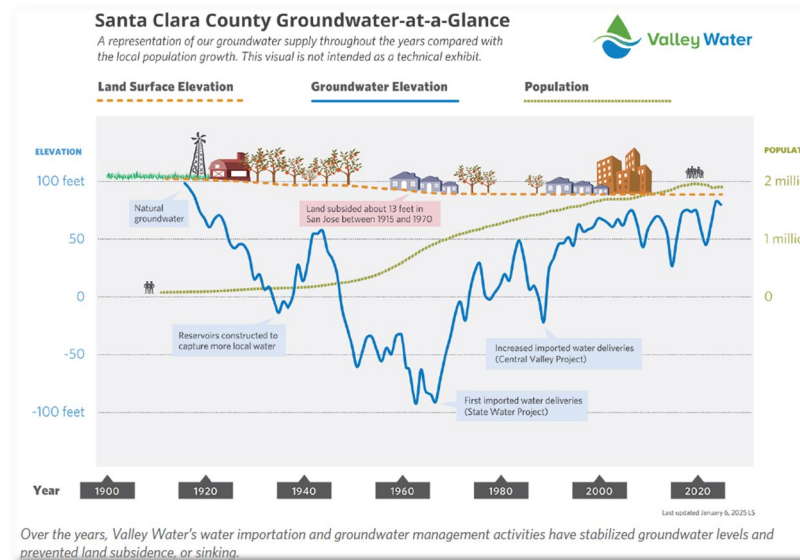
Potential Impacts of Lower Levels of Service:

- Quality of Life
- Economic Impact
- Irrigation for Parks & Trees
- Declining Agricultural Production
- Irreversible Subsidence



Estimated Costs of Water Supply Shortages (2023\$):

- **Residential** \$1.6 – \$2.8 Billion
- **Agricultural** \$220 – \$280 Million
- **Commercial** \$1.2 – \$14.2 Billion
- **Subsidence** Potentially Billions

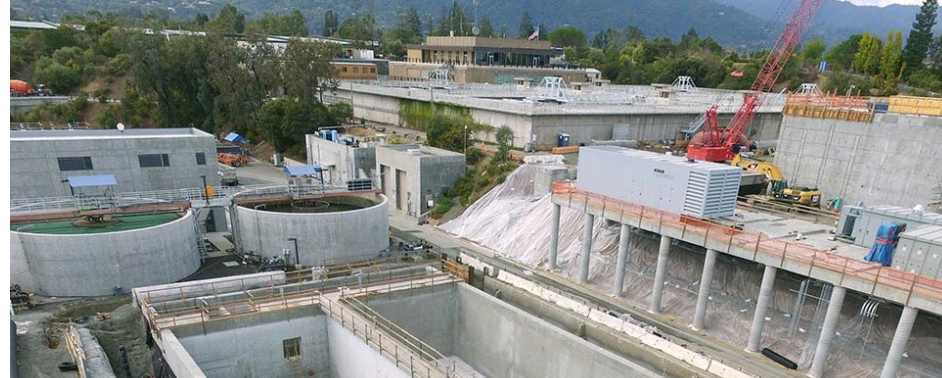


Infrastructure Repair and Water Supply Investments Drive Water Rate Projection

6



Dam Seismic Retrofits/Improvements
(\$3.4 Billion)



RWTP Reliability Improvements
(\$720 Million)



San Jose Purified Water Program
(\$2.6 Billion)



Pacheco Reservoir Expansion
(\$3.2 Billion)

Additional Planned Investments in Capital Projects Led by Other Agencies

- Sisk Dam Raise
– Up to \$563M
in 2024 \$'s
- Delta Conveyance
Project
– Up to \$650M
in 2023 \$'s

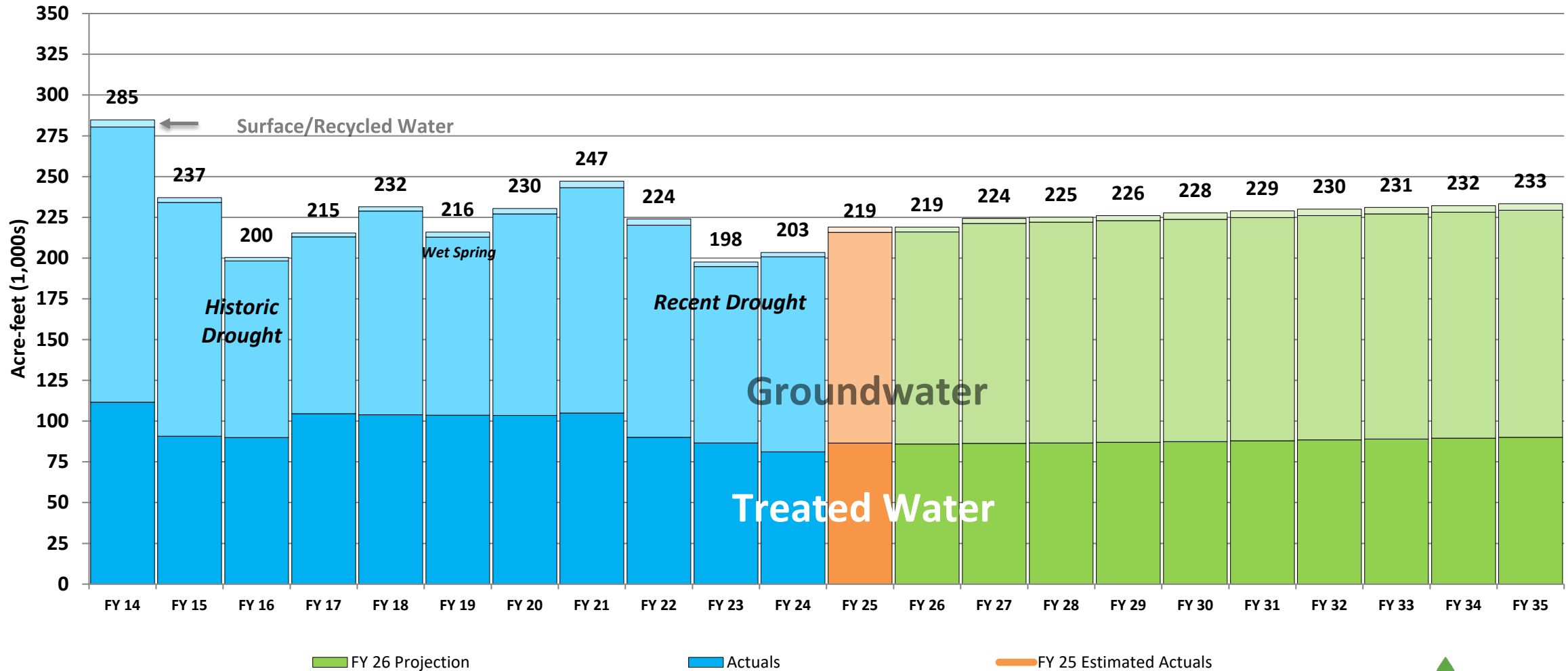
Water Supply Master Plan 2050 is nearly finished and includes adaptive management framework to provide Valley Water's Board with flexibility to make incremental investment decisions and refine them over time.

District Managed Water Usage

REFLECTS MORE MODERATE REBOUND FROM 2023 DROUGHT

7

District Managed Water Usage (TAF)



Groundwater Charge Increase Projection

M&I Groundwater Charge Year to Year Growth %

North County Zone W-2	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Baseline	9.9%	9.9%	9.9%	9.9%	9.9%	9.9%	9.9%	9.9%	9.9%	7.0%
Scenario w/o Pacheco & with Expanded Sites	9.9%	9.2%	9.2%	9.2%	9.2%	6.8%	6.8%	6.8%	6.8%	6.8%

M&I Groundwater Charge Monthly Impact to Average Household

North County Zone W-2	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35
Baseline	\$7.60	\$8.35	\$9.18	\$10.09	\$11.09	\$12.19	\$13.39	\$14.72	\$16.18	\$12.57
Scenario w/o Pacheco & with Expanded Sites	\$7.60	\$7.76	\$8.48	\$9.26	\$10.11	\$8.16	\$8.71	\$9.31	\$9.94	\$10.61

Note: Does not include any increase that a retailer would layer on top

Local Assistance Programs

Multiple Retailers offer Customer Assistance Programs (CAP) to help residents with their water bills.

Valley Water's WRAP (Water Rate Assistance Program) is budgeted at \$1M per year.



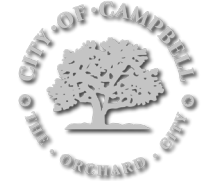
Sunnyvale



City of
Mountain View



**SAN JOSE
WATER**



The Orchard City
Campbell, California



**City of
Santa Clara**
The Center of What's Possible



CITY OF
MORGAN HILL



gilroy
A community with a spice for life.



CITY OF
**PALO
ALTO**



CUPERTINO



Summary

10

Valley Water's "era of investment" is driving water charge projection

- Needed infrastructure repair coupled with climate change driving planning efforts for investments
- Water charge projection adjusted downward due to Pacheco Project suspension

Water Utility Enterprise cost containment measures include:

- Pausing 45 positions district-wide
- Deferring unfunded capital projects (Almaden Calero Canal Phase 2, Alamitos Dam replacement)
- Submitting applications for an additional \$1.3B worth of low-cost federal loans for the Dam Safety Project and the Anderson Dam Seismic Retrofit Project

CC 11-04-2025

Item #11

Municipal Code
Amendments for
California Buildings
Standards Code and Fire
Code

Written Communications

From: [Santosh Rao](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Benjamin Fu](#); [City Attorney's Office](#)
Subject: Resident Concerns and Recommendations on 2025 Building Code Ordinance
Date: Monday, November 3, 2025 10:47:10 PM

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 Clerk,

Please include the below in written communications for the upcoming council meeting.

