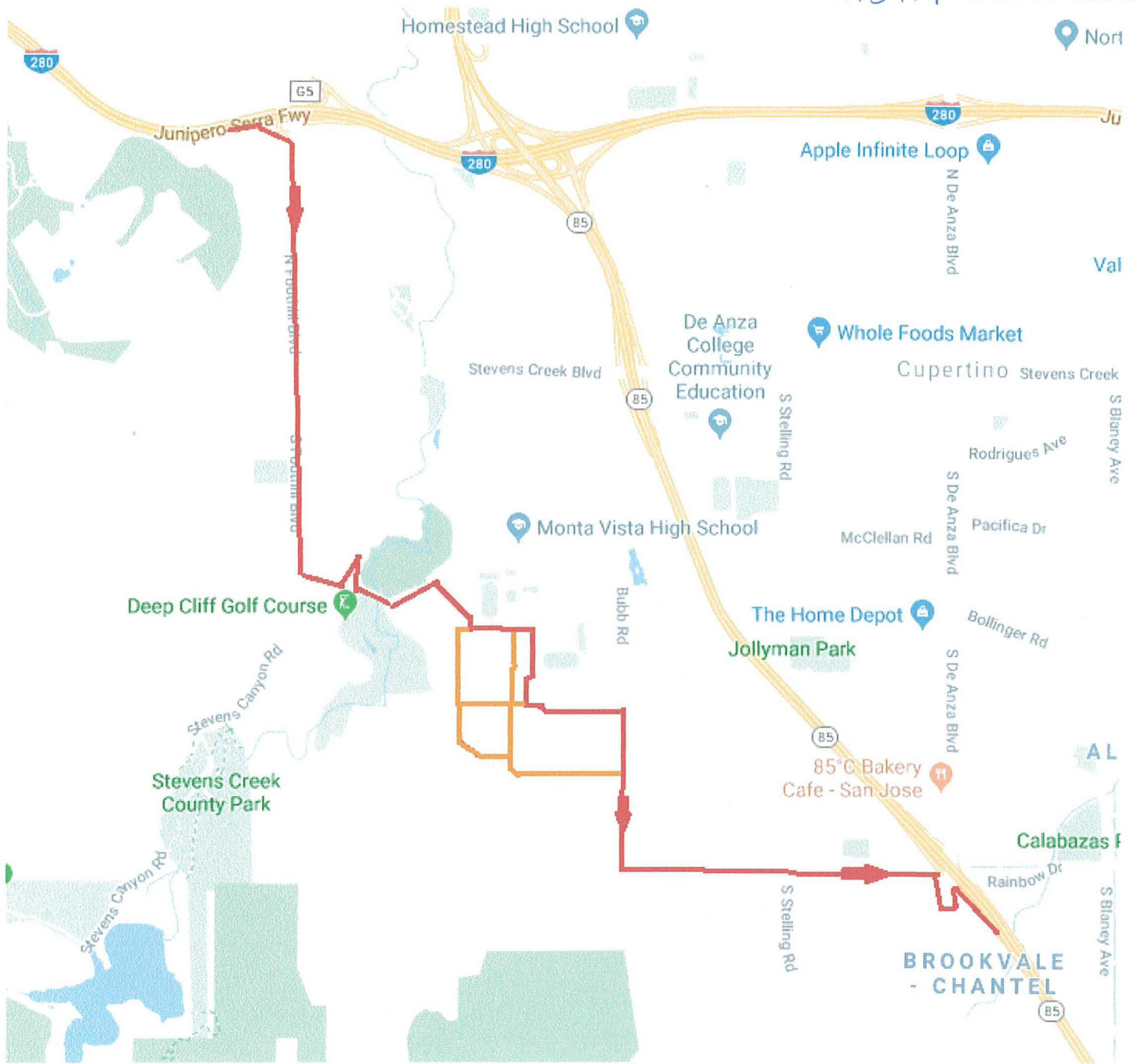


CC 11-5-19

Oral Communications

Written Comments

CC 11/5/19 ORAL COMM.





CC 11-5-19

Item #5 October 15  
Council Minutes

Written Communications

City Council

Minutes

October 15, 2019

California Building, Residential, Electrical, Mechanical, Plumbing, Energy, Fire, Historical Building Code, Existing Building Code, Referenced Standards Code, and Green Building Standards Code with certain exceptions, deletions, modifications, additions and amendments.”

Paul moved and Scharf seconded to read Ordinance No. 19-2189 by title only and that the City Clerk’s reading would constitute the ~~second~~first reading thereof. Ayes: Scharf, Chao, Paul, Sinks, and Willey. Noes: None. Abstain: None. Absent: None. Recuse: None.

Paul moved and Scharf seconded to adopt Resolution No. 19-131 making factual findings with respect to the local geological, topographical, and climatic conditions necessary to make local amendments to the California Building Standards Code. The motion carried unanimously.

Council recessed from 8:31 p.m. to 8:36 p.m.

## ORDINANCES AND ACTION ITEMS

15. Subject: Update on revised Community Garden Improvements Project at McClellan Ranch Preserve and provide any input. Status update on the investigation of creating community gardens at other parks in the City and provide any input.  
Recommended Action: Review the revised design and proposed construction approach for the Community Garden Improvements Project and provide input. Receive status update on the investigation of creating community gardens at other parks in the City and provide any input.

Written communications for this item included a presentation and a revised Attachment A.

Capital Improvement Program (CIP) Manager Michael Zimmerman and Director of Parks and Recreation Jeff Milkes reviewed the presentation.

Staff answered questions from Council.

Mayor Scharf opened public comment and the following individuals spoke:

Jean Bedord - fiscal responsibility, emergency response, recent earthquake, City Hall seismic soundness, function of city during an event (provided written comments).

Mayor Scharf closed public comment.

CC 11-5-19

Item #7 Carmen Road  
Bridge Feasibility Study

Written Communications



# **Carmen Road Pedestrian/Bicycle Bridge**

Feasibility Study Report

September 30, 2019

Mott MacDonald  
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United States of America

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mottmac.com

# **Carmen Road Pedestrian/Bicycle Bridge**

## Feasibility Study Report

September 30, 2019

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# Executive summary

The Carmen Road Pedestrian/Bicycle Bridge, a high priority (Tier 1) project in the 2018 Cupertino Pedestrian Transportation Plan, is a grade-separated structure envisioned to provide a connection for pedestrians and bicyclists between the neighborhoods north and south of Stevens Creek Boulevard, between Foothill Boulevard and Phar Lap Drive. The bridge would continue the existing alignment of Carmen Road across Stevens Creek Boulevard, allowing for easy and safe access to and from residences, schools, parks and recreation centers. It also would create a safer bicycle and walking route to Stevens Creek Elementary School and provide an alternate crossing to get to Kennedy Middle School and Monta Vista High School. Furthermore, the bridge would provide improved access and safety for residents at Sunny View Bay Area Retirement Community, a nearby 12-acre retirement facility.



**Figure 1. Study area and approximate proposed overcrossing location.**

This report provides a summary of the Carmen Road Pedestrian/Bicycle Bridge feasibility, including:

- Project context
- A summary of the existing conditions in the study area
- An alternatives analysis of potential bridge structure types
- Details of the public outreach process

## Existing Conditions

According to the City of Cupertino General Plan – Community Vision 2040 Mobility Element, Boulevards (or Arterials), such as Stevens Creek Boulevard, should provide access and safe crossing for all modes of travel. Existing Stevens Creek Blvd crossings near the project site include the Foothill Blvd, a signalized intersection approximately ¼ mile west of the proposed

bridge, and Phar-Lap Drive, an uncontrolled crossing approximately ¼ mile east of proposed bridge. The uncontrolled pedestrian crossing at Phar Lap Drive has been improved with pedestrian-actuated flashing beacons and is located on a sag vertical curve with a horizontal curve to the west. The distance between the existing crossings is approximately 0.5 miles which requires a significant detour for those wishing to walk to school who do not live near an existing crossing. Due to these safety considerations, a new separated pedestrian and cycling crossing has been identified as a priority.

## Alternatives Analysis

Six potential bridge structure types were developed for further evaluation in the study. Detailed renderings illustrating the bridge structures are provided in Section 3.4. The structure types included:

1. Steel Girder Bridge with intermediate supports on either side of Stevens Creek Boulevard allows for shorter spans and a relatively shallow deck.
2. Steel Pratt Truss Bridge that clear spans Stevens Creek Boulevard. A Pratt truss has a general square look to the panels and the diagonals are lighter members.
3. Steel Howe Truss Bridge that clear spans Stevens Creek Boulevard. A Howe truss has a general triangular look to the panels.
4. Steel Tied Arch Bridge that clear spans Stevens Creek Boulevard. Arches provide a classic look for the bridge.
5. Steel Inclined Arch Bridge configured to provide intermediate supports and includes elegant arches with a lower profile above the bridge deck.
6. Clear Span Girder Bridge which has been removed from further consideration since it does not meet essential functional requirements.

The alternatives were evaluated by the project team, and additional input from the community on the options was gathered at Public Meeting #2. Four evaluation criteria were used to analyze the alternative bridge types:

- Constructability: is construction of the bridge feasible?
- Construction duration/impact: what is the extent and duration of the impacts from construction on traffic and pedestrian movements?
- Aesthetics: Is the design visually appealing?
- Cost: estimated cost excluding right-of-way acquisitions, utility relocations and other necessary improvements which are expected to be similar for all options

Table 1 provides an overview of the analysis of each bridge structure type by evaluation criteria. The performance measures (Low/Medium/High) are relative performance of the bridges as compared to one another. Options 1 – 5 were found to be feasible in terms of constructability. Option 6 was found to be infeasible and therefore has been excluded from further evaluation.

**Table 1. Bridge structure types by performance metric.**

Bridge Type	Constructability	Construction duration/impact	Aesthetics	Cost
1. Steel Girder	Feasible	Low	High	\$1.25 M - \$1.5 M
2. Steel Pratt Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
3. Steel Howe Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
4. Steel Tied Arch	Feasible	High	Medium	\$1.6 M - \$1.95 M
5. Steel Inclined Arch	Feasible	High	Medium	\$1.4 M - \$1.75 M
6. Clear Span Girder	Unfeasible	N/A	N/A	N/A

The team anticipates potential right-of-way impacts/property acquisition and the need for safety treatments for bicyclists and pedestrians. A high-level overview of the potential impacts is outlined in Section 3.5, and these elements will be addressed in more detail in the next phase of the study.

## Public Outreach

Community engagement and public outreach has played an important role in shaping the Carmen Road Pedestrian/Bicycle Bridge Project. To date, there have been three opportunities for the community to provide feedback on the potential crossing:

- Stakeholder Visioning/Online Survey from November 26, 2018 to January 31, 2019: to gather initial thoughts from the community about this potential crossing.
- Public Meeting #1 on January 24, 2019: to introduce the project to the community through one-on-one discussions and by submitting written comment forms that were distributed at the event.
- Public Meeting #2 May 29, 2019: to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives which are currently under consideration.

These items are covered in more detail in Section 4 of this report.

# 1 Project Context

## 1.1 Project Overview and Purpose

The Carmen Road Pedestrian/Bicycle Bridge, a high priority (Tier 1) project in the 2018 Cupertino Pedestrian Transportation Plan, is a grade-separated structure envisioned to provide a connection for pedestrians and bicyclists between the neighborhoods north and south of Stevens Creek Boulevard, between Foothill Boulevard and Phar Lap Drive. The bridge would continue the existing alignment of Carmen Road across Stevens Creek Boulevard, allowing for easy and safe access to and from residences, schools, parks, retirement communities and recreation centers.

In addition to enhancing neighborhood connectivity, the project would also create a safer bicycle and walking route to Stevens Creek Elementary School and provide an alternate crossing to get to Kennedy Middle School and Monta Vista High School.

Furthermore, the bridge would provide improved access and safety for residents at Sunny View Bay Area Retirement Community, a nearby 12-acre retirement facility. Approximately 312 Stevens Creek Elementary school students live on the south side of Stevens Creek Blvd and could potentially use the bridge to access the school. Additionally, approximately 686 Kennedy Middle School and Monta Vista High School students live north of Stevens Creek Blvd in the vicinity of Carmen Road and would potentially use the bridge.

### Stevens Creek Blvd Quick Facts

- ADT: 10,850
- Collision Rate: 1.40
- 85<sup>th</sup> Percentile Speed: 40 MPH

According to the City of Cupertino General Plan – Community Vision 2040 Mobility Element, Boulevards (or Arterials), such as Stevens Creek Boulevard, should provide access and safe crossing for all modes of travel. Existing Stevens Creek Blvd crossings near the project site include the Foothill Blvd, a signalized intersection approximately ¼ mile west of the proposed bridge, and Phar-Lap Drive, an uncontrolled crossing approximately ¼ mile east of proposed bridge. The uncontrolled pedestrian crossing at Phar Lap Drive has been improved with pedestrian-actuated flashing beacons and is located on a sag vertical curve with a horizontal curve to the west. The distance between the existing crossings is approximately 0.5 miles which requires a significant detour for those wishing to walk to school who do not live near an existing crossing. Due to these safety considerations, a new grade-separated pedestrian and cycling crossing has been identified as a high priority.

The feasibility study process began in November 2018 and continued through Summer 2019. It has included community engagement/stakeholder outreach and has culminated in this report identifying potentially suitable bridge structure types, while addressing issues identified during the community outreach process. No funding or budget has currently been identified beyond the feasibility study phase.

## 1.2 Public Outreach Process

Public Outreach has played an important role in shaping the Carmen Road Pedestrian/Bicycle Bridge Project. To date, there have been three opportunities for the community to provide feedback on the potential crossing which are described below. Detailed results are provided in Appendix A.

### **Online Survey**

The City hosted an online survey from November 26, 2018 to January 31, 2019 to gather initial thoughts from the community about this potential crossing. A total of 350 responses were received and the majority were supportive of the new crossing. Summarized comments are in Appendix A1.

### **Public Meeting #1**

The project's first public meeting was held on January 24, 2019 to introduce the project to the community. Approximately 30 people signed into the event, all of whom were invited to provide feedback to City staff and project consultants through one-on-one discussions and by submitting written comment forms that were distributed at the event. Detailed meeting minutes and redacted comments are in Appendix A2.

### **Public Meeting #2**

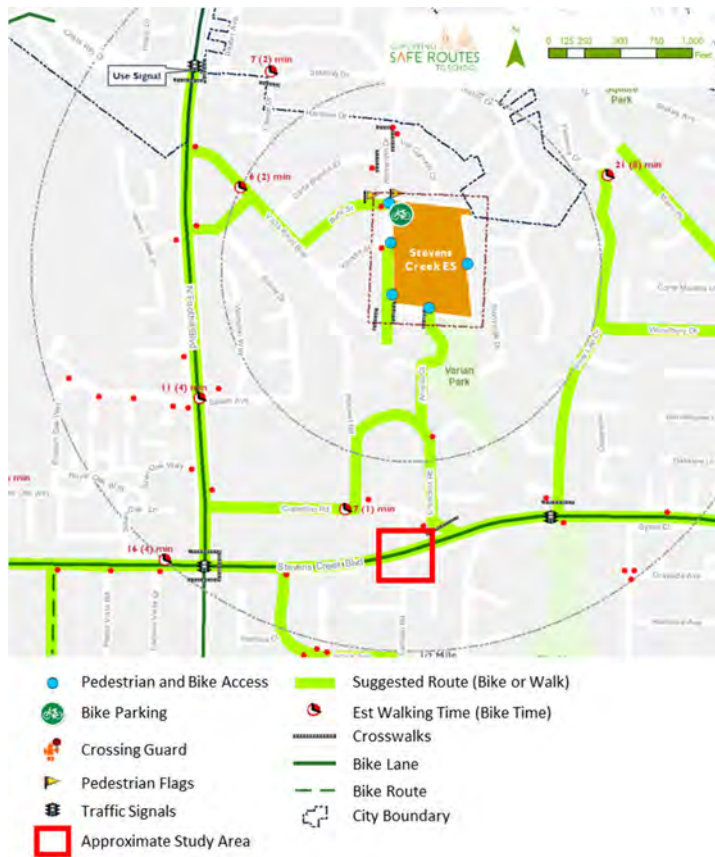
City staff held the project's second public meeting on May 29, 2019. The purpose of the meeting was to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives which are currently under consideration. Approximately 40 people signed into the meeting, all of whom were asked to share their thoughts and rank the structure alternatives by submitting written comment and ranking forms that were distributed at the event. Detailed meeting minutes and redacted comments are in Appendix A3.

## 2 Existing Conditions

### 2.1 Overview of Study Area

The Study Area is located within the City of Cupertino at Carmen Rd and Stevens Creek Boulevard. Stevens Creek Boulevard is a major east-west arterial through the City with an existing buffered bike lane. Prior to the construction of Stevens Creek Blvd many decades ago, Carmen Road was continuous at this location. However, with the construction of Stevens Creek Blvd, Carmen Road was severed and now terminates in a cul-de-sac to the north and the south of Stevens Creek Blvd.

Importantly, there are three schools near the proposed crossing: Stevens Creek Elementary School, Kennedy Middle School, and Monta Vista High School. Nearly 1,500 students and parents commute across Stevens Creek Boulevard to the three schools<sup>1</sup>. The current suggested routes to school across Stevens Creek Boulevard include Lockwood Drive and Janice Avenue. The crossing at Carmen Road would provide a safer and more direct route for parents and students to access the schools, while also improving access to parks and other community amenities for residents in the area.



<sup>1</sup> Walk-Bike Cupertino: Advocating Safe-Easy Biking & Walking Routes for Cupertino (2016). Student traffic patterns for Carmen Road and Stevens Creek Boulevard



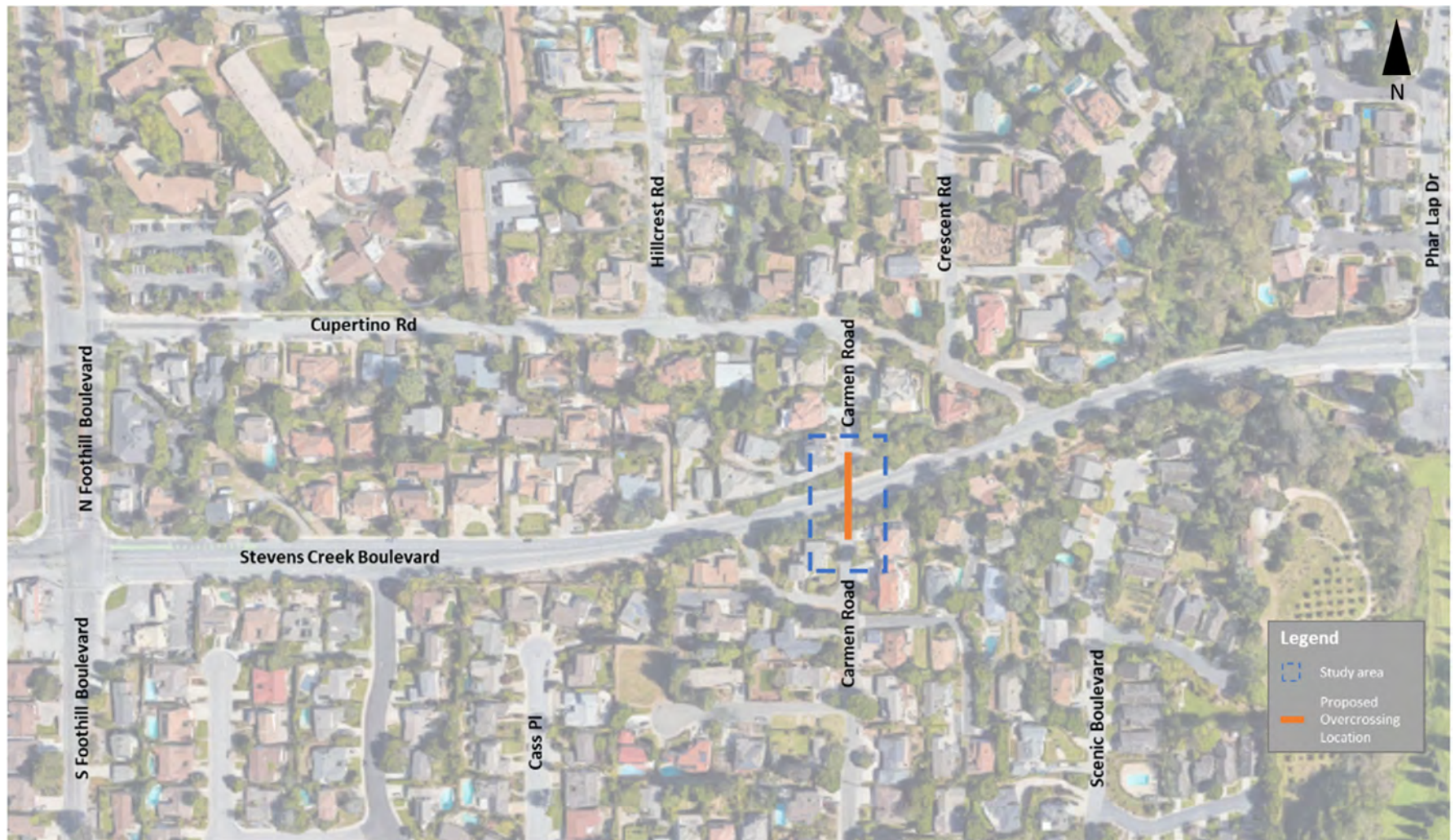


Figure 2. Study area and approximate proposed overcrossing location.



## 2.2 Project Constraints

The objective of the new pedestrian crossing is to conform to existing conditions to the extent possible to limit costs associated with modifications to existing roadways, utilities and existing driveways. Additional constraints include vertical and horizontal bridge clearances, accessibility to maintenance vehicles, Americans with Disabilities (ADA) grade requirements, limits on falsework, staging and right-of-way.

## 2.3 Utilities

Desktop research and field visits have indicated that relocation of some utilities in the proposed project area is required. The City of Cupertino's Open GIS Portal was utilized to download the following datasets and imported into the project area using AutoCAD:

- Parcels
- Edge of Pavement
- Building Footprints
- Storm Water
- 2016 1ft Contours

It is important to ensure utility location and coordination begins at the earliest possible stage. Therefore, in preparation for the following design stage, each utility company with facilities in the project area has been notified of this project.

As part of this notification, the utility was asked to provide record information and identify the locations of all existing facilities. The utility companies with facilities in the project area include Pacific Gas and Electric (PG&E), Comcast, AT&T, San Jose Water and Cupertino Sanitation District. CAD reference files were created for each known utility based on the information received from each utility via a Request for Information.

Of these utilities, it is anticipated that the project will have conflicts with existing sanitary sewer pipes and manholes, as well as existing overhead electric and cable lines.

A utility plan including existing utilities within the project site and potential utility conflicts is included in Appendix B

## 2.4 Geotechnical Conditions

Geotechnical evaluation of the site has consisted of a search for nearby geotechnical reports and desktop reviews of geological maps. The site is identified by Graymer<sup>2</sup> as being on the cusp of Pleistocene surficial alluvial deposits Qpa and near-surface Pleistocene or Pliocene sedimentary rock QTs. These conditions are considered generally favorable for foundation bearing and have lower seismic demands than soft soil sites. Given the local site topography, the site will generally drain to the east, down the slope of Stevens Creek Boulevard towards Stevens Creek and is not anticipated to be subject to significant flooding events. Foundation concepts for the bridge could include a deep foundation comprising cast-in-drilled-hole elements or possibly shallow foundations, depending on the site-specific conditions. Driven piles are less attractive as a solution for their propensity to cause disruption to the nearby residential neighbors.

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<sup>2</sup> Graymer, R.W., Moring, B.C., Saucedo, G.J., Wentworth, C.M., Brabb, E.E., Knudsen, K.L., (2006), Geologic Map of the San Francisco Bay Region. U.S. Geological Survey. Available online, <http://pubs.usgs.gov/sim/2006/2918> .

As with any site in the San Francisco Bay Area, strong shaking from earthquakes should be expected in the design life of the structure. Further stages of design must consider seismic loading as part of compliance with applicable codes and standards.

## 2.5 Bridge Basis of Design

Based on preliminary discussions with The City of Cupertino, the new Bicycle / Pedestrian Overcrossing Bridge (BPOC) is classified as a non-essential structural facility. The bridge will be designed and constructed in accordance with the American Association of State Highway Transportation Officials (AASHTO) Load Resistance Factor Design (LRFD) Bridge Design Specifications, 6<sup>th</sup> Edition with Caltrans Amendments and Caltrans Technical Publications and Guidelines.

### Design Life

The Design Life of the structure shall be 75 years.

### Bridge Geometry

The length of the bridge to link the northern and southern portions of Carmen Road will be 120 – 125 feet.

The bridge will cross over Stevens Creek Boulevard and will require a 15'-6" clearance to the underside of the structure. A pedestrian bridge will require an additional 2' of clearance to reduce the risk of damage and thereby provide additional safety. The total permanent clearance over Stevens Creek Boulevard will be 17'-6". The clear bridge width may be up to 12 feet if required to accommodate maintenance vehicles and multi-use bicycle and pedestrian functionality. Otherwise, an 8- or 10-foot width may be considered.

### Live Loads

The Live loads considered in the design are the following:

- Bike/pedestrian load of 100psf.
- A maintenance vehicle H10 as outlined in AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges, 2009.
- The bridge will satisfy deflection and vibration performance criteria per Sections 5 and 6 of the AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges.

Clear Deck Width	Design Vehicle
7 to 10 feet	H5
Over 10 feet	H10

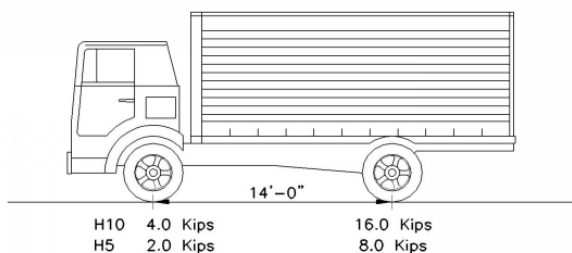


Figure 3. H10 Vehicle Loading

## Seismic Design

The Seismic design of the BPOC bridge shall be in accordance with the following codes:

- Caltrans Acceleration Response Spectrum Curve based on a 5% in 50 years probability of exceedance (or 975-year return period)

## 2.6 Summary of Existing Plans and Policies

In June 2016, the Cupertino City Council adopted the 2016 Bicycle Transportation Plan that will guide the development and implementation of improving the City's bicycling environment for years to come. A summary of the primary objectives of the Bicycle Transportation Plan is provided below.

- Increase awareness and value of bicycling through encouragement, education, enforcement, and evaluation programs.
- Improve bicyclist safety through the design and maintenance of roadway improvements.
- Increase and improve bicycle access to community destinations across the City of Cupertino for all ages and abilities.

*"The City of Cupertino envisions an exceptional bicycling environment that supports active living and healthy transportation choices, provides for safer bicycling, and enables people of all ages and abilities to access jobs, school, recreation, shopping, and transit on a bicycle as a part of daily life."* - Vision Statement from the 2016 Bicycle Transportation Plan.

The 2016 Bicycle Transportation Plan recommends implementation of Carmen Road Pedestrian/Bicycle Bridge as a Tier 2 project. The bridge will allow easy and safe access to and from residences, schools, parks, and recreation centers. It also would create a safer bicycle and walking route to Stevens Creek Elementary School and provide an alternate crossing to get to Kennedy Middle School and Monta Vista High School.

In February 2018, the Cupertino City Council adopted the 2018 Pedestrian Transportation Plan that will guide the City toward achieving its vision of an inviting, safe and connected pedestrian network. General statements of what the City and residents hope to achieve over time is summarized below.

- Improve pedestrian safety and reduce the number and severity of pedestrian-related collisions, injuries, and fatalities.
- Increase and improve pedestrian access to community destinations across the City of Cupertino for people of all ages and abilities.
- Continue to develop a connected pedestrian network that fosters an enjoyable walking experience.

The 2018 Pedestrian Transportation Plan outlines goals to improve pedestrian safety, access, and connectivity within the City. The Carmen Road Pedestrian/Bicycle Bridge is identified as a Tier 1 project within the 2018 Pedestrian Transportation Plan. The bridge will supplement the extensive pedestrian network the City is aiming for and supports all of the plan's goals.

The City of Cupertino General Plan – Community Vision 2040 contains twelve guiding principles that encompass a broad range of community aspirations. The Guiding Principles provide additional detail about Cupertino's desired future necessary to fully articulate the ideas contained in the vision statement. Similarly, the Guiding Principles were developed based on extensive community input. The following guiding principles are consistent with the proposed Carmen Road Pedestrian/Bicycle Bridge project:

- *# 1 Develop Cohesive Neighborhoods: Ensure that all neighborhoods are safe, attractive and include convenient pedestrian and bicycle access to a “full-service” of local amenities such as parks, schools, community activity centers, trails, bicycle paths, and shopping.*
- *# 3 Improve Connectivity: Create a well-connected and safe system of trails, pedestrian and bicycle paths, sidewalks and streets with traffic calming measures that weave the community together, enhance neighborhood pride and identity, and create access to interesting routes to different destinations.*
- *# 4 Enhance Mobility: Ensure the efficient and safe movement of cars, trucks, transit, pedestrians, bicyclists and disabled persons throughout Cupertino to fully accommodate Cupertino’s residents, workers, visitors and students of all ages and abilities. Streets, pedestrian paths, and bike paths should comprise an integrated system of fully connected and interesting routes to all destinations.*

## 3 Alternatives Analysis

### 3.1 Bridge Alignment Selection Criteria

The horizontal alignment is centered along the extended centerlines of Carmen Road. There are potential adjustments that could be made in later stages of the design to reduce the right-of-way impact to properties; however, this adjustment would potentially impact the overhead utility pole in the northern cul-de-sac.

The vertical profile is sensitive to the depth required for the structure due to the relative elevations of the south and north abutments and the clearance required over Stevens Creek Boulevard.

### 3.2 Evaluation Criteria

There were four evaluation criteria used to analyze the alternative bridge types:

- **Constructability:** Considering the size and space needs for the required construction equipment in Stevens Creek Boulevard and the cul-de-sacs, falsework or temporary support requirements and the need to keep one lane of traffic open on Stevens Creek Boulevard at all times, is construction of the bridge feasible?
- **Construction duration/impact:** what is the extent and duration of the impacts from construction on traffic and pedestrian movements?
- **Aesthetics:** Is the design visually appealing?
- **Cost:** What is the relative cost of the bridge type? Cost estimates provided exclude right-of-way acquisition costs and utility relocation costs which are assumed to be similar for all bridge types.<sup>3</sup>

The Mott MacDonald team assessed each structure type based on these criteria, and community members were asked to rank their preferred options based on the same criteria at Public Meeting #2.

### 3.3 Bridge Foundation

A single span bridge is feasible for the length of the crossing required. However, a single span bridge would by definition have foundations in the cul-de-sacs. In order to reduce the construction duration and the footprint of such foundations, single span bridge types would likely have deep foundations at this project site.

In order to reduce or eliminate the impact of bridge foundations in the cul-de-sacs, two schemes were conceived that would have foundations on the slopes or at the bottom of the slopes on either side of Stevens Creek Boulevard. The foundations on the slope (Option 5) would likely be deep foundations also. However, the scheme requiring foundations at the base of the slopes (Option 1) could potentially have spread footings.

---

<sup>3</sup> Cost estimates include construction costs plus:

- 25% for increased project area (i.e. community integration projects)
- 20% Design
- 25% Project Management/Construction Management (PM/CM)
- 30% Contingency

### 3.4 Bridge Structure Types

Six bridge structure types were evaluated by the project team as described below. Additional input was gathered from the community at Public Meeting #2. Options 1 – 5 were found to be feasible in terms of constructability. Option 6 was found to be infeasible and therefore was excluded from further evaluation. All of the five feasible options are proposed to include 10-foot tall screens/meshes on either side of the bridge railings to prevent projectiles leaving the bridge and entering the roadway on Stevens Creek Boulevard. Additional security measures could include the installation of video cameras on the bridge for monitoring purposes.

#### 3.4.1 Option 1: Steel Girder Bridge

A steel girder bridge with intermediate supports on either side of Stevens Creek Boulevard allows for shorter spans and a relatively shallow deck (Figure 4 to Figure 6).

##### **Construction duration/impact**

- Bridge structure is made of three steel girders that can be delivered and erected individually without the need for falsework over Stevens Creek Blvd
- Main foundation construction from Stevens Creek Blvd approximately 7-10 days per side; one traffic lane in each direction maintained at all times. Similar periods and impacts for column construction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction

##### **Aesthetics**

- Shallowest profile and overall height compared to all other design options provides an unassuming, yet elegant bridge that provides opportunities for aesthetic enhancements of the railings and screens

##### **Cost**

- \$1.25M – \$1.5M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)





**Figure 4. Rendering of a Steel Girder Bridge over Stevens Creek Boulevard. (Option 1)**



**Figure 5. Looking South on Carmen Road  
(Option 1)**



**Figure 6. Looking North on Carmen Road (Option 1)**



### 3.4.2 Option 2: Steel Pratt Truss Bridge

A steel truss that clear spans Stevens Creek Boulevard. A Pratt truss has a general square look to the panels and the diagonals are lighter members (Figure 7 to Figure 9).

#### **Construction duration/impact**

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek Blvd, during which one lane of traffic will be open in each direction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction, during which one lane of traffic will be open in each direction

#### **Aesthetics**

- A commonly used structure type for medium span pedestrian bridges which has significant presence while providing a feeling of enclosure and safety

#### **Cost**

- \$1.5M - \$1.85M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)



**Figure 7. Rendering of a Steel Pratt Truss Bridge over Stevens Creek Boulevard. (Option 2)**



**Figure 8. Looking South on Carmen Road (Option 2)**



**Figure 9. Looking North on Carmen Road (Option 2)**

### 3.4.3 Option 3: Steel Howe Truss Bridge

A steel truss that clear spans Stevens Creek Boulevard. A Howe truss has a general triangular look to the panels (Figure 10 to Figure 12).

#### **Construction duration/impact**

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek Blvd, during which one lane of traffic will be open in each direction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction, during which one lane of traffic will be open in each direction

#### **Aesthetics**

- A robust looking structure which is often seen on railway bridges, also provides a feeling of enclosure and safety

#### **Cost**

- \$1.5M - \$1.85M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)





**Figure 10. Rendering of a Steel Howe Truss Bridge over Stevens Creek Boulevard. (Option 3)**



**Figure 11. Looking South on Carmen Road  
(Option 3)**



**Figure 12. Looking North on Carmen Road (Option 3)**

#### 3.4.4 Option 4: Steel Tied Arch Bridge

A tied arch bridge that clear spans Stevens Creek Boulevard. Arches provide a classic look for the bridge (Figure 13 to Figure 15).

##### **Construction duration/impact**

- Tied arches with hangers to support main deck elements can be fully pre-assembled and erected in one overnight operation.
- Pre-assembly will require 7-10 days of lane closures in Stevens Creek Blvd, leaving one lane open in each direction
- Foundation construction in each cul-de-sac will take 10-15 days
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction. during which one lane of traffic will be open in each direction

##### **Aesthetics**

- Classic arches with some presence but an elegant shape provide an inherent support for the fence and screen

##### **Cost**

- \$1.6M - \$1.95M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)





**Figure 13. Rendering of a Steel Tied Arch Bridge over Stevens Creek Boulevard. (Option 4)**



**Figure 14. Looking South on Carmen Road  
(Option 4)**



**Figure 15. Looking North on Carmen Road (Option 4)**

### 3.4.5 Option 5: Steel Inclined Arch Bridge

Inclined arches configured to provide intermediate supports. Elegant arches with a lower profile above the bridge deck (Figure 16 to Figure 18).

#### **Construction duration/impact**

- Inclined arches and elements of the deck will be assembled in-place
- In-place assembly will require 5-7-night closures. These will be complete closures of Stevens Creek Blvd
- Main foundation construction from Stevens Creek Blvd will require 10-14 days of lane closures per side; maintaining one traffic lane in each direction at all times
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures on Stevens Creek Blvd for deck construction, during which one lane of traffic will be open in each direction

#### **Aesthetics**

- Arched shape of principal bridge elements is aesthetically pleasing with a height above deck that is well proportioned for this type of structure. Inclined arches add a signature statement that also creates a more 'open' feel to the structure

#### **Cost**

- \$1.4M - \$1.75M in 2019 dollars (See Section 3.2 – Evaluation Criteria for details)





**Figure 16. Rendering of a Steel Inclined Arch Bridge over Stevens Creek Boulevard. (Option 5)**



**Figure 17. Looking South on Carmen Road  
(Option 5)**



**Figure 18. Looking North on Carmen Road (Option 5)**

### 3.4.6 Option 6: Clear Span Girder Bridge

Option 6 is a girder bridge with a clear span of 120 feet over Stevens Creek Boulevard. This type of bridge can be built using a conventional cast-in-place box girder, steel or pre-cast concrete girders with a cast-in-place deck. The required 17.5 ft clearance over Stevens Creek Boulevard combined with the maximum 5% slope on the bridge deck results in the bridge landing 2.2 ft above ground, which results in the following challenges:

- Maintenance vehicles would be unable to access the bridge
- Requires a ramp which is not feasible due to permanent interference with the cul-de-sac
- Since a ramp cannot be accommodated, the design is not compliant with the American Disability Act (ADA)

This bridge type was removed from further consideration since it does not meet these three essential functional requirements

### 3.4.7 Summary of Bridge Options

Table 2 provides a relative comparison of the bridge structure types by the key performance metrics.

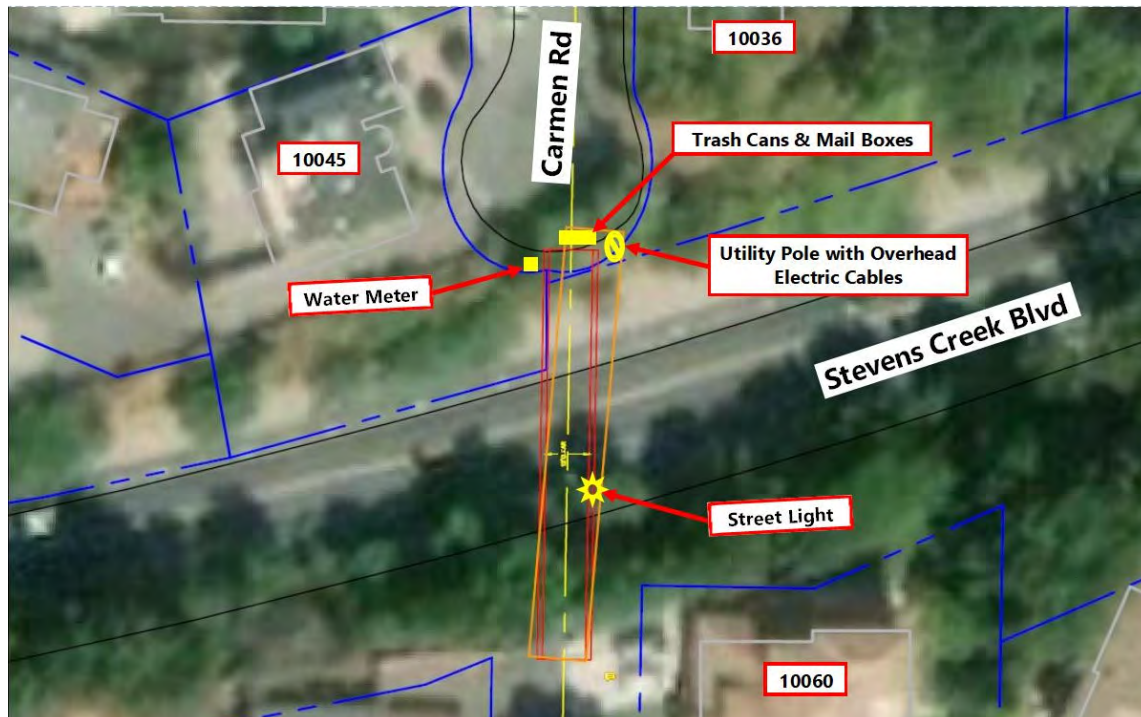
**Table 2. Bridge structure types by performance metric.**

Bridge Type	Constructability	Construction duration/impact	Aesthetics	Cost
1. Steel Girder	Feasible	Low	High	\$1.25 M - \$1.5 M
2. Steel Pratt Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
3. Steel Howe Truss	Feasible	High	Low	\$1.5 M - \$1.85 M
4. Steel Tied Arch	Feasible	High	Medium	\$1.6 M - \$1.95 M
5. Steel Inclined Arch	Feasible	High	Medium	\$1.4 M - \$1.75 M
6. Clear Span Girder	Unfeasible	N/A	N/A	N/A

## 3.5 ROW Impacts and Acquisitions

The proposed layout in red shows the alignment of the bridge if it were to be constructed along the extended centerline of Carmen Road. This alignment would result in property impacts to a portion of the parcel 10045 Carmen Road. To address this property impact, the Mott MacDonald team developed a skewed layout for the bridge as indicated by the orange alignment. This skewed alignment avoids the property impact to 10045 Carmen Road but creates a new impact to 10036 Carmen Road. Additionally, constructing the bridge along the skewed alignment would require the relocation of a PG&E utility pole and associated work. The graphic below illustrates the centerline and skewed alignment of the proposed bridge, nearby properties and existing utilities.





**Figure 19. Centerline and skewed alignment of the proposed bridge, nearby properties, and existing utilities.**

If the proposed Carmen Road Bridge is constructed along the extended centerline (red alignment) of Carmen Road, the expected impacts to the right of way and utilities are:

- Encroachment to parcel 10045.
- Relocation of the San Jose water meter and mailboxes on Carmen Road north of Stevens Creek Boulevard.
- Relocation of a streetlight located on the Stevens Creek Boulevard.

If the proposed Carmen Road Bridge project is constructed with skewed layout (orange alignment), the expected impacts to the right of way and utilities are:

- Encroachment to parcel 10036.
- Relocation of the PG&E utility pole with overhead wires, San Jose water meter, and mailboxes on Carmen Road north of Stevens Creek Boulevard.
- Relocation of a streetlight located on the Stevens Creek Boulevard.

The impacts noted above are based on a proposed bridge width of 12 feet. Additionally, neither of the alignments will completely place the bridge deck within public right of way, as there would need to be aerial easement from Parcel 10045 regardless of alignment.

However, the impacts to the neighboring properties and utilities can be minimized or avoided if the bridge width is reduced to 8 or 10 feet. Based upon the intended usage and location of the bridge, a width 10 or even 8 feet is feasible and would meet the intended goals of the project. Consequently, the City should seriously consider a bridge narrower than 12 feet at this location in order to reduce right-of-way and utility impacts. Impacts to the neighboring properties, utilities, and sight distance issues would be addressed in greater detail during the subsequent phases of the project. Photos of the existing utilities are provided below.



**Figure 20. Existing utility pole, overhead cables, trash bins and mailboxes on Carmen Road north of Stevens Creek Boulevard, existing street light on SCB and existing water meter on Carmen Road.**

### 3.6 Safety Treatments for Pedestrians/Bicyclists

Due to existing fencing and dense vegetation, corner sight visibility between bicycles and pedestrians exiting the bridge, and the adjacent private driveways may be limited. Measures that can be considered to improve the sight distance are:

- Installation of stop signs with appropriate pavement markings on both ends of the bridge.
- Installation of caution signs on the bridge and at the driveways to alert bridge and road users to share the road.
- Keeping the line of sight clear between bridge and driveways by trimming the vegetation.
- Installation of sight distance convex mirrors at the driveways.
- Installation of foldable lightweight bollards at the entrances of the bridge to reduce the speed of bicyclists and pedestrians.
- Installation of yellow truncated dome pads at the entrances of the bridge.



