

Apple
19191 Vallco Parkway
Cupertino CA 95014



Sections

- 1** Project Team
- 2** Project Summary
- 3** Project Description
- 4** TDM Program

Exhibits

- A** Title Report
- B** Geotechnical Report
- C** Environmental Site Assessment
- D** Arborist Report
- E** Preliminary Trash Management Plan

1 Project Team

Architect	Studios Architecture 350 California St 21st Floor San Francisco, CA 94104
Landscape Architect	The Guzzardo Partnership, Inc. 181 Greenwich St San Francisco, CA 94111
Civil Engineer	Kier + Wright 3350 Scott Boulevard, Building 22 Santa Clara, CA 95054

2 Project Summary

APN	316 20 117
Site Acreage	7.9 +/-
Land Use	Commercial/Office/Residential
Zoning	P(MP,CG)
Specific Plan	Heart of the City

	Existing	Proposed
Site Sqft	347,173 sqft	-
Building Sqft	141,024 sqft	*282,320 sqft
Office Building Levels	2 stories	4 stories
Office Building Height	35'-0"	58'-6"
Parking Structure Levels	-	4 above ground 2 below grade
Parking Structure Height	-	42'-4" above grade
Parking	500 stalls	914 stalls
Bicycle Parking (Class I)	42	70

*With 2,300 sq. ft of ground floor commercial use and approximately 9,145 sq. ft. of outdoor plaza space for activation

	Min. Required	Proposed
Front Setback	35'	79'-8"
Side (Interior) Setback	10'	58'-4"
Rear Setback	20'	164'-6"
Corner Lot Side Setback (same as front setback)	35'	94'-4"
Massing Plane	1:1	1:1

3 Project Description

The project proposes to replace the existing two-story research and development office building at 19191 Vallco Parkway, originally constructed in the 1970s, with a four-story, 282,320 square foot research and development office building including 2,300 square feet of ground floor commercial space. In addition, the project proposes 9,145 square feet of outdoor plaza that serves as an extension of the commercial use to create a lively and activated project frontage. A separate parking structure with a rooftop photovoltaic system will also be provided and will consist of four above ground levels and two levels below grade. The Project will be designed to LEED Gold equivalent and will be powered by 100% electricity to reduce greenhouse gas emissions associated with natural gas. For the 282,320 square foot building, the project would need only 139,796 square feet of office development allocations, which are currently available for major employers in the General Plan.

Building & Landscape Design

The proposed building is a modern structure that draws upon the design language of the surrounding office architecture, with deep overhangs and an open design that avoids large expanses of solid walls. The massing and height of the building are proportionately scaled to fit the context of the neighborhood. The south elevation curvature softens the building edge by responding to the curving Vallco Parkway, while deep recesses along the central axes reduce the scale of the building elevations into smaller pedestrian proportions. A four story atrium oriented north to south bisects the building and draws light into its core. The atrium with mechanical and smoke exhaust fans integrated into the enclosure design provides functional building system operations and safety requirements without compromising design aesthetics. The building is designed to activate the Vallco Parkway frontage with ground floor commercial space and an outdoor plaza, as well as landscaped walkways that connect the site to surrounding commercial uses and the nearby future regional bike and pedestrian trailhead.

The project landscape design enhances the surrounding natural environment. The development preserves existing trees along the project frontages, providing a natural buffer between the building and public way, and incorporates a variety of trees and plantings that provide foliage and shading for a more comfortable site experience. A Calabazas Creek overlook along the western edge of the property also offers additional open space onsite.

Site Layout & Parking

The office building is thoughtfully situated near the Vallco Parkway frontage which is lined with a double row of trees and new expansive landscaping. The

streetscape design with parking to the rear creates an inviting and pedestrian-friendly environment to complement the existing commercial development in the area. The new four-story above grade parking structure, which includes two levels below grade, minimizes the view and extent of surface parking further enhancing the site layout. Decorative metal mesh along the parking structure exterior also provides a layer of screening to shield parked vehicles from view.