[Writing on behalf of myself only as a Cupertino talent]

Subject: Resident Concerns and Recommendations on 2025 Building Code Ordinance

Dear Mayor Chao, Vice Mayor Moore, Council Members, Interim City Manager Kapoor, and Director Fu,

As a Cupertino resident, I am concerned that the proposed 2025 Building Code ordinance introduces significant new costs and complexity for homeowners who wish to remodel or maintain their homes. While safety and sustainability are important, several provisions create unnecessary burdens that discourage reasonable home improvements. In addition this will raise the cost of housing for tenants as landlords will pass these costs on to tenants

Below are key resident impacts and practical alternatives that would maintain safety while reducing burdens on residents:

1. Digital Plan Submittals and Design Professional Requirement

Impact: All plans must be digital and often stamped by a licensed design professional, even for modest remodels.

Resident-Friendly Alternative: Permit paper or simple digital submittals for projects under \$50,000 without requiring professional stamps unless structural work is proposed.

2. Expanded Inspections

Impact: Added inspections (moisture, energy, fire) and exposure requirements increase cost and delay.

Alternative: Streamline inspections for remodels under 1,000 sq ft and allow certified third-party inspectors for small residential projects.

3. Roofing Replacement Mandate

Impact: Replacing more than 50% of a roof within a year triggers full replacement with **Class A** fire-retardant material—an expensive requirement even outside wildfire zones.

Resident-Friendly Alternative: Exempt Cupertino homes from the Class A mandate. Residents should retain flexibility to use Class B or C roofing materials that meet State fire standards to avoid unnecessary cost burdens.

4. Fireplace Chimney Retrofits

Impact: Any remodel exceeding \$1,000 requires installing spark arrestors, even when work is unrelated to the fireplace.

Alternative: Exempt this entirely for remodels.

5. Pool Safety Retrofits

Impact: Existing pools must add alarms or barriers when any home remodel triggers a permit.

Alternative: Require new pool-safety devices only for new or substantially renovated pools, not for unrelated home work.

6. Green Building Certification and Deposits

Impact: Remodels must now include CALGreen checklists, certification, and refundable deposits forfeited if paperwork is late.

Alternative: Exempt this entirely.

7. Seismic Design Restrictions

Impact: The draft bans several standard wall-bracing methods, requiring costlier engineered alternatives.

Alternative: Permit standard bracing methods allowed under the California Residential Code for small remodels and additions.

8. Added Fees and Re-Inspection Charges

Impact: New re-inspection fees and green deposits raise overall project costs.

Alternative: Waive correction fees and remove deposits for single-family remodels.

Requested Actions

1. Amend the draft ordinance to include homeowner exemptions and thresholds.
2. Publish a clear homeowner summary showing how new rules apply to remodels and additions under 1,000 sq ft or \$100,000.
3. Provide plain-language guidance explaining when design professionals, green compliance, or special inspections are required.

These adjustments would keep Cupertino safe and sustainable while allowing residents to maintain and improve their homes without excessive cost or delay. If council cannot take these actions please continue the item rather than rush these changes raising costs on residents

Alternatively consider directing the item to the Planning Commission for review before it is brought back to city council.

Thank you for your consideration.

Sincerely,

San Rao (Writing on behalf of myself only as a Cupertino Resident)

From: [Paul Joseph](#)
To: [City Clerk](#); [City Council](#); [Tina Kapoor](#); [Benjamin Fu](#); [Luke Connolly](#); [City Attorney's Office](#)
Subject: Resident Concerns and Recommendations on 2025 Building Code Ordinance
Date: Tuesday, November 4, 2025 4:52:32 PM

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 Clerk,

Please include the below in written communications for the upcoming council meeting.

Dear Mayor Chao, Vice Mayor Moore, Council Members, Interim City Manager Kapoor, and Director Fu,

As a longtime resident of Cupertino, I am deeply concerned that the proposed 2025 Building Code ordinance would impose substantial new financial and regulatory burdens on homeowners. The increased costs of compliance—combined with added layers of complexity—risk disenfranchising many long-term residents, particularly those on fixed or moderate incomes, who may no longer be able to afford to maintain or upgrade their homes.

While the City's goals of improving safety and sustainability are important, these measures must be balanced against economic accessibility. Without reasonable flexibility, the ordinance could unintentionally force many homeowners to defer essential maintenance, abandon planned remodels, or ultimately relocate outside Cupertino. This outcome would not only reduce housing stability for existing residents but also undermine the City's long-standing goal of preserving an inclusive and diverse community.

There is a growing feeling of being completely insensitive to cost of these measures and making living unaffordable in Cupertino.

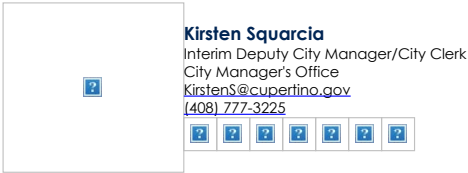
--

thanks,

Paul

From: [Kirsten Squarcia](#)
To: [Kitty Moore](#); [Lauren Sapudar](#)
Subject: RE: Item 11 Written Communications Referenced in Motion
Date: Tuesday, November 4, 2025 9:17:35 PM

Thank you Vice Mayor. The material will be included with the written communications and referenced in the minutes.



From: Kitty Moore <KMoore@cupertino.gov>
Sent: Tuesday, November 4, 2025 8:43 PM
To: Kirsten Squarcia <KirstenS@cupertino.gov>; Lauren Sapudar <LaurenS@cupertino.gov>
Subject: Item 11 Written Communications Referenced in Motion

Dear City Clerk,

Below are the referenced potential revisions from the Item 11 motion:

Replacement Text – *Section 113, Appeals*

(To replace current Section 113 in the Draft Ordinance)

SECTION 113 – APPEALS

113.1 General.

In order to provide a means for resolving disputes concerning the interpretation or application of this Title or the technical codes adopted herein, there shall be a Board of Appeals. Nothing in this section shall be construed as creating a right to appeal issues outside the Building Official's jurisdiction.

113.2 Board of Appeals – Creation and Purpose.

- A. There is hereby established a Board of Appeals consisting of five members appointed by the City Council. Members shall be qualified by experience and training to pass upon matters pertaining to building construction and code enforcement.
- B. The Board shall act in an advisory and technical capacity, hearing and considering appeals from orders, decisions, or determinations made by the Building Official relative to the application and interpretation of the codes.
- C. The Building Official shall serve as ex-officio secretary to the Board but shall have no vote.

113.3 Scope of Review.

- A. The Board of Appeals shall limit its consideration to whether the true intent of the code or the rules legally adopted thereunder have been correctly interpreted, and whether the provisions of the code apply to the particular case.
- B. The Board shall not waive code requirements or approve any alternate that lessens minimum safety standards unless such alternate is expressly permitted by the code.

113.4 Decision and Recommendation.

- A. After hearing an appeal, the Board shall prepare written findings and a recommended decision setting forth the facts and reasoning supporting its conclusion.
- B. The recommendation shall be transmitted to the City Council within ten (10) days following the Board's action.

113.5 City Council Review and Final Determination.

- A. Upon receipt of the Board's recommendation, the City Council shall schedule the matter for consideration at a noticed public meeting.
- B. The Council may affirm, modify, or reverse the Board's recommendation. The Council's action shall constitute the City's final administrative decision.
- C. The Council may remand a matter to the Board for additional technical findings as necessary.

113.6 Record of Proceedings.

The Board shall maintain a record of each hearing, including testimony, documents, and findings. Such record shall be forwarded to the City Council and maintained as part of the permanent file for the subject property or permit.

113.7 Effect of Decision.

The City Council's decision on appeal shall be final and binding upon all departments and officials of the City. Judicial review may be sought in accordance with applicable law.

113.8 Consistency with State Law.

This appeals process shall not modify or create any technical building standard beyond those adopted by the State of California. It is an administrative mechanism consistent with California Building Code §113 and Assembly Bill 130 (2025).

Optional Supplement – *Council Interpretive Authority*

(Can be added after Section 104.1 in your draft)

104.1.1 Council Interpretive and Policy Authority

The City Council may adopt resolutions or administrative policies clarifying procedures for implementation of this Title. Such policies shall not establish or amend building standards as defined in Health & Safety Code § 18909, but may guide enforcement priorities, interpretation, and administrative practices to ensure consistency with state law and local needs.



Kitty Moore
Vice Mayor
City Council
KMoore@cupertino.gov
[\(408\) 777-1389](tel:(408)777-1389)



CC 11-04-2025

Item #12

Municipal Code
Amendments to
Regulate Film Production

Written Communications

From: [Santosh Rao](#)
To: [City Clerk](#)
Subject: Fw: Strengthening Resident Protections in the Film Production Ordinance
Date: Saturday, November 1, 2025 4:07:22 PM

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 Clerk,

Would you please include the below in written communications for agenda item 12 the upcoming Cupertino city council meeting on Tuesday November 4th 2025.