## 4 Public Outreach

### 4.1 Stakeholder Visioning

The City hosted an online survey from November 26, 2018 to January 31, 2019 to gather initial thoughts from the community about this potential crossing. A total of 350 responses were received. The survey aimed to gain an understanding of the community's needs, and vision for a potential crossing of Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive. A majority of respondents indicated they were supportive of crossing improvements at this location and that they would support a bridge connecting Carmen Road across Stevens Creek Boulevard.

Refer to **Appendix A** for detailed survey questions and responses.



**Figure 21. Participants listen to the City of Cupertino's Transportation Manager, David Stillman, providing an overview of the project.**

### 4.2 Public Meeting #1

The first public meeting for the project was held on January 24, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to introduce members of the public to the project and the project team. The meeting was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 7:30 p.m.) and provide individual feedback on the project.



Twenty-eight (28) people signed into the event. The meeting included a sign-in table, a comments table, a table with the aerial maps for the project, and a board with the project timeline on display. City staff and the project consultant team were available at the various tables/displays to listen and answer any questions. Attendees were provided a comment form upon entering which they were asked to complete and return before leaving so that their comments could be recorded.

Halfway through the meeting, Cupertino Transportation Manager David Stillman addressed the audience and provided a brief background of the project. Attendees asked to speak openly so that their comments and concerns could be heard by all that were present. The comments received from residents and members of the public during the open discussion are summarized below. Additionally, the completed comment forms received at the event are attached herein along with photos taken at the event.

- Would like a safer crosswalk to cross Stevens Creek
- Concerned about bike speeds
- Is a crossing under Stevens Creek possible?
- Usually cross Stevens Creek Boulevard on bike to school day only (Wednesday); if the bridge were built, they would use it more often and walk/bike to school every day.
- Concerned with the aesthetics of the bridge (feels the rendering is ugly)
- Concerned with allocation of resources/funds to the bridge
- Would like to help kids/elderly
- Supports a safer route for school children
- Concerned with the bike/ped accidents that have occurred in the neighborhood; would like studies done on those locations as well
- Feels that people want the bridge but will not use it
- Supports bridge as it will help traffic congestion, be healthier option to travel, avoid cars traveling 40+ mph, and it will be a good alternative from Foothill (loud due to trucks on road)
- Would like an elegant structure like the 280 bridge (Don Burnett Bicycle-Pedestrian Bridge, now called the Mary Avenue Bridge which is a cable-stayed bridge over Interstate 280)
- Hates rendering bridge image
- Will the City build a bridge at Foothill and other crossings for school children?
- Felt that the survey framed Carmen Rd as the only option. Would like to explore other alternative locations
- Feel that the bridge would cause congestion as people will drop off at the bridge
- Wants the City to make a good decision
- Finds Carmen Road very narrow, especially when there are cars parked on both sides of the street—causing neighbors to drive in the middle of the road
- Privacy concern—does not want people on bridge looking to resident backyard
- A bridge would enable and/or increase home break-ins in the neighborhood. With more foot traffic, resident feels more vulnerable.
- Feels a better option would be fixing the light/crosswalk at Phar Lap
- Feels that a bridge would be an eyesore and would invite graffiti; cleanliness and maintenance of the bridge stated as a concern
- South side of Carmen Road has a steep grade. Worried about backing up car and hitting a bicyclist or pedestrian due to limited visibility

- Concerned about bridge cost
- Would it cost more to build a bridge or to fix grade and then do a ramp?
- Neighbor cannot turn left and finds it difficult to back up car from driveway
- The cul-de-sac on Carmen Road south of Stevens Creek Boulevard is crowded as three homes share a driveway—making it difficult to exit driveways. This is further compounded when there are cars constantly parked on trash/recycling day
- The bridge would create more crowding in the neighborhood.
- Stated an alternative to the bridge structure - providing a staircase for people to access Stevens Creek Boulevard from either side of Carmen Road and providing a traffic light for the crossing.
- Does not want to see more people walking/biking in the area. Will disturb the peace of the neighborhood.
- Building the bridge would help open the neighborhoods. Parents would have the option to walk instead of drive and won't need to compete with commuters. In the morning SR 85 is very bad which is why commuters prefer Stevens Creek Boulevard.
- The bridge will help remove cars from the roads and reduce the need to drive in the morning.
- There was a lot of opposition in the initial stages of the project to the ped/bike bridge over Interstate 280. Would be good to investigate what kind of impact it had on the neighborhoods.
- Concern about graffiti and collection of debris on bridge over time.



**Figure 22. Participants at Public Meeting #2 fill out comment cards indicating their preferred bridge types and providing feedback on the project.**

### 4.3 Public Meeting #2

The second public meeting for the project was held on May 29, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives currently under consideration. The meeting was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 8:30 p.m.) and included a brief presentation along with display boards followed by an opportunity for the attendees to provide individual feedback on the alternatives.

At the meeting, attendees were provided with a comment card, which listed the bridge structure options and with which they were asked to rank the options according to their preference. They were also provided a brochure with details about the bridge options, including cost, aesthetics, and construction impacts to assist with the ranking process. Also, the staff offered additional comment cards to the attendees in order to distribute to their neighbors who could not attend the meeting.

Overall City staff received comments from 47 residents:

- 25 during the public meeting # 2,
- 17 from the Sunny View Bay Area Retirement Community after the public meeting # 2
- Five comments through email before and after the public meeting # 2.

Out of 47 comment cards received, only 43 residents ranked the alternatives with the following results:

1. Option #1 – 33 percent responded as their first choice.
2. Option #2 – 2 percent responded as their first choice.
3. Option #3 – 2 percent responded as their first choice.
4. Option #4 – 33 percent responded as their first choice.
5. Option #5 – 29 percent responded as their first choice.



**Figure 23. Option 1 – 33 Percent responded as their first choice**





**Figure 24. Option 2 – 2 Percent responded as their first choice**



**Figure 25. Option 3 – 2 Percent responded as their first choice**



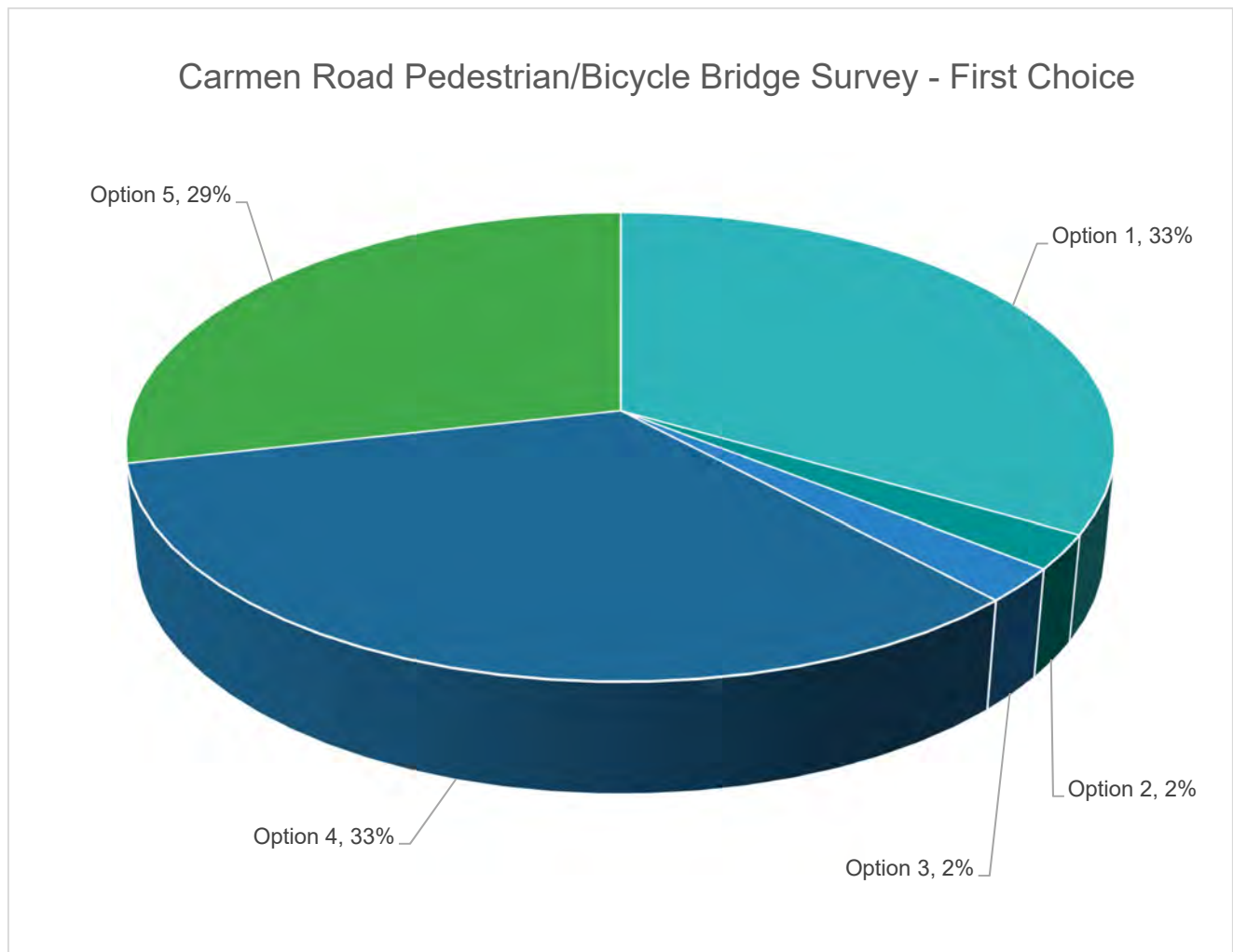
**Figure 26. Option 4 – 33 Percent responded as their first choice**



**Figure 27. Option 5 – 29 Percent responded as their first choice**

**Table 3. Detailed breakdown of resident's ranking.**

#	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5
Option 1	14	11	7	3	5
Option 2	1	0	8	10	18
Option 3	1	3	9	17	8
Option 4	14	10	9	2	3
Option 5	12	13	2	1	9



**Figure 28. Resident's first choice for the five bridge options.**

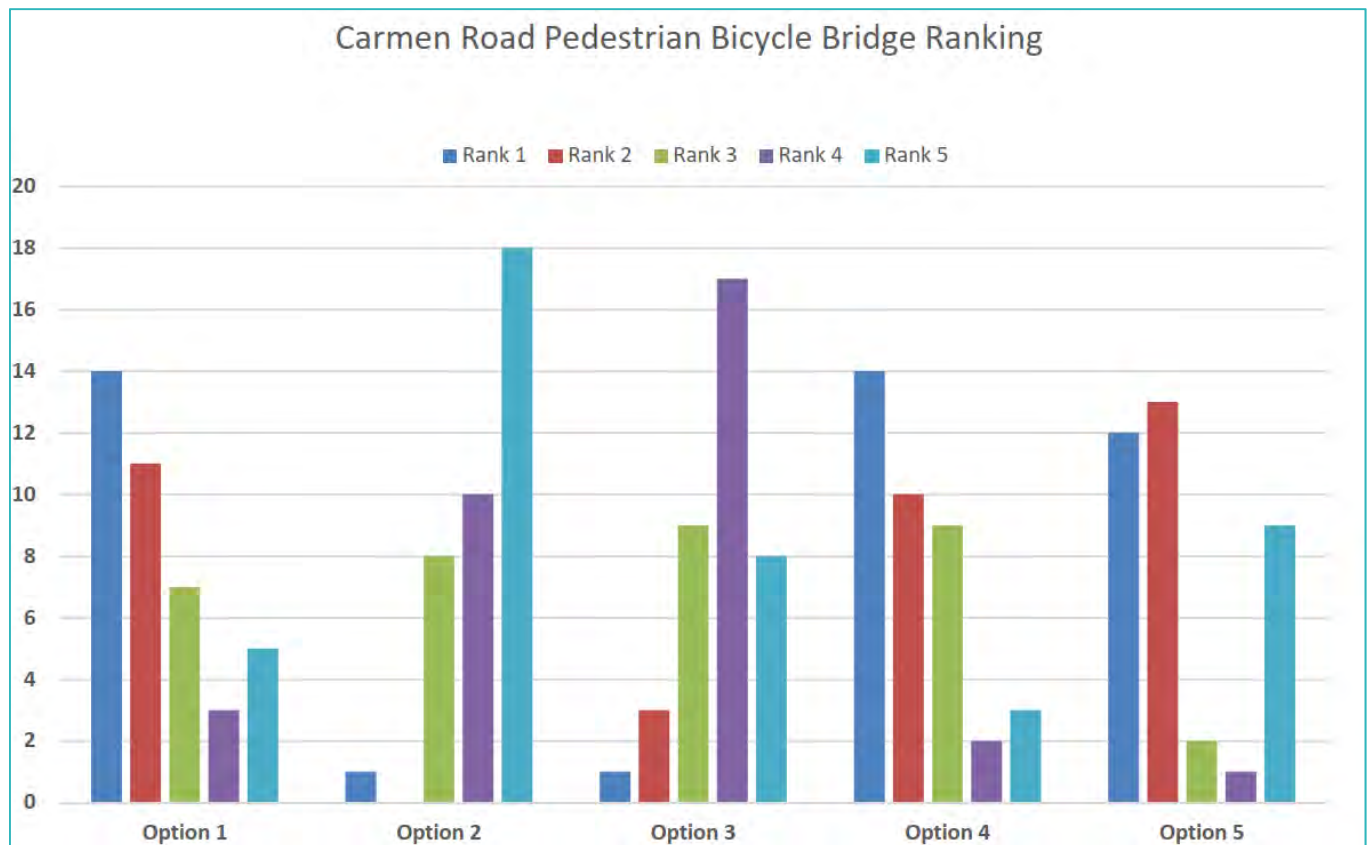


Figure 29. Detailed breakdown of resident's ranking.





# Appendices

# A. Public Engagement

## Appendix A Contents:

- A.1 Stakeholder Visioning Survey Summary and Results**
- A.2 Public Meeting #1 Meeting Minutes & Materials**
- A.3 Public Meeting #2 Meeting Minutes & Materials**

## **A.1 Stakeholder Visioning Survey Summary and Results**

# Carmen Road Bridge Survey

February 4, 2019, 8:40 AM

## Contents

i.	Summary of responses	2
ii.	Survey questions	6
iii.	Individual responses	7

**Carmen Road Bridge Survey**

Carmen Road Bridge Survey

## Summary Of Responses





**As of February 4, 2019, 8:40 AM, this forum had: Topic Start**

Attendees:	691	November 26, 2018, 4:52 PM
Responses:	350	
Hours of Public Comment:	17.5	

**QUESTION 1****1. Do you currently have the need to cross Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?**

		%	Count
Yes		54.3%	189
No		45.7%	159

**QUESTION 2****2.If yes, what is your typical primary mode for crossing Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive? Choose one.**

		%	Count
Drive		29.5%	69
Bike/Walk from Foothill Boulevard		24.4%	57
Bike/Walk from Phar Lap Drive		19.7%	46
Jaywalk across Stevens Creek Boulevard		26.5%	62

**QUESTION 3****3.Do you feel the need for an additional pedestrian/bicycle crossing of Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?**



**Carmen Road Bridge Survey**

Carmen Road Bridge Survey

		%	Count
Yes		62.4%	216
No		30.3%	105
No Opinion		7.2%	25

## QUESTION 4

**4.If you could design your ideal alternative to cross Stevens Creek Boulevard, what would it look like and what would it feature? Enter your answer in the text box below. Feel free to include examples of similar infrastructure you have seen or heard of.**

Answered	167
Skipped	183

## QUESTION 5

**5.Would you support a pedestrian/bicycle bridge connecting Carmen Road across Stevens Creek Boulevard?**

		%	Count
Yes		65.4%	225
No		29.9%	103
No Opinion		4.7%	16

## QUESTION 6

**6.If yes, how often would you use it?**

		%	Count
Several times a week. I would bike/walk to and from schools, parks, rec centers, and more.		35.7%	105
Occasionally, if I have time to bike/walk nearby.		30.6%	90





**Carmen Road Bridge Survey**

Carmen Road Bridge Survey

		<b>%</b>	<b>Count</b>
Rarely. For the most part, I would continue to bike/walk my current path.		15.6%	46
Rarely. For the most part, I would continue to drive.		18.0%	53

## QUESTION 7

**7. How far do you live from Carmen Road at Stevens Creek Boulevard?**

		<b>%</b>	<b>Count</b>
I live on Carmen Road		8.2%	28
I live within a ¼ mile radius from Carmen Road		21.3%	73
I live within a ½ mile radius from Carmen Road		26.3%	90
I live more than a ½ mile radius from Carmen Road		44.2%	151

## QUESTION 8

**8. If the feasibility study concluded that a pedestrian/bicycle bridge connecting Carmen Road is possible to implement, how would that impact you? We welcome your comments. If you have questions or comments about the Carmen Road Pedestrian/Bicycle Bridge Feasibility Study, please enter them below.**

Answered	203
Skipped	147

## QUESTION 9

**Name (optional)**

Answered	112
Skipped	238

**Carmen Road Bridge Survey**

Carmen Road Bridge Survey

## QUESTION 10

**Please provide your email address if you would like to be added to our stakeholder list (for future outreach activities and updates).**

Answered	120
----------	-----

Skipped	230
---------	-----

## QUESTION 11

**Please provide us with the nearest cross streets of your home address.**

Answered	199
----------	-----

Skipped	151
---------	-----

## Carmen Road Bridge Survey

### Carmen Road Bridge Survey

## Survey Questions

### QUESTION 1

**1. Do you currently have the need to cross Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?**

- Yes
- No

### QUESTION 2

**2.If yes, what is your typical primary mode for crossing Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive? Choose one.**

- Drive
- Bike/Walk from Foothill Boulevard
- Bike/Walk from Phar Lap Drive
- Jaywalk across Stevens Creek Boulevard

### QUESTION 3

**3.Do you feel the need for an additional pedestrian/bicycle crossing of Stevens Creek Boulevard between Foothill Boulevard and Phar Lap Drive?**

- Yes
- No
- No Opinion

### QUESTION 4

**4.If you could design your ideal alternative to cross Stevens Creek Boulevard, what would it look like and what would it feature? Enter your answer in the text box below. Feel free to include examples of similar infrastructure you have seen or heard of.**

### QUESTION 5

**5.Would you support a pedestrian/bicycle bridge connecting Carmen Road across Stevens Creek Boulevard?**

- Yes
- No
- No Opinion

### QUESTION 6

**6.If yes, how often would you use it?**

- Several times a week. I would bike/walk to and from schools, parks, rec centers, and more.
- Occasionally, if I have time to bike/walk nearby.
- Rarely. For the most part, I would continue to bike/walk my current path.
- Rarely. For the most part, I would continue to drive.

### QUESTION 7

**7. How far do you live from Carmen Road at Stevens Creek Boulevard?**

- I live on Carmen Road
- I live within a ¼ mile radius from Carmen Road
- I live within a ½ mile radius from Carmen Road
- I live more than a ½ mile radius from Carmen Road

### QUESTION 8

**8. If the feasibility study concluded that a pedestrian/bicycle bridge connecting Carmen Road is possible to implement, how would that impact you? We welcome your comments. If you have questions or comments about the Carmen Road Pedestrian/Bicycle Bridge Feasibility Study, please enter them below.**

### QUESTION 9

**Name (optional)**

### QUESTION 10

**Please provide your email address if you would like to be added to our stakeholder list (for future outreach activities and updates).**

### QUESTION 11

**Please provide us with the nearest cross streets of your home address.**

## **A.2 Public Meeting #1 Meeting Minutes & Materials**





## **Carmen Road Pedestrian/Bicycle Bridge Feasibility Study Public Meeting #1**

The first public meeting for the project was held on January 24, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to introduce members of the public to the project and the project team. The meeting format was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 7:30 p.m.) and provide individual feedback on the project.

Twenty-eight (28) people signed into the event. The meeting included a sign-in table, a comments table, a table with the aerial maps for the project, and a board with the project timeline on display. City staff and the project consultant team were available at the various tables/displays to listen and answer any questions. Attendees were provided a comment form upon entering and were asked to complete and return before leaving so that their comments could be recorded.

Halfway through the meeting, Cupertino Transportation Manager David Stillman addressed the audience and provided a brief background of the project. Attendees asked to speak openly so that their comments and concerns could be heard by all that were present. The comments received from residents and members of the public during the open discussion are summarized below. Additionally, the completed comment forms received at the event are attached herein along with photos taken at the event.

- Would like a safer crosswalk to cross Stevens Creek
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- Finds Carmen Road very narrow, especially when there are cars parked on both sides of the street—causing neighbors to drive in the middle of the road
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- Building the bridge would help open the neighborhoods. Parents would have the option to walk instead of drive and won't need to compete with commuters. In the morning SR 85 is very bad which is why commuters prefer Stevens Creek Boulevard.



Public Meeting #1  
January 24, 2019  
3 of 6

The bridge will help remove cars from the roads and reduce the need to drive in the morning.

- There was a lot of opposition in the initial stages of the project to the ped/bike bridge over Interstate 280. Would be good to investigate what kind of impact it had on the neighborhoods.
- Concern about graffiti and collection of debris on bridge over time.



Public Meeting #1  
January 24, 2019  
4 of 6

**PUBLIC MEETING NOTICE**  
**CARMEN ROAD PEDESTRIAN-  
BICYCLE BRIDGE FEASIBILITY STUDY**

The City of Cupertino Public Works Department invite you to attend the first public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. This initial meeting will be conducted in an open house format where attendees can drop in any time during the event window. Attendees will have the opportunity to learn more about the project, the study's goals and objectives, and to provide feedback to City staff and project consultants.

**Date:** Thursday, January 24, 2019  
**Time:** 6:30 p.m. to 7:30 p.m.  
**Location:** Monta Vista Recreation Center,  
Multi-Purpose Room  
22601 Voss Ave, Cupertino

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge). Questions or comments can also be directed to:

**City Contact:** Jennifer Chu,  
Associate Civil Engineer  
**Email:** [JenniferC@cupertino.org](mailto:JenniferC@cupertino.org)  
**Phone:** (408) 777-3237



**PUBLIC MEETING NOTICE**  
**CARMEN ROAD PEDESTRIAN-  
BICYCLE BRIDGE FEASIBILITY STUDY**

The City of Cupertino Public Works Department invite you to attend the first public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. This initial meeting will be conducted in an open house format where attendees can drop in any time during the event window. Attendees will have the opportunity to learn more about the project, the study's goals and objectives, and to provide feedback to City staff and project consultants.

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**City Contact:** Jennifer Chu,  
Associate Civil Engineer  
**Email:** [JenniferC@cupertino.org](mailto:JenniferC@cupertino.org)  
**Phone:** (408) 777-3237





**CUPERTINO****PUBLIC MEETING NOTICE  
CARMEN ROAD PEDESTRIAN-BICYCLE  
BRIDGE FEASIBILITY STUDY**

The City of Cupertino Public Works Department invites you to attend the first public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. The project was identified in the 2016 Cupertino Bicycle Transportation Plan and envisioned to provide a grade-separated bicycle and pedestrian connection across Stevens Creek Boulevard by continuing the existing alignment of Carmen Road. City staff has retained Mott MacDonald as the design consultant to develop the feasibility study for the bridge.

This initial meeting will be conducted in an open house format where attendees can drop in any time during the event window. Attendees will have the opportunity to learn more about the project, the study's goals and objectives, and to provide feedback to City staff and project consultants.

**Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m.**

**Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino**

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge). Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at (408) 777-3237 or [jenniferc@cupertino.org](mailto:jenniferc@cupertino.org)



Facing west on Stevens Creek, just east of Carmen Road

jas2017

*The above rendering is for illustrative purposes only and is not representative of the actual design. The final bridge design will be informed by community feedback, available funding, and engineering considerations.*





Public Meeting #1  
January 24, 2019  
6 of 6



**CUPERTINO**

# PUBLIC MEETING #1

## CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

**COMMENT FORM**

Name: \_\_\_\_\_

Date: 1/24/2019

Affiliation (if applicable):

Resident

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments:

Thank you for holding this informative meeting. I would like to stay informed & connected to the status of this project. Can you please add me to any appropriate email lists?

Thanks,

*Please continue on back if necessary.*

Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at (408) 777-3237 or [jenniferc@cupertino.org](mailto:jenniferc@cupertino.org).

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge).

**CUPERTINO**

# PUBLIC MEETING #1

## CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

**COMMENT FORM**

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments: The location is reasonable,  
and I agree with the concept.  
However, the "rendering" on computer  
is an ugly bridge. I would support  
a more aesthetically pleasing one

*Please continue on back if necessary.*

Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at  
(408) 777-3237 or [jennifer@cupertino.org](mailto:jennifer@cupertino.org).

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge).



**CUPERTINO**

# PUBLIC MEETING #1

## CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Thursday, January 24, 2019 | 6:30 p.m. to 7:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

**COMMENT FORM**

Name: \_\_\_\_\_

Date: Jan. 24

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments: \_\_\_\_\_

instead of adding a new bridge we  
should spend resources on improve existing  
crossing at Phalaris, making it safer and  
more accessible

*Please continue on back if necessary.*

Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at  
 (408) 777-3237 or [jenniferch@cupertino.org](mailto:jenniferch@cupertino.org).

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**COMMENT FORM**

Name: \_\_\_\_\_

Date: \_\_\_\_\_

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments:

- ① Optimize Taxpayer's money -  
 - is this the best place to spend \$5M - \$10M?  
 - are there other alternatives
- ② Suggest to make thing Transparent
- ③ Mixing foot traffic with bike Traffic  
 & seniors means danger
- ④ Other problems @ Cupertino -  
 1/ Elderly killed crossing foothill Blvd  
 2/ high school kid hit by big rig -  
 3/ Encourage these

*Please continue on back if necessary.*

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

**COMMENT FORM**

Name: \_\_\_\_\_

Date: 1/24/19

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments: \_\_\_\_\_

① Safety Issue. Carmen Road (south) is very narrow. When both sides have cars parked, drivers can only drive in the middle of the road. There's an "uphill" portion on the ~~south~~ road, and drivers can hardly see people/bike/car from the other side.

② I live few houses away from the proposed bridge location, and I don't want people see my front/back yard from the bridge.

*Please continue on back if necessary.*

Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at (408) 777-3237 or [jennifercc@cupertino.org](mailto:jennifercc@cupertino.org).

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**CUPERTINO**

# PUBLIC MEETING #1

## CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

**COMMENT FORM**

Name: [REDACTED]

Date: 1/24/19Affiliation (if applicable): ResidentAddress: [REDACTED] Cupertino CA95014

E-mail: [REDACTED]

Comments: I live in Montavista South & and have experienced the congestion and gridlock. Any opportunity that enables people to walk and bike<sup>more</sup> will make the neighborhood safer, and cut down on cars.

Cupertino is a very fragmented city. People will be able to connect more.

Thank you.

*Please continue on back if necessary.*

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**CUPERTINO**

# PUBLIC MEETING #1

## CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

**COMMENT FORM**

Name: \_\_\_\_\_

Date: 1.24.19

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments:

I support this concept (crossing  
Stevens Creek Blvd) more safely  
for students, cyclists, & pedestrians.  
Please move forward expeditiously.

*Please continue on back if necessary.*

Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at  
(408) 777-3237 or [jenniferc@cupertino.org](mailto:jenniferc@cupertino.org).

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**CUPERTINO**

# PUBLIC MEETING #1

## CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

**COMMENT FORM**

Name: \_\_\_\_\_

Date: 1/24/19

Affiliation (if applicable):

Resident of Stevens Creek  
Parent.

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments:

The community supports a healthy "living" and the school would like to promote "Walk n Roll" to school. I live behind Stevens Creek <sup>Bvd</sup> and have for 40+ years. With the increase in traffic (drivers/commuters use Stevens Creek as a short cut to by pass BS. Because of that, the traffic is horrendous and I refuse to have my child cross and walk to school - it is not safe. Limited opportunities to cross the streets. We need a comfortable, safe route to school - a Bridge!

*Please continue on back if necessary.*

Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at \_\_\_\_\_

(408) 777-3237 or [jenniferch@cupertino.org](mailto:jenniferch@cupertino.org).For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge).

**CUPERTINO**

# PUBLIC MEETING #1

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**COMMENT FORM**

Name: \_\_\_\_\_

Date: 1/24/19Affiliation (if applicable): Stevens Creek Elem? - resident of Cupertino

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Comments:

My family and I both need & want this bridge. I am a mother of 3 kids, two of whom attend SCE, & one more who will 3 years from now. In an effort to support healthy habits & to get cars off the road in the mornings, we participate in "Walk & Roll" to school each Wed. morning. To get there we need to cross SC Blvd. We go via Carmen St... and take our chances crossing during a break in traffic. Phar Lap & Foothill are too far out of the way to get us to school on time. This bridge would make our route to school SAFE & EASY for our family. Were it built, we would absolutely walk/bike more often, removing another car from morning traffic.

*Please continue on back if necessary.*

Additionally, a few more thought... There used to be a road →

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there before SC Blvd. existed. #2. Foothill, with all of the big trucks & traffic, is not a road we want to walk/bike along. #3. The crossing at Pham Lap is dangerous. I've seen many a car not stop going 40+ mph as a pedestrian waits to cross, even with the (now nonfunctioning) lights flashing.

Please build this bridge!!!

Thank you!





### **A.3 Public Meeting #2 Meeting Minutes & Materials**



Public Meeting #2  
 May 29, 2019  
 1 of 5

## **Carmen Road Pedestrian/Bicycle Bridge Feasibility Study Public Meeting #2**

The second public meeting for the project was held on May 29, 2019 at the Multipurpose Room, Monta Vista Recreation Center in the City of Cupertino to inform the community on the status of the feasibility study and to seek feedback on the possible structure alternatives currently under consideration. The meeting was held in an open-house format where attendees were invited to arrive at any time during the event window (6:30 p.m. to 8:30 p.m.) and included a brief presentation along with display boards followed by an opportunity for the attendees to provide individual feedback on the alternatives.

Thirty-seven (37) people signed into the event. The meeting included a sign-in table, a comments table, a table with the aerial maps for the project, and four boards with the possible bridge structure concepts on display. City staff and the project consultant team were available at the various tables/displays to listen and answer any questions. Attendees were provided a comment form upon entering which listed the bridge structure options and were asked to rank these alternatives and return the comment cards before leaving so that their comments could be recorded. They were also provided a brochure with details about the alternatives including cost, aesthetics, and construction impacts to assist with the ranking process.

To initiate the discussion, the City of Cupertino's Transportation Manager David Stillman addressed the audience and provided a brief background of the project and walked the attendees through the five bridge structure options. A brief Question/Answer session followed where attendees voiced their comments and concerns and received a response from David. Comments received from residents and members of the public during the open discussion are summarized below. Additionally, the completed comment forms received at the event are attached herein along with photos taken at the event.

- There were many supporters of a bridge at Carmen Rd, but also a handful who were against or on the fence
- Discussions around upgrading/changing the crosswalk at Foothill
- Questions about why this location (at Carmen), and why a bridge
- Concerns about the impacts to the community v. impacts to those in neighborhood
- Would like the City to consider a bridge or improved crossing that would provide improved access to Blackberry Farms
- Was a below grade bridge considered?
- Feels that Stevens Creek is dangerous (ex: speeding vehicles, blind spots due to sun)
- Resident is unable to get out of his driveway during school hours twice a day
- Resident off of Crescent Road is unable to get out of driveway during school hours
- Desire to get cars off the road



Public Meeting #2

May 29, 2019

2 of 5

- Questions and discussions about school enrollment rates (and how this would affect use of bridge by school aged children/families)
- Why do pavement light crosswalks fail and not get maintained?
- Would like to see increased sheriff/police enforcement in the neighborhood
- Concerns about increase in foot traffic/strangers in the neighborhood
- Will cameras be proposed?
- Would like to connect neighborhoods
- Would like to prioritize a safe route to school over a path to Blackberry Farm
- Question about the number of accidents in the past 20 years at this location
- Why can't we build a bridge at Phar Lap? It makes more sense to build a bridge there
- Concerns about how many people would actually use a bridge at this location
- Would like to see stop signs/crossing guards to cross Stevens Creek Boulevard
- What color will the bridge be? A resident wants it to blend in
- What is the traffic volume on Stevens Creek?
- Would like a safer route for those at Sunny View Bay Area Retirement Community
- Would like to see school district boundaries on map
- Supports the bridge and use of Carmen Road (with gate; downhill access that meets Stevens Creek Boulevard) to be a safe route to Blackberry Farm
- Question about how many students currently use this location for crossing
- Safety concerns for bicyclists speeding downhill at Scenic Circle/Scenic Boulevard
- Will safety features be added to the bridge to avoid vandalism and prevent people from climbing over the fence?
- Potential bridge option provides a safe path to school
- One of the residents acknowledged jaywalking at this location to go to school
- During the morning commute, cars are at a standstill due to heavy traffic on Stevens Creek Boulevard. However, the afternoon/3:00 PM departure from school presents a more dangerous scenario since vehicles are speeding along Stevens Creek Boulevard while students are trying to cross as they head back home.
- Would bicycle and pedestrian traffic be separated on the bridge to ensure safety for pedestrians?
- Will there be any improvements to Cupertino Road and Carmen Road, as a part of bridge project?
- Is lighting provided on the bridge?
- For Option 1 bridge alternative, can we improve the aesthetics to make it visually more appealing?



**CUPERTINO**

## **PUBLIC MEETING NOTICE CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY**

The City of Cupertino Public Works Department invites you to attend the second public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. The project was identified in the 2016 Cupertino Bicycle Transportation Plan and envisioned to provide a grade-separated bicycle and pedestrian connection across Stevens Creek Boulevard by continuing the existing alignment of Carmen Road.

This meeting will be conducted in an open house format where attendees can drop in any time during the event window and will include a brief presentation along with display boards on possible structure alternatives being considered. Attendees will have the opportunity to learn more about the status of the feasibility study and to provide feedback on the possible alternatives to City staff and the project team.

**Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.**

**Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino**

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge). Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer at (408) 777-3237 or [jenniferc@cupertino.org](mailto:jenniferc@cupertino.org)



*The above rendering is for illustrative purposes only and is not representative of the actual design. The final bridge design will be informed by community feedback, available funding, and engineering considerations.*





Public Meeting #2  
May 29, 2019  
4 of 5



## PUBLIC MEETING NOTICE CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

You are invited to attend the second public meeting for the Carmen Road Pedestrian-Bicycle Bridge Feasibility Study. Drop in any time during the event window:

**Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.**  
Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

This meeting will be conducted in an open house format. Attendees will have the opportunity to learn more about the status of the feasibility study, hear a brief presentation, view display boards on the possible structure alternatives being considered, and to provide feedback on the possible alternatives to City staff and the project team.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge).  
Questions or comments can also be directed to Jennifer Chu, Associate Civil Engineer  
at (408) 777-3237 or [jenniferfc@cupertino.org](mailto:jenniferfc@cupertino.org)



Cupertino City Hall  
ATTN Department of Public Works  
10300 Torre Avenue  
Cupertino, CA 95014-3202



*The above rendering is for illustrative purposes only and is not representative of the actual design. The final bridge design will be informed by community feedback, available funding, and engineering considerations.*





Public Meeting #2  
May 29, 2019  
5 of 5







CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

**Option 1:  
Steel Girder Bridge**



1

**Option 2:  
Steel Pratt Truss Bridge**



5

**Option 3:  
Steel Howe Truss Bridge**



3

**Option 4:  
Steel Tied Arch Bridge**



2

**Option 5:  
Steel Inclined Arch Bridge**



4

Please share any additional comments on your preferred option:

I like the lower profile and look of #1 & #5.  
#2 looks like a train bridge - not as "nice".  
option #2 & 5 don't look as nice from the  
Stevens Creek Blvd view.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

Questions or comments can also be directed to Prashanth Dullu, Assistant Civil Engineer at  
(408)-777-3190 or [PrashanthD@cupertino.org](mailto:PrashanthD@cupertino.org)



CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name: [REDACTED] Date: 5-29-19

Affiliation (if applicable):

Address:

Email:

Comments:

Overall it feels like a good improvement and safer way to connect the neighborhoods and paths to/from schools on both sides.

Absolutely in favor of this bridge.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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4

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3

**Option 4:  
Steel Tied Arch Bridge**



2

**Option 5:  
Steel Inclined Arch Bridge**



5

Please share any additional comments on your preferred option:

1

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## Attachment A

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

Name: \_\_\_\_\_ Date: 5/30/25

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comments:

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CUPERTINO

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**Option 1:  
Steel Girder Bridge**



2

**Option 2:  
Steel Pratt Truss Bridge**



5

**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



1

**Option 5:  
Steel Inclined Arch Bridge**



3

Please share any additional comments on your preferred option:

I think Options 2 & 3 are unattractive & feel a bit claustrophobic.

I like the look of Option 4 arch, but appreciate it is the most expensive. Therefore, if I considered cost, Option 1 is next as at least it feels more open.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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**CUPERTINO**

# **PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY**

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## **COMMENT FORM**

Name:

[Redacted]

Date: 5/29/19

Affiliation (if applicable):

Address:

[Redacted]

Email:

Comments:

Please build this before my kids finish at Stevens Creek!

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**Option 3:  
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**Option 4:  
Steel Tied Arch Bridge**



5

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

*Option 1 written comments on front of page.*

*I do like the aesthetics of the bridge entrance  
of option 5 at the south entrance*

*\*oops I forgot to tell you I would use the bridge  
to walk my dog to visit my friend who lives on  
Stockmen. We have been friends since 1962  
and still live in the area and visit each other.*

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Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name: [REDACTED] Date: May 29, 2019

Affiliation (if applicable): neighbor

Address: [REDACTED]

Email: [REDACTED]

#### Comments:

option 1 Steel girder bridge is my favorite option. The bridge seems unobtrusive - just a simple well constructed bridge with the support structures right on Stevens Creek Road. (I think the neighbors on both sides of Carmen would appreciate that.) This option appears to echo the style of the Mary Bridge style - without the tall parts.

I appreciate that Cupertino is thinking about safe crossing of its residents. Being a teacher, having in mind little children and their safety is so very important to me. The bridge can be used by the students to and from Stevens Creek, Monta Vista and Kennedy - and by anyone, no matter their ages to go across the North and South sides. (I live on Crescent and have to turn left on to Stevens Creek to go to work -

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so with this bridge crossing, they would be less cars on my street - & parents who shortcut to drop their

Children to Stevens Creek





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2

**Option 5:  
Steel Inclined Arch Bridge**



5

Please share any additional comments on your preferred option:

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## Attachment A

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. In the upper center of the page, there is a faint, rectangular watermark or stamp that appears to contain some illegible text or a logo. The rest of the page is blank except for the lines.

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Steel Pratt Truss Bridge**



5

**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

I strongly favor #1. This is a pedestrian bridge and this design makes that really clear - it's self-promoting to the community.

I like #1 & #5 because they are shown as "open top" at the entry & exit ramps. This is more attractive & friendly to riders.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

Questions or comments can also be directed to Prashanth Dullu, Assistant Civil Engineer at (408)-777-3190 or [PrashanthD@cupertino.org](mailto:PrashanthD@cupertino.org)





CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

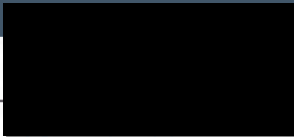
Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name:



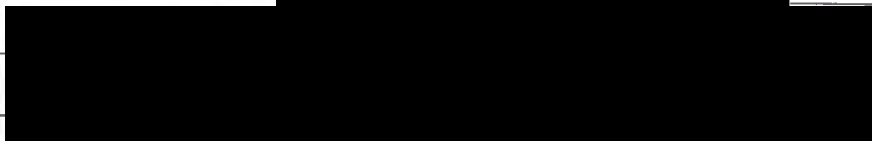
Date:

5/29/2019

Affiliation (if applicable):



Address:



Email:

Comments:

- 1) Nice options
- 2) You're brave to do this outreach now with all the Regmont Creek trail push
- 3) I'm a big supporter of extensions & enhancements to the Stevens Creek Trail
- 4) May sound silly, but consider ~~adding~~ making this an attractive COVERED Bridge! This has no practical purpose but in this visible location a little whimsy will draw people's attention and interest in car alternatives in Cupertino
- 5) Finance the "covered bridge" feature via a Public donation campaign
- 6) Option #3 looks like a railroad bridge, so please procure a miniature steam train to run here. If you want Stevens Creek Elementary kids to get out of cars run a train in the morning! I'm not kidding!

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

**Option 1:**  
Steel Girder Bridge



1

**Option 2:**  
Steel Pratt Truss Bridge



5

**Option 3:**  
Steel Howe Truss Bridge



~~5~~ 4

**Option 4:**  
Steel Tied Arch Bridge



~~5~~ 3

**Option 5:**  
Steel Inclined Arch Bridge



2

Please share any additional comments on your preferred option:

extra curriculars, friends' houses, and summer jobs. I am 100% in support of this bridge, and hope to someday walk my own kids accross it.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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CUPERTINO

# PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name:

[Redacted]

Date:

5/29/19

Affiliation (if applicable):

[Redacted]

Address:

[Redacted]

Email:

Comments:

I grew up on Cupertino Rd and attended Steven's Creek, Kennedy, and Monta Vista. I walked and biked all around my neighborhood and surrounding areas. I was involved in many extra-curriculars held at all three schools, and also worked at Blackberry Farm as a lifeguard as a teenager into adulthood. I also had several friends in the Carmen Road neighborhood whose homes I regularly visited. If I had a nickel for every time I jay-walked across Steven's Creek in the proposed location of this bridge, I would have enough money to build it myself. My childhood friends and myself are lucky we never got hit, but traffic on Steven's Creek is even worse today. Let's make sure our current and future kids have a safer route between their schools,

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**CUPERTINO**

# **PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY**

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m  
Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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1

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5

**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

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CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name:

Date:

5-29-19

Affiliation (if applicable):

Address:

Email:

Comments:

THANK YOU FOR HOSTING THIS MEETING AND  
PUTTING UP WITH ALL THE NIMBY ARGUMENTS.  
PLEASE KNOW THAT THIS IS A GREAT IDEA THAT  
WILL MAKE OUR LIVES BETTER AND IMPROVE  
OUR NEIGHBORHOODS BY CONNECTING US WITHOUT  
NEED FOR CARS. I GROW UP IN CUPERTINO  
AND NOW AM A MEMBER OF THE SENIOR CENTER.  
I LIVE 1 BLOCK FROM THE BRIDGE AND  
WILL USE IT OFTEN, INCLUDING RIDING MY BIKE  
TO PLAY SENIOR SOFTBALL AT MEMORIAL PARK.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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CUPERTINO

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Steel Girder Bridge**



2

**Option 2:  
Steel Pratt Truss Bridge**



4

**Option 3:  
Steel Howe Truss Bridge**



3

**Option 4:  
Steel Tied Arch Bridge**



5

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

Cost & time are two most important considerations, and  
structural robustness of (5) also makes it look nice  
with reasonable cost and installation time.

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CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name: [REDACTED] Date: 5/29/19

Affiliation (if applicable): \_\_\_\_\_

Address: [REDACTED]

Email: [REDACTED]

#### Comments:

I'm Very thankful for city's efforts to make walking & biking safer and easier. This bridge would add more value to our neighborhood with better routes to school and work, For seniors, this will help them access the parks easily. The two neighborhoods were connected in the past, finally will be connected again by this bridge. Green connecting for Cupertino is critical for traffic reduction and commute safety. Children would have <sup>more</sup> opportunities to practice life skills biking or walking independently to schools or friends' houses. Thank you for making this good study happen. Hope people will make a good use of this bridge, when it becomes a reality for Cupertino. Thank you!