The project proposes a total of 914 parking stalls (314 surface parking and 600 garage spaces). The project will operate as part of the larger Apple Park Campus, and will benefit from existing campus amenities, services and programs offered, including Apple's robust transportation demand management (TDM) program. As outlined in greater detail below, the TDM program promotes alternative modes of transportation to reduce the reliance on cars resulting in fewer employees driving to work and other destinations throughout the day, and lowering the demand for vehicle parking. The project is proposing a parking ratio of 311.5 SF per stall, consistent with the utilizations of the surrounding campus sites. To supplement vehicle parking, 128 bicycle parking will be provided onsite as part of the proposed TDM Program. This includes 58 class II bicycle parking to serve the ground floor commercial space and research and development office use and 70 class I bicycle parking spaces. The proposed bicycle parking will complement and build upon the existing bicycle facilities of the surrounding campus sites, further promoting cycling as a commute option.

4 TDM Program

Apple's existing TDM program offers a host of services tailored to encourage employees to consider commute alternatives. The TDM program helps to reduce single-occupant automobile trips, lowers demand for vehicle parking, and mitigates congestion on local roads. The measures below are currently implemented at Apple Park and are proposed as part of the Vallco Parkway project.

Apple Commute Coaches

Apple offers over 20, Wi-Fi-enabled regional commuter coach lines carrying employees between various points of origin and the Apple campus. The current system is comprised of 50-seat buses providing 150+ service runs from different parts of the Bay Area to Cupertino.

Ride-share

The ride-share program matches riders with drivers originating from similar locales using an online tool to make participation easy and convenient for employees.

Bicycling

Ongoing efforts promote cycling as a commute option, including participation in the regional bike to work day, discounts on select cycling products, bike subsidies, a bike share program, and a web site featuring cycling safety. Bicycle facilities such as secure storage and showers are also provided to make cycling a convenient option for employees. The facilities at 19191 Vallco Pkwy will include bike storage and shared bikes.

Walking

Apple is continuously upgrading access points to campus buildings to improve pedestrian connectivity. Onsite walkways and sidewalks are well-landscaped and maintained to enhance the walking experience, while pedestrian-scale lighting contributes to the safety and comfort for the pedestrian.

Public Transit

Apple collaborates closely with VTA, MUNI, and other regional transportation agencies to enhance connectivity, service, and access to the Apple Campus. Apple's own transit system complements public transit, and links Apple facilities with transportation hubs and transit stations.

Marketing and Communications

A comprehensive website is provided to Apple employees detailing alternative transportation options such as carpool, rail, shuttle, coach, and bikes. Apple also actively collaborates with employees and disseminates information to improve commute programs and increase participation.

TDM Support Services

Apple offers a wide variety of options to support employees who choose to use a commute alternative to reach their destination. These programs are designed to make non-auto commutes attractive and viable options by providing employees with mobility options while at work and access to needed services during the day.

Transit Subsidy

Apple employees who ride public transportation on a regular basis are eligible to receive a transit subsidy each month. Employees who commute to work by bicycle have the option of choosing a bicycle subsidy in lieu of a transit subsidy. This subsidy can be used towards bike improvements, maintenance, storage, or the purchase of a bicycle.

Campus Bike Share

Apple's Campus Bike program offers bike sharing service for employees, with the primary goal of introducing employees to cycling as a form of transportation. The program reduces the number of intercampus or errand trips conducted with a vehicle during the day. The program provides safety training, a free helmet and headlight for each employee, and 150 bikes spread across the existing campus that participants can access during the day for campus or errand trips. Shared bikes will be available at 19191 Vallco Parkway.

Intercampus Shuttle

To further enable car-free mobility around Cupertino, Apple provides on-request and fixed-route intercampus shuttles that offer service between Apple buildings from 7 am to 7 pm each day.

Commuter Club

The Commuter Club is an opt-in program that offers employees the opportunity to receive Commute Program email updates about schedule updates, new service, events, and programs.

Commute Expert Program

This program provides people using a commute alternative an opportunity to meet other employees who are using the same mode who can "mentor" them by providing answers to questions about using that mode, stop locations, routes, or local transit options.

Emergency Ride Home

Apple offers a Guaranteed Ride Home program for anyone who uses a commute alternative which includes vouchers that can be used to pay for a cab ride home, in the event of an emergency.

On-Site Services

Amenities such as full-service cafeterias, coffee bars, a fitness center, and other convenience services are offered at the Apple Park Campus. These on-site services contribute to limiting the number of vehicular trips employees would otherwise need to make during the day.