Dear City Clerk,

Would you please include the below in written communications for agenda item 12 the upcoming Cupertino city council meeting on Tuesday November 4th 2025.

[Writing on behalf of myself only as a Cupertino resident]

Subject: Strengthening Resident Protections in the Film Production Ordinance

To:
Mayor Liang Chao
Vice-Mayor Kitty Moore
Cupertino City Council
Interim City Manager Tina Kapoor
Deputy Interim City Manager Kirsten Squarcia

Dear Mayor Chao, Vice-Mayor Moore, Council Members, ICM Kapoor, and DICM Squarcia,

I am writing as a Cupertino resident who values peace, safety, and quiet in our neighborhoods. The proposed Film Production Ordinance needs **significant changes** before it is adopted. As written, it gives **too much discretion to staff**, allows filming with almost no notice, and creates the risk of serious disturbance to residents.

Two days of notice is not enough, and allowing waivers of noise, notice, and time limits removes the basic protections residents should have. The ordinance should also prohibit helicopters and drones, which can cause major noise, safety, and privacy issues for residents. I urge the Council to revise this ordinance to ensure meaningful community protection and transparency.

Please include the following changes before adoption:

1. Require a minimum of **15 days of advance written notice** to residents, businesses, and schools within at least a **2,000 foot radius** of the filming location. Further direct staff to **permanently stop the use of 300 feet for noticing** in any future matters. 300 feet has been a bad idea for the city. It was an anti-resident attempt to suppress public awareness and its continued use is bothersome.
2. Require a **public hearing** for film permit approvals at the **Planning Commission or another public body**, not an internal administrative process.
3. Provide residents with a **right to appeal** any permit that affects their neighborhood.
4. Limit filming hours to **7:00 a.m. to 8:00 p.m. on weekdays only**. Filming must not be allowed on weekends or public holidays.
5. Use **mandatory language** throughout the ordinance. The City Manager or designee must not be able to waive noticing, hour limits, or noise limits.
6. Apply **Cupertino's existing noise regulations** to all film productions, including generators, trucks, and lighting. Noise compliance must be monitored by City staff.
7. **Prohibit filming involving helicopters, drones, or any aerial vehicles or devices** in all residential areas and public spaces. These create excessive noise, raise privacy concerns, and are unsafe in dense neighborhoods.
8. Do not allow film production that blocks or alters streets, driveways, or parking in residential areas. Public roads must not be used for commercial filming except in rare cases approved at a public hearing.
9. Require **content creators and production companies using private property** for any commercial or monetized filming to get a film permit and follow all rules. Private property filming that disturbs neighbors must not be exempt.
10. Limit film permits to **no more than two per residential block per year** to prevent repeated disturbance in the same area.
11. Require the City to **publish all pending and approved film permits** on the City website with filming dates, locations, and a contact for residents to raise concerns.

These changes are critical to make the ordinance fair, enforceable, and protective of our community's peace and quality of life. Filming can still occur, but only in a way that does not harm residents or take away our quiet enjoyment of our homes.

Please strengthen this ordinance before it is adopted. Cupertino residents deserve clear notice, fair process, and strong protection from noise, disruption, and aerial filming activities.

Thank you for your vigilance to protect residents, limit discretionary powers of staff and ensure quality of life and peace and quiet of neighborhoods is primary and paramount in all decision making about current and future regulations in Cupertino.

Sincerely,

San Rao (Writing on behalf of myself only as a Cupertino resident)

From: [Jean Bedord](#)
To: [City Council](#); [Cupertino City Manager's Office](#); [City Clerk](#)
Subject: Agenda Item # 12 Regulation of Film Production
Date: Tuesday, November 4, 2025 2:27:21 PM

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.

Please include in tonight's public input. I can't speak since I'm picking up ballots for the Registrar of Voters

Mayor Chao, Vice Mayor Moore, and councilmembers Fruen, Mohan and Wang, and staff,

I urge you to unanimously approve this Ordinance as written. Staff has thoughtfully developed the proposal after investigating other cities and will be seeking review from the California Film Commission. **Encouraging film production can be beneficial to our local businesses and well as free publicity for the city.** Unreasonable restrictions are counter productive. Film producers have choices of locations, and want expeditious approval - time is money!

This ordinance has two major objectives:

(1) Establish a **standard procedure to obtain a filming permit**, which benefits both staff and the applicants. Staff has already dealt with approximately **a dozen filming inquiries** on an adhoc basis so their experience shaped this proposed ordinance.

(2) **Currently the city can't recover its costs because there is no means to establish a fee.** So this ordinance authorizes the City to collect permit fees to recover costs associated with the processing, review, and issuance of film permits. A separate fee schedule will be developed establishing fees comparable to fees in other cities that have an established film permit process.

Council should not be micromanaging this process - it's comparable to obtaining a business license. Staff can handle the permits on a timely basis, and are well aware of the need to involve different departments, depending on the project.

Please approve without undue deliberation - this is a win for the city.

Sensible government advocate,
Jean Bedord

From: [Peggy Griffin](#)
To: [Public Comments](#)
Subject: 2025-11-04 City Council Meeting-ITEM12 Film Production Regulation-REMOVE 501c4
Date: Tuesday, November 4, 2025 8:44:11 AM

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.

PLEASE INCLUDE THIS EMAIL AND ANY ATTACHMENTS AS PART OF WRITTEN COMMUNICATIONS FOR THE ABOVE AGENDA ITEM.

Dear City Council and Staff,

In reading the draft ordinance, I request that you modify section 5.51.020 Definitions A. "Charitable..." to REMOVE 501 (c)(4) organizations. These are political in nature and should not be given fee waivers or special privileges.

Sincerely,
Peggy Griffin

5.51.020 Definitions

A. "Charitable or student film" means any filming by (i) a nonprofit organization, which qualifies under Section 501 (c)(3) or (4) of the Internal Revenue Code as a charitable organization; or (ii) an accredited educational institution, and for which no person, directly or indirectly, shall receive a profit from the marketing and production of the film or from showing the films, tapes or photos.

CC 11-04-2025

Item #13

Active Transportation
Plan

Written Communications

From: [Santosh Rao](#)
To: [City Council](#); [City Clerk](#); [Tina Kapoor](#); [Chad Mosley](#); [David Stillman](#); [Matt Schroeder](#); [Prashanth Dullu](#); [City Clerk](#)
Subject: Please include past resident feedback on ATP that have been entirely omitted by city transportation staff.
Date: Tuesday, November 4, 2025 3:50:09 PM

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 Clerk,

Please include the below in written communications on the ATP agenda item for today.

[Writing on behalf of myself only as a Cupertino resident]

Subject: Resident Feedback and Representation on the ATP Project

Dear Mayor Chao, Vice-Mayor Moore, and Cupertino City Council Members,

I wish to bring to your attention the written communications submitted by Cupertino residents and voter families regarding the June 4, 2025, City Council meeting on the ATP project. These are not the usual attendees or frequent speakers at council meetings. The fact that they took the time to write reflects the depth of their concern and how strongly this issue matters to them.

You were elected to represent Cupertino residents and voters. Some of you will again be seeking votes from these same families in 2026. It is clear from their feedback that dismissing or disregarding their views risks losing not only their support but also that of their neighbors and community networks who share their concerns.

A key issue is the lack of bike count data, despite over a decade of investments in bike lane projects. Without such data, it is difficult to justify further spending until a few years of reliable usage data is collected.

Additionally, resident feedback has not been meaningfully incorporated into staff reports or the ATP project's public outreach materials. The online feedback page, difficult to navigate, especially on mobile devices, cannot serve as the sole channel for public input. The voices of the below residents and families deserve to be heard and reflected in council decisions.

Council members seeking reelection in 2026 should carefully consider whether disregarding the views of these voter families who seek efficient roads for commutes rather than bike lanes that are idle join a multitude of other residents and voters from neighborhoods such as Garden Gate, Linda Vista Drive, McClellan Road, Scofield Drive, and Portal Avenue already upset at council ignoring them.

Is it worth losing their trust and support?

Please honor the trust Cupertino residents have placed in you by ensuring their feedback is respected and by acting in alignment with the community's input.

<https://cupertino.legistar.com/View.ashx?M=E2&ID=1245860&GUID=90F3618D-91E1-4E16-A69D-F86AD0183C87>

From: [Ping Gao](#)
To: [City Council](#)
Cc: [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Monday, June 2, 2025 12:21:54 PM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections.

High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.

Automated Speed Enforcement (ASE): Discourage speeding through the use of speed cameras in key areas.

Red light cameras: Help prevent dangerous intersection behavior.

Smart/adaptive traffic signals: Adjust timing based on real-time conditions for improved flow and safety.

AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.

Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.

Automated pedestrian detection at signals: Improve accessibility and ease of use without push buttons.

These technologies offer a data-driven, effective way to improve safety without compromising traffic flow or relying on outdated infrastructure concepts.