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4

**Option 3:  
Steel Howe Truss Bridge**



5

**Option 4:  
Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

*Making it blend with the environment and not reflect  
the sun would be good for all options.*

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CUPERTINO

# PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name: [REDACTED] Date: 5/29/19

Affiliation (if applicable):

Address:

Email:

### Comments:

Please consider school re-districting in whether to build this, since I expect student enrollment to continue to decline while the Oaks redevelopment may change where students live.

I think a Phalaris location is still better, but I understand if the budget doesn't allow that.

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CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

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Steel Girder Bridge**



2

**Option 2:  
Steel Pratt Truss Bridge**



5

**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

#1 is pleasing to the eye, + e

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CUPERTINO

# PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name: [REDACTED] Date: \_\_\_\_\_

Affiliation (if applicable): none - neighbor

Address: [REDACTED]

Email: [REDACTED]

### Comments:

This is a terrific idea. We need  
a way to get kids from my side  
of Stevens Creek Blvd to Stevens Creek  
Elementary school. This would be awesome!

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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5

**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

Option 1 is low cost and minimal visual impact to neighbors. Low profile. Reasonably good aesthetics.

I am very supportive of this project!

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CUPERTINO

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Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name:

[Redacted]

Date:

6/2/19

Affiliation (if applicable):

Address:

[Redacted]

Email:

[Redacted]

Comments:

I am very supportive of this project to connect neighborhoods, encourage bicycling and walking, and provide a MUCH safer way for children to get to school.

Option 1 is a good compromise - see opposite

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CUPERTINO

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Attachment A

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4

**Option 3:  
Steel Howe Truss Bridge**



3

**Option 4:  
Steel Tied Arch Bridge**



2

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

*I appreciate the improved aesthetics for a minimal additional cost. I fear that the cheapest design (steel girder) would require ~~extra~~ additional costs to add security screens to prevent material falling on cars below. There is some value in beauty - pure utilitarian looks can make it more difficult for a community to care about their infrastructure.*

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Attachment A

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name:

[Redacted Name]

Date:

5/29/2019

Affiliation (if applicable):

Address:

[Redacted Address]

Email:

[Redacted Email]

Comments:

I admit I have less patience with those who insist that every thing remains dead-end cul de sacs. Cul de sacs are OK if you drive a car but they are sure ways to make a city impossible to navigate on two wheels. If/when "micromobility" (scooters or e-bikes) comes to the suburbs like Cupertino then it will be vital that we have safe and effective connections between all of our communities.

On its own I am not sure there is sufficient demand for a Bridge at Carmen. Nevertheless it may be worth a million dollar investment to "jump-start" the ability to get across the Monta Vista neighborhood without relying on the automobiles.

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3

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Steel Howe Truss Bridge**



5

**Option 4:  
Steel Tied Arch Bridge**



2

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

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CUPERTINO

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Attachment A

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name:

[Redacted Name]

Date:

5/29/2019

Affiliation (if applicable):

Address:

[Redacted Address]

Email:

Comments:

MY CONCERN ABOUT THE PROPOSED BRIDGE IS THE  
WIDTH OF THE BRIDGE. THE WIDTH SHOULD BE  
WIDE ENOUGH TO ACCOMMODATE 2 BIKE LANES  
AND WALKING PATH FOR CHILDREN → SENIORS.

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\_\_\_\_\_

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\_\_\_\_\_

**Option 3:  
Steel Howe Truss Bridge**



\_\_\_\_\_

**Option 4:  
Steel Tied Arch Bridge**



\_\_\_\_\_

**Option 5:  
Steel Inclined Arch Bridge**



\_\_\_\_\_

Please share any additional comments on your preferred option:

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# **PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY**

Attachment A

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## **COMMENT FORM**

Name: [REDACTED] Date: 5/29/2019

Affiliation (if applicable): \_\_\_\_\_

Address: [REDACTED]

Email: [REDACTED]

Comments:

Option 4

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# PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



5

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

I prefer foundations on Stevens Creek to reduce immediate residents impact as much as possible. #3 reminds me of Mary Bridge over 280 so it could be consistent local branding, especially if price difference is minimal. Let's get our kids off Foothill Expressway!

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## CUPERTINO

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

**Comments:**

Blank lined paper with faint, illegible text visible through the paper.

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CUPERTINO

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Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

option 1 seems to have the least impact on the direct neighborhoods on either side. It also looks similar to the many bridge ~~over~~ over 280 so there would be the added bonus of a cohesive look ~~of the walking~~ of the walking bridges in the city.

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### COMMENT FORM

Name: [REDACTED] Date: 5/29/19

Affiliation (if applicable): \_\_\_\_\_

Address: [REDACTED]

Email: \_\_\_\_\_

#### Comments:

I've been a resident of Cupertino my entire life - grew up on Cupertino Rd. and attended Stevens Creek Elementary, Kennedy Middle School, and Monta Vista High. I routinely would walk and bike to school. When I moved on to KMS / MVHS, I opted to walk instead of biking, because the steep grade of Stevens Creek Blvd. was too dangerous to bike down as an inexperienced rider, on top of having to find a safe place to cross. (which was still an issue walking). The proposed bridge would help many of the community to have a safer path between the neighborhoods. Please move forward!!!

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

Questions or comments can also be directed to Prashanth Dullu, Assistant Civil Engineer at (408)-777-3190 or [PrashanthD@cupertino.org](mailto:PrashanthD@cupertino.org)



CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

**Option 1:  
Steel Girder Bridge**



2

**Option 2:  
Steel Pratt Truss Bridge**



5

**Option 3:  
Steel Howe Truss Bridge**



5

**Option 4:  
Steel Tied Arch Bridge**



#1

**Option 5:  
Steel Inclined Arch Bridge**



5

Please share any additional comments on your preferred option:

I have not heard a negative opinion about the bridge other than "why now", since the school population is slowly declining.

Given that a bridge has to be built, if it does not affect my taxes and the traffic on Stevens Creek, I am indifferent

For additional information, please visit [www.cupertino.org/comments](http://www.cupertino.org/comments)

Questions or comments can also be directed to Prashanth Dullu  
(408)-777-3190 or PrashanthD@cupertino.org





CUPERTINO



# PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name: [REDACTED] Date: 5/29/19

Affiliation (if applicable): \_\_\_\_\_

Address: [REDACTED]

Email: \_\_\_\_\_

### Comments:

If anything, build the bridge at the entrance to the park  
and not next to the Stevens Creek traffic light!!!

For more information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

Questions directed to Prashanth Dullu, Assistant Civil Engineer at  
760 or [PrashanthD@cupertino.org](mailto:PrashanthD@cupertino.org)



**CUPERTINO**

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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3

**Option 4:  
Steel Tied Arch Bridge**



1

**Option 5:  
Steel Inclined Arch Bridge**



5

Please share any additional comments on your preferred option:

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name: \_\_\_\_\_

Date: \_\_\_\_\_

5/29/19

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

#### Comments:

On behalf of Sunny View residents, I like to propose "yes" to have the Carmen Bridge. We held walking group once a week on a Thursday and some of our residents walk on their own on Steven Creek. Many of them have concern about the heavy traffic and their safety. With this new bridge, it allows them to cross safely and feel confident while <sup>walking</sup> ~~driving~~. Our goal is to have our residents be as independent and promote wellness walk on a daily basis.

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**CUPERTINO**

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**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



1

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

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Attachment A

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## **COMMENT FORM**

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comments:

4 3 2

5 1

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**Option 3:  
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\_\_\_\_\_

**Option 4:  
Steel Tied Arch Bridge**



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**Option 5:  
Steel Inclined Arch Bridge**



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Please share any additional comments on your preferred option:

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Attachment A

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Name: [REDACTED] Date: 5/28/2019

Affiliation (if applicable):

Address:

Email:

#### Comments:

would like to have info.  
on alternate - Bike path along  
Stevens Creek (the creek) to  
cross Stevens Creek Blvd.

① Cost compare

② Right of way

③ Scenic

④ way to join vanden park  
& Stevens Creek park.

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**Option 4:  
Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

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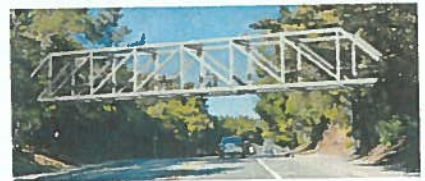
5

Option 2:  
Steel Pratt Truss Bridge



4

Option 3:  
Steel Howe Truss Bridge



3

Option 4:  
Steel Tied Arch Bridge



2

Option 5:  
Steel Inclined Arch Bridge



1

Please share any additional comments on your preferred option:

I AM STRONGLY IN FAVOR OF THIS BRIDGE  
FOR THE CHILDREN GOING BOTH WAYS, THE  
SENIORS FROM SUNNYVALE AND THE GENERAL  
NEIGHBORHOOD FLOW.

THE ISSUE OF BLACKBERRY FARM ENTRANCE  
IS A SEPERATE ONE THAT NEEDS ITS OWN  
SOLUTION OVER ->

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Attachment A

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### COMMENT FORM

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Affiliation (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Comments:

SEE REVERSE SIDE FOR START of comments

I UNDERSTAND AND APPRECIATE THE CONCERNS  
OF THE FOLKS THAT LIVE DIRECTLY ON THE  
ROUTE. WITH THAT SAID, I BELIEVE MANY  
OF THEIR FEARS ARE UNWARRANTED  
(STRANGERS ETC). CUPERTINO IS AN EXTRA  
ORDINARILY SAFE COMMUNITY, THE BRIDGE IS  
BETWEEN TWO SAFE NEIGHBORHOODS, IT  
WILL NOT, SOMEHOW OR ANOTHER, SUDDENLY  
ATTRACT A CRIMINAL ELEMENT

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5

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4

**Option 4:  
Steel Tied Arch Bridge**



2

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

Option 5 is aesthetically most pleasing. More than an utility value, it adds landmark for the community. It justifies construction impact and cost.

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Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name: [REDACTED] Date: 5/29/2019

Affiliation (if applicable): \_\_\_\_\_

Address: [REDACTED]

Email: [REDACTED]

### Comments:

I'm glad the city makes effort to improve the  
walkability and bikability of our community.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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1

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5

**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



3

**Option 5:  
Steel Inclined Arch Bridge**



2

Please share any additional comments on your preferred option:

1 Simple & cost effective  
2 fancier & a little more expensive.  
3-5 I don't like the crossbeams on top

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Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Name:

[Redacted]

Date:

5/29/19

Affiliation (if applicable):

[Redacted]

Address:

[Redacted]

Email:

Comments:

This will reduce school traffic & provide  
safe routes to school - Stevens Creek /  
Kennedy / Monta Vista.

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5

**Option 4:  
Steel Tied Arch Bridge**


1

**Option 5:  
Steel Inclined Arch Bridge**


5

Please share any additional comments on your preferred option:

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## CUPERTINO

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## Comments:

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1

**Option 5:  
Steel Inclined Arch Bridge**


5

Please share any additional comments on your preferred option:

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CARMEN ROAD PEDESTRIAN-BICYCLE  
BRIDGE FEASIBILITY STUDY**

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2

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

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Steel Girder Bridge



X

Option 2:  
Steel Pratt Truss Bridge



\_\_\_\_\_

Option 3:  
Steel Howe Truss Bridge



\_\_\_\_\_

Option 4:  
Steel Tied Arch Bridge



\_\_\_\_\_

Option 5:  
Steel Inclined Arch Bridge



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Please share any additional comments on your preferred option:

HOPE FOR SPEEDY CONSTRUCTION!

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CUPERTINO

### COMMENT FORM

Comments:

SAFETY FOR THE CHILDREN

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Steel Tied Arch Bridge



\_\_\_\_\_

Option 5:  
Steel Inclined Arch Bridge



\_\_\_\_\_

Please share any additional comments on your preferred option:

*I assume this bridge goes over Stevens Creek ???*  
*If so, it should have been built 80 years ago*  
*when my kids had to take a bus from Monta*  
*Vista to Stevens Creek School.*

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### COMMENT FORM

Comments:

*Too late - too bad, see other side.*

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)  
Questions or comments can also be directed to Prashanth Dullu, Assistant Civil Engineer at  
(408)-777-3190 or [PrashanthD@cupertino.org](mailto:PrashanthD@cupertino.org)



CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

Option 1:  
Steel Girder Bridge

5

Option 2:  
Steel Pratt Truss Bridge

4

Option 3:  
Steel Howe Truss Bridge

3

Option 4:  
Steel Tied Arch Bridge

2

Option 5:  
Steel Inclined Arch Bridge

1

Please share any additional comments on your preferred option:

*Option 5 is class and speaks well  
for the community.*

*4 & 5*

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Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

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CUPERTINO

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1

Option 2:  
Steel Pratt Truss Bridge




---

Option 3:  
Steel Howe Truss Bridge


5

Option 4:  
Steel Tied Arch Bridge




---

Option 5:  
Steel Inclined Arch Bridge




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Please share any additional comments on your preferred option:

Option 1 The least distraction for drivers on Stevens Creek Blvd  
Good pillar support

Option 3 - looks too much like a railroad bridge

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CUPERTINO

**PUBLIC MEETING #2  
CARMEN ROAD PEDESTRIAN-BICYCLE  
BRIDGE FEASIBILITY STUDY**

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Comments:

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. A vertical margin line is present on the right side, creating a narrow right margin. The paper appears to be from a notebook or a standard writing template. There are some faint marks at the top edge, possibly from staples or binding holes.

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CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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Steel Girder Bridge



\_\_\_\_\_

**Option 2:**  
Steel Pratt Truss Bridge



\_\_\_\_\_

**Option 3:**  
Steel Howe Truss Bridge



\_\_\_\_\_

**Option 4:**  
Steel Tied Arch Bridge



\_\_\_\_\_

**Option 5:**  
Steel Inclined Arch Bridge



\_\_\_\_\_

Please share any additional comments on your preferred option:

1. AESTHETICALLY PLEASING
2. SUBSTANTIAL

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**CUPERTINO**

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### RANKING SHEET

After reviewing each concept based on the information provided at the public meeting, please rank the following design concepts in order of preference (1 = most favored option, 5 = least favored option).

**Option 1:  
Steel Girder Bridge**



4

**Option 2:  
Steel Pratt Truss Bridge**



3

**Option 3:  
Steel Howe Truss Bridge**



2

**Option 4:  
Steel Tied Arch Bridge**



1

**Option 5:  
Steel Inclined Arch Bridge**



5

Please share any additional comments on your preferred option:

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CUPERTINO

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CARMEN ROAD PEDESTRIAN-BICYCLE  
BRIDGE FEASIBILITY STUDY**

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Comments:

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CUPERTINO

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Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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4

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Steel Pratt Truss Bridge



3

Option 3:  
Steel Howe Truss Bridge



2

Option 4:  
Steel Tied Arch Bridge



1-X

Option 5:  
Steel Inclined Arch Bridge



5

Please share any additional comments on your preferred option:

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Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Manta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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5

Option 3:  
Steel Howe Truss Bridge


3

Option 4:  
Steel Tied Arch Bridge


4

Option 5:  
Steel Inclined Arch Bridge


2

Please share any additional comments on your preferred option:

Option 1 - Less invasive  
Option 5 - more eye appeal





CUPERTINO

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

### COMMENT FORM

Comments:

As I am living facing Cupertino Rd, I see dozens of walkers..

Also, extremely heavy ~~car~~ car and truck travel, and street parking.

Hopefully consideration will be made for the safety of increased amount of walkers on Cupertino Road.

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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3

Option 3:  
Steel Howe Truss Bridge



1

Option 4:  
Steel Tied Arch Bridge



4

Option 5:  
Steel Inclined Arch Bridge



2

Please share any additional comments on your preferred option:

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## Attachment A

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

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**CUPERTINO**

## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

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4

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3

**Option 3:  
Steel Howe Truss Bridge**



2

**Option 4:  
Steel Tied Arch Bridge**



1

**Option 5:  
Steel Inclined Arch Bridge**



5

Please share any additional comments on your preferred option:

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CUPERTINO

**PUBLIC MEETING #2  
CARMEN ROAD PEDESTRIAN-BICYCLE  
BRIDGE FEASIBILITY STUDY**

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

Monta Vista Recreation Center, Multi-Purpose Room | 22601 Voss Ave, Cupertino

## COMMENT FORM

Comments:

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## PUBLIC MEETING #2 CARMEN ROAD PEDESTRIAN-BICYCLE BRIDGE FEASIBILITY STUDY

Attachment A

Wednesday, May 29, 2019 | 6:30 p.m. to 8:30 p.m.

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3

**Option 2:  
Steel Pratt Truss Bridge**



5

**Option 3:  
Steel Howe Truss Bridge**



4

**Option 4:  
Steel Tied Arch Bridge**



2

**Option 5:  
Steel Inclined Arch Bridge**



1

Please share any additional comments on your preferred option:

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Option 3:  
Steel Howe Truss Bridge


4

Option 4:  
Steel Tied Arch Bridge


1

Option 5:  
Steel Inclined Arch Bridge


2

Please share any additional comments on your preferred option:

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2

Option 2:  
Steel Pratt Truss Bridge



4

Option 3:  
Steel Howe Truss Bridge



5

Option 4:  
Steel Tied Arch Bridge



1

Option 5:  
Steel Inclined Arch Bridge



3

Please share any additional comments on your preferred option:

I think option #4 is the nicest looking bridge. It is pleasing to the eye.

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### COMMENT FORM

Comments:

I feel this bridge would be an asset to the community & neighborhood and would provide a safe way to cross Stevens Creek Blvd by foot or bicycle.

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Option 3:  
Steel Howe Truss Bridge

4

Option 4:  
Steel Tied Arch Bridge

1

Option 5:  
Steel Inclined Arch Bridge

2

Please share any additional comments on your preferred option:

1 - Looks CLASSIC

2 - Love the ARCHES

3 - CLEAN

4 - TRAIN TRESSSEL

5 - SAME as 4

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, May 14, 2019 11:26 PM  
**To:** [REDACTED]  
**Subject:** Carmen Bridge

[REDACTED],

I am an avid Cupertino cyclist quite familiar with most thoroughfares in the West Cupertino area. I like many Cupertino residents can't imagine the City funding an expensive single pedestrian / cycle bridge across the crosswalked, two lane, wide bike lanes section of Stevens Creek Blvd at Carmen when there are so many much more critical bike / pedestrian safety issues in the area...like the intersection of Bubb and McClellan where safety is as much about the congestion of parents driving their students to school as lack of planned barriers, lack of bike lanes on McClellan, southern end of Bubb and Rainbow. The long awaited paved bike path along the railroad tracks to connect many more isolated neighborhoods with the schools at that intersection would positively impact far more residents than the Carmen bridge. The optics of giving preference to the west side also concerns me at a time when the east side has been so traffic impacted by the build out of Main Street, Apple Campus 2.....

[REDACTED]  
Cupertino

---

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[REDACTED]

Message Score: 10  
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High (60): **Pass**  
Medium (75): **Pass**  
Low (90): **Pass**  
Custom (55): **Pass**

*This message was delivered because the content filter score did not exceed your filter level.*



[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, May 15, 2019 11:04 PM  
**To:** [REDACTED]  
**Subject:** Carmen Rd Pedestrian Bridge

We cannot make the May 29 city meeting on this bridge – we live 2 blocks away. But we totally support the building of this bridge. The sooner the better. Since the city voted to bring in the foodmart, star bucks & other business in this area, the traffic has increased dramatically – safer means to cross stevens creek would be appreciated. Camera for security & ability to watch pedestrian traffic into/out of the neighborhood would also be a good idea.

[REDACTED]

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Message Score: 1  
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High (60): **Pass**  
Medium (75): **Pass**  
Low (90): **Pass**  
Custom (55): **Pass**

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[REDACTED]

---

[REDACTED]

**Sent:** Sunday, June 02, 2019 10:40 PM

[REDACTED]

**Subject:** Fwd: Support for Carmen bridge

[REDACTED]

I'm a resident of [REDACTED] Cupertino. I could not make it to the planning meeting for the Carmen Bridge. However, I totally support this bridge since it'll give lot of walking options to go to the Stevens Creek Elementary school as well as Varian Park.

If you have any questions, please feel free to email me.

---

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[REDACTED]

Message Score: 1

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High (60): **Pass**

Medium (75): **Pass**

Low (90): **Pass**

Custom (55): **Pass**

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, May 29, 2019 8:42 PM  
**To:** [REDACTED]  
**Subject:** Proposed Designs for the Carmen Bridge

[REDACTED]

My name is [REDACTED] and I and my family live close to the northern access point of the Carmen Bridge at [REDACTED]. The "look" and obtrusiveness of the bridge as seen from either side of Carmen is very important to us close-by residents to the bridge. I therefore vote for Option 5, the steel inclined arch bridge, as the best option, and Option 1 as the next best. The major obtrusiveness of Options 2, 3, and 4 will definitely impact the resale values of our homes near to the bridge, and the cumulative decline in value of the nearby homes can be many times the cost of the bridge, and especially many times the difference in the cost of the various bridge designs. So it is very important for us to choose a minimalist impact and cross-section for the bridge as viewed from either side of Carmen, making Option 5 as the best option, in my opinion.

Thank you for allowing me to input my opinion.

Best regards,

[REDACTED]

---

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[REDACTED]  
[REDACTED]

Message Score: 30  
My Spam Blocking Level: Custom

High (60): **Pass**  
Medium (75): **Pass**  
Low (90): **Pass**  
Custom (55): **Pass**

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## Prashanth Dullu

---

[REDACTED]

[REDACTED]

June 12, 2019

[REDACTED]

Thank you for the opportunity to voice my opinion.

Although there was a good discussion at the meeting held on May 29, 2019, there were some points that were not mentioned while I was there.

For one, the residents who moved to Carmen Road I believe without exception moved there because it was quite. They wanted to move to a location where there was little to no vehicle traffic and the only people who were walking or biking on the streets where they lived were other residents. Now they are being asked to allow over 100 strangers a day to enter their exterior living space.

Along with this increase in foot traffic or people parking their cars to cross the proposed bridge comes more noise, litter and potential incidents of vandalism or theft.

The residents who live close to the proposed bridge lose the serenity, privacy and peacefulness of living there forever.

It was mentioned during the meeting that students just do not want to get up in the morning a few minutes early to allow enough time to use the existing crosswalks already in place at Foothill and Stevens Creek or at Phar Lap Drive. Two students were present and they both confirmed that they just did not want to get up earlier to ensure they would get to school on time using the existing crosswalks.

What a missed opportunity to educate young people on how they may need to better manage their time and allow for a few extra minutes to get to school. Using the existing crosswalks would allow them to do so safely.

Posting crossing guards that both of the existing street crossings would enhance the safety and attractiveness of crossing at them. I am sure this would be much cheaper.

As a resident who lives just two blocks over from Carmen Road, I am not wanting to have this increase in foot/bike traffic either for the above mentioned reasons.

Also I will now lose a wonderful view of the East Foothills. To turn right out of Janice onto Stevens Creek going east and see the beautiful view always reminds me of what this valley once was. A valley that was beautiful and very productive in agriculture. To see snow on Mt. Hamilton is a wonderful sight and needs to be appreciated when it happens.

As someone who spent over 40 years as a clinical scientist I appreciate innovation and design maybe more than others. Yet I also know that just because something is possible does not mean it should be implemented.

The proposed bridge will forever scare the view on Stevens Creek for the benefit of just a few people. It will impose a loss of privacy to residents near the bridge that was one of the very reason many moved to the area.

So as you now see I am not for the building of this bridge.

I am also wondering if another community meeting is possible. To hold a meeting on near a holiday weekend did not allow for people who were out of town to participate.

Thank you for the opportunity to voice my concerns. [REDACTED]

# OPTION 4 STEEL TIED ARCH BRIDGE

A tied arch bridge that clear spans Stevens Creek Boulevard. Arches provide a classic look for the bridge.



### About this design

**Construction duration/impact**

- Tied arches with hangers to support main deck elements can be fully pre-assembled and erected in one overnight operation.
- Pre-assembly will require 7-10 days of lane closures in Stevens Creek Blvd, leaving one lane open in each direction
- Foundation construction in each cul-de-sac will take 10-15 days
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

**Aesthetics**

- Classic arches with some presence but an elegant shape provide an inherent support for the fence and screen

**Cost**

- \$1.6M - \$1.95M\*

# OPTION 5 STEEL INCLINED ARCH BRIDGE

Inclined arches configured to provide intermediate supports. Elegant arches with a lower profile above the bridge deck.



### About this design

**Construction duration/impact**

- Inclined arches and elements of the deck will be assembled in-place
- In-place assembly will require 5-7 night closures
- Main foundation construction from Stevens Creek Blvd will require 10-14 days of lane closures per side; maintaining one traffic lane in each direction at all times
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

**Aesthetics**

- Inclined arch shape is aesthetically pleasing, adding a signature statement that also creates a more 'open' feel to the structure

**Cost**

- \$1.4M - \$1.75M\*

Attachment A

# CARMEN ROAD PEDESTRIAN BRIDGE PUBLIC MEETING #2 May 29th, 2019

The City of Cupertino is undertaking a feasibility study for a Carmen Road Pedestrian/Bicycle Bridge to improve safety for pedestrians and cyclists crossing Stevens Creek Boulevard. Using input gathered at Public Meeting #1 in January 2019, concepts for six potential design options were developed. Option 6 was found infeasible (not compliant with ADA or maintenance vehicle access requirements), and therefore the design is not being progressed.

The purpose of this meeting is to gather input on the five feasible options and provide residents an opportunity to vote for their preferred option. Please review key information on each of the 5 options under consideration to aid you in casting your vote. The input gathered at this meeting will help inform the selection of a preferred option. The options include:

- Option 1 – Steel Girder Bridge
- Option 2 – Steel Pratt Truss Bridge
- Option 3 – Steel Howe Truss Bridge
- Option 4 – Steel Tied Arch Bridge
- Option 5 – Steel Inclined Arch Bridge

\* Estimated costs are shown in 2019 dollars and exclude right-of-way acquisition, utility relocations and other improvements which are expected to be similar for all options.

Project Schedule											
Feasibility Study for the Carmen Road Pedestrian/Bicycle Bridge, City of Cupertino, CA											
Description	2018		2019								
	November	December	January	February	March	April	May	June	July	August	
Online Survey											
Community Outreach and Engagement											
Preliminary Engineering and Alternatives Analysis											
Feasibility Study Report											

- Public Outreach Meetings
- Bicycle Pedestrian Commission Meeting/City Council Meeting

For additional information, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge). Questions or comments can also be directed to Prashanth Dullu, Assistant Civil Engineer at (408)-777-3190 or PrashanthD@cupertino.org



# OPTION 1 STEEL GIRDER BRIDGE

A steel girder bridge with intermediate supports on either side of Stevens Creek Boulevard allows for shorter spans and a relatively shallow deck.



About this design

Construction duration/impact

- Bridge structure is made of three steel girders that can be delivered and erected individually without the need for falsework in Stevens Creek Blvd
- Main foundation construction from Stevens Creek Blvd over 7-10 days per side; maintaining one traffic lane in each direction at all times. Similar periods and impacts for column construction
- Deck construction will require 20 days of light equipment access through the cul-de-sacs on each end of Carmen Road
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

Aesthetics

- Shallowest profile and overall height compared to all other design options provides an unassuming, yet elegant bridge that provides opportunities for aesthetic enhancements of the railings and screens

Cost

- \$1.25M – \$1.5M\*

# OPTION 2 STEEL PRATT TRUSS BRIDGE

A steel truss that clear spans Stevens Creek Boulevard. A Pratt truss has a general square look to the panels and the diagonals are lighter members.



About this design

Construction duration/impact

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek Blvd
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

Aesthetics

- A commonly used structure type for medium span pedestrian bridges which has significant presence while providing a feeling of enclosure and safety

Cost

- \$1.5M - \$1.85M\*

# OPTION 3 STEEL HOWE TRUSS BRIDGE

Attachment A

A steel truss that clear spans Stevens Creek Boulevard. A Howe truss has a general triangular look to the panels.



About this design

Construction duration/impact

- Trusses can be assembled on falsework over Stevens Creek Blvd from individual members or three pre-assembled pieces
- Foundation construction in each cul-de-sac will take 10-15 days
- Truss erection will impact traffic for 10-15 nights in Stevens Creek Blvd
- Deck construction will require 20 days of light equipment access through the cul-de-sacs
- There will be 3 nights of individual lane closures in Stevens Creek Blvd for deck construction

Aesthetics

- A robust looking structure which is often seen on railway bridges, also provides a feeling of enclosure and safety

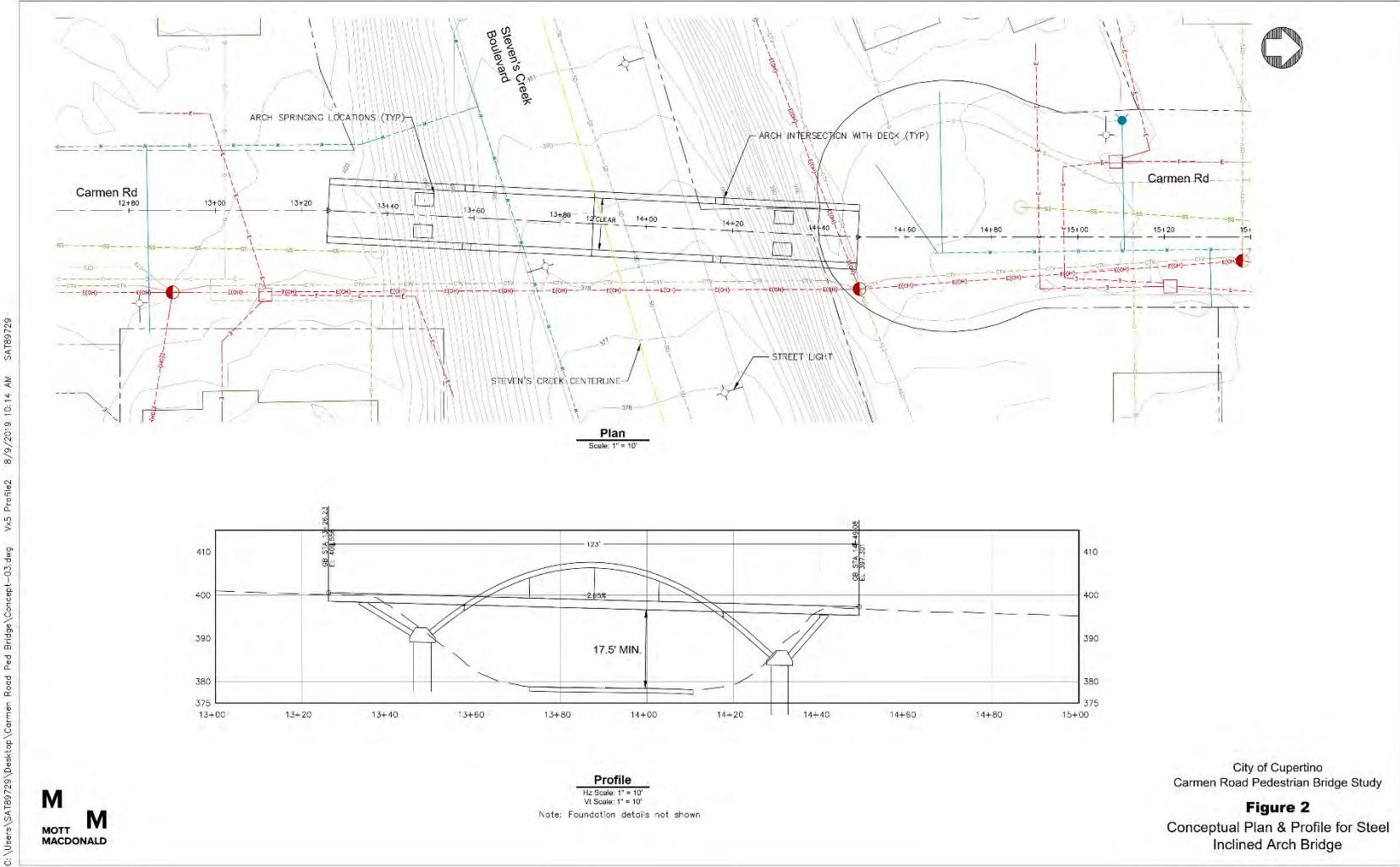
Cost

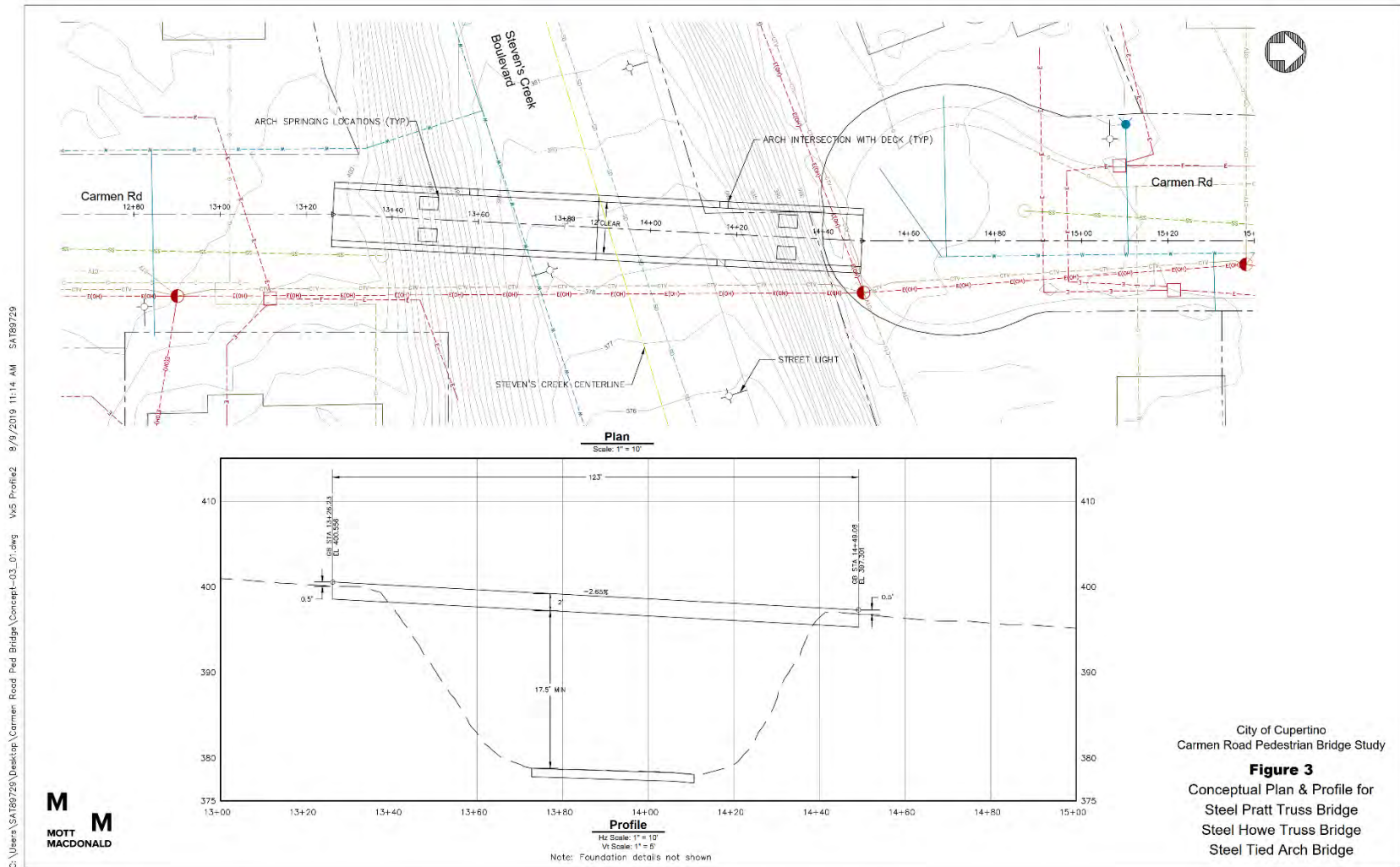
- \$1.5M - \$1.85M\*



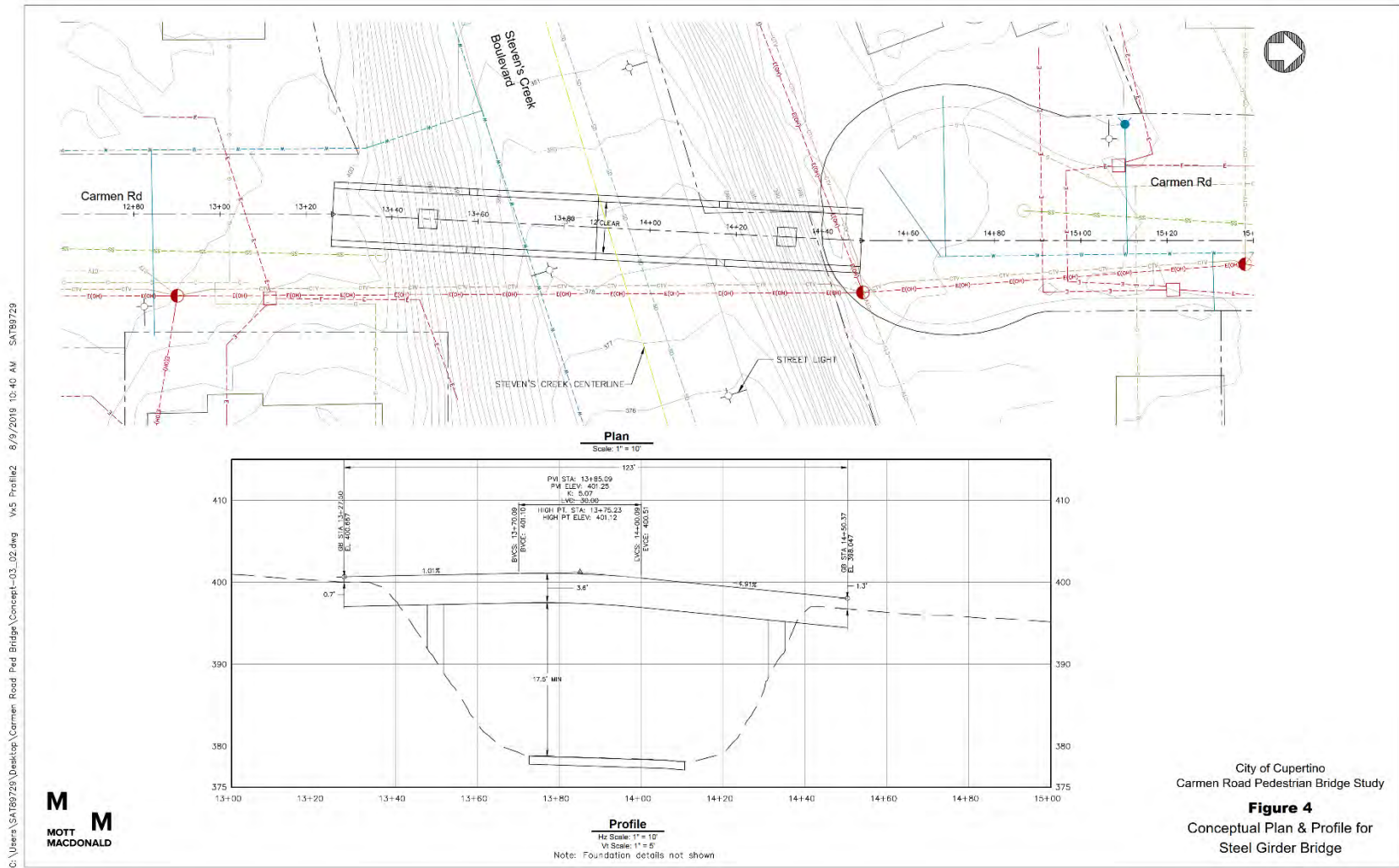
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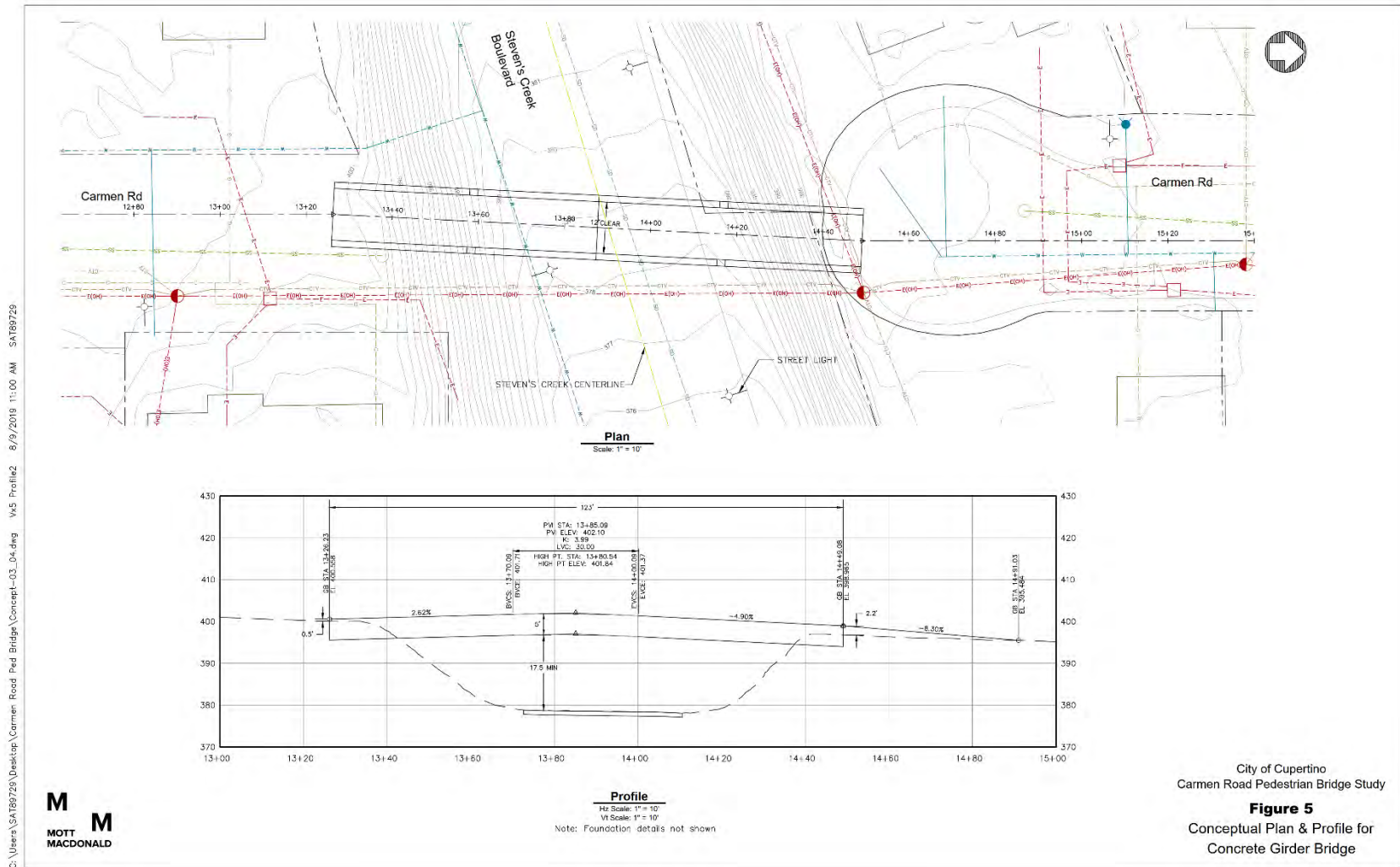


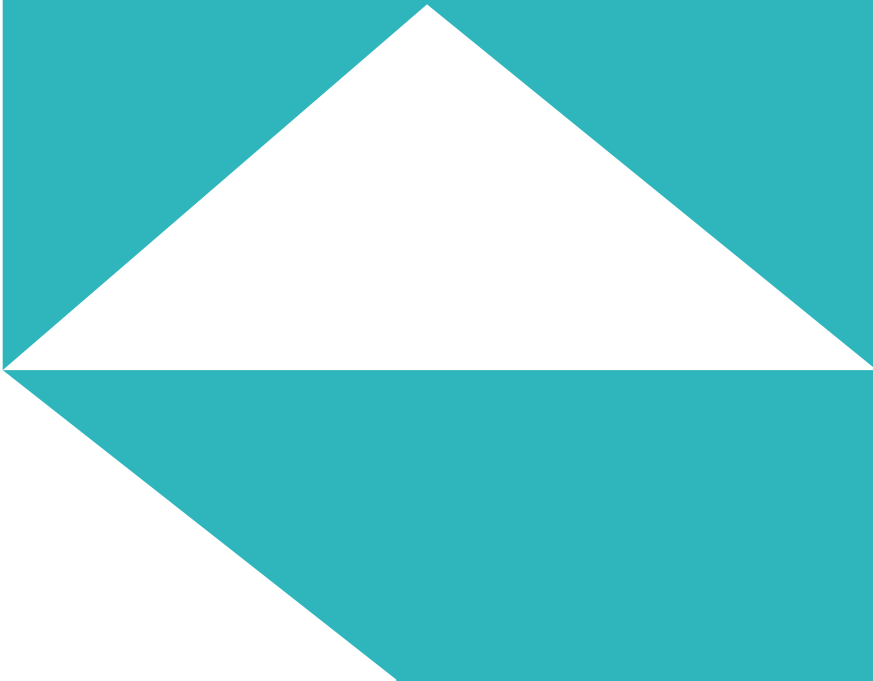














## Cyrah Caburian

---

**From:** Kristi McGee <kristi.mcgee1@gmail.com>  
**Sent:** Wednesday, October 30, 2019 9:38 PM  
**To:** City Council; Cupertino City Manager's Office; City Clerk  
**Cc:** Kristi A. McGee  
**Subject:** Carmen Road Pedestrian/Bicycle Bridge

Dear Council Members,

I am unable to attend the November 8 City Council meeting where this issue will be discussed, so I want to share my thoughts and opinions with you in advance.