I also want to point out that public input processes often attract only a narrow group of special-interest voices that focus only on a specific agenda. Many residents with busy lives are unable to attend city meetings, and as a result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,
Ping Gao
Cupertino Resident

REQUEST #2 – DEFUND OR REDUCE/CHANGE THE SCOPE of #18 Active Transportation Plan (Attachment I), also #12 (Attachment Y)

My request is based on my concern that the city has not been measuring all the before/after effects of the improvements/changes that have been implemented. While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits. These improvements must have before/after statistics so we can measure their success relative to their costs and outcomes.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

- Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections.
- High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.
- Automated Speed Enforcement (ASE): Discourage speeding through the use of speed cameras in key areas.
- Red light cameras: Help prevent dangerous intersection behavior.
- Smart/adaptive traffic signals: Adjust timing based on real-time conditions for improved flow and safety.
- AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.
- Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.
- Automated pedestrian detection at signals: Improve accessibility and ease of use without push buttons.

These technologies offer a data-driven, effective way to improve safety without compromising traffic flow.

Sincerely,
Peggy Griffin

REFERENCES:
In Attachment I – Adopted FY 2025-27 City Work Program Budget Details.pdf
DEFUND or REDUCE/CHANGE THE SCOPE #18 Active Transportation Plan

	Active Transportation Plan	This item is a consolidation of existing and new transportation efforts aiming to further goals outlined in the City's Vision Zero Initiative, including: 18.1 Review and update the bike plan 18.2 Review and update the pedestrian plan 18.3 Review current Complete Streets Policy and propose adjustments to create a better interface between all modes of transportation	Transportation	\$930,000 (Already Allocated, no new funding needed) 100-88-844 750-243	N/A	Public Works	Year 1
18	Ongoing CWP item						

This is also listed in Attachment Y – All Special Projects from FY 25 Q3.pdf
DEFUND or REDUCE/CHANGE THE SCOPE #12 Active Transportation Plan

12	FY25	Public works	844 Traffic Engineering	750,243 - CWP Active Transportation Plan	100-88-844 - General Fund- Transportation-Traffic Engineering	930,000.00	282.50	299,717.50 In Progress	6/30/2025 Grant	TD43	Staff have contracted with a consultant and are working to develop this project with significant outreach and meetings with the Blue Print Commission. City Council Adoption of Plan requested in June 2026.
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References
Attachment I – Adopted FY 2025-27 City Work Program Budget Details.pdf
Attachment Y – All Special Projects from FY 25 Q3.pdf
Attachment AA – Current CWP Status Updates for FY 23-25.pdf
Attachment AB – Ongoing Special Projects from FY25 Q3.pdf
Attachment AC – Maintenance and Equipment Purchase Special Projects from FY25 Q3.pdf
Attachment AD – Development Special Projects from FY25 Q3.pdf
Attachment AE – Special Projects as Defined in City Council Special Projects Policy.pdf

From: Snehil Panchal
To: City Council; City Clerk; Chad Mosley; David Stillman; Tina Kapoor
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Sunday, June 1, 2025 10:02:36 AM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections.

High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.

Automated Speed Enforcement (ASE): Discourage speeding through the use of speed cameras in key areas.

Red light cameras: Help prevent dangerous intersection behavior.

Smart/adaptive traffic signals: Adjust timing based on real-time conditions for improved flow and safety.

AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.

Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.

Automated pedestrian detection at signals: Improve accessibility and ease of use without push buttons.

These technologies offer a data-driven, effective way to improve safety without compromising traffic flow or relying on outdated infrastructure concepts.

I also want to point out that public input processes often attract only a narrow group of special-interest voices that focus only on a specific agenda. Many residents with busy lives are unable to attend city meetings, and as a result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,
Snehal Panchal

Cupertino Resident

From: [Tania Chen](#)
To: [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#); [City Council](#)
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Sunday, June 1, 2025 9:55:22 AM

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 Chao and City Council Members,

As a longtime Cupertino resident and parent, I request that the City defund the current Active Transportation Program (ATP) and Vision Zero initiatives. Instead, please direct staff to develop a roadmap for modern, technology-based road safety improvements.

While safety efforts are appreciated, we need a practical, future-ready approach focused on proven technologies that improve safety without unnecessarily disrupting traffic flow.

Cupertino should prioritize exploring and implementing innovations like:

- Leading Pedestrian Intervals (LPI) & High-visibility crosswalks to improve pedestrian visibility and safety.
- Automated Speed Enforcement (ASE) & Red light camera to enforce speed limits and prevent dangerous intersection behavior.
- Smart/adaptive traffic signals & AI-powered safety analytics to optimize flow and proactively identify risks.
- Pedestrian beacons & Automated pedestrian detection to improve crossing safety and accessibility.

These data-driven technologies offer effective safety gains without compromising traffic or relying on outdated concepts.

Furthermore, public input processes often miss the broader community's perspective. Many residents cannot attend meetings, leading to narrow special-interest representation.

I respectfully ask the Council to defund the current ATP and Vision Zero programs and instruct the transportation department to create a comprehensive, modern safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,

Tania Chen

Cupertino Resident

[Sent from Yahoo Mail for iPhone](#)

From: [Ravi Kiran Singh Sapaharam](#)
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Request for Technology-Driven Road Safety Plan
Date: Saturday, May 31, 2025 12:48:57 PM

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 Chao and City Council,

As a Cupertino resident and parent, I urge you to defund the current Active Transportation Program and Vision Zero initiatives and redirect resources to a modern, technology-driven road safety plan.

The current approach often disrupts traffic without clear benefits. Instead, prioritize proven technologies like:

- Leading Pedestrian Intervals
- High-Visibility Crosswalks
- Automated Speed Enforcement
- Red Light Cameras
- Smart Traffic Signals
- AI-Powered Safety Analytics
- Pedestrian Beacons
- Automated Pedestrian Detection

These data-driven solutions enhance safety for all while maintaining traffic flow. Public input often reflects narrow agendas, sidelining busy residents. Please direct the transportation department to develop a comprehensive, tech-focused safety plan grounded in data and best practices.

Thank you.

Sincerely,

Ravi Kiran Singh

Cupertino Resident

From: [Nita Rajput & Ravi Sapaharam](#)
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Saturday, May 31, 2025 12:46:05 PM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections.

High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.

Automated Speed Enforcement (ASE): Discourage speeding through the use of speed cameras in key areas.

Red light cameras: Help prevent dangerous intersection behavior.

Smart/adaptive traffic signals: Adjust timing based on real-time conditions for improved flow and safety.

AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.

Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.

Automated pedestrian detection at signals: Improve accessibility and ease of use without push buttons.

These technologies offer a data-driven, effective way to improve safety without compromising traffic flow or relying on outdated infrastructure concepts.

I also want to point out that public input processes often attract only a narrow group of special-interest voices that focus only on a specific agenda. Many residents with busy lives are unable to attend city meetings, and as a result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,
Nita Rajput
Cupertino Resident

From: [Mahesh Gurikar](#)
To: [City Clerk](#); [City Council](#); [Chad Mosley](#); [Tina Kapoor](#); [David Stillman](#)
Subject: Technology based Road Safety in Cupertino
Date: Saturday, May 31, 2025 8:22:45 AM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

I am a longtime resident of Cupertino.

I am writing on behalf of myself and my family to request you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

I appreciate the city's efforts to improve safety, but believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

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Thank you for your consideration.

Sincerely,
Mahesh Gurikar
Cupertino Resident

From: [Subhash Gopinath](#)
To: [City Clerk](#); [City Council](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Defund ATP program
Date: Saturday, May 31, 2025 7:39:36 AM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections.

High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.

Automated Speed Enforcement (ASE): Discourage speeding through the use of speed cameras in key areas.

Red light cameras: Help prevent dangerous intersection behavior.

Smart/adaptive traffic signals: Adjust timing based on real-time conditions for improved flow and safety.

AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.

Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.

Automated pedestrian detection at signals: Improve accessibility and ease of use without push buttons.

These technologies offer a data-driven, effective way to improve safety without compromising traffic flow or relying on outdated infrastructure concepts.

I also want to point out that public input processes often attract only a narrow group of special-interest voices that focus only on a specific agenda. Many residents with busy lives are unable to attend city meetings, and as a result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,
Subhash Gopinath
Cupertino Resident

From: [Santosh Rao](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#)
Subject: Refocus Cupertino's Road Safety Strategy on Modern Technology
Date: Saturday, May 31, 2025 7:20:07 AM

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 Clerk,

Would you please include the below in written communications for the upcoming city council meeting. Thank you.

[Writing on behalf of myself only, as a Cupertino resident]

Subject: Refocus Cupertino's Road Safety Strategy on Modern Technology

Dear Mayor Chao and City Council Members,

I respectfully urge the City of Cupertino to shift its road safety efforts away from the current Active Transportation Program (ATP) initiative, and instead direct transportation staff to develop a plan centered on modern, technology-driven solutions that directly enhance pedestrian and automotive safety.

A number of innovative safety tools are being explored or implemented in neighboring Bay Area cities. Cupertino should follow suit by focusing on smart, effective technologies such as:

- **Leading Pedestrian Intervals (LPI):** Give pedestrians a head start at intersections to reduce conflicts with turning vehicles.
- **High-visibility crosswalks and advanced stop lines:** Improve driver awareness and reduce crosswalk encroachment.
- **Automated Speed Enforcement (ASE):** Use camera systems to discourage speeding near schools and high-risk areas.

- **Red light cameras:** Help prevent dangerous intersection behavior and reduce collisions.
 - **Smart/adaptive traffic signals:** Adjust signal timing dynamically based on real-time traffic and pedestrian activity.
 - **AI-powered safety analytics:** Use video or sensor-based systems to detect near-misses and risky behaviors proactively.
 - **Pedestrian beacons:** Increase driver compliance at crossings without the need for full signal installations.
 - **Automated pedestrian detection at signals:** Trigger walk signals without requiring the push of a button, improving accessibility and safety.
-

These tools represent a data-driven, effective approach to safety that addresses real risks for both pedestrians and drivers without compromising traffic flow or relying on outdated infrastructure changes.

I respectfully ask the City Council to formally defund the ATP and Vision Zero projects in their current form that relies on seeking community input that is inherently skewed to activist special interest groups that are motivated to show up whereas regular mainstream residents have no time or motivation to attend these city meetings. Instead, please direct Cupertino's transportation staff to return with a comprehensive plan focused on modern, technology-based safety improvements as outlined above. The need for forward-looking solutions is urgent—Cupertino should lead by example and adopt a strategy that delivers real safety outcomes grounded in modern technology innovation and engineering.

Sincerely,

San Rao (writing on behalf of myself only, as a Cupertino resident)

From: [S B](#)
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Re: Call for a Modern, Technology-Focused Approach to Road Safety in Cupertino
Date: Tuesday, June 3, 2025 3:47:08 PM

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.

To the city Clerk and Council Please also include the following in the upcoming City council meeting

To the Mayor and City Council,

I want to add the following additional comments on the topic.

I would like to bring to your attention a recent decision by the San Mateo City Council. On February 3, 2025, the Council voted to remove bike lanes on Humboldt Street in response to significant community feedback and concerns about the loss of parking. The removal restored approximately 100 of the 200 parking spaces that had been eliminated by the bike lane installation. This action reflects a broader recognition that transportation planning must strike a thoughtful balance between safety, practicality, and the day-to-day needs of residents.

San Mateo is not alone in making this type of adjustment. Across the Bay Area and California, cities such as Palo Alto and Los Angeles have revisited or revised bike infrastructure projects when public concerns were not adequately addressed. These examples show that it's possible to support safety and sustainability goals while still being responsive to local communities.

Many Cupertino residents are increasingly concerned that groups like Walk-Bike Cupertino, while well-intentioned, may not fully reflect the views or daily realities of the broader community — particularly when many of their advocates are not residents of Cupertino. While outside perspectives can offer valuable insights, local decisions should be made with careful attention to those who live, work, and raise families here.

I ask the Council to consider these broader examples and ensure that Cupertino's transportation policies reflect the diverse needs of its residents — not just those of a vocal few. Therefore the first step in this direction would be to end support for Active Transportation Program and Vision Zero as currently structured and task staff with developing a modern safety strategy based on technology, data, and engineering best practices.

Thank you for your time and service to our community.

Regards

Sashi Begur

From: [Punam Verma](#)
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Tuesday, June 3, 2025 1:50:13 PM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections.

Display time in which the pedestrian signal is going to change to 'Walk'. This is in addition to 'Walk'-time-left displays.

High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.

Automated Speed Enforcement (ASE): Discourage speeding through the use of speed cameras in key areas.

Red light cameras: Help prevent dangerous intersection behavior.

Smart/adaptive traffic signals: Adjust timing based on real-time conditions for improved flow and safety.

AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.

Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.

From: [Punam Verma](#)
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Tuesday, June 3, 2025 1:50:13 PM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

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AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.

Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.

Automated pedestrian detection at signals: Improve accessibility and ease of use without push buttons.

Displaying time in which the pedestrian signal would change to 'Walk'. This in addition to pedestrian walking time displays.

These technologies offer a data-driven, effective way to improve safety without compromising traffic flow or relying on outdated infrastructure concepts.

I also want to point out that public input processes often attract only a narrow group of special-interest voices that focus only on a specific agenda. Many residents with busy lives are unable to attend city meetings, and as a result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,

Punam Verma

Cupertino Resident

From: [Vanukuri Renuka](#)
To: [Tina Kapoor](#); [David Stillman](#); [Chad Mosley](#); [City Clerk](#); [City Council](#)
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Tuesday, June 3, 2025 12:22:38 PM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

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encroachment.

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Thank you for your consideration.

Sincerely,
Renuka Vanukuri
Cupertino Resident

From: [Yenky](#)
To: [City Council](#); [Chad Mosley](#); [David Stillman](#); [City Clerk](#)
Cc: [Tina Kapoor](#)
Subject: Road Safety Plan for Cupertino
Date: Tuesday, June 3, 2025 11:51:53 AM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Subject: Request for a Smarter, Technology-Based
Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements. While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits. Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections. High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.

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result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,

Venkat Shanmugasundaram
Cupertino Resident

From: [Tanvi Shah](#)
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Request for a smarter technology based road safety plan for Cupertino
Date: Tuesday, June 3, 2025 10:36:01 AM

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 Clerk,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

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Thank you for your consideration.

Sincerely,
Tanvi and Vipul Shah
Cupertino Resident

From: [Tracy K](#)
To: [City Council](#); [City Clerk](#)
Subject: Written comments: Agenda item 8, past and current City Work Program/FY 2024-25 Special Projects
Date: Tuesday, June 3, 2025 8:22:47 AM

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 Council and City Clerk,

More written comments for agenda item 8, direction on past and current City Work Program and FY 2024-25 Special Projects --

Is there any traffic data analysis in the ATP? Here is what the project website shows:

Phase I: Existing Conditions (April to June)

- Analysis of datasets such as city demographics, land use, infrastructure present and planned, and other relevant inputs.
- Background review of local, regional, and state policies and plans related to or influencing active transportation.
- Community engagement to identify current active transportation conditions, barriers, and community needs for the future, establishing a clear vision and goals for the ATP.

There is no mention of traffic analysis. How can we properly create a transportation plan without traffic data? Please layer in flows of traffic, where and when accidents are happening and why, and absolute quantities of traffic. Please then share this data with the public, so that we may understand how investment dollars are being made relative to areas that actually do or do not have safety issues.

In order to save lives and increase safety, we must be data-driven in our approach. If there is no traffic analysis in the ATP, then it is an incomplete plan. Please help make it complete or figure out methods of making future plans comprehensive of this data.

Many thanks,
Tracy

From: [Vikram Saxena](#)
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Investing in the future of road safety
Date: Monday, June 2, 2025 11:40:08 PM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

ATTENTION: The City Council meeting is on Tuesday, June 3, 2025 at 7:00 PM in the City Council Chamber.

Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino

Dear Mayor Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

Leading Pedestrian Intervals (LPI): Give pedestrians a brief head start at intersections.

High-visibility crosswalks and stop lines: Make crossings more visible and reduce encroachment.

Automated Speed Enforcement (ASE): Discourage speeding through the use of speed cameras in key areas.

Red light cameras: Help prevent dangerous intersection behavior.

Smart/adaptive traffic signals: Adjust timing based on real-time conditions for improved flow and safety.

AI-powered safety analytics: Detect near-misses and risky behavior before accidents happen.

Pedestrian beacons: Increase driver compliance at crossings with simple signal systems.

Automated pedestrian detection at signals: Improve accessibility and ease of use without push buttons.

These technologies offer a data-driven, effective way to improve safety without compromising traffic flow or relying on outdated infrastructure concepts.

I also want to point out that public input processes often attract only a narrow group of special-interest voices that focus only on a specific agenda. Many residents with busy lives are unable to attend city meetings, and as a result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Sincerely
-Vikram Saxena

From: chitrasv@yahoo.com
To: [City Council](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Tina Kapoor](#)
Subject: Request for a Smarter, Technology-Based Road Safety Plan for Cupertino
Date: Monday, June 2, 2025 10:53:30 PM

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 Chao and City Council Members,

As a longtime Cupertino resident and parent, I'm writing on behalf of myself and my family to ask you to defund the Active Transportation Program (ATP) and Vision Zero initiatives in their current form and instead direct staff to return with a roadmap of modern technology driven road safety improvements.

While I appreciate the city's efforts to improve safety, I believe we need a more practical and future-ready approach—one that focuses on modern, proven technologies rather than changes that disrupt traffic without clear and measurable safety benefits.

Other Bay Area cities are beginning to explore or adopt innovations that improve safety for both pedestrians and drivers. Cupertino should consider doing the same by prioritizing tools such as:

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I also want to point out that public input processes often attract only a narrow group of special-interest voices that focus only on a specific agenda. Many residents with busy lives are unable to attend city meetings, and as a result, the broader community's views are not fully represented. I respectfully ask the City Council to defund ATP and Vision Zero in their current form, and instead instruct the transportation department to return with a comprehensive, modern road safety plan based on technology, data, and engineering best practices.

Thank you for your consideration.

Sincerely,
Chitra Iyer
Cupertino Resident

From: [Venkat Ranganathan](#)
To: [City Council](#); [City Clerk](#); [Cupertino City Manager's Office](#)
Subject: Request to Modernize Road Safety Approach
Date: Monday, June 2, 2025 7:52:21 PM

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 Clerk,

Please include the below in written communications for the upcoming city council meeting.

Dear Mayor Chao and City Council Members,

As a longtime resident and parent, I urge you to consider deferring and defunding the current ATP and Vision Zero programs and instead direct staff to develop a modern, technology-driven road safety plan. Solutions like adaptive signals, pedestrian beacons, AI-powered analytics, and automated enforcement are more effective and less disruptive. Let's prioritize data-driven tools that benefit all users without worsening traffic flow.

Thank you for considering a smarter, future-ready approach.