I have been a long time resident of Cupertino, and I **strongly** object to the Carmen Road Pedestrian/Bicycle Bridge proposal. I live in the Carmen Road/Scenic Blvd. neighborhood, so the existence of such a bridge impacts me directly.

The need for this proposed bridge, including in the [Walk-Bike Cupertino article](#) published some 18 months ago, is misleadingly characterized as a safety issue. The two nearest crosswalks in question may indeed be 1/2 mile apart, but each of them (Stevens Creek/Foothill Blvd. and Stevens Creek/Phar Lap Drive) is only a quarter mile from the proposed bridge at Carmen Road.

The crosswalk at the Foothill intersection is controlled by traffic lights to support safe crossing, and the crosswalk at Phar Lap Drive was enhanced not all that long ago with in-street flashers (which are very visible and effective). So we're talking about a quarter-mile walk or bike from Carmen Road to one of two safety-enhanced crossings. Yes, Stevens Creek is busy, but I argue that - practically speaking - it IS safe to cross and kids CAN get to school safely by using the existing crosswalks.

A important consideration in this decision that I have not seen discussed at all is the unintended consequences that such a bridge may introduce. It is a fact that property crime has risen in our fair city, including car break-ins, vandalism and burglaries. This bridge will create an access point to our neighborhoods that is not needed and provides a convenient, unpatrolled point of ingress and egress (particularly at night) for those who seek to perpetrate such acts.

I would remind the Council of the contentious issue regarding controlling the Blackberry Farm gate access at Scenic Circle. I'm confident that none of the adjacent residents wanted an unsafe route to school for students by barring access through Blackberry Farm, but they also had a real concern over loitering and other undesirable behavior that such an access point would introduce. Would a similar controlled, gated approach be applied to this bridge?

I agree that Stevens Creek at Carmen is not an inherently safe crossing, but spending millions of dollars building a bridge is NOT warranted when there are safe crossings a mere 1320 feet away in either direction. It sounds like an over-engineered solution, at a high taxpayer cost and will compromise the visual beauty (and potentially the surrounding property values) of this area.

Were other solutions even considered before proposing to build an expensive bridge? This is a solution looking for a problem.

Sincerely,  
Kristi McGee  
Scenic Blvd. Resident

## Cyrah Caburian

---

**From:** Luis Buhler (Rockledge Associates) <luis@rockledgeassociates.com>  
**Sent:** Thursday, October 31, 2019 3:26 PM  
**To:** City Council  
**Cc:** Luis Buhler (Rockledge Associates)  
**Subject:** Carmen Road Pedestrian Bicycle Bridge Feasibility Study

To: Members of the City Council  
From: Luis Buhler, Cupertino Resident

Has anyone looked at the possibility of extending Stevens Creek Trail to connect directly to Varian Park? This would seem to make better use of existing trails and minimize the impact on surrounding residents.

Luis Buhler

Cell: 916-801-1715  
Email: Luis@RockledgeAssociates.com

## Cyrah Caburian

---

**From:** mary vanatta <vanattam@gmail.com>  
**Sent:** Friday, November 1, 2019 9:28 AM  
**To:** City Council  
**Subject:** Please approve the Carmen Bridge feasibility study

Hello,

I am writing to express my support for the Carmen Bridge project and to ask for your support, specifically regarding the feasibility study vote coming up this Tuesday, November 5th. I live in the Monta Vista neighborhood of Cupertino, and I frequently take evening walks in the neighborhoods along Stevens Creek Blvd. I like to cross Stevens Creek and walk in the neighborhoods on the other side, but I am always nervous to use the cross-walk at the bottom of the "dip" near the Blue Pheasant restaurant. I consider that crossing to be dangerous, because vehicles drive much too fast down the hill (in both directions) toward the cross-walk. I have observed speeding vehicles on this stretch of Stevens Creek not only as a pedestrian, but also as a driver who frequently uses this road, and as a cyclist.

Additionally, on weekend mornings I like to walk to the Starbucks near the Post Office, or further down the road to Jamba Juice - these two destinations require crossing Stevens Creek Blvd., and I always avoid using the aforementioned cross-walk. Instead, I opt to cross Stevens Creek at one of the traffic lights along the way, but this is not ideal.

Building a pedestrian bridge across Stevens Creek Blvd. would be a big improvement for the residents of the neighborhoods in the area - not just those, like me, who will use it for casual strolls and exercise, but more importantly for the children who will use it to get to school or other activities. I know that providing safe options for children is a focus of the city council's work - I am sure that you will make the right decision by approving the feasibility study.

Thank you for the hard work that you do!

Sincerely,  
Mary Vanatta  
10445 Merriman Road



## Cyrah Caburian

---

**From:** RICHARD <rablaine@comcast.net>  
**Sent:** Thursday, October 31, 2019 4:24 PM  
**To:** City Council  
**Subject:** Carmen Bridge

Please approve the feasibility study. This bridge will be an asset to the city and provide for safe crossing of Stevens Creek Blvd.

Dick Blaine  
22284 n De Anza Circle  
Cupertino Ca

## Cyrah Caburian

---

**From:** Andrea Scheuerlein <roy.scheuerlein@gmail.com>  
**Sent:** Friday, November 1, 2019 9:36 AM  
**To:** City Council  
**Subject:** Carmen Bridge

We need a bridge over Stevens Creek Blvd at Carmen. I live off Crescent Rd.  
My children go to Stevens Creek elementary and Kenedy Jr High and Monte Vista.  
It is too dangerous to cross Stevens Creek Blvd. I support building the bridge.  
Regards,  
Roy and Andrea Scheuerlein

**Cyrah Caburian**

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**From:** Jennifer Shearin  
**Sent:** Saturday, November 2, 2019 9:41 AM  
**To:** Steven Scharf; Rod Sinks; Jon Robert Willey; Darcy Paul; Liang Chao; Deborah L. Feng  
**Subject:** Urge approving Carmen Bridge item on Consent Calendar

Dear Mayor Scharf, City Councilmembers, and City Manager Feng,

Tuesday's Council meeting will include an item on the Consent Calendar to approve the Feasibility Study for the Carmen Road Bridge. I urge you to approve this item without pulling it for further discussion.

The most important reason is that the Consent Calendar item is not a decision on whether to design or build the project or spend any new funding; it is only to approve that the work has been done by City Staff. In early spring, when Staff plans to include this project's design funding as part of the CIP, is the time to discuss the merits, cost, and design issues of the project.

The Bicycle Pedestrian Commission, in its motion made after its discussion of the Feasibility Study in September, advises this course of action, stating, "Additionally, commission requests staff to invest time necessary to prepare for the design and budget approval phase next year...[and] do outreach to properties impacted and adjacent community members before design phase."

There are some advocates in the community and on the Bicycle Pedestrian Commission for this project, and there are some residents opposed. Everyone will be able voice their concerns and approval when this project is considered for funding and further work during this spring's CIP process. I urge you on Tuesday to approve this item on the Consent Calendar.

Sincerely,

Jennifer Shearin  
Bicycle Pedestrian Commissioner



## Cyrah Caburian

---

**From:** Peter Yessne <pyessne@gmail.com>  
**Sent:** Sunday, November 3, 2019 1:49 PM  
**To:** City Council  
**Subject:** Carmen Bridge Project

Dear City Council,

I am a resident living a few doors south of the proposed bridge on Bellevue Ave.  
I support the Carmen Bridge Project because it will enhance our pedestrian and biking options.  
Further, the crosswalk at Phar Lap and Stevens Creek is a very dangerous one.  
Please approve the feasibility study on November 5.  
Sincerely,  
Peter Yessne

## Cyrah Caburian

---

**From:** City of Cupertino Written Correspondence  
**Subject:** FW: Carmen road History and support for proposed bridge

**From:** Jackson Family <hbjacksn@pacbell.net>  
**Sent:** Sunday, November 3, 2019 6:34 PM  
**To:** City Council <CityCouncil@cupertino.org>  
**Subject:** Carmen road History and support for proposed bridge

Dear Cupertino City council members

Steven Scharf, Liang Chao, Rod Sinks, Darcy Paul and Jon Willey,

I'm writing today to express my strong support for the Carmen Rd. pedestrian bridge. My family has lived on Cupertino Rd. for 35 years, and I have lived in Cupertino for 59 years.

To paraphrase the words in my survey entry, the Carmen bridge will become such a welcome, useful and unifying addition to our neighborhood and city. Thank you in advance for seeing it through to approval and construction.

Today I'd like to share some historical perspective. Before the rerouting of Stevens Creek Rd and the corresponding grading work that separated Carmen Rd, what is currently Cupertino Rd was then part of Stevens Creek Rd.

Carmen road was initially created for the purpose of transporting the pieces of the dismantled "Lumbermen's Hoo Hoo House" to its final destination at Inspiration Point, which our neighborhood was once called.

This massive Hoo Hoo House structure was built for the 1915 Panama Pacific International Expo in San Francisco and designed by famous architect Bernard Maybeck. It was built by the International order of Hoo Hoo, a lumber industry organization. Here is a link to a pic from the UC Berkeley Archives: <http://exhibits.ced.berkeley.edu/items/show/2112>

Purchased after the Expo by George Hensley (President of Monta Vista Estates) Hensley wanted the building to be a civic center/dance hall. His company subdivided and sold lots in Monta Vista, so this building served as an amenity to help build the community. There was even a monthly newsletter called "The House of Hoo-Hoo" (I have a photocopy of the newsletter dated Aug. 1916 showing a picture of this massive building having been reconstructed at the top of our hill, on Carmen road)

There were accounts of concerts and weekly dances at the Hoo Hoo House, but it all came to an abrupt end on Aug. 16, 1928 when a mysterious fire burned it to the ground.

Over the years different tales have been told of this iconic building. Given its unfortunate name, it didn't take long before it was considered to have been used as a house of ill repute. The rumors are false, this was a large single room open air building. Perfect for a dance or meeting hall, but not much else.

...so who was Carmen? Who was the road named after? I haven't come across anyone who knows the answer, but I have a guess.

It would have taken dozens of truck or buggy loads to bring all the dismantled pieces of the Lumbermen's Hoo Hoo House to our neighborhood. Someone who transported things by buggy was known as a carman. The plural is carmen. George Hensley may have had someone put a sign on Cupertino Rd (then known as Stevens Creek Rd) with the word "carmen" and an arrow to direct them where to go with their cargo. Over the years I suspect the name stuck. Carmen Road.

Soon you will be deciding whether to reconnect Carmen with a Pedestrian Bridge- reuniting Inspiration Point, making a Safe Route To School for three Cupertino schools for our kids, and improving walking opportunities for our Seniors at Sunnyview Manor as well as for the rest of us.

As a lifelong resident, I see this as an easy decision. And in these current times, there's no better example and symbol of unity than a bridge.

Thank you for taking the time to read this. Please feel free to reply with any questions, and if someone could reply to confirm that you received this email I would be most grateful.

Best regards, Harlan Jackson  
22273 Cupertino rd.  
408-504-6406

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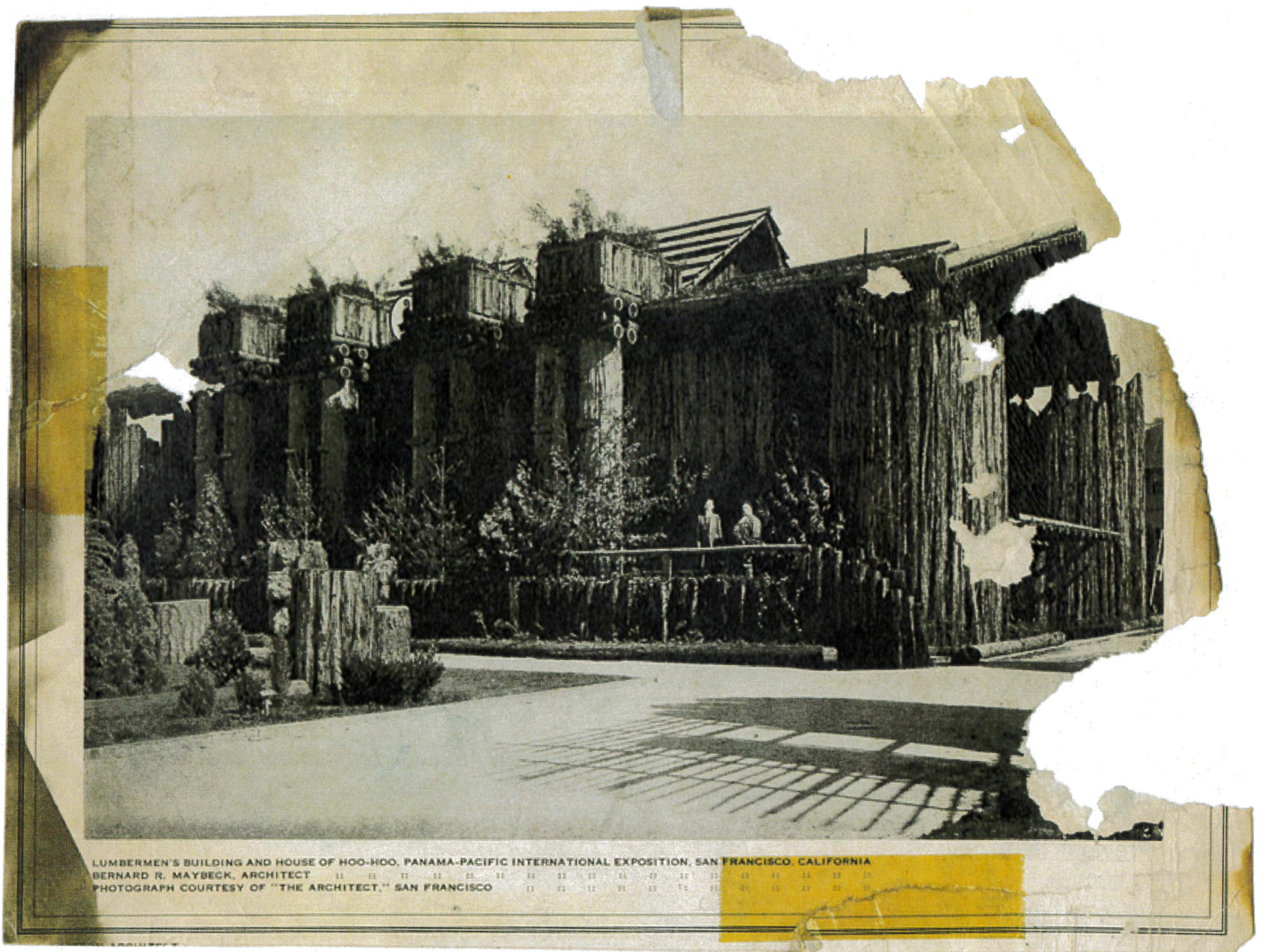
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## Lumbermen's House of Hoo Hoo





**Title**

Lumbermen's House of Hoo Hoo

**Subject**

Panama-Pacific International Exposition (1915 : San Francisco, Calif.)

**Description**

Tear sheet

**Creator**

unknown

**Source**

William G. Merchant / Hans U. Gerson Collection

**Date**

circa 1915

## Contributor

Environmental Design Archives

## Format

Tear sheet

## Language

English

## Identifier

Box 9, Folder 9

## Coverage

San Francisco, CA

## Citation

unknown, "Lumbermen's House of Hoo Hoo," *Environmental Design Archives Exhibitions*, accessed November 4, 2019, <http://exhibits.ced.berkeley.edu/items/show/2112>.

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## Grace Schmidt, MMC

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**From:** Rooshabh Varaiya <[REDACTED]>  
**Sent:** Tuesday, October 22, 2019 4:21 PM  
**To:** City Council  
**Cc:** Pat Bhatt; Frank Yashar; Wing Law; Rooshabh Varaiya  
**Subject:** Carmen Road pedestrian and bicycle bridge

I have lived at [REDACTED] since 1976 and I like my neighborhood as it is and has been,

I am opposed to the proposed bridge project; it will destroy my neighborhood.

I am unable to attend the meeting on Nov. 5th because of health reasons.

Please stop this project and put the money to better use.

Rooshabh



## Grace Schmidt, MMC

---

**From:** Will Yashar <[REDACTED]>  
**Sent:** Monday, October 21, 2019 11:23 PM  
**To:** City Council  
**Subject:** Carmen Road Pedestrian Bicycle Bridge

Hello City Council,

My name is Will Yashar. I'm a proud resident of Cupertino and have been living here for about 15 years now. However, I am also fifteen years old. I live on Carmen Road and if you keep reading, I would love to let you know how I hope you can consider stopping these.

The first and most serious problem I thought of is the elderly community, also known as sunny acres, down the street. The city has already had multiple silver alerts from that community and I see multiple people take a morning and afternoon walk by my house. Now, this path would only open up more opportunities to move farther away from the facility to patients with Alzheimers or dementia. The elderly are a very important part of our community and I hope you will thoroughly address this at your meeting.

The second problem I can see is the housing depreciation from the building. As you may know, houses on a cul de sac appreciate much better as they have less traffic, foot and vehicle wise, which allows children to play in the street without risking unwanted attention from other people crossing over the bridge, making it safer for the many children and teenagers, myself included, that live on Carmen Road. The depreciation of the house may be five to ten percent, which would easily outweigh the benefit.

Finally, I don't only want to mention the negative side effects as I strive to be a positive person. One way you can fix the problem while still having more utility is to build a crosswalk across Steven's Creek, similar to the one across from Blackberry Farm Gold Course. This could be a hazard, as drivers from up the hill would be blind to crossers. Instead, build it at the top of the hill with lights similar to the other crosswalk to make it as safe as possible. A bridge would have the same effectiveness, minus the one to two minute wait, and wouldn't negatively affect the people living on Carmen Road.

I understand that some people might scarcely be affected by the bridge but it will seriously impact people living on Cupertino and Carmen Road in a very negative way. I strongly hope this bridge isn't built and I hope you take my email into account. If you choose to broadcast my email in any way as I strongly urge you to do, please omit my name from this email and feel free to contact me with any questions.

Thank You,  
Will Yashar



## Grace Schmidt, MMC

---

**From:** joe zheng [REDACTED]  
**Sent:** Thursday, October 24, 2019 12:30 PM  
**To:** City Council  
**Subject:** Carmen Road Pedestrian-Vicycle Bridge

Dear City Council:

I am a Cupertino resident of 20+ years and also a cyclist biking every week. I am against the proposal of building up the bridge.

Reason 1: Stevens Creek Blvd. is more or less the anchor street in Cupertino and almost the symbol of the City of Cupertino. As local residents, we shall minimize any destruction or disturbance to the street and its wonderful looks. Bridges across such a street would obstruct the original views.

Reason 2: There are many alternatives to cross Stevens Creek by biking or walking. It does not make any sense to build a bridge just for that particular street crossing Stevens Creek Blvd. Otherwise, we might consider to build a bridge for every single street crossing Stevens Creek Blvd.

Reason 3: It is believed the City of Cupertino has one or more bonds outstanding and needs to pay off soon or late. We shall preserve the capitals for the debts and use them for other needs, for example, Bollinger Road is so poorly maintained and the street surface shall be replaced years ago.

Respectfully

Joe Zheng

## Grace Schmidt, MMC

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**From:** Lauren Sapudar  
**Sent:** Thursday, October 24, 2019 7:44 AM  
**To:** Roger Lee; Chad Mosley  
**Cc:** Deborah L. Feng  
**Subject:** FW: Carmen Bridge/Monta Vista Bike Boulevard Update

FYI – these were emailed to the council.



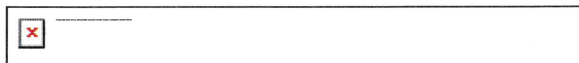
### Lauren Sapudar

Executive Assistant to City Manager & City Council  
City Manager's Office  
LaurenS@cupertino.org  
(408) 777-1312



---

**From:** Walk-Bike Cupertino <info@walkbikecupertino.org>  
**Sent:** Wednesday, October 23, 2019 6:12 PM  
**To:** Steven Scharf <SScharf@cupertino.org>  
**Subject:** Carmen Bridge/Monta Vista Bike Boulevard Update



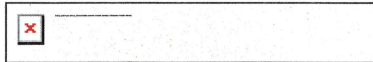
Dear Steven,

The Carmen Bridge project emerged as a grass-roots community-based project nearly 2½ years ago. In August 2018, the council approved funding to conduct the Feasibility study (*for more on what this is, see the box below, "What's a Feasibility Study?"*). As the next step, City Council will vote on accepting the Carmen Road Bridge Feasibility study on November 5. If approved, details will be worked out and it will then be in line for design funding at the next Capital Improvement Project cycle in April/May 2020. Click [here](#) to see all the possibilities for the concept design of the bridge.



The Carmen Bridge is a:

- Tier 1 project in the Cupertino Pedestrian Plan;
- Tier 2 project in the Cupertino Bicycle Plan;
- A key element of the Cupertino Parks & Recreation Master Plan; and
- A key connector of the Bike Boulevard network that connects several neighborhoods to Stevens Creek Elementary, Kennedy Middle, and Monta Vista High Schools.

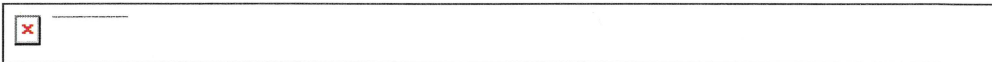


*Traffic is backed up daily on Stevens Creek Boulevard.*

Over 100 Stevens Creek Elementary and over 400 Kennedy and Monta Vista students are driven to school each day because of the difficulty crossing Stevens Creek while walking or biking. These additional cars are also likely a contributor to congestion and reduced safety around our schools and in local neighborhoods.

#### What's a Feasibility Study?

A Feasibility study is created by the City Staff for large Transportation Projects. It simply answers the question, 'is this project possible? with a ballpark cost for several options', without details such as final costs, environmental studies, site plans, etc. There are often several alternatives mentioned in the study, one or more which may become the recommended design before or during the design process. A chart showing some of the major milestones for projects is below.



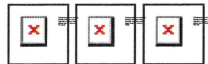
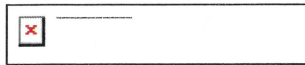
## Ways to get Involved

- Sign the petition of support [here](#) and join the over 170 nearby neighbors who have signed. Ask friends and family to sign, too.
- Contact us to let us know you can come to the city council vote next spring or would like to be involved in other ways. Contact Byron Rovegno at [Brovegno@sbcglobal.net](mailto:Brovegno@sbcglobal.net) to let us know.

- Write the city council at [citycouncil@cupertino.org](mailto:citycouncil@cupertino.org) to tell them you support building the Carmen Road Bridge.
- Forward this email on to your neighbors and friends who are supportive of this great project!

Happy Walking and Biking,

Your friends at Walk-Bike Cupertino



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Walk, Bike Cupertino | P.O. Box 662, Cupertino, CA 95015

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Sent by [info@walkbikecupertino.org](mailto:info@walkbikecupertino.org)

## Grace Schmidt, MMC

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**From:** Jay Kamdar [REDACTED] >  
**Sent:** Tuesday, October 22, 2019 1:37 PM  
**To:** City Council  
**Subject:** Fw: City of Cupertino, CA: Carmen Road Pedestrian Bicycle Bridge Feasibility Study Updates

Dear City Council Members,

Due to business travel I cannot be present at the Nov. 5, 2019 council meeting to approve the Carmen Road Pedestrian Bridge Feasibility Study. As a resident of Cupertino, I would like to voice my concerns for the Bicycle Bridge as below. I sincerely hope that you would give your kind consideration as you make the decisions that are good for the whole city of Cupertino and not simply vote yes for such expensive proposals:

1. Who benefits from this bridge:
  - a. Parents: I have attended the community meetings about this proposed study and learned that parents of children attending elementary school are in favor of such bridge. In general, elementary school students get dropped to school and at their age they rarely walk to school by themselves. Second, school might be arranging "Walk to School Day" which probably causes inconvenience to some parents but not sufficient to justify a costly bridge.
  - b. Bicyclists: really? There are plenty of options for Bicyclists and connecting them through a Carmen Road should not be one. Why not connect Bicyclists on Stevens Creek Road at the Phar Lap Drive junction. This is a very critical junction and bridge will ensure total safety for both the pedestrians and bicyclists. If anyone needs to bike on Carme Road then Carmen Drive easily connects to Stevens Creek Road and bicyclists have option of going on Stevens Creek Road and find enough safe options to cross Stevens Creek Road
2. Concerns against the bridge:
  - a. Cost – why spend thousands of dollars on feasibility study when the City has plenty of other things to fix. When people do not have to write a personal check they always want things that are nice to have. Such luxuries are afforded at the expense of other less powerful and less fortune people of the city. I insist that City Council ask itself a question about what better causes to spend money instead of feasibility studies for a bridge
  - b. Ruining Natural beauty – comping up on Stevens Creek Road still reminds driver of good old days, going up the hill, seeing the hills and beautiful sky as you drive up the hill. All these will be ruined with a bridge. Not to mention graffiti and other concerns that comes with such elements
  - c. Other cheaper and more practical alternatives are overlooked: Why go through such massive expense when a traffic light on Janice Ave. could easily fix the issue. I am certain that heavy lobbying by few powerful people and groups will get their way but this is not the way to spend my tax money. The previous City Council was working for the rich and powerful and paid lots of interest to special interest group. I trust that my new council will dig deeper before rubber stamping yes on feasibility study for bridge. If there is a need for bridge then it should be on Stevens Creek Road at Phar Lap drive which is the most dangerous junction today.
  - d. Unsafe to pull cars in/out of Carmen Road residences: Currently, many of Carmen Road residences have very tight spaces to get their cars in and out of their garages. Now, the residents would be required to watch out for kids and bicyclist in their blind spots.

Thanks,

Jay Kamdar  
[REDACTED]



Cupertino

----- Forwarded Message -----

**From:** City of Cupertino <webmaster@cupertino.org>

**To:** [REDACTED]

**Sent:** Thursday, October 17, 2019, 01:55:10 PM PDT

**Subject:** City of Cupertino, CA: Carmen Road Pedestrian Bicycle Bridge Feasibility Study Updates



**CITY OF  
CUPERTINO**

## **Carmen Road Pedestrian Bicycle Bridge Feasibility Study Updates**

Date: 10/17/2019 1:54 pm

Since November 2018, City staff has been studying the feasibility of a grade-separated bridge structure to provide a connection for pedestrians and bicyclists between neighborhoods north and south of Stevens Creek Boulevard at Carmen Road.

The adoption of a resolution to approve the Carmen Road Pedestrian Bicycle Bridge Feasibility Study will be discussed and voted on at the City Council meeting held on Tuesday, November 05, 2019. No budget or other action related to the design or construction of the project is being proposed at this meeting. Comments regarding this agenda item may be sent to City Council by email at [citycouncil@cupertino.org](mailto:citycouncil@cupertino.org) or in person at the November 5 City Council meeting.

### **Meeting Details**

**Date:** Tuesday, November 05, 2019

**Time:** 6:45 p.m.

**Location:** Community Hall, 10350 Torre Avenue, Cupertino

For more information about the project and to sign up for e-notifications, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

[Change your eNotification preference.](#)

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## Grace Schmidt, MMC

---

**From:** Yi Huang <[REDACTED]>  
**Sent:** Thursday, October 17, 2019 9:28 PM  
**To:** City Council  
**Subject:** Fw: City of Cupertino, CA: Carmen Road Pedestrian Bicycle Bridge Feasibility Study Updates

Dear city council members,

I live on Carmen Road (south of Stevens Creek Blvd), and I would like to invite you to have a bike tour on the route before making the decision of spending money on the feasibility study.

Carmen Road on our side is not a wide street. and it was not a flat land, either. It hardly has enough space for two cars to pass if there are cars parked on the curbside. Also, It doesn't have good visibility of opposite traffic when driving uphill (going north).

There's not much foot/bike traffic on Carmen Road right now, so safety is not an issue. Once the bridge is built, and foot/bike traffic increases, safety may be a concern. If we can foresee the problem now, why do we spend money on the feasibility study?

My son bikes to school every day, so I'm not against bikers. I just don't think that Carmen Road is the safest route for them. You may agree with me if you come & check it yourself.

Thank you.

Yi Sun Huang

----- Forwarded Message -----

**From:** City of Cupertino <webmaster@cupertino.org>  
**To:** [REDACTED]  
**Sent:** Thursday, October 17, 2019, 01:55:06 PM PDT  
**Subject:** City of Cupertino, CA: Carmen Road Pedestrian Bicycle Bridge Feasibility Study Updates



**CITY OF  
CUPERTINO**

## Carmen Road Pedestrian Bicycle Bridge Feasibility Study Updates

Date: 10/17/2019 1:54 pm

Since November 2018, City staff has been studying the feasibility of a grade-separated bridge structure to provide a connection for pedestrians and bicyclists between neighborhoods north and south of Stevens Creek Boulevard at Carmen Road.

The adoption of a resolution to approve the Carmen Road Pedestrian Bicycle Bridge Feasibility Study will be discussed and voted on at the City Council meeting held on Tuesday, November 05, 2019. No budget or other action related to the

design or construction of the project is being proposed at this meeting. Comments regarding this agenda item may be sent to City Council by email at [citycouncil@cupertino.org](mailto:citycouncil@cupertino.org) or in person at the November 5 City Council meeting.

**Meeting Details**

**Date: Tuesday, November 05, 2019**

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For more information about the project and to sign up for e-notifications, please visit [www.cupertino.org/carmenbridge](http://www.cupertino.org/carmenbridge)

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## Grace Schmidt, MMC

---

**From:** Linda Wegner <[REDACTED]>  
**Sent:** Thursday, October 17, 2019 8:23 AM  
**To:** City Council  
**Subject:** I support the building of the Carment Bridge, let me know when it comes up for a vote

Linda Wegner  
[REDACTED]  
Cupertino

## Kirsten Squarcia

---

**From:** Marylin McCarthy <m4@earthlink.net>  
**Sent:** Tuesday, November 5, 2019 4:22 PM  
**To:** City Council  
**Subject:** Carmen Road Bridge Concerns

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

November 5, 2019

Dear City Council Members,

Due to a change in my schedule, I am unable to attend the city council meeting tonight.

Although there was a good discussion at the meeting held on May 29, 2019, there were some points that were not mentioned while I was there.

For one, the residents who moved to Carmen Road I believe without exception moved there because it was quite. They wanted to move to a location where there was little to no vehicle traffic and the only people who were walking or biking on the streets where they lived were other residents. Now they are being asked to allow over 100 strangers a day to enter their exterior living space.

Along with this increase in foot traffic or people parking their cars to cross the proposed bridge comes more noise, litter and potential incidents of vandalism or theft.

The residents who live close to the proposed bridge lose the serenity, privacy and peacefulness of living there forever.

It was mentioned during the May meeting that students just do not want to get up in the morning a few minutes early to allow enough time to use the existing crosswalks already in place at Foothill and Stevens Creek or at Phar Lap Drive. Two students were present and they both confirmed that they just did not want to get up earlier to ensure they would get to school on time using the existing crosswalks.

What a missed opportunity to educate young people on how they may need to better manage their time and allow for a few extra minutes to get to school. Using the existing crosswalks would allow them to do so safely.

Since June I have driven or walked on this section of Stevens Creek daily at all hours in the early morning, late afternoon and early evening when students would be crossing the road to get to the other side coming to and from school and have observed less than a dozen students crossing Stevens Creek. So how is this bridge justified?

Posting crossing guards that both of the existing street crossings at Foothill Blvd. and Stevens Creek and Phar Lap and Stevens creek would enhance the safety and attractiveness of crossing at them. I am sure this would be much cheaper and less invasive for the surrounding neighborhoods on both sides of Carmen Road.

As a resident who lives just two blocks over from Carmen Road, I do not want to have this increase in foot/bike traffic either for the above mentioned reasons.

Also I will now lose a wonderful view of the East Foothills. To turn right out of Janice onto to Stevens Creek going east and see the beautiful view always reminds me of what this valley once was. A valley that was beautiful and very productive in agriculture. To see snow on Mt. Hamilton is a wonderful sight and needs to be appreciated when it happens.

As someone who worked over 41 years as a Clinical Laboratory Scientist I appreciate innovation and design maybe more than others. Yet I also know that just because something is possible does not mean it should be implemented.

The proposed bridged will forever scare the view on Stevens Creek for the benefit of just a few people. It will impose a loss of privacy to residents near the bridge that was one of the very reasons many moved to the area.

So as you now see I am not for the building of this bridge.

Thank you for the opportunity to voice my concerns.

Marylin McCarthy  
10159 Cass Place  
Cupertino, CA 95014



## Cyrah Caburian

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**From:** Lauren Sapudar  
**Sent:** Wednesday, November 6, 2019 7:49 AM  
**To:** City Clerk  
**Subject:** FW: I'm against the Carmen Road bridge



### Lauren Sapudar

Executive Assistant to City Manager & City Council  
City Manager's Office  
LaurenS@cupertino.org  
(408) 777-1312



---

**From:** Alex Simonovich <alex\_simonovich@hotmail.com>  
**Sent:** Tuesday, November 5, 2019 6:22 PM  
**To:** City Council <CityCouncil@cupertino.org>  
**Subject:** RE: I'm against the Carmen Road bridge

I have lived in Cupertino for 43 years, and my residence is on Amelia Ct.

I am against the Carmen Road bridge for four reasons:

1. It is extremely costly, and the benefits it would bring to such a small number of users would be minuscule compared to its costs.
2. A bridge at Carmen Road would send foot and bicycle traffic onto roads that do not have sidewalks and have significant curves, which means pedestrians and bicyclists would be in increased danger of being hit by cars.
3. Many elderly residents from the nearby senior citizen's century perambulate down Carmen Road, Cupertino Road, and Hillcrest. With increased foot and bicycle traffic, there is a very good chance that accidents will occur.
4. Amelia Ct. is a private road, and is very narrow, and as a result, the City is unable to make it a public thoroughfare.

If the bridge were built, then the residents on Amelia Ct. would put in locked gate, which would prevent access to Stevens Creek Elementary school.

We had a block party earlier in the year, and none of us knew about the bridge, but we were seriously discussing putting in the gate. This bridge would then accelerate installing the locked gate.

Sincerely,  
Alex Simonovich

## Cyrah Caburian

---

**Subject:** FW: Bike Boulevard Project

**From:** Jeff Oliver <joliver72@gmail.com>

**Sent:** Tuesday, November 5, 2019 6:25 PM

**To:** David Stillman <DavidS@cupertino.org>; City Clerk <CityClerk@cupertino.org>; Cupertino City Manager's Office <manager@cupertino.org>

**Subject:** Bike Boulevard Project

Notice to City of Cupertino Council

Bike Boulevard Project

11.5.2019

Property Address: 10270 N Portal Avenue, Cupertino, CA 95014

Property Owners: Jeffrey and Denise Oliver

David Stillman recently set a meeting with me (Jeff Oliver) to get my input on a big change that will impact my property. He told me about the big modification in the design of the crosswalk on N Portal Avenue and said the proposed change happened in a recent council meeting that the raised crosswalk/speed table would be eliminated due to funding. He stated, currently there are no funds allocated for the agreed upon project. The new proposal is temporary plastic fixtures directly on the corner and side of my property. I am not approving the new plastic obstacles due to the fact that the last "temporary" traffic calming measure was a test. It was placed in the middle of N Portal Avenue was communicated by the city it would be for 30-45 days and then replaced with a permanent design that would be more aesthetic. We ended up with an ugly bright yellow un-maintained city pole assembly for a view. This was installed in 2001 and not changed within 45 days as promised by the city. The excuse from the city was there was no longer funding for the project. We had to look at it from 2001 until last month and they were never properly maintained.

My request is that you do not change the intersection at this time with the exception of re-striping the crosswalks and no left turn/ do not enter on the exit of the school property. The new speed bumps have been installed. Let's see if that fixes the speed problem on our street without placing plastic cones in the road that will need to be maintained. The city already has too many markings and signage that need maintenance. We don't need more temporary solutions that are eye sores when they are run over and not maintained!

I would also request that email and paper confirmation of the notice of no left turn to the daycare and school district parents be sent out as per the original use permit. This is important to me due to the fact that when left turns are made out of that driveway drivers are passing our house twice and in our blind spot as we are exiting our driveway. It has been an increasingly dangerous situation for our family.

The used permit/ neighborhood agreement for the outside commercial daycare facility placed in our neighborhood had this as part of the original agreement. This notice was agreed upon between the neighborhood and the business/school district and we now have two entrances from daycare facilities increasing traffic in our neighborhood as the enrollments have continued to increase over the years. One at Stevens creek Boulevard and the other commercial business at the school district location. The addition of the increased TRC traffic has also led to significantly more street parking and traffic than was relayed in the school district meeting for their temporary buildings. This has even impacted their tenant.

Please consider measuring the speed and then gather funding to make the appropriate changes. Do not do it unless you are doing it right!

Jeff Oliver

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## Cyrah Caburian

---

**Subject:** FW: Thank you for completing the Carmen Bridge Feasibility Study

**From:** Lauren Sapudar <LaurenS@cupertino.org>

**Sent:** Tuesday, November 5, 2019 5:20 PM

**To:** City Clerk <CityClerk@cupertino.org>

**Subject:** FW: Thank you for completing the Carmen Bridge Feasibility Study

**From:** Jian He <jianhe7@gmail.com>

**Sent:** Tuesday, November 5, 2019 5:20 PM

**To:** City Council <CityCouncil@cupertino.org>

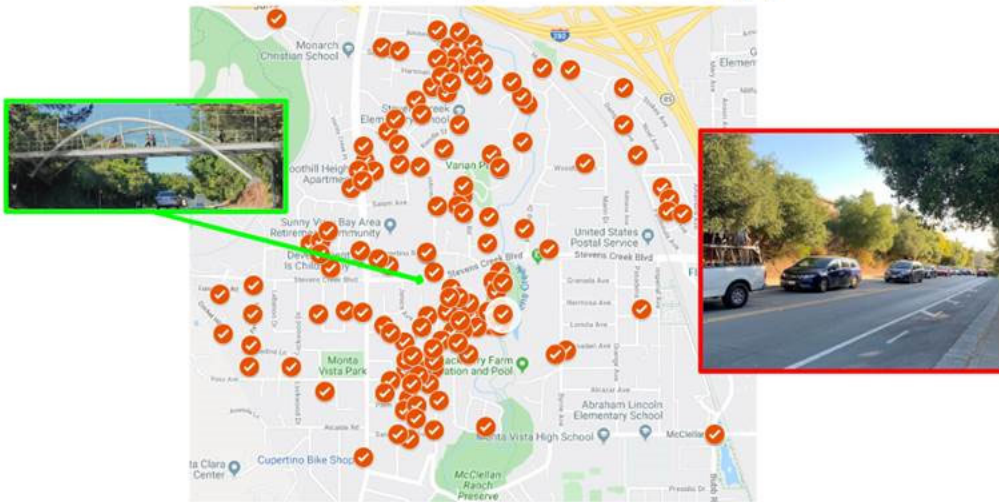
**Subject:** Thank you for completing the Carmen Bridge Feasibility Study

Dear City Council members,

This is Jian, an advisory board member for Walk-Bike Cupertino. I live in the Carmen Bridge neighborhood for 15 years. On behalf of my family, I would like to thank you and your team for investing in the Carmen Bridge Feasibility Study. Many thanks to the City staff for working so hard on the Feasibility Study, and for holding community outreach meetings, listening to residents, and documenting all the questions and suggestions. These are the important steps to ensure the success of this project.

In 2017, when my children still attended the Stevens Creek Elementary school, several friends and I got involved in the petition drive to support the Carmen Bridge project. Many our neighbors and parents in the Stevens Creek Elementary school signed the petition. Two weeks ago, we attended the Monster Mash in the school. Many parents talked to us and shared their concerns of heavy traffic and walk-bike safety crossing the busy streets. Also, they signed the petitions to support this project.

### Carmen Bridge: Neighborhood Supporters



This map shows the location of supporters around the Carmen Bridge neighborhoods. The image in the red box shows the daily rush hour traffic on the Stevens Creek Blvd, and the image in the green box shows the option 5 design proposed as a result of the Feasibility Study. You can see many supporters live near the Carmen Road.

Please vote Yes to accept the Carmen Bridge Feasibility Study result. Look forward to seeing this project move on to the next phase and become a reality and asset for our community. Thank you!

See you soon tonight at the City Council meeting!

Blessings,  
Jian



CC 11-5-19

Item #9 Tobacco Policies

Written Communications

## Cyrah Caburian

---

**From:** Blythe Young <Blythe.Young@heart.org>  
**Sent:** Friday, November 1, 2019 3:32 PM  
**To:** City Council  
**Subject:** AHA Supports Flavored Tobacco Policy  
**Attachments:** Cupertino AHA Support Letter Nov 1 2019.pdf

Dear Cupertino Council,

Please see attached letter of support for your flavored tobacco policy.

Best,  
Blythe



**Blythe Young**

Community Advocacy Director

**American Heart Association**

426 17<sup>th</sup> Street | Oakland | CA | 94612

O 510.903.4038 | M 707.834.4399



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November 1st, 2019

Cupertino City Council  
10300 Torre Avenue  
Cupertino, CA 95014

**Bay Area Division**

426 17<sup>th</sup> St, Ste. 300, Oakland, CA 94612  
Phone (510) 903-4050 Fax (510) 903-4049

[www.heart.org](http://www.heart.org)

Dear Mayor and Council Members:

The American Heart Association supports the proposal to prohibit the sale of Menthol tobacco products in the City of Cupertino. This proposed policy will reduce access to the products that are the tobacco industry's key strategy for targeting and addicting new smokers, Cupertino's youth. More than 80 percent of youth who ever used a tobacco product reported that their first product was flavored.