Sincerely,

Venkat

Sincerely,

San Rao (writing on behalf of myself only as a Cupertino resident)

From: [Ravi Kiran Singh Sapaharam](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Matt Schroeder](#)
Subject: Request to Pause Bike Lane Projects and Prioritize Proven Traffic Safety Measures
Date: Tuesday, November 4, 2025 3:40:12 PM

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 Chao, Vice-Mayor Moore, Council Members, Interim City Manager Kapoor, Director Mosley, Transportation Manager Stillman, and Planner Schroeder,

I respectfully request a two-year pause on all new bike lane and lane reconfiguration projects until accurate bicycle usage data is collected for key routes like De Anza Blvd, Stevens Creek Blvd, and Blaney Ave.

Proposed changes—such as lane reductions, bulb-outs, and turn restrictions—may worsen congestion and affect seniors, parents, and emergency response times.

Please consider focusing instead on proven, data-driven safety measures such as:

- Red-light and speed cameras
- Coordinated, synchronized traffic signals
- Improved signal timing and visibility

These steps enhance safety without increasing congestion or frustration.

Sincerely
Ravi Kiran Singh
Cupertino Resident

From: [Greg Shtilman](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Matt Schroeder](#)
Subject: Request to Pause Bike Lane Projects and Prioritize Smart Traffic Safety Measures
Date: Tuesday, November 4, 2025 3:35:20 PM

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 Chao, Vice Mayor Moore, Council Members, Interim City Manager Kapoor, Director Mosley, Transportation Manager Stillman, and Planner Schroeder,

As a long-time Cupertino resident, I urge the City to defund and cancel all Active Transportation Plan (ATP) bike-lane projects and to place a two-year moratorium on any further lane changes or reconfigurations. During that pause, the City should collect at least two years of reliable bicycle-count data on De Anza, Stevens Creek, Blaney, and other proposed corridors before making permanent changes.

My concerns are practical and safety-driven. The current ATP recommendations - lane removals and narrowing, curb bulb-outs, and no-turn-on-red restrictions - will add congestion, slow emergency response, and make daily life harder for families who rely on cars for school, work, and errands. These changes can also reduce safety by creating unpredictable traffic flow.

I'm also seeing specific issues on the ground:

- The separated bike lane on McClellan feels unsafe and unproven. I routinely see cyclists using it the wrong way and pedestrians stepping into the lane. That false sense of security invites a serious collision.
- On wider roads with buffered painted lanes, the risk is similar, and confusion is higher. Wolfe and Stevens Creek already feel gridlocked; more congestion tends to lower safety, not raise it.
- Buffered lanes along De Anza appear nearly unused during the day. I have seen a total of one or two cyclists riding along De Anza, and I use it multiple times a day. It's hard to justify spending here - with uncertain safety benefits - while parts of town still lack basics like sidewalks and lighting.

There are more targeted, data-driven tools that improve safety without sacrificing mobility. Live speed-feedback signs are inexpensive, widely shown to reduce speeds, and in my experience prompt immediate driver compliance. Coordinated signal timing across major corridors can cut stop-and-go traffic, shorten trips, and reduce idle-time emissions, increasing safety and convenience for everyone. We desperately need investment in the latter along De Anza and Wolfe/Miller corridors.

I respectfully request that the Council:

1. Suspend and defund all ATP-related bike-lane projects.
2. Impose a two-year moratorium on new lane reductions or reconfigurations while

collecting and publishing corridor-level bicycle and traffic data.

3. Prioritize citywide safety and flow measures: live speed-feedback signs, and synchronized signals, red-light and speed cameras.
4. Direct near-term funds to proven pedestrian basics where they're still missing, including sidewalks and lighting.

Thank you for your attention to this matter and for focusing investments on solutions that serve all residents.

Sincerely,

Greg Shtilman

From: [Mahesh Gurikar](#)
To: [City Council](#); [City Clerk](#); [Tina Kapoor](#); [Chad Mosley](#); [Matt Schroeder](#); [David Stillman](#)
Subject: Modifications to key roads in Cupertino
Date: Tuesday, November 4, 2025 3:25:25 PM

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 Chao, Vice-Mayor Moore, Council Members, Interim City Manager Kapoor, Director Mosley, Transportation Manager Stillman, and Planner Schroeder,

I respectfully request that the City of Cupertino cancel and defund the current ATP bike lane proposals and pause all new bike lane or lane reconfiguration projects for at least two years until accurate bicycle usage counts are gathered for De Anza Boulevard, Stevens Creek Boulevard, Blaney Avenue, and other key routes.

The proposed design changes, such as lane reductions, narrowed lanes, bulb-outs, and turning restrictions will seriously disrupt traffic flow and increase congestion on already busy streets. These actions will also impact the ability of seniors, parents, and emergency services to move efficiently through our city.

Instead, Cupertino should emphasize technological and balanced traffic safety improvements, such as: Red-light and speed enforcement cameras to discourage dangerous driving, Coordinated and synchronized traffic signals to reduce unnecessary idling and cut emissions, and Improved signal timing and visibility for all road users.

These strategies enhance safety without reducing mobility or increasing frustration for drivers.

I urge the Council to redirect funding away from ATP bike lane projects and invest instead in smart, efficient traffic management that truly benefits all Cupertino residents.

Sincerely,
Mahesh Gurikar
Cupertino Resident

From: [Ajith Dasari](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Matt Schroeder](#)
Subject: Request to Pause Bike Lane Projects and Prioritize Smart Traffic Safety Measures
Date: Tuesday, November 4, 2025 3:12:43 PM

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 Chao, Vice Mayor Moore, Council Members, Interim City Manager Kapoor, Director Mosley, Transportation Manager Stillman, and Planner Schroeder,

As a long-time Cupertino resident, I strongly urge the City to defund and cancel all proposed Active Transportation Plan (ATP) bike lane projects and place an immediate two-year moratorium on any further bike lane work until the City collects at least two years of solid data on bicycle counts along De Anza, Stevens Creek, Blaney, and other proposed routes.

The ATP recommendations, including lane removals, lane narrowing, curb bulb outs, and restrictions on right turns on red, will only increase congestion, delay emergency vehicles, and inconvenience working families who depend on cars for school, work, and errands. These measures also risk reducing safety by creating unpredictable traffic flow.

Instead, the City should prioritize modern, data-driven traffic solutions that improve safety without hurting mobility. This includes installing speeding and red light cameras to deter unsafe driving and synchronizing traffic signals across major corridors to improve travel efficiency and reduce emissions from idling vehicles.

I respectfully request the Council to:

1. Suspend and defund all ATP-related bike lane projects.
2. Impose a two-year moratorium on any new lane reduction or reconfiguration.
3. Implement red light cameras, speeding cameras, and synchronized traffic signals citywide to improve safety and flow.

Thank you for your attention to this important matter.

Sincerely,
-Ajith

From: [J Shearin](#)
To: [City Council](#); [City Clerk](#); [Cupertino City Manager's Office](#)
Subject: Adopt Planning Commission recommendations for item #13 ATP scoring criteria
Date: Tuesday, November 4, 2025 9:39:22 AM

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.

Please include this letter as part of Written Communications for the City Council meeting.

Dear Mayor Chao and City Councilmembers,

I encourage you tonight to adopt the recommendations of the Planning Commission, built upon the work of the BPC, for the Active Transportation Plan scoring criteria.

These recommendations were agreed to unanimously by the commission and are a thoughtful and appropriate way to evaluate city Active Transportation projects.

Sincerely,

Jennifer Shearin
Cupertino resident

From: [Helene Davis](#)
To: [City Council](#); [City Clerk](#); [Cupertino City Manager's Office](#)
Subject: Regarding Item #13 on Tonight's Agenda
Date: Tuesday, November 4, 2025 9:32:47 AM

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 Members of the City Council,

I encourage you to support and to adopt the planning commission's recommendations on the ATP. They had a thoughtful and in-depth discussion and unanimously voted on edits to the scoring criteria.

Thank you for your attention to this matter.

Sincerely,

Helene Davis

From: [louise saadati](#)
To: [City Council](#); [Kirsten Squarcia](#)
Cc: [City of Cupertino Planning Commission](#)
Subject: Email regarding Nov 4, 2025 City Council Meeting Item 13 Study Session on ATP
Date: Monday, November 3, 2025 10:28:15 PM

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.

Please attach this email to the written communication for City Council Meeting for 11/4/25.

Honourable City Council, as you know, the Planning Commission voted unanimously on recommended edits to the staff proposed scoring criteria for prioritising projects for the ATP.

The City Council should adopt these well thought out amendments to the staff proposed criteria, unanimously approved by the Planning Commission. It will enable the city to move forward with projects in an intelligent, inclusive and balanced manner.

Please adopt the amended scoring criteria that the Planning Commission voted unanimously to recommend to the Council.

Louise Saadati
40 year resident of Cupertino

From: [Santosh Rao](#)
To: [City Clerk](#); [Tina Kapoor](#); [City Council](#)
Subject: Fw: 11/04/25 Staff report for ATP makes no mention of the hearing at Planning Commission.
Date: Monday, November 3, 2025 9:06:09 PM

Dear City Clerk,

Please include the below in written communication for the 11/04/25 city council meeting to ensure planning commission recommendation and motion is made available to council and members of the public.