Cigarette smoking is the leading cause of preventable disease and death in the United States, claiming on average 480,000 lives each year. Evidence shows that smoking increases the risk for heart disease and stroke. It increases the risk for blood clots, decreases the ability to exercise, and decreases the good cholesterol in our bodies. The best way to prevent tobacco-related illness and death is to prevent people from starting to smoke in the first place.

The tobacco industry is actively and aggressively working to addict new young people, particularly those from communities of color, with flavored tobacco products. They know that flavors like grape, mint (menthol), cotton candy, bubble gum and gummy bears mask the harsh taste of tobacco and are highly appealing to youth. In California, approximately 1 in 10 young adults (18-24 years old) currently use e-cigarettes and mounting evidence shows that young people who start with e-cigarettes are likely to become the addicted cigarette smokers of tomorrow.

Ending the sale of menthol tobacco products will help protect our community from tobacco addiction and is crucial to preventing tobacco-related death and disease. In your consideration of a flavored tobacco ordinance, please do not exempt menthol. The American Heart Association respectfully asks for your support of this vital health policy. We ask that you put the health of your constituents above tobacco industry profits and help ensure that all Cupertino residents have the healthy and prosperous lives they deserve.

Sincerely,

Michelle A. Albert, MD MPH  
Co-President, Board of Directors  
Bay Area Division, American Heart Association



**Cyrah Caburian**

---

**From:** Jennifer Shearin <shearin.jen@gmail.com>  
**Sent:** Saturday, November 2, 2019 9:46 AM  
**To:** City Council; Deborah L. Feng  
**Cc:** Grace Yao  
**Subject:** Support Approval of Tobacco Policy Agenda item #9 (11/5/19)

Dear Mayor Scharf, City Councilmembers, and City Manager Feng,

At this Tuesday's Council meeting, you will be considering changes to our City's Tobacco policy. As 10+ year resident (I am speaking only as a resident), I urge you to approve these changes, for the health and safety of the teens in our community.

I have seen personally the changes that have occurred since my oldest daughter entered Cupertino High School to now, when my youngest is a sophomore there. There was little to no tobacco use and (of course) no vaping at Tino in 2012; now I hear from boys that they avoid using the school bathrooms, because they never know when it will be a cloud of vape smoke. Principal Kami Tomberlain tells us in our PTSA meetings that this has become an enormous problem; anti-vaping assemblies and information have become a priority. The NIH says that teen e-cigarette use has doubled since 2017, and that 30% of teens that use them (even if just flavored, without tobacco) start smoking within 6 months. These are truly frightening statistics.

We have the ability to mitigate this problem our local community, and one of the ways is to change our city's tobacco policy. Your vote yes on these policy changes are an important step in this direction and to show that the health and safety of our students is a priority for our city. I urge you to do so on Tuesday.

Sincerely,

Jennifer Shearin  
19511 Howard Ct, Cupertino

-----  
Note: in this email I am acting as a resident. It is not intended to represent the views of the Bicycle Pedestrian Commission or the City of Cupertino.

## Cyrah Caburian

---

**From:** Jennifer Shearin <shearin.jen@gmail.com>  
**Sent:** Saturday, November 2, 2019 9:46 AM  
**To:** City Council; Deborah L. Feng  
**Cc:** Grace Yao  
**Subject:** Support Approval of Tobacco Policy Agenda item #9 (11/5/19)

Dear Mayor Scharf, City Councilmembers, and City Manager Feng,

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We have the ability to mitigate this problem our local community, and one of the ways is to change our city's tobacco policy. Your vote yes on these policy changes are an important step in this direction and to show that the health and safety of our students is a priority for our city. I urge you to do so on Tuesday.

Sincerely,

Jennifer Shearin  
19511 Howard Ct, Cupertino

-----  
Note: in this email I am acting as a resident. It is not intended to represent the views of the Bicycle Pedestrian Commission or the City of Cupertino.

## Cyrah Caburian

---

**From:** Ming-Hui Huang <murdockhuang@gmail.com>  
**Sent:** Sunday, November 3, 2019 12:34 PM  
**To:** City Council  
**Subject:** Agenda item #9: Support for new tobacco policies regulating the sale of tobacco

- Dear Mayor Scharf, Councilmembers, and City Manager Feng,

I am a resident of Cupertino and a parent at Cupertino High School.

I would like to request you support and vote yes to approve the proposed new tobacco policy for Cupertino.

We have seen the news reports about how vaping causing serious health problems and we would like to make the tobacco less accessible to our teens.

Thank you for listening to residents about this important issue.

Sincerely,

Ming-Hui Huang  
765 Stendhal Lane Cupertino



## Cyrah Caburian

---

**From:** Tera Nakano-Louie <parentprograms@tinoptsa.org>  
**Sent:** Sunday, November 3, 2019 4:59 PM  
**To:** debf@cupertino.org; City Council  
**Subject:** Agenda item #9: Support for new tobacco policies regulating the sale of tobacco

Dear Mayor Scharf, Councilmembers, and City Manager Feng,

I am a parent of two students at Cupertino High School ages 14 and 17 and a PTSA member.

Please support and vote YES to approve the proposed new tobacco policy for Cupertino.

My son says that he avoids using the bathroom at school due to the problem of students using the bathroom to vape. I do not want my kids exposed to second-hand smoke or vapors. We need to do all we can to discourage the use and sale of flavored tobacco products and educate our youth about the serious health risks to themselves and others.

Thank you for listening to our concerns about this important public health issue.

Best regards,  
Tera Nakano-Louie

## Cyrah Caburian

---

**From:** City of Cupertino Written Correspondence  
**Subject:** FW: Support for new tobacco regulation policies in Cupertino

**From:** Grace Yao <graceyao00@yahoo.com>  
**Sent:** Sunday, November 3, 2019 7:43 PM  
**To:** City Council <CityCouncil@cupertino.org>; Deborah L. Feng <DebF@cupertino.org>  
**Subject:** Support for new tobacco regulation policies in Cupertino

Dear Mayor Scharf, Vice-Mayor Chao, and City Council Members, and City Manager Feng:

I am a constituent in Cupertino. I am a parent of 2 children at Cupertino High School, have an office in the city, and involved in school PTAs.

I'm writing to support a model policy that would prohibit the sale of all flavored tobacco products, including menthol, and protect our youth and other vulnerable populations from deadly addiction. The creation of a strong tobacco retail license that includes license suspensions for retailers who are caught illegally selling to youth, restriction in the sale of tobacco near youth sensitive areas, as well as minimum price products. and packaging for tobacco.

A study found that 81 percent of kids who have ever used tobacco products started with a flavored products[3]. According to the 2016 Surgeon General's report, more than 85% of e-cigarette users age 12-17 use flavored e-cigarettes, and flavors are the leading reason for youth use. More than 9 of 10 young adult e-cigarette users said they use e-cigarettes flavored to taste like menthol, alcohol, fruit, chocolate, or other sweets[4]. It has become increasingly clear that these products – which are now being sold in over 15,500 unique fruit, candy, and mint flavors – are specifically targeted to appeal to youth.

We, as a society, have already seen the detrimental impact to one's health and the nation's wealth from addiction to nicotine. As intelligent as you are, you could comprehend what your vote can do to the city's young population. How would you feel about yourself if you don't pass the regulation policies. How would you answer the young people who ask why you didn't care more about their wellbeing when they didn't know better? These policies may not be perfect, but they are the first step and will send the tone to your constituents that Cupertino is taking tobacco sale to minors seriously.

Tobacco use is the leading cause of preventable death in the United States[1]. Each year, an average of 480,000 Americans die as a result of tobacco-related diseases[2]. The best way to prevent tobacco from claiming more lives is to prevent people from starting to smoke in the first place.

If that wasn't troubling enough, the tobacco industry has a proven track record of marketing their products to other at-risk populations, including communities of color, the LGBT community, and low-income communities. This ultimately leads to disproportionately higher rates of use, and subsequently disease and death, by these groups. With the help of the [name of group] initiative, [jurisdiction] is in a position to take a stand to bring greater health equity and social justice to our residents.

The evidence makes it all the more apparent that flavored tobacco products, including menthol, have a profound adverse impact on public health. A city-wide effort that would prohibit the sale of these products is a crucial step in protecting the community from the unrelenting efforts of the tobacco industry to hook them to a deadly addiction – a step that will ultimately save lives.

Sincerely,

**Grace Yao**  
19520 Howard Ct

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<sup>[1]</sup>Carter B, et al. Smoking and Mortality – Beyond Established Causes. New England Journal of Medicine, 2015:372:631-40.

<sup>[2]</sup>U.S. Department of Health and Human Services. "The Health Consequences of Smoking—50 Years of Progress: A Report of the Surgeon General. Atlanta: U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Office on Smoking and Health, 2014.

<sup>[3]</sup>Ambrose, BK, et al., "Flavored Tobacco Product Use Among US Youth Aged 12-17 Years, 2013-2014," Journal of the American Medical Association, published online October 26, 2015

<sup>[4]</sup>HHS, E-Cigarette Use Among Youth and Young Adults. A Report of the Surgeon General. Atlanta, GA: U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Office on Smoking and Health, 2016.

## Kirsten Squarcia

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**From:** Tricia Barr <tricia.tjernlund@gmail.com>  
**Sent:** Tuesday, November 5, 2019 3:46 PM  
**To:** Steven Scharf; Jon Robert Willey  
**Subject:** Fwd: Support of ban on flavored tobacco and adopting a tobacco retailer license

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Forwarding due to my earlier typos in your email addresses!

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

From: **Tricia Barr** <[tricia.tjernlund@gmail.com](mailto:tricia.tjernlund@gmail.com)>  
Date: Tue, Nov 5, 2019 at 3:43 PM  
Subject: Support of ban on flavored tobacco and adopting a tobacco retailer license  
To: <[liangchao@cupertino.org](mailto:liangchao@cupertino.org)>, <[sscharf@cupertino.org](mailto:sscharf@cupertino.org)>, <[rsinks@cupertino.org](mailto:rsinks@cupertino.org)>, <[dpaul@cupertino.org](mailto:dpaul@cupertino.org)>, <[jwiley@cupertino.org](mailto:jwiley@cupertino.org)>

Dear City Council,

I'm a parent of three kids, ages 10, 13, 16. I'm worried for my kids and all our youth about the vaping epidemic and the marketing tactics the tobacco companies are using to lure a new generation into nicotine addiction.

Please absolutely adopt a ban on the sale of flavored tobacco and e-cigarettes and ban on the sale of tobacco products in pharmacies. Please also adopt the County's tobacco retailer license.

Today, just now, Santa Clara County Board of Supervisors voted to approve an ordinance that bans the sale and distribution of e-cigarettes. Please, as soon as the other ordinances are adopted, (or in tandem, if possible without slowing down), please adopt the ban on the sale of e-cigarettes immediately after.

We need to take action now.

Thank you,  
Tricia Barr





**SAVE  
50¢!**

**BUY 2  
AND SAVE!**

**SAVE  
50¢!**

Save when you buy two of the same single pack  
20 count of Marlboro Gold and American Spirit.  
Discount valid on multiples of two.

**SURGEON GENERAL'S WARNING: Quitting Smoking  
Now Greatly Reduces Serious Risks To Your Health.**



**WARNING: This product  
contains nicotine. Nicotine  
is an addictive chemical.**

**MAKE  
THE  
SWITCH**

**\$15 OFF**

Starter Kit/Device Kit

**JUUL**

Designed for adult smokers. Not for sale to minors.  
NOT FOR SALE TO MINORS. This is a single use product and age verification is required at sale.  
California law requires certain warnings. This product contains nicotine. Nicotine is an addictive chemical.  
California law requires certain warnings. This product contains nicotine. Nicotine is an addictive chemical.  
May not include pouch, tank or other items. © 2019 JUUL Labs, Inc. All rights reserved. JUUL0001 2/19

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XXCIGARETTES  
A PRODUCT OF U.S. TOBACCO COMPANY





To Whom It May Concern-

San Francisco's flavored tobacco ordinance was implemented in the Fall of 2018.

The ordinance was crafted deliberately to contain no exemptions in order to create a level playing field across all businesses that carry the local tobacco retailer license (TRL). During educational visits, businesses noted that they appreciated that all businesses are treated equally under the ordinance. This is in contrast to feedback from businesses in several other communities—Berkeley and Oakland among them—that are now working to revise their ordinances-- eliminating all exemptions--because of the unfair competition among tobacco retailers that the exemptions created.

Many communities have asked how implementation of the flavor ordinance is going in San Francisco.

The ordinance in San Francisco covered all 799 businesses carrying a tobacco retail license. Between October and December 2018, I visited nearly 250 businesses, and together with colleagues, we visited all 799 businesses in order to listen and to answer questions pertaining to the ordinance. Each retailer had been mailed a poster detailing many aspects of the ordinance, for example, outlining the categories of flavored products to be removed and also the general schedule of educational visits and compliance check visits.

To date, no holder of a San Francisco tobacco retailer license, is known to have gone out of business because of the flavored tobacco ordinance.

For more information, you may contact me at:

Bob Gordon, Project Director, California LGBT Tobacco Education Partnership

[bob@lgbtpartnership.org](mailto:bob@lgbtpartnership.org)

Sincerely,

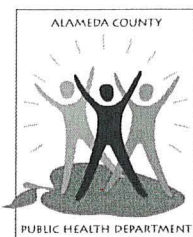
A handwritten signature in black ink, appearing to read "Bob Gordon".

Bob Gordon

Attachments from San Francisco Department of Environmental Health that may be useful:

<https://www.sfdph.org/dph/files/EHSdocs/Tobacco/SFDPHFlavoredTobaccoFactSheet.pdf>

[https://www.sfdph.org/dph/files/EHSdocs/Tobacco/Flavored\\_Tobacco\\_FAQ.pdf](https://www.sfdph.org/dph/files/EHSdocs/Tobacco/Flavored_Tobacco_FAQ.pdf)



ALAMEDA COUNTY HEALTH CARE SERVICES AGENCY  
PUBLIC HEALTH DEPARTMENT

Tobacco Control Program  
1000 Broadway, 5<sup>th</sup> Floor  
Oakland, CA 94607

Colleen Chawla, Director  
Kimi Watkins-Tartt, Interim Director

Paul Cummings, Director  
(510) 268-4150  
FAX: (510) 268-7012

## Oakland Flavored Tobacco Ordinance – Implementation Challenges

On July 1, 2018, Oakland's revised Tobacco Retail License Ordinance went into effect, restricting the sale of flavored tobacco to adult-only tobacco stores. To-date, spot checks show that merchants are largely complying with the new law by removing flavored tobacco products, including menthol cigarettes, from their shelves, which is helping to reduce access to flavored tobacco products among youth and other vulnerable populations.

However, the exemption in Oakland's law, allowing adult-only tobacco stores to continue selling flavored tobacco, has been very challenging for enforcement officials to implement, as some retailers are changing their business models or working around loopholes in the definition of "tobacco store" (see note with definition below) in order to meet the eligibility requirements for the exemption.

For example:

- Given the requirement that a tobacco store must generate over 60% annual gross revenue from the sale of tobacco products:
  - Some merchants are shifting their product make-up by increasing their volume of tobacco products for sale and decreasing stocks of non-tobacco products.
  - Some merchants, such as food markets, are investing large sums of money to build in-store adult-only structures, or rooms with separate entrances, which they aim to operate independently of the primary store.
  - Some merchants, such as gas stations, are attempting to divide their existing properties, and products, into two stores to allow for the sale of flavored tobacco products in one.
- While merchants are required to sign an affidavit stating that their store qualifies to meet all adult-only tobacco store requirements, it is difficult for enforcement staff to determine and validate the percent of a store's annual revenue based on financial records provided.
- The burden of proof is on the city to determine whether a given store qualifies for the exemption.
- To determine whether a tobacco store license was issued by the city in error, a challenge would need to be initiated by complaint and considered in a hearing.
- Many merchants in the city have vocalized objection to the tobacco store exemption – they feel that it is an unfair business practice that certain stores can sell flavored tobacco while others cannot, and would prefer an even playing field (citywide restrictions).
- The exemption requirement to "primarily sell tobacco products" is subjective.
- What began as a handful of adult-only tobacco stores in Oakland (2-5) prior to the law's effective date, has now increased post-implementation to approximately 45 adult-only tobacco stores, which are primarily located in certain low-income areas of the city.
- As a result, flavored tobacco and menthol sales are still available and somewhat prevalent, particularly in certain low-income areas of the city, among some of the most vulnerable communities and those most heavily-targeted by tobacco industry marketing.



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NOTE: Oakland's definition of "tobacco store" includes retail businesses that meet all of the following requirements:

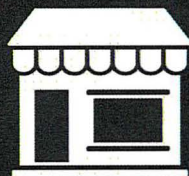
- Primarily sells tobacco products
- Generates more than 60% of gross revenues annually from the sale of tobacco products
- Does not permit any person under 18 years of age to enter the premises unless accompanied by the person's parent or legal guardian
- Does not sell alcoholic beverages or food for consumption on the premises



# YOUTH WHO USED JUUL FLAVOR PODS IN THE PAST 30 DAYS SAID THEY OBTAINED THE DEVICE IN THE FOLLOWING WAYS.

74%

PHYSICAL RETAIL  
LOCATION



52%

SOCIAL SOURCE



6%

INTERNET



\*youth could select multiple answers

[truthinitiative.org](http://truthinitiative.org)



**truth initiative**  
INSPIRING TOBACCO-FREE LIVES



# Tobacco companies use local stores to talk to kids. Here's what they are saying:

SCHOOL

**43%** of schools are close to a store that sells tobacco.

## PRODUCTS

- E-cigs\* are sold in 2 out of every 3 stores that sell tobacco. That's over 20,000 neighborhood stores in California alone.
- It's easier to find fruit-flavored tobacco than real fruit at these stores. Maybe that's why 80% of kids who tried tobacco started with a flavored product.
- Menthol cigarettes are sold in nearly all these stores, and are cheaper in neighborhoods with more youth and African Americans.

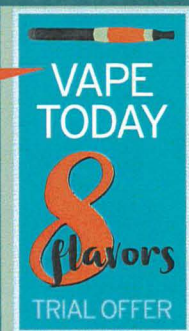
## PROMOTION

Tobacco companies spend billions in stores, and it shows. Youth don't even need to go inside. Five times as many stores have storefront advertising for unhealthy products — tobacco, alcohol, and sugary drinks — as for healthy products. Neighborhoods with the most low-income residents are hardest hit with this unhealthy advertising.

## PLACEMENT

It's right up front where kids will see it. 90% of stores sell junk food, alcohol, or tobacco products right at checkout.

**FOOD • CIGARETTES • SODAS • BEER**



## PRICE

Addiction comes at prices even a kid can afford. Most stores sell flavored cigarillos for less than \$1. Even with cigarette prices on the rise, cigarette prices are cheaper in neighborhoods with more low-income residents.

## SOLUTIONS

... Educate about the health risks of e-cigs and other new products and their role in the changing culture of tobacco use among youth.

Adopt a local policy or ordinance to...

✓ **PROHIBIT** sale of menthol and other flavored tobacco products

✓ **REQUIRE** licensing to increase pack size and the minimum price of cigarillos

✓ **LIMIT** promotions and redemption of coupons

✓ **REDUCE** density of tobacco retailers by regulating distances from schools and other stores

✓ **LOWER** percentage of allowable storefront advertising to 10%

\* E-cigs in the Healthy Stores for a Healthy Community Campaign data include electronic smoking devices, e-liquids, and other vaping products. For more information about this data, go to [healthystoreshealthycommunity.com](http://healthystoreshealthycommunity.com)



# Flavored Tobacco Products



## Fact Sheet

**Overview:** In the United States (U.S.), consumption of flavored tobacco products such as cigars, cigarillos, smokeless tobacco, shisha or hookah tobacco, and liquid nicotine solutions (used in electronic smoking devices) have increased in recent years [1]. These products come in a variety of flavors including chocolate, berry, cherry, apple, wintergreen, and peach [2] and are sold in colorful packaging, which make them especially appealing to young people. There is growing concern that flavored tobacco products help users develop habits that can lead to long term nicotine addiction [3].

## Types of Flavored Products

### Cigars

There are three types of cigars sold in the U.S.: little cigars, which are the same size and shape as cigarettes; cigarillos, which are a slimmer version of large cigars and usually do not have a filter; and large cigars, which are larger and weigh more than little cigars and cigarillos [4].

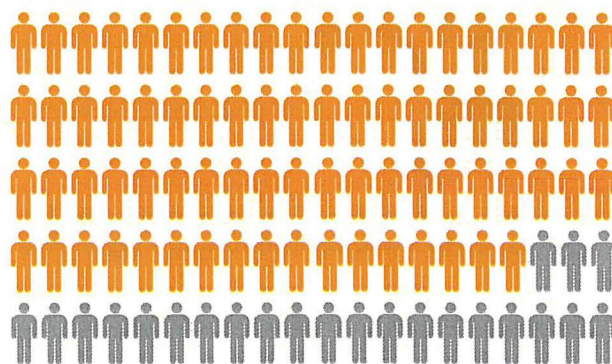


Cigars are the second most common form of tobacco used by youth [5]. Many of the brands that are popular among youth come in flavors such as apple, chocolate, grape, and peach [6], while other less traditional flavors are branded with appealing names like "Fruit Squirts," "Waikiki Watermelon," "Tutti Frutti," "Blue Water Punch," "Oatmeal Cookie," and "Alien Blood" [7].

A recent study found that more than 87 percent of adolescents who used cigarillos in the past 30 days used flavored cigarillos [8].

Regular cigar smoking is associated with increased risk for lung, larynx, oral cavity, and esophagus cancer [9]. Heavy cigar use and deep inhalation has also been linked to elevated risk of heart disease and chronic obstructive pulmonary disease [10].

Cigars contain higher levels of nitrosamines—which are compounds that cause cancer—more tar, and higher concentrations of toxins than cigarettes [11].



**87%** of adolescents who used cigarillos in the past 30 days used flavored cigarillos.



## Smokeless Tobacco



Smokeless tobacco products include chewing tobacco, dip, snuff, and snus and come in flavors such as mint, wintergreen, berry, cherry, and apple [12].

These products contain at least 28 carcinogens [13] and have been shown to cause gum disease and cancers of the mouth, lip, tongue, cheek, throat, stomach, pancreas, kidney, and bladder [14].

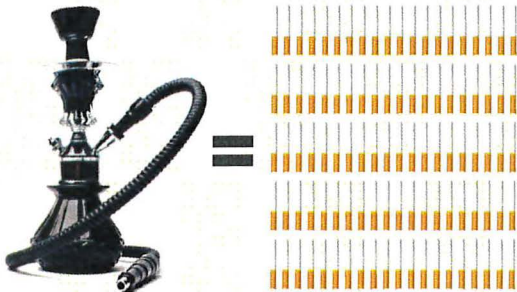
Smokeless tobacco products increase the risk of developing oral cancer by 80 percent, and esophageal and pancreatic cancer by 60 percent [15].

## Shisha or Hookah Tobacco

Shisha is also known as hookah, water pipe, narghile, or goza tobacco and is available in an array of fruit, alcoholic beverage, and herbal flavors [12].

Hookah smoking has been associated with lung cancer, respiratory illness, and periodontal disease [9].

Many young adults falsely believe that hookah smoking is safer than cigarette smoking [16]. However, smoking hookah for 45 to 60 minutes can be equivalent to smoking 100 or more cigarettes [17].

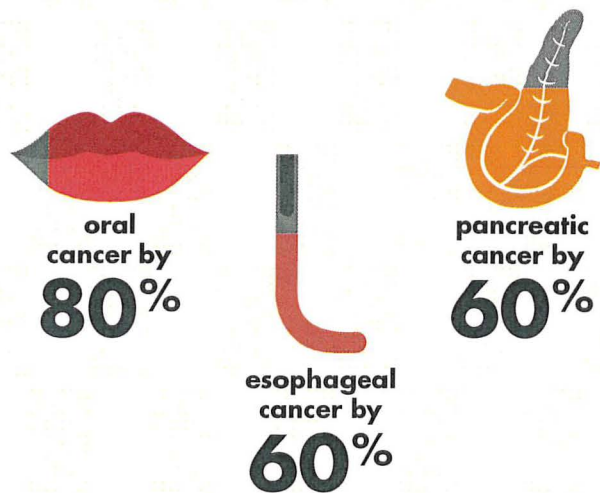


**Smoking hookah for 45 to 60 minutes can be equivalent to smoking 100 or more cigarettes**

One hookah session delivers approximately 125 times the smoke, 25 times the tar, 2.5 times the nicotine and 10 times the carbon monoxide as a single cigarette [18].

A 2014 study found that teens who use hookah are two-to-three times more likely to start smoking cigarettes or to become current smokers than teens who have not tried hookah [19].

## Smokeless tobacco products increase the risk of developing



## Liquid Nicotine Solution

Liquid nicotine solution, also called "e-juice" or "e-liquid," is used in electronic smoking devices such as e-cigarettes.

There are more than 7,000 e-liquid flavors [20] including cotton candy, gummy bear, and chocolate mint, as well as flavors named after brand name candy and cereal products such as Wrigley's Big Red Gum and Quaker Oats' Cap'n Crunch [21].



E-liquids, when heated, form an aerosol that emits toxic chemicals known to cause cancer, birth defects, and other reproductive harm [22].

E-liquid solutions contain varying concentrations of nicotine, ranging from no nicotine to 100 mg per milliliter (a milliliter is approximately a fifth of a teaspoon). The lethal dose of nicotine is estimated to be 60 mg or less for an adult and 10 mg for a child. The toxicity of a 60 mg dose of liquid nicotine is similar to or even higher than that of cyanide [23].

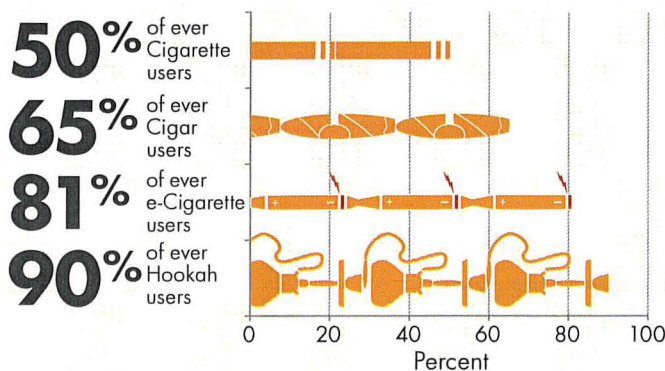


## Using Flavored Tobacco Products

Recent declines in the prevalence of cigarette smoking among youth have coincided with an increased use of e-cigarettes and hookah tobacco [24]. In the U.S., cigarettes are prohibited from containing flavors other than menthol; however, other tobacco products such as e-cigarettes and hookah tobacco are exempt from this regulation.

A 2015 study of adolescents ages 12 to 17 found that among those who self-reported ever experimenting with tobacco, the majority started with a flavored product. It also found that most current youth tobacco users reported use of flavored products [25].

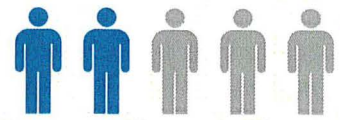
Teens report that their tobacco use typically started with a flavored tobacco product. One study reported that almost 90 percent of ever hookah users, 81 percent of ever e-cigarette users, 65 percent of ever users of any cigar type, and 50 percent of ever cigarette smokers said the first tobacco product they used was flavored [25].



**said the first tobacco product they used was flavored**

A study conducted by the Centers for Disease Control and Prevention (CDC) found that more than two out of every five middle and high school students who smoke reported either using flavored little cigars or flavored cigarettes [26].

A 2014 CDC survey of U.S. youth found that 70 percent of U.S. middle and high school tobacco users have used at least one flavored tobacco product in the past 30 days [1].



**Two out of every five middle and high school students who smoke reported either using flavored little cigars or flavored cigarettes**

This survey also found that 18 percent of all high school students in the U.S. reported using at least one flavored tobacco product in the last 30 days [1]. Among current middle and high school tobacco users, more than 63 percent had used a flavored e-cigarette, more than 60 percent had used flavored hookah tobacco, and more than 63 percent had used a flavored cigar in the past 30 days [1].

Findings from the 2015 nationwide Monitoring the Future study found that about 40 percent of all students in 8th, 10th, and 12th grades who used vaporizers, such as e-cigarettes, said that they used them because the flavors tasted good, compared to the 10 percent that used them in an attempt to quit smoking combustible cigarettes [27].

## Flavored Tobacco Products are Heavily Marketed to Young People [28] with Sweet Flavors and Colorful Packaging

Flavored tobacco products are very enticing to children and even share the same names, packaging, and logos as popular candy brands like Jolly Rancher, Kool-Aid, and Life Savers [29] and gaming systems like Wii and Gameboy.

Many of the flavoring chemicals used to flavor "cherry," "grape," "apple," "peach," and "berry" tobacco products are the same ones used to flavor Jolly Rancher candies, Life Savers, Zotz candy, and Kool-Aid drink mix [29].

Tobacco companies market their products to young people through the use of youthful models, celebrities, sex appeal, and peer oriented slogans [30].

Young people are much more likely to use candy- and fruit-flavored tobacco products than adults [31].

Bright packaging and product placement at the register, near candy, and often at children's eye-level, make tobacco flavored products very visible to kids [32].





## Flavors Make it More Enticing to Smoke Tobacco and More Difficult to Quit

Flavorings help mask the naturally harsh taste of tobacco, making flavored tobacco products more appealing to youth and easier for youth to initiate and sustain tobacco use [31].

Studies show that individuals who begin smoking at a younger age are more likely to develop a more severe addiction to nicotine than those who start later [6].

Both the U.S. Food and Drug Administration (FDA) and the Surgeon General have warned that flavored tobacco products help new users establish habits that can lead to long-term addiction [3, 6].

Not only do flavors make it easier for new users to begin smoking, but the presence of flavors like menthol in tobacco products also make it more difficult for tobacco users to quit [33].

### Flavors in tobacco products:

**make it more appealing for new users to buy and smoke**

**mask the harsh taste of tobacco**

**help users establish habits that can lead to long-term addiction**



## Flavored Tobacco Products are Cheaper and Sold in Smaller Packages than Cigarettes

“

*The tobacco industry has promoted little cigars, which are comparable to cigarettes with regard to shape, size, and packaging, as a lower cost alternative to cigarettes [34].*

”

While cigarettes must be sold in packs of 20, other tobacco products, like little cigars, can be purchased in quantities of one or two at a time, often for less than a dollar [32].

Price discounting has become the tobacco industry's leading method of attracting users and accounts for the largest percentage of marketing expenditures [35].

Price discounts disproportionately affect vulnerable populations including young people, racial/ethnic minorities, and persons with low incomes, as these groups are more likely to purchase tobacco products through a discount [36, 6].



Little Cigar



Cigarette



## Many Young Adults Falsely Believe that Flavored Tobacco Products are Safer than Non-Flavored Tobacco Products

*Flavored tobacco products are not only just as harmful as combustible or smokeless tobacco products, but they are also just as addictive [3].*

A recent study found that people younger than 25 years of age were more likely to say that hookahs and e-cigarettes were safer than cigarettes [37].

Many studies indicate that cigar smokers misperceive cigars as being less addictive, more “natural,” and less harmful than cigarettes [38]. The misperception among young people that other tobacco products are less harmful than cigarettes, as well as the fact that these products are less harsh to smoke and taste good, may contribute to the increase in the use of other tobacco products by youth.

A 2015 study found that only 19 percent of 8th graders believe that there is a great risk of people harming themselves with regular e-cigarette use, compared to 63 percent of 8th graders who think that there is a great risk of people harming themselves by smoking one or more packs of cigarettes a day [27].

Other tobacco products than cigarettes (OTP's) such as little cigars, cigarillos, and hookah, like all tobacco products, contain the addictive chemical nicotine which makes them very hard to quit [39] and increases the risk of developing serious health problems including lung cancer, heart disease, and emphysema [40].

## Flavoring Chemicals in E-Cigarettes Have Been Linked to Severe Respiratory Disease

Certain chemicals used to flavor liquid nicotine, such as diacetyl, 2,3-pentanedione, and acetoin, are present in many e-liquids at levels which are unsafe for inhalation [41].

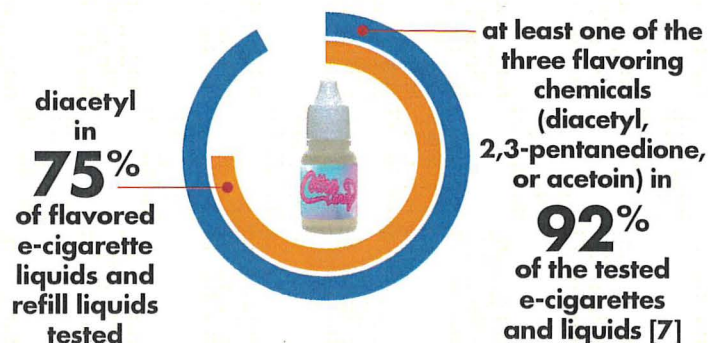
Diacetyl, 2,3-pentanedione, and acetoin are used in the manufacture of food and e-liquid flavors such as butter, caramel, butterscotch, piña colada, and strawberry [7].

Diacetyl, when inhaled, is associated with the development of the severe lung condition bronchiolitis obliterans, also known as “popcorn lung,” which causes an irreversible loss of pulmonary function and damage to cell lining and airways [42].



2,3-pentanedione, a chemically similar substitute to diacetyl, caused proliferation of fibrosis connective lung tissue and airway fibrosis in an inhalation study performed on rats [43].

### A 2015 study by the Harvard School of Public Health detected



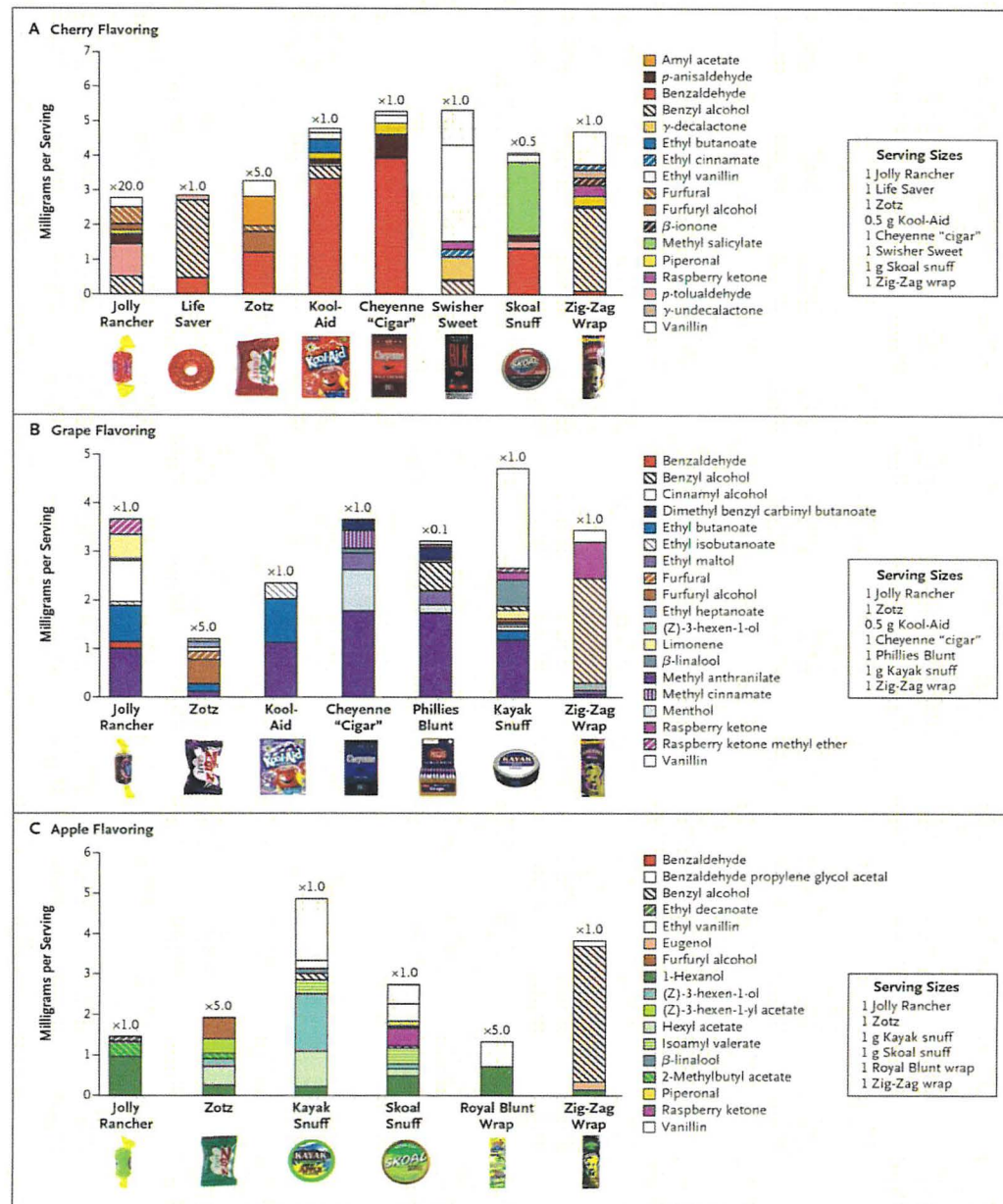


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# Flavoring chemicals used in some tobacco products the same as those in popular candy





# 70% of U.S. middle and high school students who currently use tobacco have used a flavored product



**63% of current e-cigarette users have used a flavored e-cigarette**



**64% of current cigar users have used a flavored cigar**



**61% of current hookah users have used a flavored hookah**



# The Truth About Tobacco Retail Pricing

## The Evidence:



- ➔ Tobacco companies spend millions of dollars each year on community stores to heavily promote and **strategically price** their products.<sup>1</sup> Exposure to this marketing in the retail environment highly encourages initiation and consumption of tobacco use, especially among youth.
- ➔ Research shows that smoking rates increase among young adults and minors when inexpensive tobacco products become available.<sup>2</sup>
- ➔ The redemption of tobacco product discounts, coupons, and promotions allows the tobacco industry to capture price-sensitive consumers, such as young adults and low-income individuals.
- ➔ Studies indicate that tobacco pricing strategies serve as **pro-tobacco advertising**, suggesting that exposure to tobacco product discounts, coupons and promotions increases the likelihood of youth progression from experimentation to regular smoking, and proves most influential among established smokers.<sup>3, 8</sup>
- ➔ Cheap prices for tobacco products are most available in **low-income communities of color**, specifically those that are predominantly African American or Hispanic, in addition to those that have the highest proportions of school-age youth and young adults.<sup>4</sup>
- ➔ Preliminary evidence suggests that establishing a minimum price for tobacco products is a promising strategy in reducing tobacco use and tobacco-related disparities among income groups, and may reduce disparities by race and ethnicity.<sup>5</sup>







- ➔ Based on the results of the CDC's Community Prevention Services Task Force, interventions that increase the unit price for tobacco products by 20% reduce overall consumption of tobacco products by 10.4%, prevalence of adult tobacco use by 3.6%, and initiation of tobacco use by young people by 8.6%. Thus, increasing tobacco product prices helps prevent initiation of tobacco use, and reduces overall tobacco usage among youth and adults.<sup>6</sup>
- ➔ Establishing a minimum price for tobacco products and prohibiting the redemption of tobacco product discounts, coupons, and promotions are effective ways to reduce smoking and tobacco usage. Specifically, these interventions can **protect youth** by limiting their exposure and reduce susceptibility and initiation.

## Why Pack Size Matters:

- ➔ While federal law prohibits the sale of individual cigarettes, many retailers currently sell flavored cigars, little cigars, and cigarillos individually, making them appealing and **more affordable** to youth.<sup>2</sup>
- ➔ The packaging of tobacco products that often comes in **small sizes** for cigars, cigarillos and smokeless tobacco, is an important marketing and promotional tool that is used by tobacco companies to target children and youth.
- ➔ Given that tobacco products tend to be **placed conveniently** near retailer check-outs, the sale of single cigars, cigarillos and smokeless tobacco contribute to impulsive or unplanned purchases.<sup>6</sup>
- ➔ Seeing that there are no minimum package size requirements for tobacco products other than cigarettes, establishing a pack size for tobacco products such as cigars, cigarillos and smokeless tobacco, can improve the public's health and protect price-sensitive youth.<sup>7</sup>



## Tobacco-Free Pharmacy Legislative Policies

### **Frequently Asked Questions**

#### Why is this necessary?

According to the CDC, tobacco-related disease claims 480,000 lives every single year in the US. Did you know that the United States is virtually the only country in the world where tobacco products are sold in a business that is licensed as a pharmacy? A local legislative policy, as has been passed in San Francisco, Boston and number of other cities will reduce the number of tobacco outlets and enable pharmacists to dispense medications in the back of the store without addictive and deadly tobacco being sold at the front of the store.

#### What kind of support is there?

Pharmacists, pharmacy schools such as UCSF and Touro University, the State of California Board of Pharmacy, American Heart Association, American Cancer Society Cancer Action Network, American Lung Association, Americans for Nonsmokers' Rights, Breathe California, California Association of Retired Americans, California Dental Hygienists Association and Youth Leadership Institute are among the early leaders that have pledged support for local tobacco-free pharmacy policies. Twenty-one (21) California communities have passed a legislative policy that eliminates tobacco retailer licenses for pharmacies: San Francisco, Richmond, Unincorporated Santa Clara, Unincorporated Marin, Berkeley, Healdsburg, Hollister, Daly City, Unincorporated Sonoma, Novato, Los Gatos, Unincorporated Contra Costa, Palo Alto, Fairfax, Cloverdale, Unincorporated San Mateo, Tiburon, Portola Valley, Saratoga, Half Moon Bay and Alameda. New York City joined the list in 2017.

#### Will a local tobacco-free pharmacy policy actually do anything to help reduce smoking?

More study is needed, but CVS Health published a paper looking at the amount of tobacco being purchased in San Francisco and Boston, communities that no longer provide a tobacco retail license to any pharmacy, be they independent pharmacies, chain drugstores, or big box or grocery stores with pharmacies. The study showed the enactment of policies to eliminate the sale of tobacco products at retailers with pharmacies in San Francisco and Boston was associated with up to a 13.3 percent reduction in purchases of tobacco products. The study can be read here:

[http://www.cvshealth.com/sites/default/files/TobaccoPolicyResearchLetter\\_Final.pdf](http://www.cvshealth.com/sites/default/files/TobaccoPolicyResearchLetter_Final.pdf)

#### Will this hurt small business?

Very few independent pharmacies exist anymore, and of those that exist, virtually all are tobacco-free. Even the big chain pharmacies don't seem to have been hurt by not being able to sell tobacco. Even after San Francisco stopped issuing tobacco retailer licenses to pharmacies in 2008, within the year, Walgreens opened a half-dozen more locations in the city, all required to be tobacco-free.

-over-



Why not stop the sale of other unhealthy products like soda, alcohol and candy?

Although there may be support for restricting the sale of soda, alcohol and candy in licensed pharmacies, decades of science point to tobacco as the one product when used as directed, kills. Cigarettes are not a food or a medication and as such have no nutritional or medicinal value. They are addictive and deadly and according to the CDC, are associated with over two dozen illnesses.

Some companies have already acted voluntarily. Why is a law necessary?