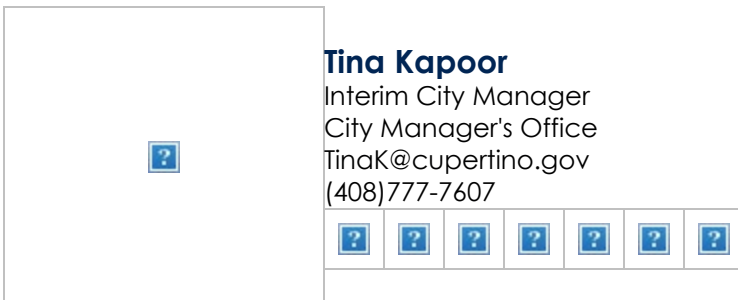


From: Tina Kapoor <TinaK@cupertino.gov>
Sent: Monday, November 3, 2025 8:43 PM
To: Santosh Rao <SRao@cupertino.gov>
Cc: Chad Mosley <ChadM@cupertino.gov>; David Stillman <DavidS@cupertino.gov>; Liang Chao <LChao@cupertino.gov>; Kitty Moore <KMoore@cupertino.gov>; Matt Schroeder <MattS@cupertino.gov>; City Clerk <CityClerk@cupertino.gov>
Subject: Re: 11/04/25 Staff report for ATP makes no mention of the hearing at Planning Commission.

Hello Santosh,

We will issue a desk item tomorrow with the updated staff report.

Best,
Tina



On Nov 3, 2025, at 5:02 PM, Santosh Rao <SRao@cupertino.gov> wrote:

Hello Chad, David, Matt, ICM Kapoor,

The staff report for ATP at the 11/04/25 council meeting makes no mention of the Planning Commission hearing or the recommendations. Is there a reason this was omitted?

Will an amended agenda be posted that includes the PC hearing recommendations and details of the motion that was voted on to be sent to council as PC recommendation.

I am including the agenda and minutes with recommendations from the Planning Commission below.

PC Agenda on ATP (09/09/25):

[https://cupertino.legistar.com/View.ashx?
M=A&ID=1249296&GUID=C612785C-7425-4B72-B342-F40612F15CC6](https://cupertino.legistar.com/View.ashx?M=A&ID=1249296&GUID=C612785C-7425-4B72-B342-F40612F15CC6)

PC Minutes on ATP (09/09/25):

[https://cupertino.legistar.com/View.ashx?
M=M&ID=1249296&GUID=C612785C-7425-4B72-B342-F40612F15CC6](https://cupertino.legistar.com/View.ashx?M=M&ID=1249296&GUID=C612785C-7425-4B72-B342-F40612F15CC6)

Commissioners provided the following feedback and recommendations:

MOTION: Lindskog moved to modify the scoring criteria as follows:

- Add a project to make the most high-injury network intersections with red lights and stop signs safer using tools such as red light cameras, and modify the scoring criteria as follows:
 - Access Criteria: Change the school proximity score to “fifteen points if within half mile of a school”. Add “senior housing and senior facilities such as the senior center” to the metric definition of “Parks and Other Destinations Proximity”
 - Sustainability and Connectivity Criteria: Change “Sustainability” name to “Connectivity”. Add ten points if it is within quarter mile of a trail or low-stress

facility like class IV bike lanes, making the total max scores for this section twenty points instead of ten points.

- Balance Criteria: Focus on impact rather than infrastructure. Subtract ten points if a removal of a substantial number (five or more) of parking spaces used regularly fifty one percent or more of the time. Subtract ten points if it eliminates a car lane for ten percent or more portion of the project length.
- Fairness Criteria: Delete this criteria, as it is not an objective, measurable measure of the positive or negative impact of a project, and it will lead to an escalating arms race of competing public comments and create more divisiveness and animosity within the community.

FRIENDLY AMENDMENT: Rao proposed a friendly amendment to the motion to add speeding cameras in addition to red light cameras to the first section of Lindskog's motion.

Lindskog accepted the friendly amendment.

FRIENDLY AMENDMENT: Rao proposed a friendly amendment to the motion to modify the "Access" metric, by specifying that the senior center portion should only adhere to pedestrian criteria.

Lindskog accepted the friendly amendment.

FRIENDLY AMENDMENT: Kosolcharoen proposed a friendly amendment to the motion to modify the "Balance" section to change the negative ten points for removing a substantial number of regularly used parking spaces (five or

more) to negative five points,
and changing the negative ten points to negative fifteen points
if it eliminates a car lane.

Lindskog accepted the friendly amendment.

FRIENDLY AMENDMENT: Kosolcharoen proposed a friendly
amendment to the motionPlanning Commission Minutes
September 9, 2025
to do a bike count of existing usage as a baseline before
starting a project on major
proposed bike infrastructure.

Lindskog accepted the friendly amendment.

FRIENDLY AMENDMENT: Rao made a friendly amendment
to modify the “Access”
criteria to specify middle schools and high schools.

Lindskog did not accept the friendly amendment.

FRIENDLY AMENDMENT: Scharf proposed a friendly
amendment to the motion to
partner with bicycle education providers to offer routine adult
and family education
classes in Cupertino.

Lindskog accepted the friendly amendment.

FRIENDLY AMENDMENT: Rao proposed a friendly
amendment to the motion to keep
the fairness criteria. He withdrew this friendly amendment.

FRIENDLY AMENDMENT: Fung proposed a friendly
amendment to the motion to move
red light runners and speeding section to the end of the
motion.

Lindskog accepted the friendly amendment.

FRIENDLY AMENDMENT: Rao proposed a friendly amendment to the motion to add a negative score if it caused a no right turn on red to the additional project recommendations.

Lindskog did not accept the friendly amendment.

FRIENDLY AMENDMENT: Rao proposed a friendly amendment to the motion to add prioritize sensor driven pedestrian bicyclist detection to the additional project recommendations.

Lindskog did not accept the friendly amendment.

FRIENDLY AMENDMENT: Rao proposed a friendly amendment to the motion to add “Consider adaptive right-turn-on-red technology where feasible” to the additional project recommendations.

Lindskog accepted the friendly amendment.

AMENDED MOTION: Lindskog moved and Rao seconded to:

Modify the scoring criteria as follows:

- Access Criteria: Change the school proximity score to “Fifteen points if within one-half mile of a school”. Add “senior housing and senior facilities such as the Senior Center” to the metric definition of “Parks & Other Destinations Proximity.” For pedestrians.
- Sustainability/Connectivity Criteria: Change “Sustainability” name to

“Connectivity.” Add ten points if it’s within one-quarter mile of a trail or low-

stress facility like Class IV bike lanes, making the total maximum score for this

section twenty points instead of ten points.

- Balance Criteria: Focus on impact rather than infrastructure.

Subtract five points if

removal of a substantial number (five or more) of regularly used parking spaces

(used fifty-one percent or more of the time). Subtract fifteen points if it eliminates a

car lane for a substantial (ten percent or more) portion of the project length.

- Fairness Criteria: Delete this criterion as it is not an objective, measurable measure

of the positive or negative impact of a project and will lead to an escalating arms

race of competing public comments and create more divisiveness and animosity

within the community.

- Additional Project Recommendations: Add a project to make the most high-injury

network intersections with red lights and stop signs safer using tools such as red

light and speeding cameras. Consider adaptive right-turn-on-red technology

where necessary. Conduct a bike count of existing usage as a baseline on major

proposed bike projects. Partner with bicycle education providers (in addition to

SVBC) to offer routine adult and child education courses in Cupertino.

The motion passed with the following vote:

Ayes: Rao, Kosolcharoen, Scharf, Fung,

Lindskog. Noes: None. Abstain: None. Absent: None.



Santosh Rao
Chair, Planning Commission
SRao@cupertino.gov



From: [Yuvaraj Athur Raghuvir](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Chad Mosley](#); [Matt Schroeder](#); [David Stillman](#)
Subject: Request for Moratorium on Bike Lane Projects and Focus on Proven Traffic Safety Solutions
Date: Tuesday, November 4, 2025 6:23:26 PM

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 Chao, Vice-Mayor Moore, Council Members, Interim City Manager Kapoor, Director Mosley, Transportation Manager Stillman, and Transportation Planner Schroeder,

I respectfully request that the City of Cupertino cancel and defund the current ATP bike lane proposals and pause all new bike lane or lane reconfiguration projects for at least two years until accurate bicycle usage counts are gathered for De Anza Boulevard, Stevens Creek Boulevard, Blaney Avenue, and other key routes.

The proposed design changes, such as lane reductions, narrowed lanes, bulb-outs, and turning restrictions may seriously disrupt traffic flow and increase congestion on already busy streets. These actions could also impact the ability of seniors, parents, and emergency services to move efficiently through our city.

Instead, Cupertino should emphasize technological and balanced traffic safety improvements, such as:

Red-light and speed enforcement cameras to discourage dangerous driving, Coordinated and synchronized traffic signals to reduce unnecessary idling and cut emissions, and Improved signal timing and visibility for all road users.

These strategies enhance safety without reducing mobility or increasing frustration for drivers.

I urge the Council to redirect funding away from ATP bike lane projects and invest instead in smart, efficient traffic management that truly benefits all Cupertino residents.