While it's wonderful that independent pharmacies and chains like CVS and Target have corporate policies to not sell tobacco, it's also very important to work towards enacting community-wide laws. A law creates parity by applying equally to all stores with pharmacies, and laws are also sustainable and legally enforceable, while a corporate policy could be revoked at will.

Would a law like this be difficult to enforce?

Fines for non-compliance and enforcement agencies vary by city and county. But in the communities where tobacco-free policies have been enacted, stores that have been notified by their local health departments have generally complied immediately. For example, when San Francisco pharmacies were no longer eligible for a local tobacco retailer license past Oct 1, 2008, the many pharmacies that had been selling tobacco (ie Walgreens, Safeway, Costco) immediately removed all tobacco products from their shelves.

What other resources are available on tobacco-free pharmacies?

<http://countertobacco.org/tobacco-free-pharmacies>

<http://www.no-smoke.org/learnmore.php?id=615>

<http://changelabsolutions.org/publications/tobacco-free-pharmacies>

<https://www.tecc.org/search/sp/a-guide-to-tobacco-free-pharmacies-manual/>

[http://en.wikipedia.org/wiki/Tobacco-Free\\_Pharmacies](http://en.wikipedia.org/wiki/Tobacco-Free_Pharmacies)

<http://www.tobaccofreerx.org/#!/bibliography-2/cbbo>

<http://www.lgbtpartnership.org/pharmacy.html>

Revised November 15, 2018

Bob Gordon

[bob@lgbtpartnership.org](mailto:bob@lgbtpartnership.org) 415-436-9182



## California LGBT Tobacco Education Partnership

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California LGBT Tobacco Education Partnership  
1270 Sanchez Street  
San Francisco, CA 94114

415-436-9182

bob@lgbtpartnership.org

### LOCAL SUMMARY OF TOBACCO-FREE PHARMACY LAWS IN CALIFORNIA as of November 15, 2018

MUNICIPALITY	(RETAILERS AFFECTED)	
1. San Francisco (126) Effective Oct 2008	Walgreens Various Independent Pharmacies CVS Safeway Lucky Target AHF Wellman's Pharmaca Costco	67 locations 26 locations 13 locations 10 locations 2 locations 2 locations 2 locations 2 locations 1 location 1 location
2. Richmond (6) Passed Nov 2009	Central Pharmacy (Ind) Costco CVS Target Walgreens Walmart	2300 Macdonald Avenue 4801 Central Avenue 2151 Meeker Avenue 4500 Macdonald Avenue 1150 Macdonald Avenue 1400 Hilltop Mall Road
3. Unincorporated Santa Clara (0) Passed Oct 2010		
4. Unincorporated Marin (4) Passed Aug 2014	CVS Safeway Walgreens West Marin Pharmacy (Ind)	150 Donahue Street, Sausalito (Marin City) 110 Strawberry Village (Mill Valley) 227 Shoreline Highway (Mill Valley) 4 <sup>th</sup> /A Street (Pt. Reyes Station)
5. Berkeley (17) Passed Sep 2014	Abbotts Compounding (Ind) CVS CVS CVS Drate Pharmacy (Ind) Milvia Pharmacy (Ind) Pharmaca Safeway (no TRL) Safeway Sal's Pharmacy (Ind) United Pharmacy (Ind) Walgreens Walgreens Walgreens Walgreens Walgreens	2320 Woolsey St 2655 Telegraph Ave 1451 Shattuck Ave 2300 Shattuck Ave 2390 Shattuck Ave 2500 Milvia Street 1744 Solano Ave 3210 College Ave 1444 Shattuck Place 1831 Solano Ave 2929 Telegraph Ave 2995 San Pablo Ave 1050 Gillman St 2310 Telegraph Ave 1607 Shattuck Ave 2190 Shattuck Ave 2801 Adeline St
6. Healdsburg (3) Passed Nov 2014	CVS Rite Aid Safeway	455 Center St 525 Healdsburg Ave 115 Vine St

7.	Hollister (7) Passed June 2015	ANSR (Ind) Nob Hill Pharmacy Rite Aid Safeway SaveMart Target Walgreens	581 McCray St 1700 Airline Highway 1701 Airline Highway 591 Tres Pinos Rd 291 McCray St 1790 Airline Highway 600 Tres Pinos Rd
8.	Daly City (7) Passed Sep 2015	Apothecary Pharmacy (Ind) CVS Lucky Supermarket Target Walgreens Walgreens Walgreens	1500 Southgate Ave 375 Gellert Blvd 6843 Mission Street 133 Serramonte Center 22 San Pedro Road 216 Westlake Center 6100 Mission Street
9.	Unincorporated Sonoma (2) Passed April 19, 2016	Lark Drugs Pharmacy (Ind) Safeway Pharmacy	16251 Main Street, Guerneville 16405 River Road, Guerneville
10.	Novato Passed Jan 24, 2017 (7)	Costco CVS CVS Pharmaca Rite Aid Safeway Target (CVS)	300 Vintage Way 2035 Novato Blvd 1707 Grant Avenue 7514 Redwood Blvd 910 Diablo Avenue 5720 Nave Drive 200 Vintage Way
11.	Los Gatos (12) Passed May 17, 2017	CVS Pharmacy CVS Pharmacy Horizons Pharmacy Pharmaca Rite Aid Safeway Safeway Silicon Valley Pharmacy Sorci Pharmacy Walgreens Walgreens Wellness Pharmacy	750 Blossom Hill Road 1496 Pollard Road 15951 Los Gatos Blvd 54 N Santa Cruz Avenue 15920 Los Gatos Blvd 15549 Union Avenue 470 N Santa Cruz Avenue 14107 Winchester Blvd 15714 Los Gatos Blvd 14100 Blossom Hill Road 423 N Santa Cruz Avenue 14777 Los Gatos Blvd
12.	Contra Costa Unincorp. (9) Passed July 11, 2017	CVS Pharmacy CVS Pharmacy Park Rexall Rite Aid Safeway Pharmacy Sam's Club Walgreens Walgreens Walgreens	14830 Highway 4, Discovery Bay 3158 Danville Blvd, Alamo 3716 San Pablo Dam Rd, El Sobrante 130 Alamo Plaza, Alamo 14840 Highway 4, Discovery Bay 1225 Concord Ave, Concord 3630 San Pablo Dam Rd, El Sobrante 15650 San Pablo Ave, San Pablo 2700 Willow Pass Rd, Bay Point
13.	Palo Alto (11) Passed September 18, 2017	CVS Pharmacy CVS Pharmacy CVS Pharmacy DiscoRex Walgreens Maximart Pharmacy Medical Plaza Pharmacy Safeway Pharmacy Walgreens Walgreens Walgreens Walgreens	352 University Avenue 2701 Middlefield Road 855 El Camino Real 328 University Avenue 240 Cambridge Avenue 211 Quarry Road 2811 Middlefield Road 4170 El Camino Real 2605 Middlefield Road 300 University Avenue 795 El Camino Real
14.	Fairfax (0)	Passed Nov 1, 2017	

15.	Cloverdale (2) Passed December 12, 2017	Cloverdale Pharmacy CVS Pharmacy	790 South Cloverdale Boulevard 1111 South Cloverdale Boulevard
16.	San Mateo Unincorp. (0)	Passed June 5, 2018	
17.	Tiburon (0)	Passed June 20, 2018	
18.	Portola Valley (0)	Passed August 22, 2018	
19.	Saratoga (1) October 3, 2018	CVS	12940 Saratoga Sunnyvale Road
20.	Half Moon Bay (3) Passed October 16, 2018	CVS Half Moon Bay Pharmacy Rite Aid	60 Cabrillo Highway North 40 Stone Pine Road 170 San Mateo Road
21.	Alameda (12) Passed November 7 2018	CVS CVS CVS CVS Target Midtown Pharmacy Safeway Safeway Safeway Versailles Pharmacy Walgreens Walgreens Walgreens	2314 Santa Clara Avenue 885 Island Drive 931 Marina Village Parkway 2700 Fifth Street 2173 Harbor Bay Parkway 2227 South Shore Center 867 Island Drive 2600 Fifth Street 2801 Encinal Avenue 2300 Otis Drive 1916 Webster Drive 1600 Park Street



# TOBACCO RETAILER LICENSING (TRL)

A local law that requires businesses that sell tobacco products to obtain a license from the city and holds these businesses accountable to follow the city's tobacco sales provisions. This provides an effective enforcement mechanism and functions to regulate tobacco products locally by enforcing TRL provisions such as:

## RESTRICT THE SALE OF FLAVORED TOBACCO PRODUCTS

Regulates the sale of flavored tobacco products, including menthol cigarettes

## RESTRICT RETAILERS NEAR YOUTH AREAS

Prohibits a tobacco retailer license from being issued to or renewed for a business operating close to a school or other areas frequented by youth

## ESTABLISH MINIMUM PRICE FLOORS FOR TOBACCO PRODUCTS

Requires that cigarettes, little cigars and cigars be sold at a certain price to reduce access to tobacco products among price-sensitive groups

## ESTABLISH A MINIMUM PACK SIZE FOR LITTLE CIGARS AND CIGARS

Requires that little cigars and cigars be sold in packages of a certain size, to reduce access to tobacco products among price-sensitive groups

## PROHIBIT DISCOUNTS, COUPONS, & PROMOTIONS

Does not allow the redemption of discounts, coupons and promotions for tobacco products

## PROHIBIT TOBACCO SALES IN PHARMACIES

Does not allow businesses that contain pharmacies to obtain a tobacco retail license

## REDUCE TOBACCO RETAILER DENSITY

Cap the total number of tobacco retailer licenses that can be issued in (a) a geographic area or (b) relative to population size



## STRONG TOBACCO SALE PROVISIONS IMPROVE PUBLIC HEALTH & ADVANCE HEALTH EQUITY BY:

- \* Reducing racial & geographic targeting & disparities
- \* Reducing income-based disparities in smoking rates
  - \* Encouraging & facilitating quit attempts
  - \* Discouraging youth initiation

## TRL-PROGRAM EFFECTIVENESS DEPENDS ON:

A TRL program's effectiveness depends on a licensing fee that is set at no more than the actual costs incurred by the government to run the program. The licensing fee **covers the administration and enforcement costs** and it is meant to fulfill the needs required to implement and enforce the tobacco retail licensing law.





# Tobacco Retailer Licensing Is Effective



**THE CENTER**  
for Tobacco Policy & Organizing



@ 2013 California Department of Public Health

## SEPTEMBER 2018

In California, 144 communities have adopted strong local tobacco retailer licensing ordinances in an effort to reduce illegal sales of tobacco products to minors. That includes the following four components:

- License that all retailers must obtain in order to sell tobacco products and that must be renewed annually.
- A fee set high enough to sufficiently fund an effective program including administration of the program and enforcement efforts. An enforcement plan, that includes compliance checks, should be clearly stated.
- Coordination of tobacco regulations so that a violation of any existing local, state or federal tobacco regulation violates the license.
- A financial deterrent through fines and penalties including the suspension and revocation of the license. Fines and penalties should be outlined in the ordinance.

The table below lists illegal sales rates to minors before and after a strong licensing law was enacted. These sales rates were determined by youth tobacco purchase surveys administered by local agencies. It is important to note that results from the youth tobacco purchase surveys have a number of different factors that influence change. Results from these surveys are somewhat dependent on certain factors that differ in each community, such as the age of the youth and the number of stores surveyed. Furthermore, other factors that could impact these rates include statewide laws, other city policies, or statewide or national media campaigns. The data below shows that these decreases occur after a tobacco retailer license has

been established. The results overwhelmingly demonstrate that local tobacco retailer licensing ordinances with strong enforcement provisions are effective. Rates of illegal tobacco sales to minors have decreased, often significantly, in all municipalities with a strong tobacco retailer licensing ordinance where there is before and after youth sales rate data available. However, a licensing ordinance by itself will not automatically decrease sales rates; proper education and enforcement about the local ordinance and state youth access laws are always needed.

Before and after youth sales rate data is available for the following 41 California communities with strong licensing ordinances- Banning, Baldwin Park, Beaumont, Berkeley, Burbank, Calabasas, Carpentaria, Coachella, Contra Costa County, Corona, Davis, Delano, Desert Hot Springs, El Cajon, Elk Grove, Goleta, Grass Valley, Grover Beach, Kern County, La Canada Flintridge, Los Angeles County, Morgan Hill, Murrieta, Norco, Oroville, Pasadena, Riverside, Rosemead, Sacramento, Sacramento County, San Fernando, San Francisco, San Luis Obispo, San Luis Obispo County, Santa Barbara County, Sonoma County, Tehachapi, Vista, Winters, Woodland, and Yolo County.

For more resources on these ordinances, including the Matrix of Strong Local Tobacco Retailer Licensing Ordinances with policy and enforcement details for every strong ordinance in the state, visit:

[www.Center4TobaccoPolicy.org](http://www.Center4TobaccoPolicy.org)

For model tobacco retailer licensing ordinance language, visit ChangeLab Solutions at [changelabsolutions.org](http://changelabsolutions.org)

CENTER4TOBACCPOLICY.ORG  
LUNG.ORG/CALIFORNIA

The Center for Tobacco Policy & Organizing | American Lung Association in California  
1531 I Street, Suite 201, Sacramento, CA 95814 | Phone: (916) 554.5864 | Fax: (916) 442.8585  
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Table of youth sales rates before and after the adoption of a strong tobacco retailer licensing ordinance

City/County	Date Passed	Annual Fee	Youth Sales Rate Before Ordinance	Most Recent Youth Sales Rate
Banning	August 2006	\$350	77%	21%
Baldwin Park	October 2008	\$342	34%	9%
Beaumont	December 2006	\$350	63%	20%
Berkeley	December 2002	\$427*	38%	4.2%
Burbank	February 2007	\$235	26.7%	5%
Calabasas	June 2009	\$0*	30.8%	5%
Carpentaria	April 2012	\$379	26%	7%
Coachella	July 2009	\$350	69%	11%
Contra Costa County	January 2003	\$160*	37%	13%
Corona	October 2005	\$350	50%	17%
Davis	August 2007	\$377	30.5%	12%
Delano	June 2008	\$165	23%	5.6%
Desert Hot Springs	August 2007	\$350	48%	4%
El Cajon	June 2004	\$698	40%	1%
Elk Grove	September 2004	\$270	17%	16.7%
Goleta	May 2014	\$534	21%	7%
Grass Valley	November 2009	\$100	27%	0%
Grover Beach	September 2005	\$244	46%	17%
Kern County	November 2006	\$165	34%	13.3%
La Canada Flintridge	June 2009	\$50*	47.1%	0%
Los Angeles County	December 2007	\$235	30.6%	8%
Morgan Hill	April 2014	\$125	15%	0%
Murrieta	May 2006	\$350	31%	7%
Norco	March 2006	\$350	40%	6%
Oroville	March 2013	\$30	22.6%	0%
Pasadena	January 2004	\$225	29%	0%
Riverside	May 2006	\$350	65%	31%
Rosemead	July 2017	\$235	32%	22%
Sacramento	March 2004	\$324	27%	15.1%
Sacramento County	May 2004	\$287	21%	7.1%
San Fernando	October 2008	\$250	38.5%	3%
San Francisco	November 2003	\$175*	22.3%	13.4%
San Luis Obispo	August 2003	\$255	17%	13%
San Luis Obispo County	October 2008	\$342	33.3%	5%
Santa Barbara County	November 2010	\$235	21%	3%
Sonoma County	April 2016	\$350	18.4%	1.3%
Tehachapi	February 2007	\$165	8%	16.7%
Vista	May 2005	\$250	39%	1.9%
Winters	January 2016	\$377	47%	19%
Woodland	June 2015	\$377	32%	8%
Yolo County	May 2006	\$377	28%	7.8%

\*City or County fee does not fully cover administration and enforcement of the tobacco-retailer license. Rather, the fee is supplemental with another stable source of funds, such as the Master Settlement Agreement (MSA) funds or general funds. See the Center's Matrix of Strong Local Tobacco Retailer Licensing Ordinances for full details about the administration and enforcement of these ordinances.

CC 11-5-19

Item #10 Canyon View  
GPA Authorization

Written Communications

## Cyrah Caburian

---

**From:** J. Maggie Yang <maggie.jyang@gmail.com>  
**Sent:** Thursday, October 31, 2019 4:27 PM  
**To:** City Council; City Clerk  
**Subject:** Please vote yes on Canyon View Project

City Council Members,

My name is Maggie Yang and I work at Apple in Cupertino. I love the good schools and the beautiful environment of Cupertino but couldn't afford a home here, so I was forced to buy a home in Fremont, and spend about two hours on commuting every single day.

Please vote yes on Canyon View Project for providing more much needed single family homes!

Thanks,  
Maggie Yang



## Cyrah Caburian

---

**From:** Yiren Wang <yrwang0715@gmail.com>  
**Sent:** Thursday, October 31, 2019 4:44 PM  
**To:** City Council; City Clerk  
**Subject:** Cupertino residents support Canyon View Project

Dear Council Members,

My name is Yiren Wang and I live on 10325 calvert Dr near rancho, I support the Canyon View Development.

The development is still relatively low density that fits the hillside natural environment. The proposed trail connects Linda Vista Park, Stevens County Park, and Fremont Older Open Space, which provides a safe route for locals to access the natural beauty in this area.

Best,  
Yiren Wang

## Cyrah Caburian

---

**From:** James Moore <cinco777@icloud.com>  
**Sent:** Thursday, October 31, 2019 8:08 PM  
**To:** Grace Schmidt, MMC  
**Cc:** Cupertino City Manager's Office; City Attorney's Office  
**Subject:** Fwd: Please post the Canyon View project GPA Authorization Application files accepted by Planning (Jeffrey Tsumura) on May 10, 2019

Hi Grace,

Please include this e-mail in the Written Communications for Item #10 for the 11/5/2019 City Council meeting. Thanks.

\*\*\*\*\* Please include this e-mail in Public Records \*\*\*\*\*

Begin forwarded message:

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Date:** October 26, 2019 at 4:34:55 PM PDT  
**To:** Erick Serrano <[ericks@cupertino.org](mailto:ericks@cupertino.org)>  
**Cc:** [benjaminf@cupertino.org](mailto:benjaminf@cupertino.org), [cityclerk@cupertino.org](mailto:cityclerk@cupertino.org), [planning@cupertino.org](mailto:planning@cupertino.org)  
**Subject:** Please post the Canyon View project GPA Authorization Application files accepted by Planning (Jeffrey Tsumura) on May 10, 2019

Hi Erick,

Please post the files **submitted with** the Canyon View GPA Authorization Application on May 10, 2019. Please post these to the 2019 Second Cycle webpage. Cupertino residents want to view them.

To differentiate these May 10, 2019 originals from those created and posted in October 2019, please add Rev0 or Original or "your choice" to their filenames. Thanks.

James (Jim) Moore  
Cupertino resident

\*\*\*\*\*. Please include this request in the Public Record \*\*\*\*\*

## Cyrah Caburian

---

**From:** City of Cupertino Written Correspondence  
**Subject:** FW: Linda Vista Park Notification Sign for Canyon View project

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Sent:** Thursday, October 31, 2019 8:12 PM  
**To:** Grace Schmidt, MMC <[graces@cupertino.org](mailto:graces@cupertino.org)>  
**Cc:** Cupertino City Manager's Office <[manager@cupertino.org](mailto:manager@cupertino.org)>; City Attorney's Office <[CityAttorney@cupertino.org](mailto:CityAttorney@cupertino.org)>; City Council <[CityCouncil@cupertino.org](mailto:CityCouncil@cupertino.org)>  
**Subject:** Fwd: Linda Vista Park Notification Sign for Canyon View project

Hi Grace,

Please include this e-mail in Written Communications for Agenda Item#10 for the 11/5/2019 City Council meeting.

\*\*\*\*\* Please include this e-mail in Public Records \*\*\*\*\*

Begin forwarded message:

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Date:** October 27, 2019 at 12:20:16 AM PDT  
**To:** Erick Serrano <[ErickS@cupertino.org](mailto:ErickS@cupertino.org)>  
**Cc:** [planning@cupertino.org](mailto:planning@cupertino.org), [cityclerk@cupertino.org](mailto:cityclerk@cupertino.org)  
**Subject:** Linda Vista Park Notification Sign for Canyon View project

Hi Erick,

The Notification Sign for the Canyon View project is now more approachable than its initial location. However, when the sun shines on it, the sign text becomes unreadable as the links of the fence create shadows. The two attached photos show what happens.

This sign is made without an opaque backing, and is not readable for the better part of the day while attached to this fence.

Please mount this Notification sign to a traditional stand with plywood backing, and install this stand at the SW corner of the Linda Vista Park access roadway where it curves toward the parking area. At this location, the left most paved path heads uphill to a play structure, and the right most paved path goes past the wood posts towards the parking lot. This location provides shade for visitor viewing, and the stand-mounted Notification sign will get maximum visibility from Park visitors.

If you have questions on this recommendation, reply to this e-mail. If Planning is not responsible for sign placement, please let me know which department is responsible and I will contact them with this recommendation. Thanks.

Jim Moore  
Cupertino resident

\*\*\*\*\* Please include this in the Public Record \*\*\*\*\*

Photo of sign taken from roadway (11:32 AM Saturday)





Up close Photo of sign (11:32AM Saturday)



PS: On Thursday morning, 10/24, about 9AM, I did not see this Notification sign when I walked my dog in LV Park. I saw it Saturday morning (10/26) about 9AM when I walked my dog in the Park. I walk my dog for two hours most mornings. I returned at 11:30AM Saturday to take photos and discovered the sign had been remounted to the fence at a location nearer to the entrance gate. The new location is more approachable (safer as there are no leaves covering its approach) but the sign is unreadable when the sun is shining on it.



## Cyrah Caburian

---

**From:** James Moore <cinco777@icloud.com>  
**Sent:** Thursday, October 31, 2019 8:15 PM  
**To:** Grace Schmidt, MMC  
**Cc:** Cupertino City Manager's Office; City Attorney's Office; City Council  
**Subject:** Fwd: Please remove the hearing for the Canyon View GPA Authorization from the 11/5/19 City Council Meeting Agenda

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Grace,

Please include this e-mail in Written Communications for Agenda Item #10 for the 11/5/2019 City Council meeting.

\*\*\*\*\* Please include this e-mail in Public Records \*\*\*\*\*

Begin forwarded message:

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Date:** October 27, 2019 at 11:54:10 AM PDT  
**To:** [sscharf@cupertino.org](mailto:sscharf@cupertino.org), [ichao@cupertino.org](mailto:ichao@cupertino.org), Jon Robert Willey <[jwilley@cupertino.org](mailto:jwilley@cupertino.org)>, Darcy Paul <[dpaul@cupertino.org](mailto:dpaul@cupertino.org)>, [rsinks@cupertino.org](mailto:rsinks@cupertino.org), [manager@cupertino.org](mailto:manager@cupertino.org), [cityattorney@cupertino.org](mailto:cityattorney@cupertino.org), [benjaminf@cupertino.org](mailto:benjaminf@cupertino.org)  
**Cc:** "Grace Schmidt, Mmc" <[graces@cupertino.org](mailto:graces@cupertino.org)>  
**Subject:** Please remove the hearing for the Canyon View GPA Authorization from the 11/5/19 City Council Meeting Agenda

Please remove the hearing for the GPA Authorization for this Canyon View project from the 11/5/2019 Cupertino City Council Agenda. This Application, as submitted on May 10, 2019, did not meet City Submittal and Preliminary Plan Content Requirements as stated on Pages 3 & 4 of the Application submittal package.

<https://www.cupertino.org/home/showdocument?id=10804>

Residents learned on Friday, 10/25/19, that the Canyon View Project documents submitted with its Application on May 10, 2019, were so lacking in content and clarity that the Planning Department did not understand the project proposal. This Planning Department assessment best explains why all the Project documents posted to the 2019 GPA Authorization webpage have creation dates of October 2019. It took until October 2019 for this Project's resubmitted documents to finally meet the City's Application requirements.

Since there are City requirements for submitted Applications and these were not met by the Canyon View Project, it did not qualify for acceptance by the Planning Department for a 2019 Second Cycle review. Puzzling to residents, this project Application was listed online as a 2019 First Cycle Proposal until corrected on Wednesday, 10/23/19.

It has now been improperly noticed to residents as a Cupertino City Council 2019 First Cycle GPA Authorization hearing on November 5, 2019. Please remove this hearing from the 11/5/19 Agenda as its Application did not meet City Submittal and Preliminary Plan Content Requirements when submitted five months ago.

You can confirm that the Canyon View Project Application submittal did not meet City Application requirements by comparing and contrasting the documents initially submitted with its Application in May 2019 to the October 2019 documents now posted to the 2019 GPA Authorization webpage. All posted Application documents were created in October 2019, five months after the Application was originally submitted.

Link to posted documents created in October 2019

<https://www.cupertino.org/our-city/departments/community-development/planning/major-projects/general-plan-amendment-authorization>

See Planning Department for Project documents submitted with its May 10, 2019 Application. Residents have requested these initially submitted documents be posted for Public review.

James (Jim) Moore  
Lindy Lane Resident

\*\*\*\*\*. Please include this request in Public Records \*\*\*\*\*



## Cyrah Caburian

---

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Sent:** Thursday, October 31, 2019 8:33 PM  
**To:** Grace Schmidt, MMC  
**Cc:** Cupertino City Manager's Office; City Attorney's Office; City Council  
**Subject:** Fwd: Canyon View Project lack of noticing

Hi Grace,

Please include this e-mail in Written Communications for Agenda Item #10 for the 11/5/2019 City Council meeting.

Jim Moore

\*\*\*\*\* Please include this in the Public Record \*\*\*\*\*

Begin forwarded message:

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Date:** October 29, 2019 at 1:16:36 PM PDT  
**To:** xxxxx  
**Subject:** Re: Canyon View Project lack of noticing

Hi,

Two neighbors on Lindy Lane, after our Saturday (10/26) mail delivery, told me they had not received the Postcard. Two told me they did, plus Sue and I received ours in the Saturday delivery.

Another on my Friday e-mailed list did not receive the Postcard on Friday but appears to have left on an out-of-town trip before the Saturday delivery. I have not heard back from three others that had not received the Postcard on Friday. Without these neighbors' responses, I do not know if they received a Postcard on Saturday (or maybe even Monday or today since Sue and I left for Tahoe Monday at 9:45AM).

So far it is a mixed bag on Postcard receipt thru Saturday mail delivery, 10/26. Some did and some didn't.

Jim

## Cyrah Caburian

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**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Sent:** Thursday, October 31, 2019 8:50 PM  
**To:** Grace Schmidt, MMC  
**Cc:** Cupertino City Manager's Office; City Attorney's Office; City Council  
**Subject:** Fwd: Canyon View project - GPA Gateway application?

Hi Grace,

Please include this e-mail in Written Communications for Agenda Item #10 for the 11/5/2019 City Council meeting.

Jim Moore

\*\*\*\*\* Please include in Public Record \*\*\*\*\*

Begin forwarded message:

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Date:** October 23, 2019 at 10:16:15 PM PDT  
**To:** xxxx  
**Cc:** yyyy  
**Subject:** Re: Canyon View project - GPA Gateway application?

Hi,

I want to share some more insightful numbers on this proposed Canyon View project.

The length of the straight section of the road downhill that ends when it does a right angle turn onto the roadway exiting Linda Vista Park is 1180'.

Elevation at the top of the straight road at its closest curve is ~ 610' and elevation at LV Park roadway is ~ 450'. Slope is ~ 14%. Slope = rise/run or  $((610-450)/1180)$ . Drivers in a hurry on a 14% slope over a straight-away of 1180' can go fast. I hope they're awake for their morning commute with good reflexes when they reach the LV Park roadway. If there is only a stop sign there, my experience living on a hilly corner of Lindy Lane for 39 years is that 20% will slow and stop, with the remaining 80% doing a CA stop and taking the turn as fast as they think they can get away with.

Another interesting number is the average slope of the 25 home sites. Sum their slope numbers on pages 4 & 5 and divide by 25 gives an average slope of 27% ( $672.32/25$ ).

As zzzz stated, riding a bike UP this steep a slope is challenging when the front wheel starts to lose contact with the road. In Sunday's 10/20 meeting, I learned that the owner has picked out his lot, Lot #6. Lot#6 is the largest and has the most flat space for building a rich man's house of 5,920 sqft. If you look at all the SFH home sites and their FAR sqft maxs, only the upper 10%ers (the lesser Rich) can afford to buy these homes.

We have a large retaining wall across from our home that has totaled a few cars. The Lindy Lane slope past our home is < 6% with a shorter straight-away downhill. Luckily, we haven't been hit though we did lose our corner Stop Sign a month ago. The firetruck came and then three police cars, and the woman's car was towed after an hour wait by AAA. Sue and I watched the red lights from our balcony and our dog barked.

Jim

## Cyrah Caburian

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**From:** City of Cupertino Written Correspondence  
**Subject:** FW: We and our neighbors here on Lindy Lane have not received the Citywide Notification Postcard for the Canyon View GPA hearing on 11/5/2019

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Sent:** Thursday, October 31, 2019 9:02 PM  
**To:** Grace Schmidt, MMC <[graces@cupertino.org](mailto:graces@cupertino.org)>  
**Cc:** Cupertino City Manager's Office <[manager@cupertino.org](mailto:manager@cupertino.org)>; City Attorney's Office <[CityAttorney@cupertino.org](mailto:CityAttorney@cupertino.org)>; City Council <[CityCouncil@cupertino.org](mailto:CityCouncil@cupertino.org)>  
**Subject:** Fwd: We and our neighbors here on Lindy Lane have not received the Citywide Notification Postcard for the Canyon View GPA hearing on 11/5/2019

Hi Grace,

Please include this e-mail in Written Communications for Agenda Item #10 for the 11/5/2019 City Council meeting.

Jim Moore

\*\*\*\* Please include this in the Public Record \*\*\*\*

Begin forwarded message:

**From:** "Deborah L. Feng" <[DebF@cupertino.org](mailto:DebF@cupertino.org)>  
**Date:** October 26, 2019 at 6:10:44 PM PDT  
**To:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Cc:** "Grace Schmidt, MMC" <[graces@cupertino.org](mailto:graces@cupertino.org)>, Cupertino City Manager's Office <[manager@cupertino.org](mailto:manager@cupertino.org)>, City Attorney's Office <[CityAttorney@cupertino.org](mailto:CityAttorney@cupertino.org)>  
**Subject:** Re: We and our neighbors here on Lindy Lane have not received the Citywide Notification Postcard for the Canyon View GPA hearing on 11/5/2019

Hi Jim,  
Thanks for letting us know. We will look into it and address it.

Deb

Sent from my iPhone

On Oct 26, 2019, at 1:35 PM, James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)> wrote:

Hi Grace,

I realize you are not working at the office today but still wanted to alert you that my neighbors and I who live on Lindy Lane have not received the citywide Notification Postcard for the Canyon View development proposal hearing on 11/5/2019. I sent an e-mail last night (Friday, 10/25) to my neighbors and all responded that they had not received a Postcard on this development. Maybe? Today?

A Cupertino friend who lives two miles away received hers on Wednesday. Another friend who lives 1 1/2 mile away, on McClellan, received his on Thursday. Yet my neighbors and I who live



in the next canyon over from Linda Vista Park (1/2 mile at the most) have not received this promised Notification Postcard.

It appears to me, based on the limited evidence I've acquired, that those living farthest away from Linda Vista Park are receiving Notification first. Is this how a Citywide Postcard notification works? Farthest first, closest last?

The notified hearing date is 11/5/19, 9 - 10 days from now depending on whether you count 11/5/19 as a notification day. Is there a minimum notification requirement in # of days for a development notification to residents? What is that number or date (mm/dd) for this 11/5/19 hearing?

If we don't receive a Notification Postcard today (Hope Hope), I may make copies of some of the online info and distribute to my neighbors so they are aware of this development whose proposed street exits into Linda Vista Park, a Park we all use, some neighbors daily. I walked my small dog through the Park 2X this week.

Sincerely,  
James (Jim) Moore  
43 year resident

\*\*\*\*\*. Please include this in the Public Record. \*\*\*\*\*

## Cyrah Caburian

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**From:** Munisekar <msekar@gmail.com>  
**Sent:** Thursday, October 31, 2019 9:40 PM  
**To:** City Council; Cupertino City Manager's Office  
**Cc:** City Clerk; Munisekaran Madhhipatla  
**Subject:** Canyon View Project - GPA process and lack there of...

Dear Mayor, Council and Manager,

I received a mailer from city on Oct 24, 2019 about an upcoming GPA authorization agenda item "Canyon View" on Nov 5, 2019. Unfortunately, I will not be able to attend the meeting on Nov 5th due to travels; but, I want to make sure to register my voice.

On the surface, Canyon View project seems to be a reasonable-density housing only project with 29 homes on 86 acres land. So, my starting disposition was that I want to support this project. In general, I would like to support housing projects that seem reasonable and fit with the character of our town.

As this is a GPA request and given the past history of bungled GPA requests, I started digging into this project little bit. I found quite a few issues that raised my concerns that led my disposition from support to neutral. Here are my concerns...

1. The post card says "2019 First Cycle Proposal" but the city website says "2019 Second Cycle Proposal". Besides the physical post card I received, even the soft copy of post card posted on our city website is inconsistent with the website. How can there be such inconsistency?
2. I checked with some friends living closest to this property and none of them received the post card I received. Why no post card to the people closest to this property?
3. The city staff seems to claim that this GPA proposal was submitted 6 or 9 months ago but the documents are being posted online only about a week ago. Why secrecy?
4. The average grade of this property is 48% and every lot will have 20% to 30% average grade. In my opinion, it is too steep.
5. The approach road to this property seems to have average of 14 or 15% grade of about 1000 feet long. I bike a lot and go up Montebello road often. That road has an average slope of 7.9% and 16% at its steepest. The approach road to this property is going to be twice steep compared to Montebello Road's average. When I biked on Welch Creek road with 25% grade, the my bikes front wheels were lifting up; I had to abandon the ride. This means, average people cannot walk or bike up this street with 14 - 15% grade.

I get the impression that many residents are questioning how this project is being handled by the city staff. The last thing I want to see is our residents losing confidence in our elected council like it was the case 4 years ago.

I request that you postpone the GPA request given the inconsistencies (First cycle vs. Second cycle) and rush nature. This will give residents time to understand this GPA and support it appropriately.

Also, please make it clear to the city staff to handle sensitive city matters as transparently as possible and follow the process very diligently. No short cuts or discretion what so ever.

Thanks for listening.

Muni Madhhipatla  
Cupertino Resident

## Cyrah Caburian

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**From:** Danessa Techmanski <danessa@pacbell.net>  
**Sent:** Thursday, October 31, 2019 9:44 PM  
**To:** City Clerk  
**Cc:** Deborah L. Feng; Heather Minner; Darcy Paul; Steven Scharf; Liang Chao; Jon Robert Willey  
**Subject:** November 5th Canyon View Project Application, Item #10

Dear Grace,

In discussing the Canyon View Application with friends who live in that area It appears that folks are having difficulty understanding the GPA criteria and cutoff requirements as it looks like the project missed the GPA cutoff date. Is there some way that the City could clarify this process (for all projects) and make it available to residents on the City website to ensure that our Planning Dept. is following the required process?

Perhaps this could be achieved for each development project with a simple standard flow chart posted on the City website so that residents could easily follow the progress along. Each box in the chart could have a pending or completion date posted as requirements are met. This will ensure that all steps are followed in the required order and that nothing gets skipped or exceeds GPA deadlines.

**Please include this email in the Written Communications for the 11/5/2019 City Council Meeting Agenda Item #10, and enter it into the Public Record.**

Thank you sincerely,  
Danessa Techmanski



## Cyrah Caburian

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**From:** Qing Wang <qingwubc@yahoo.com>  
**Sent:** Friday, November 1, 2019 11:51 AM  
**To:** City Council; City Clerk  
**Subject:** Vote YES on Canyon View Project

Dear City Council,

This is Qing Wang. I am writing to you in strong support of Canyon View Project.

I live in Cupertino and also work in the city. Through the past few years I have seen housing price of Cupertino rocket through the roofs, and we don't have enough house supply. For the sake of affordable housing for working families, I strongly request that members of our city council vote YES for Canyon View Project.

Sincerely,

Qing Wang, resident of Cupertino

Sent from my iPhone

## Cyrah Caburian

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**From:** niusha taghvaei <niusha.taghvaei@gmail.com>  
**Sent:** Friday, November 1, 2019 6:23 PM  
**To:** City Council  
**Subject:** support Canyon View Project

Dear Council Members,

My name is Niusha and I work in the Cupertino area, I love the good schools and the beautiful environment of Cupertino but couldn't afford a home here, so I was forced to live Far and spend about two hours on commuting every single day.

I support the Canyon View Project for providing more affordable units for needed single-family homes.

Best Regards,  
Niusha

## Cyrah Caburian

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**From:** City of Cupertino Written Correspondence  
**Subject:** FW: Canyon View project GPA Authorization Application Form: who signed and when?

**From:** Maxcinco <[maxcinco@comcast.net](mailto:maxcinco@comcast.net)>  
**Sent:** Friday, November 1, 2019 7:46 PM  
**To:** Grace Schmidt, MMC <[graces@cupertino.org](mailto:graces@cupertino.org)>  
**Cc:** Cupertino City Manager's Office <[manager@cupertino.org](mailto:manager@cupertino.org)>  
**Subject:** Fwd: Canyon View project GPA Authorization Application Form: who signed and when?

Hi Grace,

Please include this e-mail in Written Communications for Agenda Item #10 for the 11/5/2019 City Council meeting.

Jim Moore  
Resident

\*\*\*\*\* Please include in Public Records \*\*\*\*\*

Begin forwarded message:

**From:** Maxcinco <[maxcinco@comcast.net](mailto:maxcinco@comcast.net)>  
**Date:** October 24, 2019 at 1:46:37 PM PDT  
**To:** Erick Serrano <[ErickS@cupertino.org](mailto:ErickS@cupertino.org)>  
**Cc:** [planning@cupertino.org](mailto:planning@cupertino.org), [manager@cupertino.org](mailto:manager@cupertino.org), [CityCouncil@cupertino.org](mailto:CityCouncil@cupertino.org), [cityattorney@cupertino.org](mailto:cityattorney@cupertino.org)  
**Subject:** Re: Canyon View project GPA Authorization Application Form: who signed and when?

Hi Erick,

Thanks for responding.

Why is this, my request reminiscent of the idiom "like pulling teeth"?

In my latest e-mail, I asked you to confirm that my interpretation of your most recent reply was correct re the signer and the date on this Application form, and you didn't affirm or deny.

Then I asked to view the bottom 1 1/4" of this form when I stopped by this afternoon, and you responded that you were unavailable this afternoon and could meet tomorrow. I did not ask for a meeting. I just want to view a piece of paper. Why is my simple request for two pieces of information and a viewing of that same paper eliciting this amount of hesitance and obtuseness by City Planning staff? Why is satisfying my simple request so difficult? Are your responses to my request as a Cupertino resident the norm for City Planning staff? Please advise.

I am, with this request and related research, trying to discover why Cupertino residents, like myself, did not learn of this project until one week ago. Why, if a GPA Authorization Form was supposedly submitted in May 2019, qualifying it for a First Cycle hearing, did residents not learn of this Application until one week ago, five months after it was supposedly submitted and qualified? I learned about this project from a P & R commissioner on Friday, 10/18, attended a meeting hosted by the owner and Gilbert Wong on Sunday, 10/20, visited [Cupertino.org](http://Cupertino.org) to learn more on this project, and found nothing. Info on this Canyon View project appeared only after Peggy Griffin, a fellow meeting attendee, inquired as to when this applicant's paperwork



would be posted. The following day, Tuesday, 10/22, we were able to view some paperwork (digital), and yesterday your name and e-mail address was added as a Planning Department contact.

I've encountered numerous surprises regarding this project's non-transparency to residents, and can only explain its 5-month delay in being kept from the Public, by accepting that this project and its associated City Planning staff are in the Federal Witness Protection Program.

As a 40 year enjoyer of Linda Vista Park, I am not opposed to this housing-only project. I am opposed to its only street access being the roadway/pathway to LV Park, as this project's construction traffic and subsequent housing traffic would create an unsafe and dangerous access route for all those residents, 3/4s on foot and 1/4 by car, to this quiet, hilly, tree-shaded neighborhood city park. I live on Lindy Lane, one canyon over, and would prefer that this project's street access be via the top of Lindy Lane. The top of Lindy Lane, my street, abuts this property via a roadway shown on the SCC GIS map. More traffic for me and my neighbors but continuing safe use of our neighborhood Linda Vista Park.

Jim Moore  
43 year resident  
408-253-4574

On Oct 24, 2019, at 12:17 PM, Erick Serrano <[ErickS@cupertino.org](mailto:ErickS@cupertino.org)> wrote:

Hi Jim,

I'm not available this afternoon to meet. I'm on counter tomorrow morning from 7:30am to 12:00pm. If you would like to come by then, I should be available.

**Erick Serrano**

Senior Planner  
Planning Division

<image001.png> [ErickS@cupertino.org](mailto:ErickS@cupertino.org)  
(408) 777-3205

<image002.png><image003.png><image004.png><image005.png><image006.png><image007.png>

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**From:** Maxcinco <[maxcinco@comcast.net](mailto:maxcinco@comcast.net)>

**Sent:** Thursday, October 24, 2019 11:55 AM

**To:** Erick Serrano <[ErickS@cupertino.org](mailto:ErickS@cupertino.org)>

**Cc:** City of Cupertino Planning Dept. <[planning@cupertino.org](mailto:planning@cupertino.org)>

**Subject:** Re: Canyon View project GPA Authorization Application Form: who signed and when?

Hi Erick,

Thanks for the timely reply. Your reply appears to indicate that Jeffrey Tsumura, a co-worker and planner, accepted and signed his name at the bottom of this Canyon View Application Form, and entered May 10, 2019 as the date he received and accepted this Application. Is my interpretation of your reply correct? Please advise.

I will stop by the Planning Department this afternoon to view the bottom 1 1/4" of this Canyon View Application Form.

Should I ask for you when I stop by?

Jim Moore  
408-253-4574

On Oct 24, 2019, at 11:26 AM, Erick Serrano <[ErickS@cupertino.org](mailto:ErickS@cupertino.org)> wrote:

Hi Jim,

Another planner, Jeffrey Tsumura, took in the application on my behalf on May 10<sup>th</sup>. I was out of the office that day.

**Erick Serrano**

Senior Planner

Planning Division

<image001.png> [ErickS@cupertino.org](mailto:ErickS@cupertino.org)

(408) 777-3205

<image003.png><image005.png><image007.png><image009.png><image011.png><image0

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**From:** Maxcinco <[maxcinco@comcast.net](mailto:maxcinco@comcast.net)>

**Sent:** Thursday, October 24, 2019 11:21 AM

**To:** Erick Serrano <[ErickS@cupertino.org](mailto:ErickS@cupertino.org)>

**Cc:** City of Cupertino Planning Dept. <[planning@cupertino.org](mailto:planning@cupertino.org)>

**Subject:** Re: Canyon View project GPA Authorization Application Form: who signed and when?

Hi Erick,

Thanks for your reply. The only info I am requesting is at the bottom of the Application Form. Who (City staff name) signed at the bottom of the form when the City accepted the Application, and what is the date they (City staff) entered on the bottom of the form when they (City staffer) signed as accepting the Application.

I am not interested in viewing any of the information entered by the Property owner. I know that information. I am only interested in the City staff signature and the staff accepted date shown at the bottom of the first page (cover page) of the Application.

Call me at my Home landline number (408-253-4574) if you don't understand and can't fulfill my request for these two entries at the bottom of this Application form.

Jim Moore  
408-253-4574

PS: Block off all but the lower 1 1/4" of the Application form as I only want to view this portion, the portion which shows the City Staff name and date accepted. I will drop by your Planning Department today to view this bottom portion of the Application. Thanks.

On Oct 24, 2019, at 9:04 AM, Erick Serrano <[ErickS@cupertino.org](mailto:ErickS@cupertino.org)> wrote

Hello James,

The application was submitted May 10th, and signed by the property owner and applicant Lixin Chen. Application forms are

not made available to the public because they contain personal contact information.

**Erick Serrano**

Senior Planner  
Planning Division  
<image001.png> [ErickS@cupertino.org](mailto:ErickS@cupertino.org)  
(408) 777-3205

<image003.png><image005.png><image007.png><image009.png><image010.png><

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**From:** City of Cupertino Planning Dept.

<[planning@cupertino.org](mailto:planning@cupertino.org)>

**Sent:** Thursday, October 24, 2019 8:25 AM

**To:** Planning Dept. <[PlanningList@cupertino.org](mailto:PlanningList@cupertino.org)>

**Subject:** FW: Canyon View project GPA Authorization  
Application Form: who signed and when?

Hi Planners,

Here's a question from a resident from the general mailbox:

**Barbara Pollek**

Office Assistant  
<image025.png> City Manager's Office/City Clerk's Office  
[BarbaraP@cupertino.org](mailto:BarbaraP@cupertino.org)  
(408) 777-3253

<image026.png><image027.png><image028.png><image029.png><image030.png><

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**From:** Maxcinco <[maxcinco@comcast.net](mailto:maxcinco@comcast.net)>

**Sent:** Wednesday, October 23, 2019 5:32 PM

**To:** City of Cupertino Planning Dept. <[planning@cupertino.org](mailto:planning@cupertino.org)>

**Cc:** Benjamin Fu <[BenjaminF@cupertino.org](mailto:BenjaminF@cupertino.org)>; Piu Ghosh  
<[PiuG@cupertino.org](mailto:PiuG@cupertino.org)>

**Subject:** Canyon View project GPA Authorization Application  
Form: who signed and when?

Cupertino Planning Department,

I live near Linda Vista Park, and for 43 years, I have run or walked the Park's 1/2 mile loop trail an average of 2X a week with and without our family dogs. Last Sunday, I attended a meeting at the Cupertino Hotel on the proposed Canyon View Housing project. I was surprised to learn that an application hearing (see below) was scheduled for 11/5/2019. I asked the meeting hosts (owner and consultant) when the application was submitted to the City and did not receive an answer.

Since the Planning Department receives and processes these GPA Authorization Application forms and signs and dates them when accepted, please let me know via e-mail when (mm/dd/yyyy) this Canyon View application was accepted and who (name) signed. I understand that this information



that I am requesting is located near the bottom of the application's first page.

If this Canyon View Application form is available for viewing by residents, I would like to view it. Please let me know when, days and hours, that I can stop by the Planning Department to view this application.

Sincerely,  
James Moore  
Lindy Lane,  
Cupertino

## 2019 FIRST CYCLE

The City received one application in the 2019 first cycle (deadline May 2019). The proposed project is to allow 29 units, where four units are allowed, on an 86-acre hillside property with an average slope ~48%. The project would require General Plan Amendments to change the existing General Plan Land Use Designation.

The item is tentatively scheduled to be heard by the City Council on November 5, 2019.

[GPA Authorization GPAAuth-2019-01 postcard](#)

[Canyon View Project Description](#)

[Plan Set 1 of 2](#)

[Plan Set 2 of 2](#)

**Cyrah Caburian**

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**From:** James Moore <cinco777@icloud.com>  
**Sent:** Sunday, November 3, 2019 6:41 AM  
**To:** Cupertino City Manager's Office  
**Cc:** City of Cupertino Planning Dept.; Grace Schmidt, MMC; City Council  
**Subject:** Fwd: Please post the Canyon View project GPA Authorization Application files accepted by Planning (Jeffrey Tsumura) on May 10, 2019

Hi Deb,

I made this request seven (7) calendar days ago (5 business days) on Saturday, October 26, 2019. A number of my friends and neighbors are interested in viewing the Canyon View project documents that were accepted, with its Application, by Planning on May 10, 2019, nearly six months ago.

I have checked the 2019 Second Cycle webpage since my request and these documents remain unposted. Disappointedly, my week ago 10/26/19 request was never acknowledged.

Sue and I returned from Lake Tahoe Saturday (11/2) afternoon and I drove into Linda Vista Park to view the CV project "notification" sign erected by the owner. The sign is on the chain link fence in the same location as a week ago (Saturday, 10/26 @11:32AM), but now has a full-size plywood backing so the sign is now readable in sunlight. I exited the car to read it.

Obviously, since neither this single sign or the citywide Postcard mentions or shows its downhill access street terminating in a right angle turn into Linda Vista Park, those residents and Park visitors that are curious about this CV project will fail to notice its use of the Linda Vista Park entrance. In the rendering of the development, its street use of the LV Park roadway is hidden by trees, and the text labeling of the Park location is positioned at the rightmost point of the rendering. This careless label positioning suggests the project and its only access street is a lengthy distance removed from the Park. Some might say the rendering deceives those residents living west-of-Bubb who visit and use the many facilities at LV Park as it is their closest neighborhood City park.

Jim Moore  
Resident

\*\*\*\*\* Please include this e-mail in Written Communications for Agenda Item #10 for the 11/5/2019 CCC meeting \*\*\*\*\*

Begin forwarded message:

**From:** James Moore <[cinco777@icloud.com](mailto:cinco777@icloud.com)>  
**Date:** October 26, 2019 at 4:34:55 PM PDT  
**To:** Erick Serrano <[ericks@cupertino.org](mailto:ericks@cupertino.org)>  
**Cc:** [benjaminf@cupertino.org](mailto:benjaminf@cupertino.org), [cityclerk@cupertino.org](mailto:cityclerk@cupertino.org), [planning@cupertino.org](mailto:planning@cupertino.org)  
**Subject:** Please post the Canyon View project GPA Authorization Application files accepted by Planning (Jeffrey Tsumura) on May 10, 2019

Hi Erick,

Please post the files submitted with the Canyon View GPA Authorization Application on May 10, 2019. Please post these to the 2019 Second Cycle webpage. Cupertino residents want to view them.

To differentiate these May 10, 2019 originals from those created and posted in October 2019, please add Rev0 or Original or "your choice" to their filenames. Thanks.

James (Jim) Moore  
Cupertino resident

\*\*\*\*\*. Please include this request in the Public Record \*\*\*\*\*



## Cyrah Caburian

---

**From:** Li Lin <norahlin@gmail.com>  
**Sent:** Sunday, November 3, 2019 1:41 PM  
**To:** City Council; City Clerk  
**Subject:** Cupertino residents support Canyon View Project

Dear Council Members,

My name is Li Lin. I live on Flintshire st in Cupertino. And I support the Canyon View project.

The development takes the hillside natural environment into consideration with a low density construction plan. The proposed trail will improve the accessibility of Open Space. I believe it will benefit the neighborhood residents.

Best,  
Li

## Cyrah Caburian

---

**From:** Rob Karr <robwkarr@gmail.com>  
**Sent:** Sunday, November 3, 2019 2:41 PM  
**To:** City Council  
**Subject:** Canyon View GPAAuth-2019-01

Dear Council members;

As a long-time Cupertino resident living on Linda Vista Dr., I would urge you to deny this application for a General Plan amendment. (Canyon View)

It will save this developer the time and expense of developing a plan which should not come to fruition. Years of noise, dust, and traffic effects of construction in our quiet neighborhood, then the traffic increase new residents would bring forever after are extremely negative living changes to our neighborhood.

I implore you to not allow this to proceed.

Respectfully,

Robert Karr  
Cupertino

## Cyrah Caburian

---

**From:** LeeAnn Constant <lconstant97@yahoo.com>  
**Sent:** Sunday, November 3, 2019 2:49 PM  
**To:** City Council  
**Subject:** November 5 Meeting Agenda Item #10

Dear Council Members,

I am writing in regards to the following, ""Subject: Consider whether to authorize the formal submission and processing of a General Plan Amendment application to allow 29 units where four (4) units are currently allowed on an 86-acre hillside property, on the west side of the City adjacent to Linda Vista Park, with an average slope of ~48% which would require General Plan Amendments to change the existing General Plan Land Use Designation. (Application No.(s): GPAAAuth-2019-01; Applicant: Lixin Chen; Location: APN(s): 356-27-026, 356-05-007, 356-05-008.""

We, as well as many neighbors in our community, ask that the council refrain from changing the land use designation to accommodate the applicant. Land use designations set in the past were created for a reason, including, but not limited to preservation of the natural open space of land and creeks, prevention of erosion and landslides, and prevention of deforestation. We hope that the council pays close attention to the staff report items related to: Goal LU-19, General Plan Policy LU-12.2, General Plan Policy ES-7.8.

While the builder might bring forth arguments such as need for single family housing or BMR housing, declining school enrollment, or additional tax revenue for the city, it does not change the fact that this application is requesting changes to the General Plan Land Use Designation that were created for public safety and preservation of the overall remaining natural geography. Thank you so much for your consideration.

Andrew and LeeAnn Constant  
11097 Linda Vista Drive  
Cupertino, CA 95014  
408-515-7532



## Cyrah Caburian

---

**From:** Danessa Techmanski <danessa@pacbell.net>  
**Sent:** Sunday, November 3, 2019 10:20 PM  
**To:** Darcy Paul; Steven Scharf; Liang Chao; Jon Robert Willey; Deborah L. Feng; Heather Minner; Benjamin Fu  
**Subject:** Please Add to Council Packet for Item #10 for 11/5/19 Council Meeting

Hi All,

I read this article all of the way through and it astounded me. It's not that any of it is necessarily new, but when you put it all together and stand back the gross reality of "open bribery" by developers in Silicon Valley is glaring. Is it so commonplace that we have become numb to it? You can slap a euphemism like "community benefit" on it, but when you weigh it all out most developer "gifts" come attached with even greater detriments to the public's welfare and quality of life.

Things like the shells of performing arts centers that would never be self-sustaining come to mind, and so do inordinately steep nature trails that most folks would be reluctant to escalate. Certainly the Canyon View applicants can do better than that. Excuse the pun, but it's a slippery slope. Once we set the precedent of cutting into our public parks for project right-of-ways what do we tell the next developer who has a similar request?

<https://padailypost.com/2019/10/22/opinion-how-bribery-works-in-todays-world/>

Best,  
Danessa Techmanski

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HOME > FACEBOOK > Opinion: How bribery works in today's world

## Opinion: How bribery works in today's world

October 22, 2019 8:00 am



Dave  
Price



OPINION

BY DAVE PRICE

Daily Post Editor

America has come a long way from the days of Tammany Hall, when a developer would have to lug a briefcase full of cash to City Hall to pay off a politician in order to get a project approved.

Today, bribery is done out in the open. Nobody gets arrested. Instead of cash, the bribes are in the form of dog parks, branch libraries and teacher housing.

Facebook wants Menlo Park to approve its plans for a 59-acre "Village" on Willow Road that calls for 1.75 million square feet of office space at an estimated cost of \$255 million to \$340 million. It's the biggest development proposal in the mid-Peninsula's history after Stanford's request for 3.5 million square feet of development that is currently pending before the Santa Clara County Supervisors.

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● **SATURDAY Nov 9th**  
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Coincidentally, Facebook said last week it would:

- redevelop the Onetta Harris Community Center at 100 Terminal Ave. in east Menlo Park and include a branch library in the re-done building;
- give \$25 million to Santa Clara County to fund Supervisor Joe Simitian's effort to build 90 to 120 apartments for teachers on a 1.5-acre plot of land near the Palo Alto courthouse on Grant Avenue.

The timing of Facebook's philanthropy is striking. Facebook has been in Menlo Park since 2011. This company, with a market cap of half a trillion dollars, has had ample opportunities to make such donations in the past eight years. Why now? I think it's because Facebook's Willow Road project is now moving through the city approval process, and the company needs some people to sing its praises.

By promising a renovated community center and branch library, Facebook will coopt some vocal residents of Menlo Park's east side into becoming their advocates. Now they'll speak at every public hearing, urging the council to approve whatever Facebook has proposed, no matter how much it increases traffic or worsens the housing-jobs imbalance.

This has happened before. In 2012, billionaire developer John Arrillaga, acting on Stanford's behalf, proposed a complex of office buildings, some as tall as 10 stories, at 27 University Ave. in Palo Alto, near the bus/train station.

Arrillaga probably knew that Palo Altans wouldn't want 10-story buildings there. So he threw in a theater for the performing arts.

The supporters of live theater, fans of TheatreWorks, became the development's most vocal bloc of supporters. At every hearing, they would go to the microphone to talk about how badly Palo Alto needed a theater for live performances.

It didn't work.

Palo Altans soon figured out that the theater was just a piece of bait Arrillaga was stringing along to get council to approve the office towers that nobody wanted. (Residents also got wind of some behind-the-scenes wheeling-and-dealing Arrillaga was doing with the city council over some land he wanted near Foothill Park. Suddenly the theater-office complex was scuttled along with the land deal.)

Are Menlo Park residents as smart as their neighbors in Palo Alto?

In 2016, Menlo Park City Council approved a 420,000-square-foot development at 1300 El Camino after the developer added a dog park to the project.

Never mind the environmental impact report that said the project would increase traffic by 25% in the surrounding area.

Who cares as long as the city got that desperately needed dog park?

When Facebook's high-powered negotiators saw that the council was willing to accept a dog park as a trade off, they must have realized they were dealing with rank amateurs who wouldn't demand much from them.

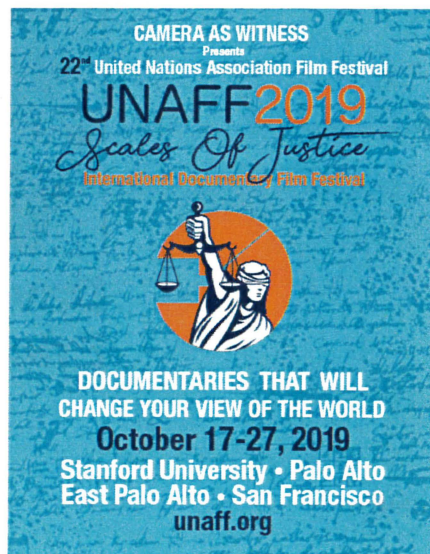
And, true to form, council voted 4-0 last week to start negotiations with Facebook over the re-do of the Oneida Harris Community Center.

### Know your priorities

While it would be nice to have a remodeled community center and a branch library, those aren't the top priorities for most people in Menlo Park. The top two problems are a lack of housing and the horrendous traffic.

Facebook's Village will make both problems worse. It will bring 9,500 jobs to Menlo Park but only 1,750 homes, which will significantly worsen the housing-jobs imbalance. At the very least, Facebook should create housing for all of its new employees, so that those new workers aren't pushing others out of their homes.

[Learn More](#)





Secondly, 9,500 more employees will increase the traffic on Willow Road to gridlock conditions. More bike paths aren't going to solve that problem.

Council members need to have some courage. I got the impression from Tuesday's meeting that this was the first time some of the council members had been offered a bribe. They were so excited. I guess there's a thrill in knowing somebody wants to buy your vote.

#### Full mitigation

I would have liked to have seen some courage instead. They should have told Facebook that while the remodel of the Oneida Harris Center is a nice gesture, it will have zero impact on whether they approve the Village development. And the only way they'll approve the Village is if Facebook completely mitigates the housing and traffic problems created by this project. Half measures aren't enough.

The number of homes Facebook will build should equal the number of jobs they're creating.

The homes can be nearby, like in North Fair Oaks or Redwood City. But they have to actually build the homes and tenants have to move in before they get a certificate of occupancy from the city for the Village.

Anything short of that, council must have the courage to say "no — application denied."

You can't effectively negotiate in a situation like this unless you have the willingness to walk away from the bargaining table.

In general, I like development. But developers can't make the lives of their neighbors worse. That's when you have to say "no." It's either full mitigation or no permit.

Editor Dave Price's column appears on Mondays. His email address is [price@padoailypost.com](mailto:price@padoailypost.com).



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**Dates set for final round of hearings on Stanford's growth permit**

#### 2 COMMENTS

**Rick Moen** says:

OCTOBER 23, 2019 1:03 AM AT 1:03 AM

Mr. Price, as always, you're a class act and one of the last true journalists. Well said.

If I lived in the Menlo Park city limits instead of unincorporated San Mateo County, I'd attend the next City Council meeting, hold up a copy of your editorial, point to it, and silently mouth 'Hey, read this!' In fact, I might do that anyway.

Somewhere, Ben Hecht and Charles MacArthur are nodding in appreciation.

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#### READ THE PRINT EDITION

Rick Moen  
[rick@linuxmafia.com](mailto:rick@linuxmafia.com)

 **REPLY**

**Tony Verreos** says:

OCTOBER 23, 2019 7:35 PM AT 7:35 PM

How can we buy you off? Let us count the ways!

I coined the term "soft corruption" to describe this phenomena – as Mr. Price said so well; it's all out in the open, and it's all legal. None of that makes it ethical.

Our system has become so badly corrupted that even the best of people likely give in to this bribery by government system. I'm sure they all justify it as a necessary evil if you want to get anything accomplished.

Too bad politicians and the public allowed corporations and uber rich individuals to buy the system that works best for them at the public's expense. Most of the public is either more concerned about their next beer, or uneducated to the point of not realizing they are paying to make others richer.

Capitalism isn't the enemy, socialism/communism is. But in any system, its the career bureaucrats that either make it work better, or corrupt it even worse.

 **REPLY**

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## Cyrah Caburian

---

**From:** Peggy Griffin <griffin@compuserve.com>  
**Sent:** Sunday, November 3, 2019 11:26 PM  
**To:** City Council; Deborah L. Feng; City Attorney's Office  
**Cc:** City Clerk  
**Subject:** CC Agenda Item 10-Canyon View Project GPA Authorization Application  
**Attachments:** CC Resolution 15-078.pdf; GPA Authorization Application Form blank with highlights.pdf; 2015-09-01 Item10G-GPA Authorization Flowchart.pdf; GPA Authorization Application History.pdf

Dear Mayor Scharf, Council Members, City Manager and City Attorney,

The GPA Authorization Application for the Canyon View Project should be pulled from the City Council November 5, 2019 Agenda and moved to the First Cycle of 2020 because it's obvious that the material was not "complete" and ready to be reviewed until late October at the earliest.

Both the CC Resolution 15-078 which includes the procedures to be followed, combined with the GPA Authorization Application Form are posted on the City's website and make it clear what should be done yet the City Staff is not following these steps!

You were elected to bring transparency and consistency – no special favors – no exceptions – just follow the rules yet again we find ourselves having to point this out to our City! PLEASE do not set this precedent for future projects!

I've attached 4 files. Below are quotes from these files, all indicating that the project materials must be complete.

Sincerely,  
Peggy Griffin  
Cupertino resident

Attached 4 files are:

1. CC Resolution 15-078.pdf with sections highlighted in YELLOW
2. GPA Authorization Application Form blank with highlights in YELLOW
3. 2015-09-01 CC Item10G-GPA Authorization Flowchart.pdf
4. GPA Authorization Application History

### **FILE 1 - CC Resolution 15-078**

1. Page 2 states that the City Council adopts the attached procedures so what's approved is not only the words contained in the resolution but what's actually contained in the attached procedures.
2. Page 3, #2b states the "applications will be required to apply...by a designated date."
  - a. In the Canyon View Project case, May 10, 2019.
3. Page 3, #2c states "In the quarter following the due date (generally), the Council will hold a publicly noticed meeting...".
  - a. In this case, the CC presentation/review should have been sometime between June-Sept 2019, typically August 2019 – **NOT almost 6 months later!**

### **FILE 2 - GPA Authorization Application Form blank with highlights**

There are at least 4 separate places in the GPA Authorization Application Form that indicate that the application must be complete by the specified deadline. "Complete" should mean ready for review.

1. Page 2 of 5, 1<sup>st</sup> paragraph, states "...The purpose of the pre-application conference is to determine if the application is ready for submittal."



2. Page 2 of 5, 2<sup>nd</sup> paragraph, states “...We suggest you allow enough time prior to the application deadline to prepare additional information or make changes in cases any are needed.”
3. Page 5 of 5, #2 “...The purpose of the pre-application conference is to determine if the application is ready for submittal....”
4. Page 5 of 5, #3 “...Incomplete applications will not be considered. Applications filed after the printed deadline will be considered in the next cycle (typically after six months).”
5. Page 5 of 5, #5d Noticing...”City-wide postcard...” Many of the residents living closest to this proposed project were not notified! A stack of postcards were given to the Post Office to distribute without addresses. Some got delivered, some didn’t.

**FILE 3 - 2015-09-01 CC Item10G-GPA Authorization Flowchart.pdf**

This is how the process was proposed to the public. Every 6 months there would be a review of the completed applications that were submitted for the 6-month cycle. Allowing this Canyon View Project application to be reviewed means you’ve got another one in January, 2 months away! This is like allowing them each to just trickle in one at a time which was NOT what was intended!

**FILE 4 - GPA Authorization Application History**

These are the dates the GPA Authorization Procedure and subsequent applications were reviewed as far as I can tell. I had to search all the records from 2015-present to come up with this list so I may have missed one. They have never dragged on this long after the deadline!

**RESOLUTION NO. 15-078**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CUPERTINO**

**ADOPTING PROCEDURES FOR PROCESSING OF  
GENERAL PLAN AMENDMENT APPLICATIONS**

WHEREAS, on December 4, 2014, the City Council adopted an amended General Plan titled Community Vision 2040, which reflects community input, regulatory changes, best practices, and the desire to achieve community-building, sustainability, economic, and fiscal objectives; and

WHEREAS, the City has been evaluating various programs to manage development to address development issues in light of concerns about rapid growth and the impacts of such growth overwhelming the City's ability to accommodate it, as well as the substantial impacts of development on quality of life in the community; and

WHEREAS, as part of its evaluation process, the City has considered Community Business Incentive Zoning (CBIZ) and Growth Management programs; and

WHEREAS, while CBIZ and Growth Management programs can be effective in metering growth and providing for community benefits, they can be difficult to administer, are limited by legal requirements and do not provide the flexibility for managing growth and its substantial impacts on the community; and

WHEREAS, California Government Code Section 65358(a) provides that: "If it deems it to be in the public interest, the legislative body may amend all or part of an adopted general plan. An amendment to the general plan shall be initiated in the manner specified by the legislative body. . . ."; and

WHEREAS, each mandatory element of the City's General Plan may be amended no more than four times during any calendar year and, subject to that limitation, "an amendment may be made at any time, as determined by the legislative body " (Cal. Gov. Code 65358(b)); and

WHEREAS, the City's Municipal Code does not address the timing or initiation of general plan amendments; and

WHEREAS, rather than pursue a CBIZ or Growth Management program, the City desires to set forth an orderly process, in accordance with its legislative discretion, to consider General Plan amendments and ensure that proposals are fairly considered in light of the City's goals and concerns about growth; and

WHEREAS, the City has prepared General Plan Amendment Procedures to provide a process for preliminary review of proposed amendments; and

WHEREAS, the City Council conducted a public hearing on the proposed procedures on May 19, 2015, and the Council directed staff to provide more information and options at a future meeting; and

WHEREAS, the City held an Open House on the General Plan Amendment Process on June 30, 2015, and the City Council held a Study Session after the Open House; and

WHEREAS, at the Study Session, the Council directed staff to look at options that allowed for applications twice a year and that provided a reevaluation process; and

WHEREAS, the procedures include, among other things: (1) notice provisions to ensure the public has an opportunity to comment; (2) evaluation criteria to ensure general plan amendments that move through the application process are in the public interest and meet the City's goals for development, including provision of community amenities; and (3) requirements for requesting preliminary review of a proposed General Plan amendment; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Cupertino hereby adopts the General Plan Amendment Procedures attached hereto, subject to minor revisions as may be made by the City Manager in consultation with the City Attorney. The City Council hereby authorizes City staff to process proposed General Plan amendments in accordance with the General Plan Amendment Procedures and to take any and all other actions necessary to implement the procedures.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Cupertino, the 1st day of September, 2015, by the following vote:

Vote: Members of the City Council

AYES: Sinks, Chang, Vaidhyathan

NOES: Paul, Wong

ABSENT: None

ABSTAIN: None

ATTEST:



Grace Schmidt, City Clerk

APPROVED:



Rod Sinks, Mayor, City of Cupertino



## PROCEDURES FOR PROCESSING OF GENERAL PLAN AMENDMENT APPLICATIONS

### 1. Background/Goals

Like many communities throughout the State, Cupertino is concerned about balancing the benefits of economic development with the effects of rapid growth. The impacts of such growth can overwhelm the City's ability to accommodate it and affect the quality of life in the community.

The goal is to create a procedure for the consideration of future General Plan amendments that will encourage orderly development of the City and ensure that facility/service and quality of life standards can be met for the community. These procedures only address amendments requested by private parties. The City may initiate General Plan amendments when it deems necessary, such as, to conform to State law or to ensure consistency within the General Plan.

### 2. Procedure

- a. The Council will consider the timing and processing of General Plan amendments twice a year, approximately every six months.
- b. In order to be considered for processing, **applicants will be required to apply** for authorization to process a General Plan amendment **by a designated date**.
- c. **In the quarter following the due date (generally), the Council will hold a publicly noticed meeting** to preliminarily review the list of proposed General Plan amendments.
- d. Noticing – City-wide postcard and public meeting requirements.
- e. Each application will be preliminarily evaluated for the following:
  - (i) General Plan goals achieved by the project, including, but not limited to, the following:
    - (1) Site and Architectural design and neighborhood compatibility
    - (2) Brief description of net fiscal impacts (sales tax, transient occupancy tax or other revenue provided by the project) including a diverse economic base
    - (3) The provision of affordable housing
    - (4) Environmental Sustainability
  - (ii) General Plan amendments (and any other zoning amendments or variances) requested.
  - (iii) Proposed voluntary community amenities, as defined in Section 3, if any.
  - (iv) Staff time and resources required to process the project.
- f. Based on the above evaluation the Council will consider which projects, if any, will be authorized to proceed with a General Plan amendment application. **The decision does not in any way presume approval of the amendment or project.** It only authorizes staff to process the application, but the City retains its discretion to consider the application in accordance with all applicable laws, including the California Environmental Quality Act

("CEQA") and the City's zoning laws and ordinances. Consideration of the application will be in accordance with the City's Municipal Code and regulations.

- g. Staff will begin processing the General Plan amendment applications per Council direction. **A project that applies for processing should be in substantial compliance with the project authorized by Council.**
- h. Proposals not authorized by the Council at the first meeting (per 2.c. above) may be resubmitted with minor amendments within 30 days. Such projects will be considered by the Council at a future public meeting, noticed per the Cupertino Municipal Code, after staff review.

3. Voluntary Community Amenities

- a. For purposes of this policy, voluntary community amenities are defined as facilities, land and/or funding contributions to ensure that any development with a General Plan amendment application enhances the quality of life in the City, including enhancements of the following:
  - (i) School resources
  - (ii) Public open space, such as parks and trails
  - (iii) Public facilities and utilities, such as library, community center or utility systems
  - (iv) Transportation facilities with an emphasis on city-wide bicycle, pedestrian and transit improvements, such as community shuttles, pedestrian and bicycle bridges, and transit centers/stations

4. Preliminary Review Requirements

- a. Preliminary documents that would be typically required for the type of application that is requested, such as site plans, preliminary landscape plans, elevations, cross sections, preliminary grading plans and proposed materials.
- b. A description, including graphics, of the General Plan amendment(s) and land use approvals required, if any. The description should include diagrammatic information as necessary to clearly explain the request.
- c. An explanation of how the proposed project meets the overall goals of the General Plan and the benefits/impacts of the project to the community and its quality of life.
- d. A brief summary of net fiscal impacts.
- e. In order to provide the public with early notice and opportunity to provide input, to the extent the **proposed project includes voluntary community amenities**, as defined in Section 3 above, of a type typically memorialized in a development agreement, the applicant **should include a Term Sheet explaining the proposed terms. The Term Sheet will be memorialized in a Development Agreement as part of the project, if approved.**



CUPERTINO

## GPA AUTHORIZATION APPLICATION FORM

Community Development Department

10300 Torre Avenue  
Cupertino, CA 95014

(408) 777-3308 / Fax (408) 777-3333  
planning@cupertino.org  
<http://www.cupertino.org/planning>

### Property Owner

Phone (w)

Phone (h)

**X**

Street Address

Fax

Cell

City, State, Zip Code

E-Mail

### Project Contact Person

Phone (w)

Phone (h)

**X**

Street Address

Fax

Cell

City, State, Zip Code

E-Mail

### Project Address

APN (s)

### Brief Project Description

I certify that the foregoing statements are true and correct to the best of my knowledge. I understand that the application may not be considered if I or my authorized representative is not present at the scheduled meeting or if I have misrepresented any submitted data. I understand that this application is not a planning or land use application authorizing me to move forward with development. This application is being submitted as a preliminary matter to determine whether I am able to move forward with processing of a proposed general plan amendment. If I am able to submit a project application, including an application for a general plan amendment, in the future, I acknowledge and agree that the City retains full and complete discretion to consider any future planning or land use application in accordance with all applicable laws, including CEQA and the City's zoning ordinances. As such, I acknowledge that such future application may be denied in City's discretion, notwithstanding any determination that it may be processed. I understand application fees are nonrefundable.

**X**

Applicant's Signature

Date

I declare under penalty of perjury that I am the owner of said property or have Power of Attorney (attach copy) from said property owner and that I consent to the above-described application and I authorize City staff to visit the site in order to take photographs, slides and/or videotape that may be shown at a city meeting. I understand application fees are nonrefundable.

**X**

Property Owner's Signature

Print Property Owner's Name

Date

### Staff use only:

Application accepted by \_\_\_\_\_ on \_\_\_\_\_

Cycle Year: \_\_\_\_\_ Number (circle one): First / Second

Sheet **1** of 5





## PRE-APPLICATION FORM

Community Development Department  
10300 Torre Avenue  
Cupertino, CA 95014

(408) 777-3308 / Fax (408) 777-3333  
planning@cupertino.org  
<http://www.cupertino.org/planning>

### PLEASE NOTE:

A pre-application conference is required prior to submittal on all applications. The purpose of the pre-application conference is to determine if the application is ready for submittal. Application fees are nonrefundable.

Please call 408-777-3308 to schedule a time for the review of your application materials. We suggest you allow enough time prior to the application deadline to prepare additional information or make changes in case any are needed.

Please bring this form to the pre-application meeting for a signature.

**Please include this form in your application submittal**

**Application Request:** \_\_\_\_\_

\_\_\_\_\_

**Comments:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Signed (planner)** \_\_\_\_\_ **Date** \_\_\_\_\_

*As a part of the application review process, City of Cupertino employees may visit your site in order to take photographs, slides and/or videotape. These materials may be shown at a city meeting.*



**CUPERTINO**

## SUBMITTAL REQUIREMENTS

*Community Development Department*

10300 Torre Avenue  
Cupertino, CA 95014

(408) 777-3308 / Fax (408) 777-3333

[planning@cupertino.org](mailto:planning@cupertino.org)

<http://www.cupertino.org/planning>

**1. ☐ Application Form:**

The application must be signed by the legal owner of the property or by an individual with Power of Attorney to represent the legal owner, and the applicant, if different. Proof of Power of Attorney must be provided. Include the project contact person on the form.

**2. ☐ Application Fee and Deposits:**

- a. Fees will be collected based on the Hourly Staff Time rate. For the 2015-2016 Fiscal Year, the fee is \$143/hour. An estimated deposit amount, determined by staff, shall be collected.
- b. Consultant contracts amounts are payable by the applicant. Please note that a contract management fee equal to 10% of any contract amount will be charged.
- c. **Deposits will also include noticing and postcard deposits.**
- d. Additional deposits may be requested, as required.
- e. All application fees are non-refundable.

**3. ☐ Comprehensive Project Description:**

Must include a description of how the proposed project meets the overall goals of the General Plan and the benefits/impacts of the project to the community and its quality of life.

**4. ☐ Project Plans:**

- a. Please include information on the next page.
- b. Please submit: Six (6) sets of 24" by 36" plans, Two (2) sets of 11" by 17" plans, one (1) digital PDF plan set (CD ROM or eq.), Material Boards.
- c. All materials must be folded to 8 1/2" x 11", printed side up.
- d. 24" by 36" size plan set must be at a min. scale of 1/8" = 1' or 1:20
- e. Plan sets of different sizes than those indicated above will not be accepted.
- f. **All exhibits must be dated.** Revision dates must be included if applicable.
- g. All digital files must be in PDF format
- h. In the event of updates to plans, additional plans will be required. Additional plan sets include one (1) 24" x 36" set, two (2) 11"x17" sets and one (1) digital PDF set.

**5. ☐ Summary of Net Fiscal Impacts of the proposed project**

**6. ☐ Voluntary Community Amenities, if any:**

Voluntary Community Amenities should be listed in a Term Sheet format. These are defined as facilities, land and/or funding contributions to ensure that any development project requiring a General Plan Amendment enhances the quality of life in the City, including enhancements of the following:

- a. School Resources
- b. Public Open Space, such as parks and trails
- c. Public Facilities and utilities, such as libraries, community center or utility systems
- d. Transportation facilities with an emphasis on city-wide bicycle, pedestrian and transit improvements, such as community shuttles, pedestrian and bicycle bridges, and transit centers/stations.



**CUPERTINO**

## PRELIMINARY PLAN CONTENT REQUIREMENTS

Community Development Department

10300 Torre Avenue  
Cupertino, CA 95014

(408) 777-3308 / Fax (408) 777-3333

[planning@cupertino.org](mailto:planning@cupertino.org)

<http://www.cupertino.org/planning>

**(\*) Denotes items that must be verified by a civil engineer (stamped on plan) *unless waived in writing.***

- General Plan Land Use Designation
  - Current and
  - Proposed, if any changes
- Zoning Designation
  - Current and
  - Proposed, if any changes
- Scale & north arrow
- Vicinity map
- Site Area (sq. ft and acres)
  - Net Area (\*)
  - Gross Area (\*)
- Lot line dimensions
- Proposed program (in sq. ft./units)
  - All building areas
  - Breakdown by type of use
- For residential portions of projects:
  - Density
  - Units by Type and Bedroom count
  - Typical unit plans and sizes
- Setbacks
  - Required per code/Specific Plans and
  - Proposed
- Site Plan including building wall line and eave line
  - Existing and
  - Proposed
- Location of Existing Buildings on adjoining properties and identification of their uses
- Plans should indicate and graphically depict
  - General Plan Amendments requested
  - Zoning Variances or Exceptions requested
- Preliminary Floor Plans
- Preliminary Grading Plans including topography and elevation of adjoining properties
  - Existing (\*) and
  - Proposed
- Preliminary Elevations showing heights:
  - Elevation at top of curb
  - Elevation at Existing(\*)/Proposed Finished Floors
- Preliminary Architectural Renderings
- Proposed Materials and Colors
- Preliminary building cross-sections
  - Relation to street grade
  - Relation to structures on adjoining properties
- Public Improvements
  - Dedication Area
  - Sidewalk, Curbs
- Driveways/Parking
- Loading/Unloading areas
- Parking
  - Required and
  - Proposed
- Preliminary Landscape Plans and Recreation Areas (sq. ft. and % of net lot area), existing (\*), required and proposed:
  - Private Open Space
  - Residential Common area, not including setback areas
  - Non-residential Common area
  - Public Recreation Areas, if provided
- **Phasing Plans, if any proposed**





**CUPERTINO**

## GENERAL INSTRUCTIONS AND PROCESS

*Community Development Department*

10300 Torre Avenue  
Cupertino, CA 95014

(408) 777-3308 / Fax (408) 777-3333  
planning@cupertino.org  
<http://www.cupertino.org/planning>

### 1. Prepare Plans and Application materials (Refer to Submittal Requirements)

Follow the instructions carefully; be sure to include all required content, in the proper sizes and number of copies. In the event of any questions, do not hesitate to contact the Planning Department.

### 2. Pre-application Conference

Please discuss proposal with planning staff members prior to submittal. Contact the Planning Department to set up a required pre-application conference. The purpose of the pre-application conference is to determine if the application is ready for submittal and application fees.

### 3. Submit Application Materials

Refer to the website ([www.cupertino.org/gpaaauthorization](http://www.cupertino.org/gpaaauthorization)) for the filing deadline of your application. Check for completeness. Incomplete applications will not be considered. Applications filed after the printed deadline will be considered in the next cycle (typically after six months).

### 4. Staff Review

Upon receipt of the application, staff will review and evaluate each complete and timely application based on the criteria identified in the City Council policy. If additional information is required of the applicant such information will be conveyed to the applicant. The applicant will have 14 days to submit any additional information. Additional information provided after staff analysis and staff report is provided to the City Council will not be analyzed.

### 5. Noticing for Public Meeting

The date of the Public Meeting will be decided by the City Manager or his or her designee after close of the application deadline. The determination of the date may be dependent on the number of applications received. This meeting will be noticed as follows:

- a. City's website;
- b. In accordance with the Brown Act, with no public hearing noticing required;
- c. Site signage - 4' by 6' size – prepared by city staff; printed, weather-proofed and posted on two 2 by 4's firmly staked in ground by applicant. Number of signs to be coordinated with staff; and
- d. City-wide postcard which will include the meeting date, time, location. It will also include a map of the project locations and information on where to find additional information.

### 6. City Council Meeting

The applicant will have an opportunity to present their application limited to 10 minutes, or less if directed by the Council. The Council will deliberate and decide, upon hearing from staff, the applicant and the public, whether to authorize certain projects, if any, to proceed with a General Plan Amendment and associated applications. Authorization does not guarantee approval of any proposed amendment or project. All applications for subsequent processing must be in substantial compliance with the preliminary project.

### 7. Resubmittal

Proposals not authorized by the Council may be resubmitted with minor amendments within 30 days of the initial meeting. Resubmitted projects will be considered by the Council at a future public meeting approximately within 60 days of close of resubmittal period. The process and noticing will be same as for the initial meeting except that postcard noticing is not required.

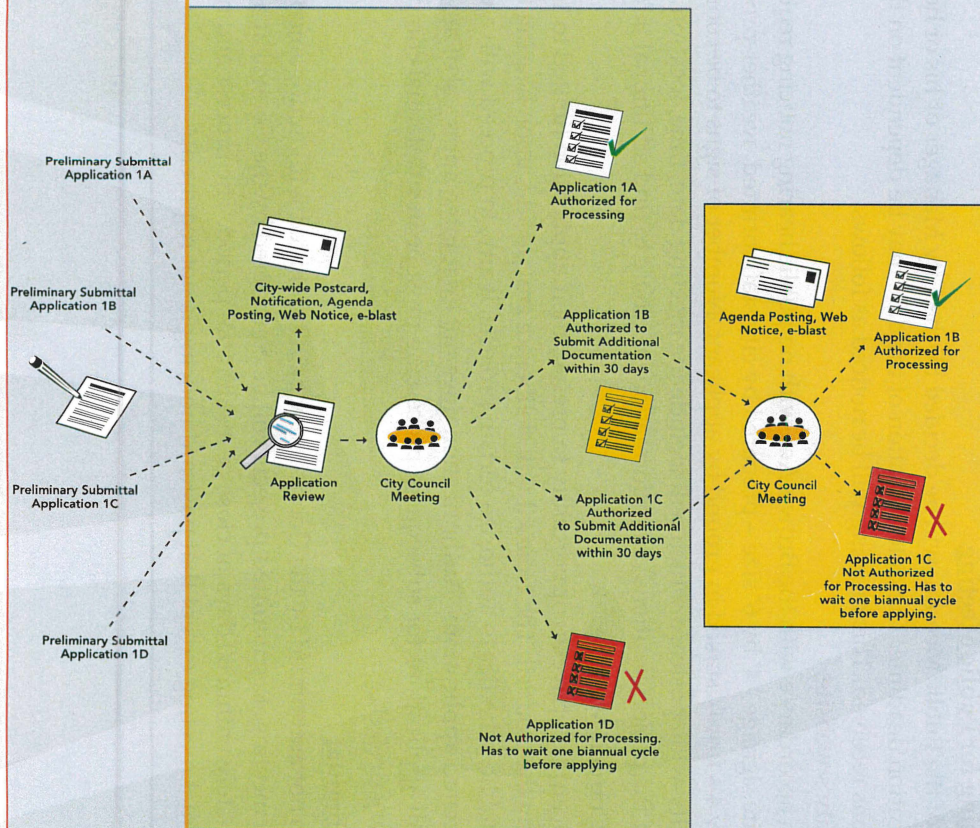




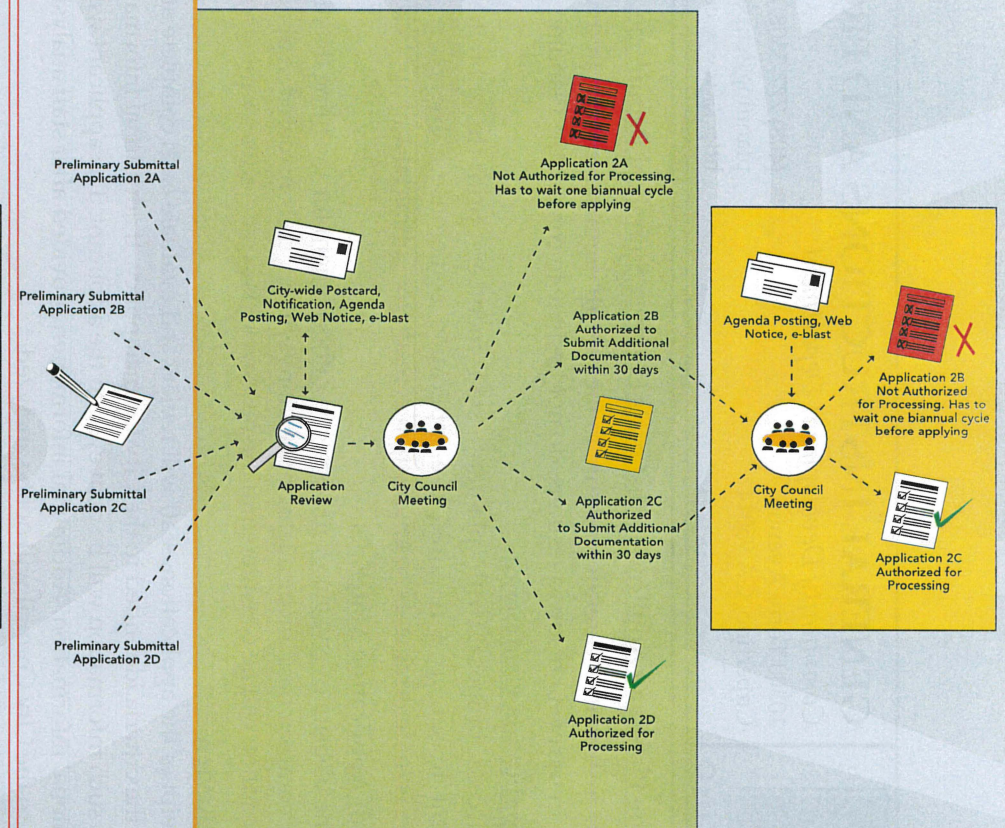
# Proposed Procedures for GPA Applications

Year-long timeframe

## Deadline for First Biannual Cycle



## Deadline for Second Biannual Cycle





## GPA Authorization History and Process

- 2015-05-19: CC held public hearing on proposed procedures.
  - RESULT: CC directed Staff to provide more info and options at a future meeting
- 2015-06-30: City Open House on Amendment Process followed by CC Study Session
  - RESULT: CC directed Staff to look at options that allowed for applications twice a year and provided a reevaluation process
- 2015-09-01: Staff returns with updated procedure and options
  - RESULT: CC passes Resolution 15-078 with attached “General Plan Amendment Procedures”
- 2016-02-02: GPA Authorization-2016 First Cycle Applications
  - RESULTS: BOTH projects DENIED
  - Goodyear Tire Site – new hotel
    - 270-rooms
    - 9-story (~105 ft
    - ~5,727 sf conference and restaurant space
    - 1.23 acres
    - 208 parking spaces
    - GPAs requested
      - Hotel room allocation – 270 rooms
      - Height > 45 feet
      - Slope line < 1:1
    - Community Amenities
      - Complementary use of conference facilities on weekends when available
      - Shuttles for guests and employees
  - Oaks Site – new mixed use development (office, hotel and residential uses)
    - 280,000 sf 88-foot office building
    - 70-foot hotel ~9700 sf of conference space and restaurant
    - 60-foot mixed use buildings with
      - 270 residential units with 70 senior units (30 affordable units)
      - 47,660 sf commercial space
      - 1972 parking spaces
      - 7.79 acre site
    - GPAs requested
      - Office allocation – 280,000 sf
      - Hotel room allocation – 200 rooms
      - No office is planned or exists
      - Common Landscape space-reduced from 70-80% to 25%
      - Reduced building setbacks – 44 ft to 24 ft 6 in.
      - Parking – reduced
    - Community Amenities – qualified total \$4.1M or \$5.49/sf
      - Permanent school rooms
      - Public open space improvements
      - Civic Center contribution
      - Public Art



- Public Transportation
  - Senior Shuttle
- Community Amenities – unqualified total \$4.18M
  - Parcel tax
  - Signage
  - Stevens Creek Blvd improvements – required
  - 72 parking passes for De Anza Students
  - Affordable housing
  - Office incubator
- 2017-03-07: 2017 First Cycle Applications
  - RESULTS: DENIED
  - Scandinavian Furniture Site – new office use, not retail
    - 1 addition totaling 1.92 acres
    - 197 parking spaces, need 1 space/250 sf
    - 1790 sf addition totaling 28,029 sf wanted
    - GPA – 16,000 sf office for incubator or medical office
- 2017-08-15: 2017 Second Cycle Applications
  - RESULTS:
    - 16A and 16B APPROVED (Resolution 17-072)
    - 16C - DENIED
  - 16A – Hotel at Cupertino Village
  - 16B – Hotel at Good Year Tire store site
  - 16C – Oaks Shopping Center
- 2018-01-16:
  - RESULTS: Application withdrawn by applicant
  - Oaks GPAAuth-2017-02
- 2019-01-15:
  - RESULTS: APPROVED (Resolution19-010)
  - Goodyear Tire Hotel - GPAAUTH-2018-01
- 2019-11-05:
  - RESULTS: ??
  - Canyon View Project: GPAUTH-2019-02????