Sincerely,
Yuva Athur

From: [Seema Swamy](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#)
Cc: [Seema Swamy](#)
Subject: Request to Pause and Reassess Bike Lane Projects Under ATP
Date: Tuesday, November 4, 2025 4:37:45 PM

Dear Mayor Chao, Vice-Mayor Moore, Council Members, Interim City Manager Kapoor, Director Mosley, Transportation Manager Stillman, and Planner Schroeder,

I am writing to express my strong concern about the direction of the City's Active Transportation Plan (ATP). I respectfully request that the City cancel and defund any future ATP bike lane projects under consideration and place a two-year moratorium on all future bike lane plans until we have at least two full years of traffic and usage data from De Anza Boulevard, Stevens Creek Boulevard, Blaney Avenue, and other proposed corridors.

Many of us who live and work in Cupertino rely on our roads daily for commuting, school drop-offs, and errands. The proposed changes, such as lane reductions, removal of right turns on red, bulb-outs, and narrower lanes will only create additional congestion and safety issues without any evidence that they improve cyclist safety or increase ridership. These projects could also make life harder for seniors, working families, and parents juggling multiple destinations.

It would be far more practical for Cupertino to focus on better traffic signal coordination, road maintenance, and data-driven planning before making irreversible changes.

Responsible governance requires that we first measure actual bike usage and evaluate whether these large-scale investments make sense for our community.

Please act to cancel these projects, preserve traffic flow, and ensure transparency in transportation planning.

Sincerely,
Seema

Seema Swamy

SSwamy@cupertino.gov



From: [Pam Hershey](#)
To: [City Clerk](#); [Cupertino City Manager's Office](#); [City Council](#)
Subject: Request to pause and reassess Bike Lane ProjectsUnder ATP
Date: Tuesday, November 4, 2025 4:31:12 PM

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 Chao, Vice-Mayor Moore, Council Members Interim City Manager Kapoor, Director Mosley, Manager Stillman and Planner Schroeder,

Today I am writing you to let you know my concern about the direction the City's ATP .

Please request the City to cancel and define this plan and any plan the near future. The city needs a couple of years to assess tthe traffic and usage data from DeAnza Blvd Steven Creek Blvd, Blaney Ave and any other proposed corridors

I rely on these road everyday and without evidence that this will improve cyclist safety or help rideship does not seem right at this time.

Please cancel these project to preserve traffic flow and transparency in transportation planning.

Regards,
Pamela Hershey

From: [Deepa Mahendraker](#)
To: [City Council](#); [Tina Kapoor](#); [City Clerk](#); [Chad Mosley](#); [David Stillman](#); [Matt Schroeder](#)
Subject: Request for Moratorium on Bike Lane Projects and Focus on Proven Traffic Safety Solutions
Date: Tuesday, November 4, 2025 4:04:54 PM

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 Chao, Vice-Mayor Moore, Council Members, Interim City Manager Kapoor, Director Mosley, Transportation Manager Stillman, and Transportation Planner Schroeder,

I respectfully request that the City of Cupertino cancel and defund the current ATP bike lane proposals and pause all new bike lane or lane reconfiguration projects for at least two years until accurate bicycle usage counts are gathered for De Anza Boulevard, Stevens Creek Boulevard, Blaney Avenue, and other key routes.

The proposed design changes, such as lane reductions, narrowed lanes, bulb-outs, and turning restrictions may seriously disrupt traffic flow and increase congestion on already busy streets. These actions could also impact the ability of seniors, parents, and emergency services to move efficiently through our city.

Instead, Cupertino should emphasize technological and balanced traffic safety improvements, such as: Red-light and speed enforcement cameras to discourage dangerous driving, Coordinated and synchronized traffic signals to reduce unnecessary idling and cut emissions, and Improved signal timing and visibility for all road users.

These strategies enhance safety without reducing mobility or increasing frustration for drivers.

I urge the Council to redirect funding away from ATP bike lane projects and invest instead in smart, efficient traffic management that truly benefits all Cupertino residents.

Sincerely,
Deepa M
Sent from my iPhone

CC 11-04-2025

Item #16

Upcoming Draft Agenda
Items Report

Written Communications

From: [Santosh Rao](#)
To: [City Attorney's Office](#); [Tina Kapoor](#); [City Clerk](#); [City Council](#)
Subject: Public Comment Opportunity on Future Agenda Items Pursuant to the Brown Act
Date: Tuesday, November 4, 2025 7:21:00 AM

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 Clerk,

Please include the below in written communications for items not on agenda for the upcoming city council meeting

[Writing on behalf of myself only as Cupertino resident]

Subject: Request for Public Comment Opportunity on Agenda Item 16 (“Future Agenda Items”) Pursuant to the Brown Act

Dear Mayor Chao, Vice-Mayor Moore, ICM Kapoor, City Clerk, CAO,

I am writing to request that the City Council take public comment on **Agenda Item 16, “Future Agenda Items,”** at all regular Council meetings, in accordance with **California Government Code Section 54954.3(a)**, a core provision of the **Ralph M. Brown Act**.

Section **54954.3(a)** requires that members of the public be permitted to address the legislative body on any item appearing on the agenda, before or during the body’s consideration of that item. The agenda item titled “*Future Agenda Items*” clearly falls within this scope, as it involves Council direction to staff regarding matters for future consideration.

Under **Rosenberg’s Rules of Order**, which govern Cupertino’s meeting procedures, public comment must precede any direction by the body. Withholding comment on agenda items is inconsistent with both the Brown Act and the City’s procedural standards.

It has been observed that recent meetings have been adjourned without hearing City Manager Reports, Council Reports, or Future Agenda Items. This practice raises compliance concerns under **California Government Code Sections 54954.2(a)(1), 54954.3(a), and 54953(a)**, **Cupertino Municipal Code Section 2.08.040**, and **Rosenberg’s Rules Sections IV(A) and VII**, all of which require agenda items to be publicly considered, continued, or formally removed. Skipping items or adjourning without disposition denies the public its statutory right to comment.

I respectfully request that the Council ensure:

1. Public comment is permitted on Future Agenda Items at every meeting; and

2. All agendized items, including City Manager Reports, Council Reports, and Future Agenda Items, are either heard, formally continued, or removed by vote before adjournment.

Thank you for ensuring Cupertino's governance remains consistent with state law and City procedures.

Sincerely,

San Rao (writing on behalf of myself only as a Cupertino resident)

From: [Santosh Rao](#)
To: [City Council](#); [City Attorney's Office](#); [Tina Kapoor](#); [City Clerk](#)
Subject: Fw: Public Comment Opportunity on Future Agenda Items Pursuant to the Brown Act
Date: Tuesday, November 4, 2025 11:20:40 PM

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.

[Writing on behalf of myself only as a Cupertino resident]

Dear CAO, ICM Kapoor, Mayor Chao, Vice-Mayor Moore,

I am re-iterating below feedback sent previously and observing that items on an agenda must be dealt with in some form.

Please continue the meeting to 4am if needed. Council members can take a page from our great mayors and council members of the past that fearlessly went on to 4am.

It has been observed that recent meetings have been adjourned without hearing City Manager Reports, Council Reports, or Future Agenda Items. This practice raises compliance concerns under **California Government Code Sections 54954.2(a)(1), 54954.3(a), and 54953(a), Cupertino Municipal Code Section 2.08.040, and Rosenberg's Rules Sections IV(A) and VII**, all of which require agenda items to be publicly considered, continued, or formally removed. Skipping items or adjourning without disposition denies the public its statutory right to comment.

Thanks,
Santosh Rao

Begin forwarded message:

On Tuesday, November 4, 2025, 7:20 AM, Santosh Rao <santo_a_rao@yahoo.com> wrote:

Dear City Clerk,

Please include the below in written communications for items not on agenda for the upcoming city council meeting

[Writing on behalf of myself only as Cupertino resident]

Subject: Request for Public Comment Opportunity on Agenda Item 16 (“Future Agenda Items”) Pursuant to the Brown Act

Dear Mayor Chao, Vice-Mayor Moore, ICM Kapoor, City Clerk, CAO,

I am writing to request that the City Council take public comment on **Agenda Item 16, “Future Agenda Items,”** at all regular Council meetings, in accordance with **California Government Code Section 54954.3(a)**, a core provision of the **Ralph M. Brown Act**.

Section **54954.3(a)** requires that members of the public be permitted to address the legislative body on any item appearing on the agenda, before or during the body’s consideration of that item. The agenda item titled “*Future Agenda Items*” clearly falls within this scope, as it involves Council direction to staff regarding matters for future consideration.

Under **Rosenberg’s Rules of Order**, which govern Cupertino’s meeting procedures, public comment must precede any direction by the body. Withholding comment on agendized items is inconsistent with both the Brown Act and the City’s procedural standards.

It has been observed that recent meetings have been adjourned without hearing City Manager Reports, Council Reports, or Future Agenda Items. This practice raises compliance concerns under **California Government Code Sections 54954.2(a)(1), 54954.3(a), and 54953(a), Cupertino Municipal Code Section 2.08.040, and Rosenberg’s Rules Sections IV(A) and VII**, all of which require agendized items to be publicly considered, continued, or formally removed. Skipping items or adjourning without disposition denies the public its statutory right to comment.

I respectfully request that the Council ensure:

1. Public comment is permitted on Future Agenda Items at every meeting; and
2. All agendized items, including City Manager Reports, Council Reports, and Future Agenda Items, are either heard, formally continued, or removed by vote before adjournment.

Thank you for ensuring Cupertino’s governance remains consistent with state law and City procedures.

Sincerely,

San Rao (writing on behalf of myself only as a Cupertino resident)