## Cyrah Caburian

---

**From:** Peggy Griffin <griffin@compuserve.com>  
**Sent:** Monday, November 4, 2019 1:13 AM  
**To:** City Council  
**Cc:** City Clerk; City of Cupertino Planning Dept.; Deborah L. Feng  
**Subject:** Nov. 5, 2019 CC Agenda Item 10-Canyon View Project Concerns

Dear Mayor Scharf and Council Members

I have the following concerns below regarding the Canyon View Project. There are several aspects of this project that could increase the City's liability significantly and increase maintenance costs not to mention potentially making access to Linda Vista Park dangerous.

Up-zoning a parcel that cost \$2M just two years ago would instantly benefit the owner but degrade the quality of life for the surrounding neighbors and park users.

Sincerely,  
Peggy Griffin

### Canyon View Project Concerns

- 1) **Dangerous park entrance...**Sharing access to Linda Vista Park entrance. The entrance to the park is not that wide to safely handle
  - a) Pedestrian traffic, people with strollers or small children, elderly
  - b) Increased two-way traffic
  - c) Bikes
  - d) Construction trucks
  - e) People speeding down the proposed road
- 2) **Proposed road...**it's a long straight 14% grade ending with a sharp right turn at the bottom, at the park entrance.
  - a) 14% slope is a really steep road
  - b) Maintenance problems-the curve at the top is along a very steep slope and would be prone to sliding. City should not own the road!
- 3) **Fire...**There is only one way out. If a fire breaks out on the lower portion of the road, all these people have no way out in very steep terrain.
- 4) **ADUs...**29 homes means potentially 58 additional ADU units. That's potentially 87 families, increasing traffic, load on resources (water pressure) and impacting existing residents.
  - a) No additional parking per unit required
  - b) 4 ft setbacks

- c) Homes are required to clear a large border around their house for wildfires. This means each ADU would need to do it, too. This could leave a barren hillside with buildings.
- 5) **Slope**...The postcard says the average slope is 48%!
  - a) The site areas for homes still have an average slope in the 20's%
- 6) **Water pressure**...existing homes in the area already say they do not have adequate water pressure in the mornings. How will they be impacted when there are more users?
- 7) **Community Benefit**...the proposed trail would be
  - a) essentially just a sidewalk at a 14% grade along the side of the road
  - b) At the top, it dumps into a path that is around 30% grade.
  - c) Q: Who is benefiting in this exchange - neither of these sections are usable for most people?
  - d) Q: Is it just a land donation or does it also include the trail design and development?
  - e) Q: In the 30% grade section, would switchbacks be used or left as a path straight path uphill?
  - f) Cost of this trail is very expensive! In 2014, \$2,625,000 + possibly an additional \$1.3M (see 2014 Parkside Trail Feasibility Study PDF page 7 of 60 Trails C and D, Footnote 6).
- 8) **BMR**...Getting 6 BMR units is great but if the City owns them on unstable ground, that's a BIG liability for the City.
  - a) Q: Will the City buy the 2 BMR tri-plex sites and develop the homes or buy them already built?
  - b) Q: Which works best for the City?
  - c) Q: What level of BMR? The disabled level does not make sense given the slopes involved.
  - d) Q: What services are nearby?
  - e) Q: Is it cost-effective to build BMR here where the slopes will increase the construction costs? Can you even get funding to help build when it would be much cheaper to build on flat ground?
- 9) Why is this project **proposed on 3 parcels** instead of just the one parcel where the development is proposed?
  - a) Will rezoning give entitlements to the other parcels that they don't have now or to the other portion of the property at the old quarry site?
  - b) What about the other half of the parcel where the old quarry is located?
  - c) Phase 2 – what are the plans for it? We've heard plans for additional future development.
- 10) If this is allowed to go through the gate and then is found to not be feasible or requires fewer homes,
  - a) Q: Does the Council have the courage/strength to say "No"?



## Cyrah Caburian

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**From:** Anne Ng <anneng@aol.com>  
**Sent:** Monday, November 4, 2019 2:42 PM  
**To:** City Council  
**Subject:** canyon view project (agenda item 10)

Honorable Councilmembers:

Please authorize the Canyon View Project General Plan Amendment application to proceed. If the plan survives the process and the EIR, it will add 29 much needed housing units, 23 of them market rate, I assume, but likely more affordable than the 4 mega-mansions that might result with the current zoning. And 6 of them will be affordable condos. The housing will be concentrated on the least challenging terrain, leaving the surrounding steep slopes as protected open space.

As a fan of the Stevens Creek Trail and trails in general, I highly endorse their offer to build a public trail through the property that might connect Stevens Creek Trail with Fremont Older Open Space and/or Stevens Creek County Park in the future.

Anne Ng  
6031 Bollinger Road  
Cupertino

## Cyrah Caburian

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**From:** Rajiv Mathur <rajiv\_mathur@stevenscreektrail.org>  
**Sent:** Monday, November 4, 2019 3:19 PM  
**To:** City Council  
**Subject:** Canyon View Project - Cupertino City Council meeting Nov 4, 2019, Agenda Item 10

Hon'ble Mayor and Councilmembers,

The Friends of Stevens Creek Trail was invited to a presentation on the Canyon View Project in Cupertino. The owners propose building a trail from Linda Vista Park through their property that would reach towards the Fremont Older Open Space Preserve and Stevens Creek County Park. This could potentially comprise another segment of the Stevens Creek Trail.

If feasible, the Friends believe this could be a positive step for Stevens Creek Trail and add another valuable open space asset to the city and the region. The Friends support including a multi-use trail in further studies of the Project.

Sincerely,  
Rajiv Mathur  
Executive Director  
Friends of Stevens Creek Trail



## Cyrah Caburian

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**From:** Shani Kleinhaus <shanibirds@gmail.com>  
**Sent:** Monday, November 4, 2019 3:36 PM  
**To:** City Council  
**Cc:** Katja Irvin; Idrruff psychology; Alice Kaufman  
**Subject:** Item 10 on 11/5/19 agenda: please deny consideration of a General Plan Amendment  
**Attachments:** Environmental Group Letter - Cupertino GP Amendment - Canyon View .pdf; SJ Memo attachment.pdf

Dear Mayor Scharf and Cupertino City Council,

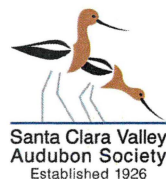
Please consider the attached letter from the Santa Clara Valley Audubon Society, the Sierra Club Loma Prieta Chapter, the California Native Plant Society Santa Clara Valley Chapter, and the Committee for Green Foothills. In our letter, we ask the Cupertino City Council to deny consideration of a General Plan Amendment that would set in motion a formal submission and processing of the Canyon View development. We also attach a current memo from San Jose, to highlight the importance of keeping open space undeveloped.

Respectfully,  
Shani Kleinhaus

-----  
Shani Kleinhaus, Ph.D.  
Environmental Advocate  
Santa Clara Valley Audubon Society  
22221 McClellan Rd.  
Cupertino, CA 95014  
650-868-2114  
[advocate@scvas.org](mailto:advocate@scvas.org)







CALIFORNIA  
NATIVE PLANT SOCIETY



COMMITTEE FOR  
GREEN FOOTHILLS



November 4, 2019

To: Mayor Scharf and Cupertino City Council

Re: Item 10 on 11/5/1019 agenda: Consideration of Municipal Code Amendments

On behalf of our members in Cupertino and surrounding communities, Santa Clara Valley Audubon Society, the Sierra Club Loma Prieta Chapter, the California Native Plant Society Santa Clara Valley Chapter, and the Committee for Green Foothills ask the Cupertino City Council to deny consideration of a General Plan Amendment that would set in motion a formal submission and processing of the Canyon View development.

Over the years, development proposals for these and nearby properties have been proposed, but they have always failed because residents and the City Council understood how fragile the landscape is, how critical it is to the welfare of wildlife species in the area, and how development there would burden the City of Cupertino with geological hazards and fire risks. Indeed, most of the wildfires that have devastated communities in recent years were caused by a spark from vehicles, electric infrastructure, or maintenance equipment or tools.

Other jurisdictions are currently looking to minimize the risks and maximize the benefits that the natural landscapes around them offer. San Jose voters have dedicated 50 million dollars to purchase land in Coyote Valley and this week, the City will announce the permanent protection of 937 acres in Coyote Valley (please see memo attached) to provide habitat for wildlife, and green infrastructure protection to the City.

Environmental review is not needed to understand the scope of risks that development at the proposed location would impose upon the City and its residents, and the degradation in quality of life it would bring. In this time of climate change and global threats to biodiversity, sprawls development into natural open space areas would repeat the mistakes of the past – the same mistakes that have resulted in tremendous losses to local and migratory bird species [recently published studies show that birds are vanishing from North America<sup>1</sup> and that most bird species may become extinct due to the cumulative pressures of development and climate change<sup>2</sup>),

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<sup>1</sup> <https://www.nytimes.com/2019/09/19/science/bird-populations-america-canada.html>

<sup>2</sup> <https://www.theguardian.com/environment/2019/oct/10/bird-species-extinction-north-america-climate-crisis>

devastating wildfires, and the permanent loss of carbon-absorbing forests and habitat. To plan for resilience in the face of climate change, development in the urban–rural interface should simply stop. Let’s focus housing growth in the City’s core, not its natural surroundings.

The staff report shows that the proposed General Plan amendment is inconsistent with the existing General Plan protections of hillsides and nature, including General Plan Goal LU-19 that seeks to preserve and protect the City’s hillside natural habitat and aesthetic values, including Strategy (LU-12.1.1) to limit development on ridgelines, hazardous geological areas and steep slopes. Hundreds, if not thousands of California native trees will have to be removed to allow construction as well as wildfire “defensible space” buffer from homes, roads and infrastructure, and the Stevens Creek Corridor – a critical wildlife movement corridor – will be negatively impacted. General Plan Policy ES7.8 (Natural Water Courses) requires retention and restoration of creek beds, riparian corridors, watercourses and associated vegetation in their natural state.

The degrading of the General Plan land use designations that apply to the hillside area will create a precedent for more similar projects to be proposed, and will thereby exacerbate the harm and hazards the Canyon View subdivision would cause.

Lastly, we believe the time has come to create safe trails on existing infrastructure rather than impact our remaining riparian corridors. We can provide point access to our natural treasures, rather than continuous trails that damage them. The proposed trails would unnecessarily harm the precious natural habitat in this area.

Please deny consideration of this General Plan Amendment.

Respectfully,

Katja Irvin,  
Consecration Committee co-chair,  
Sierra Club Loma Prieta Chapter

Shani Kleinhaus  
Environmental Advocate,  
Santa Clara Valley Audubon Society

Alice Kaufman  
Legislative Advocacy Director,  
Committee for Green Foothills

Linda Ruthruff,  
Conservation Chair  
California Native Plant Society, Santa Clara Valley Chapter

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# Memorandum

**TO:** CITY COUNCIL

**FROM:** Mayor Sam Liccardo  
Vice Mayor Chappie Jones  
Councilmember Sergio Jimenez  
Councilmember Raul Peralez  
Councilmember Pam Foley

**SUBJECT:** COYOTE VALLEY

**DATE:** November 1, 2019

Approved

Date 11/1/19

## RECOMMENDATION

Accept the staff recommendation with the following additional direction:

1. Appoint the Santa Clara Valley Open Space Authority (the Authority) to lead an inclusive and visionary master planning process for North Coyote Valley that focuses on the properties protected through the partnership between the City of San José, the Authority, and the Peninsula Open Space Trust (POST). The planning effort should:
  - a. Establish an executive committee comprised of representatives from the Authority, the City, and POST to engage partners, community stakeholders, and importantly the broader public in the planning process.
  - b. Adopt a comprehensive vision and establish goals that include, but are not limited to:
    1. Wildlife connectivity, habitat conservation and restoration;
    2. Floodplain restoration;
    3. Climate resilience;
    4. Low impact, nature-based public access.
  - c. Consider the larger context of North Coyote Valley and the surrounding mountain ranges and open spaces to plan for wildlife connectivity and wildlife crossing infrastructure, opportunities to restore and reconnect creeks and floodplains, connections to nearby parks and regional trails, nearby agricultural operations, and opportunities for unique visitor amenities.
  - d. Aim to create a unique natural area that will be a major destination in San José, the entire San Francisco Bay Area, and the Nation.



2. Direct staff to pursue public funding – including all regional, state, and federal opportunities – to support both the master planning process and conservation improvements. Additionally, staff should support the pursuit of private partnership opportunities that the Authority and POST will collectively pursue.
3. Direct staff to collaborate with the Authority and POST to implement a short term activation plan that provides controlled public access to the acquired properties – while the planning process is underway – such as docent-led tours and nature walks.

### **BACKGROUND**

We are close to realizing our common vision for Coyote Valley, and we applaud the Herculean effort it has taken to get here. A long list of individuals and organizations deserve recognition for their hard work, collaboration, and persistence over the past four years. We also stand on the shoulders of others who have pushed for preservation in decades past.

We now have the opportunity to consider the largest municipal investment in natural infrastructure in California's history: 937 acres of irreplaceable open space. With Coyote Valley's preservation, we achieve important gains in resilience for our entire region— a substantial buffer against threats of wildfire, drought, and flood. We secure critical habitat for more than 200 species of birds and local wildlife, and we provide them a safe place of passage through our sprawling urban landscape. We ensure a supply of clean water by protecting Santa Clara Valley's largest freshwater wetland, creeks, and groundwater basin, and we prevent the degradation of water quality that inevitably comes with development atop a shallow aquifer. We provide green space for generations of children to enjoy and experience nature. Finally, we double down on our commitment to smart growth — focusing jobs, housing, and transit together – to halt the growth in greenhouse gas emissions, consistent with our Climate Smart San José goals. But we didn't always see it this way.

Coyote Valley has captured the imagination of San Joseans for generations, but also has sat within the crosshairs of development proposals— for everything from Apple's world headquarters, to campuses for Tandem, Cisco, and Xilinx, to tens of thousands of units of housing. Only recently did we start to embrace a more future-focused vision for Coyote Valley – one that views nature and green infrastructure as our allies in the face of climate change. Our residents got it quickly, though—when we presented this vision to voters through Measure T, it passed with 71 percent of the vote.

To bring this new vision for Coyote Valley to fruition, we must embark on a thoughtful master planning process that includes the City, our partners, community stakeholders, and the public. Given their expertise in managing and restoring natural lands, the Open Space Authority should lead the planning effort to guide the executive team, stakeholders, and core technical and strategic teams towards long-term future use and management of the preserve consistent with Measure T, the Coyote Valley Landscape Linkage vision, and the Conservation Easement. In addition to engaging those who have invested themselves deeply in this effort, we should also cast a wide net to include others whose voices should be heard.

In keeping with the will of the voters, the plan for Coyote Valley should focus on a comprehensive vision and set of goals that embrace nature and green infrastructure. We can maximize the benefits of Coyote Valley for both people and wildlife by restoring ecosystems, creeks, and floodplains, building wildlife crossing infrastructure, and providing carefully-planned trails that are sensitive to nature for residents and visitors to enjoy. We must also prioritize equity and inclusivity as we plan for a Coyote Valley treasured and enjoyed by our entire community. Considering the planning process may take two to three years, we should work with our partners to provide residents with guided access to the properties in the interim.

The success of the planning and restoration processes hinges on our ability to access public and private funding. The Open Space Authority should consult with POST and the City to develop creative financing solutions to secure near-term funding for the planning process, as well as funding sources to pay for priority site improvements and recommendations that emerge from the final plan. City staff should pursue public dollars to support planning and restoration efforts, such as those that are made available through the Habitat Conservation Plan, budget delegation requests, and Assemblymember Ash Kalra's AB 948.

#### **Gratitude and Generational Gifts**

First and foremost, we thank the San Jose voters, who, when presented with the choice—in the words of Mayor Tom McEnery—always “choose the future.” They validated the need for a new vision for Coyote Valley with the passage of Measure T last year, providing up to \$50 million for the City's investment in that vision.

We express immense gratitude to Andrea Mackenzie and Walter Moore, the respective leaders of the Open Space Authority, and POST, who came to Mayor Liccardo's office four years ago armed with an ambition to secure Coyote Valley for future generations. Getting a deal done required much hard work—and land owners with an enlightened view of their self-interest—namely, Diane Brandenburg and John Sobrato. It also demanded collaborative and creative perseverance of their lead negotiators, Bill Baron, the late Eric Brandenburg, and Tim Steele. We thank City staff, especially Nanci Klein and Danielle Kenealy for steering the City through a unique and extremely complex land purchase negotiation and transaction.

Of course, we thank the many advocates—the Sierra Club, Santa Clara Valley Audubon Society, Committee for Green Foothills, Greenbelt Alliance, California Native Plant Society, Keep Coyote Creek Beautiful, Mothers Out Front, and many more—who fought for and helped us to see the environmental and generational benefits of preserving the valley. We thank them for their support of Measure T, and for never losing sight of their longstanding ambition to preserve this small slice of creation for future generations.

With this agreement, we offer an invaluable gift to our children and future generations. As the Great Law of the Iroquois urges, “*Make every decision mindful of how it will impact the next seven generations.*” Our preservation of Coyote Valley makes good on our collective obligation of stewardship for our—and more importantly, their—planet.



## Cyrah Caburian

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**From:** Lisa Warren <la-warren@att.net>  
**Sent:** Monday, November 4, 2019 11:22 PM  
**To:** City Council; Benjamin Fu; Piu Ghosh; Deborah L. Feng  
**Cc:** City Attorney's Office; City Clerk  
**Subject:** Canyon View GPA - City Council Nov 5, 2019 meeting Agenda Item 10

To All Recipients of this email,

Please consider this message as a brief communication of my thoughts on the current proposal in the foothills of Cupertino referred to as 'Canyon View' project.

Most, if not all, of you have been sent several emails related to this proposed project that would require a very 'heavy' general plan amendment(s). The involved parcel, and others that surround it have been discussed many times over the years.

I have discussed this proposal with several residents/people. The time frame for discussion and research has been very short due to the noticing schedule, and website postings. I did not receive any e-notifications related to GPA proposals - only a postcard.

I have read some of the information and concerns that Peggy Griffin has presented to you via emails, including attachments.

I share many of her concerns and have some of my own.

'Process' and 'proposal' issues both exist in this case.

It is premature to be seeing this project on a CC agenda.

If time permits tomorrow (Tues. Nov 5) , I will send an additional email with more detail. I simply wanted to send something now so that there is a better chance it will be reviewed prior to your meeting tomorrow evening.

Thank you.

Lisa Warren



## Cyrah Caburian

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**From:** Liana Crabtree <lianacrabtree@yahoo.com>  
**Sent:** Tuesday, November 5, 2019 10:48 AM  
**To:** Steven Scharf; Liang Chao; Darcy Paul; Rod Sinks; Jon Robert Willey; Cupertino City Manager's Office  
**Cc:** City Clerk; City Attorney's Office; City of Cupertino Planning Dept.  
**Subject:** Oppose: 11/5/2019, Agenda Item 10, Canyon View Development Proposal

Honorable Mayor Scharf, Vice Mayor Chao, Council Members Paul, Sinks, and Willey, and City Manager Feng:

Please include this letter as part of the public record for Agenda Item 10. "Canyon View Development Proposal General Plan Amendment (GPA)," for the 11/5/2019 meeting of the City Council.

I oppose the approval of the Canyon View Development Proposal GPA because the site is not suitable for housing.

Please consider the State of California's 2019 construction mandate laws AB 68 and SB 330 and their apparent impact on the Canyon View parcels.

### **AB 68 Ting, Approved by Governor, 10/9/2019, Land Use: Accessory Dwelling Units**

*"...(4) Existing law requires ministerial approval of a building permit to create within a zone for single-family use one accessory dwelling unit per single-family lot, subject to specified conditions and requirements.*

*This bill would instead require ministerial approval of an application for a building permit within a residential or mixed-use zone to create the following: (1) **one accessory dwelling unit and one junior accessory dwelling unit per lot with a proposed or existing single-family dwelling** (emphasis added) if certain requirements are met; (2) a detached, new construction accessory dwelling unit that meets certain requirements and would authorize a local agency to impose specified conditions relating to floor area and height on that unit; (3) multiple accessory dwelling units within the portions of an existing multifamily dwelling structure provided those units meet certain requirements; or (4) not more than two accessory dwelling units that are located on a lot that has an existing multifamily dwelling, but are detached from that multifamily dwelling and are subject to certain height and rear yard and side setback requirements..."*

**LINK:** [https://leginfo.ca.gov/faces/billNavClient.xhtml?bill\\_id=201920200AB68](https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201920200AB68)

It appears that if Council chooses not to grant the GPA proposed for the Canyon View project in Agenda Item 10, the State of California entitles the property owner to build 12 housing units on its 4 residential parcel lot (4 dwellings + 4 accessory dwelling units [ADUs] + 4 junior accessory dwelling units [JADUs]).

It appears that if Council chooses to grant the GPA proposed for the Canyon View project in Agenda Item 10, the State of California entitles the property owner to build 75 housing units on its 4 residential parcel lot (6 triplex homes + 23 dwellings + 23 ADUs + 23 JADUs).

### **SB 330 Skinner, Approved by Governor, 10/9/2019, Housing Crisis Act of 2019**

*"(B) (i) Upon a determination that the local agency has failed to comply with the order or judgment compelling compliance with this section within 60 days issued pursuant to subparagraph (A), the court shall impose fines on a local agency that has violated this section and require the local agency to deposit any fine*

levied pursuant to this subdivision into a local housing trust fund. The local agency may elect to instead deposit the fine into the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017–18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund. The fine shall be in a minimum amount of ten thousand dollars (\$10,000) per housing unit in the housing development project on the date the application was deemed complete pursuant to Section 65943. In determining the amount of fine to impose, the court shall consider the local agency's progress in attaining its target allocation of the regional housing need pursuant to Section 65584 and any prior violations of this section. Fines shall not be paid out of funds already dedicated to affordable housing, including, but not limited to, Low and Moderate Income Housing Asset Funds, funds dedicated to housing for very low, low-, and moderate-income households, and federal HOME Investment Partnerships Program and Community Development Block Grant Program funds. The local agency shall commit and expend the money in the local housing trust fund within five years for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households. After five years, if the funds have not been expended, the money shall revert to the state and be deposited in the Building Homes and Jobs Fund, if Senate Bill 2 of the 2017–18 Regular Session is enacted, or otherwise in the Housing Rehabilitation Loan Fund, for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households..."

**LINK:** [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201920200SB330](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330)

It appears that if the property owner exercises its right build the ADU + JADU combination per parcel as entitled by the State of California and those units are determined to serve the housing needs of "very low, low-, or moderate-income households," then any interference from the City to disapprove the entitled construction could result in fines of at least "at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete."

Due to concerns raised by many other area residents about access (road slope + ingress/egress), stability during an earthquake, fire defense, and the reduction of nearby parkland, the Canyon View site presents itself as unsuitable for any housing--though 2019 construction mandate laws appear to prevent Council from removing the 12 entitled housing units.

**However, Council is not required to make an unsuitable housing proposal worse by approving the Staff recommended GPA to add an additional 25 to 71 housing units to land that is better suited for land trust preservation than housing.** Best option of all is if the City and Council could reject the GPA, redirect the property owner to an entity/foundation interested in growing the land trust, and then encourage the sale of the Canyon View property into the land trust.

**Please reject the Canyon View Development Proposal GPA because the site is not suitable for housing.**

Sincerely,

Liana Crabtree  
Cupertino resident  
Representing myself only

"It is difficult to get a (person) to understand something when (their) salary depends on not understanding it."

- Upton Sinclair



## Cyrah Caburian

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**From:** Rose Grymes <ragrymes@gmail.com>  
**Sent:** Tuesday, November 5, 2019 11:35 AM  
**To:** City Clerk; City Council; City Attorney's Office; Cupertino City Manager's Office  
**Cc:** Peter Friedland  
**Subject:** Comments to Canyon View Project GPA Authorization

We write to present our concerns with, and opposition to, the currently proposed Canyon View Project.

The project proposes development adjacent to Linda Vista Park, Fremont Open Space, and county parkland that is not in keeping with the complexion of the Monta Vista community and does not serve the interests of the Cupertino community at large. The development would irretrievably alter the environment, leading to loss of green space watershed, and natural habitat while foreseeably increasing fire danger and hillside instability. The proposed density of the development far exceeds current zoning; the aspect of the current GPA is in place for good and substantial reasons. Development in line with the GPA may be warranted, while the exception or amendment as proposed is not.

Certainly housing—most specifically housing accessible to moderate, low, and fixed-income residents—is desirable for the city and current/future residents. We should not confuse this larger issue with the Canyon View Project, which seeks instead to vastly increase the windfall value of the property to the developers by enabling primarily the construction of large prestige homes on dramatically sloped canyon hillsides in a new cul-de-sac development with limited access for emergency/safety/fire services.

Certainly increased access to open spaces through trails are desirable. The proposed donation/provision of such access does not currently present the best outcome for the city or residents. The locations proposed are not optimal—they are excessively steep and will be difficult to maintain. The Council, Planning Department, and Planning Commission should not accept such minimal proffers.

Finally, communications to and engagement of neighborhood residents have been shockingly absent. These issues were the subject of prior letters and emails from ourselves and others. This has been a great disappointment and will lead, we understand, to reexamination of some current internal procedures.

Rose and Peter Friedland  
22111 Lindy Lane

Sent from my iPad



## Cyrah Caburian

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**From:** Liana Crabtree <lianacrabtree@yahoo.com>  
**Sent:** Tuesday, November 5, 2019 1:01 PM  
**To:** Steven Scharf; Liang Chao; Darcy Paul; Rod Sinks; Jon Robert Willey; Cupertino City Manager's Office  
**Cc:** City Clerk; City Attorney's Office  
**Subject:** Related to 11/5/2019, Agenda Item 10, Canyon View Development Proposal

Honorable Mayor Scharf, Vice Mayor Chao, Council Members Paul, Sinks, and Willey, and City Manager Feng:

Please include this letter as part of the public record for Agenda Item 10 "Canyon View Development Proposal General Plan Amendment (GPA)," for the 11/5/2019 meeting of the City Council.

The Bay Area News Group in cooperation with several other news agencies promotes the 3-part series "Who Owns Silicon Valley?". Probably you are already familiar with the headline finding that Stanford University owns the most land in Santa Clara County and that Apple, Google, FACEBOOK, and other tech companies and commercial real estate holding companies fall in line after Stanford as the largest property owners in the region. In parallel with the launch of the media series, both Apple and FACEBOOK have introduced housing construction incentives(?) of \$2.5 BILLION and \$1 BILLION respectively, signaling that "housing is now a priority" (HINAP) for the local mega corporations.

With old news that Stanford University owns 700+ single family homes in Santa Clara County (and an unknown number of homes in San Mateo County) + today's HINAP background knowledge, I read with interest how an entire development of new apartment homes in Los Altos was pre-leased to Stanford University in 2017:

*"In Los Altos a few years ago, residents eagerly awaited the completion of the 167-unit Colonnade Apartments, hoping it would help fix the city's housing shortage. But they got a rude awakening when Stanford showed up on the scene. The university pre-leased the entire building before construction was finished and then bought the property in 2017. Now the units are for Stanford employees only.*

*"I remember at the time, people were saying, 'Wow this is going to be great — we finally have the kind of development where maybe our entry-level teachers, public safety people and so on will be able to live in town,' " Los Altos Councilwoman Anita Enander said. "And then before the project was even completed, the announcement was made that Stanford had leased the entire complex."*

*That purchase had a significant impact on the Los Altos housing supply. At the time, the Colonnade made up more than 10 percent of the city's multi-family units, Enander said. But Stanford officials argue that if university workers weren't living in the Colonnade, they'd just live somewhere else in the area — taking the same amount of housing stock off the shelf."*

**LINK:** "Stanford Is Snapping Up Homes in College Terrace" by Sue Dremann, Palo Alto Weekly, updated 9/25/2019:

<https://www.paloaltoonline.com/news/2019/08/23/stanford-is-snapping-up-homes-in-college-terrace>

**LINK:** "The Stanford Empire" by Marisa Kendall, Bay Area News Group, 11/4/2019:

<https://extras.mercurynews.com/whoowns/stanford.html>

I remember. also, that while residents were blindsided when, post-Council approval, Planning Dept staff

added offices to Main Street and removed senior housing and removed a public-access fitness center, our anger was supposed to be assuaged because the "slipped in" office was going to help lessen Cupertino's dependence on Apple revenue, as the office space would surely be leased to "not-Apple". But then, immediately, what entity leased The Offices at Main Street?

In an earlier letter today where I expressed opposition to the Canyon View Development Proposal, I calculated that with construction mandate entitlements afforded by the State of California through AB 68 and SB 330, Cupertino could expect to see 12 housing units (no GPA) and up to 75 housing units (GPA proposal granted) built on the Canyon View parcels under consideration (Agenda Item 10, 11/5/2019 meeting of the City Council).

**While we should expect folks in favor of the development proposal to assert that 75 housing units on a steep and difficult-to-access site is "outrageous" or "preposterous" or "absurd,"--and I would agree--it is, apparently, the entitlement number of housing units enshrined by law today under AB 68, in the event Council were to approve the GPA proposal under consideration for the Canyon View site.**

Approve a GPA today for "23 single family homes and 2 triplexes" with recognition that a pre-determined, committed buyer may have already placed a standing order for 75 homes to be built on those same parcels for the exclusive benefit of a certain pre-selected workforce.

Sincerely,

Liana Crabtree  
Cupertino resident  
representing myself only

"It is difficult to get a (person) to understand something when (their) salary depends on not understanding it."

- Upton Sinclair

## Cyrah Caburian

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**From:** Lisa Warren <la-warren@att.net>  
**Sent:** Tuesday, November 5, 2019 2:57 PM  
**To:** City Council; Benjamin Fu; Piu Ghosh; Deborah L. Feng  
**Cc:** City Attorney's Office; City Clerk  
**Subject:** Addition to : Canyon View GPA - City Council Nov 5, 2019 meeting Agenda Item 10

All,

Time is short and livelihood is busy. That being the case, I am unable to detail any of my independent thoughts before tonight's meeting.

I mentioned in the email sent last night (below) that it is premature to consider the Canyon View project - item 10 on tonight's CC agenda - at this time.

I regret having worded things that way. While I feel the GPA process has not been correctly followed with Canyon View, and that situation results in premature consideration at CC level, there are many more issues at hand.

Among the issues are, the history of these parcels, the timing of multiple 'projects' in the vicinity, some reported project vagueness from project consultant (former Mayor) when asked about a second phase that was mentioned, multiple housing bills during this 'season', the signing pen of Governor Newsom.

If the Council choses to consider this item as listed on tonight's agenda, then I hope that the project will be 'denied' and sent back to the drawing board for the next possible round of GPA applications.

If is agreed that the item should be postponed, as I believe it should be, then I hope that Staff and Council will consider the new ( and growing) obstacles to responsible growth will be considered during project review.

PLEASE DO READ ALL of the emails sent to you , including attachments/links within the last week, including today.

Many of them contain valuable information and facts. I know this is a large task and truly hope you have all had the time to keep up with the correspondence as they have sent.

Thank you.  
Lisa Warren

On Monday, November 4, 2019, 11:21:41 PM PST, Lisa Warren <la-warren@att.net> wrote:

To All Recipients of this email,

Please consider this message as a brief communication of my thoughts on the current proposal in the foothills of Cupertino referred to as 'Canyon View' project.



Most, if not all, of you have been sent several emails related to this proposed project that would require a very 'heavy' general plan amendment(s). The involved parcel, and others that surround it have been discussed many times over the years.

I have discussed this proposal with several residents/people. The time frame for discussion and research has been very short due to the noticing schedule, and website postings. I did not receive any e-notifications related to GPA proposals - only a postcard.

I have read some of the information and concerns that Peggy Griffin has presented to you via emails, including attachments.

I share many of her concerns and have some of my own.

'Process' and 'proposal' issues both exist in this case.

It is premature to be seeing this project on a CC agenda.

If time permits tomorrow (Tues. Nov 5) , I will send an additional email with more detail. I simply wanted to send something now so that there is a better chance it will be reviewed prior to your meeting tomorrow evening.

Thank you.

Lisa Warren

## Cyrah Caburian

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**From:** Lauren Sapudar  
**Sent:** Tuesday, November 5, 2019 5:19 PM  
**To:** City Clerk  
**Subject:** FW: (corrected) Agenda Item 10 of council meeting on 11/5/2019



### Lauren Sapudar

Executive Assistant to City Manager & City Council  
City Manager's Office  
LaurenS@cupertino.org  
(408) 777-1312



**From:** Govind Tatachari <gtc2k7@gmail.com>

**Sent:** Tuesday, November 5, 2019 5:15 PM

**To:** Steven Scharf <SScharf@cupertino.org>; Liang Chao <LiangChao@cupertino.org>; Darcy Paul <DPaul@cupertino.org>; Rod Sinks <RSinks@cupertino.org>; Jon Robert Willey <JWilley@cupertino.org>; Cupertino City Manager's Office <manager@cupertino.org>; City Attorney's Office <CityAttorney@cupertino.org>

**Subject:** (corrected) Agenda Item 10 of council meeting on 11/5/2019

Honorable Mayor Scharf, Vice-Mayor Chao, Council members Paul, Sinks and Willey, City Manager Feng, City Clerk Schmidt, City Attorney Minner,

I have concerns about the agenda item #10. Please include this email as part of the public record for the agenda item #10 of the council meeting on 11/5/2019 (regd GPAAuth-2019-01).

I am worried why the agenda item #10 is included as part of 11/5/2019 council meeting and the implications of what it means to NOT strictly follow criteria and cutoff requirements for GPA application submittal and initial review for GPAAuth-2019-01 (as part of the City-wide GPA process resolution #15-078 passed and adopted on 9/1/2015) and GPA application review cycles.

Many GPA requests are of non-trivial nature. On June 30, 2015 the City council and the public went through a Study session and **over three hour long** Council meeting to deliberate and revise GPA process. It will be very instructive for public, staff, management and council to review the video archive related to the council meetings on June 30, 2019 and the council meeting when the GPA process resolution #15-078 was passed and adopted.

Here is an extract from the Staff report about the goals of the new GPA process from that meeting:

An annual review and authorization process would ensure:

- *Transparency* – the public would get a chance to review the projects and provide input before the applications were authorized for processing. In addition, this would give the public notification on which projects would be processed and allow them to be informed on each project.
- *Early Input* – the Council meeting would enable the applicant and staff to consider comments from the Council and the public as the project was reviewed.
- *Voluntary Community Amenities* – the annual process would allow projects to compete. As noted in the review of programs in other cities including Morgan Hill and Mountain View, such a process would incentivize applicants to shape their applications and offer voluntary community amenities to increase their chances for being considered for processing.

Staff therefore recommends that the Council adopt the new procedures on processing of General Plan amendment applications either via resolution or by ordinance.

*The GPAAuth-2019-01 submittal was NOT ready for public review during the May 2019 cycle. It took staff almost five months (upto third week of Oct 2019) to ensure the application submittal is ready to upload it to the website for public review. Based on this the application only qualifies for inclusion in the November 2019 GPA cycle.*

We need to ensure that we do not follow different norms for GPA application submittals and cycles. The City staff should be instructed to **strictly** follow the submittal guidelines which they themselves had proposed and got approved as part of the GPA process resolution #15-078 passed and adopted on 9/1/2015.

I would request that this agenda item #10 be deferred forthwith and be included as part of the November cycle applications that come up for review.

Thank you for your attention and consideration.

Govind Tatachari  
Cupertino Resident



## Cyrah Caburian

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**From:** Neil McClintick <neil.mcclintick@berkeley.edu>  
**Sent:** Tuesday, November 5, 2019 9:56 PM  
**To:** Cupertino City Manager's Office; City Clerk; City Council; Steven Scharf; Liang Chao; Rod Sinks; Darcy Paul; Jon Robert Willey  
**Subject:** Agenda Item 10 (Linda Vista Adjacent GPA) Thoughts

Hello,

I might speak tonight with the following public comments. But in case I have to go sooner or decide not to speak, I wanted to have my thoughts in written form. I appreciate the time that it takes you to read this, and hope you realize it comes from a genuine desire for dialogue and from a place of passion. Also shoutouts to the city staff and members of council for working so hard despite rather low pay and long hours! Thank you

**Comment:**

Hi my name is Neil McClintick and I'm speaking in support of item 10 to allow for more housing units adjacent to Linda Vista, but moreso for housing more neighbors in general.

This proposed General Plan amendment would allow this land to be used for slightly higher density units but still notably classified as low density, including up to 6 affordable units, higher than the amount recommended by the city. That's 6 folks whose lives could be seriously bettered by having somewhere to sleep at night.

Earlier the mayor mentioned the need to have more affordable housing. I completely agree, but that's not what we've been doing. Instead, we as a city use affordable housing as a shield to prevent important housing from being built, despite empirical studies showing the need for every level of housing throughout the bay area and state. We focus more on problems, than actual solutions. Yes, there are always alternative sites, but then the argument for those will be that there are other sites than those. But of course, I absolutely want to be proven wrong.

This Council won't be able to really control the process if an app later comes through SB50 which is on track to be a 2 year bill, but we can help shape the project if it goes through the regular discretionary approval process in the coming months.

I encourage all of us to look around — CUSD is in danger of closing schools because new families cant afford to move in ... our teachers cant live here ... our de anza students cant live here — a new study shows 18% of them are homeless. That's damn shameful, and having had many homeless de anza friends, it makes me want to cry to be honest.

We don't have time to wait for the perfect set of projects to swing on in. We need to stop always frame housing in terms of why we can't build it — why don't we instead frame it in terms of why we have a moral obligation to build housing — in terms of why we should build it? Any developer could already build on this lot, but would otherwise likely build 4 large single family homes for those more financially fortunate. It's critical that we access the discretionary approval process to incentivize more housing, especially if it's offering additional affordable housing.

Our new neighbors are already here — they serve us at restaurants commuting from san jose — making minimum wage. They work at companies here, contributing to the local economy. They clean houses here. They teach our students. The real question is whether or not we will actually choose to let them be our neighbors, whether we will choose to help when families across the bay are struggling to survive. And I know that im going to be accused of being a developer shill, because anyone who advocates for housing is assumed a sellout.

I wish someone was paying me to be here. But no — im a lower income renter and lifelong resident with negative wealth, with student loans and credit card debt. I might have my rent increased tomorrow and get evicted. But I'll still want to come back here 2 weeks from now and speak, because I grew up here, I went to eaton, lawson, Cupertino high, and de Anza. I love what we could be ... and the empathy we have the potential to demonstrate. I hope that we will start to take a more pro-housing stance moving forward. Let's prove that local control can facilitate housing our neighbors, otherwise, or we honestly shouldn't be so surprised when more state legislation passes which limits our local control.

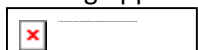
Thank you for your time and I hope you all get to go home before it's the next day.

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**Neil McClintick**

UC Berkeley '19

Seeking opportunities — Government or Advocacy



## Cyrah Caburian

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**From:** Lauren Sapudar  
**Sent:** Wednesday, November 6, 2019 7:48 AM  
**To:** City Clerk  
**Subject:** FW: Agenda Item #10, November 5, 2019, 29 homes near Linda Vista Park



### Lauren Sapudar

Executive Assistant to City Manager & City Council  
City Manager's Office  
LaurenS@cupertino.org  
(408) 777-1312



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**From:** Connie Cunningham <cunninghamconniel@gmail.com>

**Sent:** Tuesday, November 5, 2019 10:00 PM

**To:** Steven Scharf <SScharf@cupertino.org>; Liang Chao <LiangChao@cupertino.org>; Rod Sinks <RSinks@cupertino.org>; Darcy Paul <DPaul@cupertino.org>; Jon Robert Willey <JWilley@cupertino.org>

**Subject:** Agenda Item #10, November 5, 2019, 29 homes near Linda Vista Park

Dear Mayor, Vice -Mayor and Councilmembers:

### Agenda Item #10, November 5, 2019, 29 homes near Linda Vista Park

When I first saw this project, my reaction was, Why? Why build homes close to the Lehigh Quarry, a known bad neighbor? Lehigh is a mere 10 miles from this property. Lehigh is a known major polluter in our region. Toxic wastewater and poor air quality. Cupertino has pushed back against Lehigh transgressions. Now Lehigh wants to open a second Quarry.

I support affordable housing, and see that there are some proposed. I can often tolerate projects that have conflicts with the General Plan.

The proximity to Lehigh is one issue. The other issue that is a big concern is the plan to build on the ridge lines of the hills. This not only takes away open space, wildlife habitats and views, building on the ridge lines and in valleys increases chances of disastrous wildfires. Like those in the past two years in Sonoma County.

Affordable housing must be part of developments, but we should approve only smart development.

Sincerely, Connie Cunningham

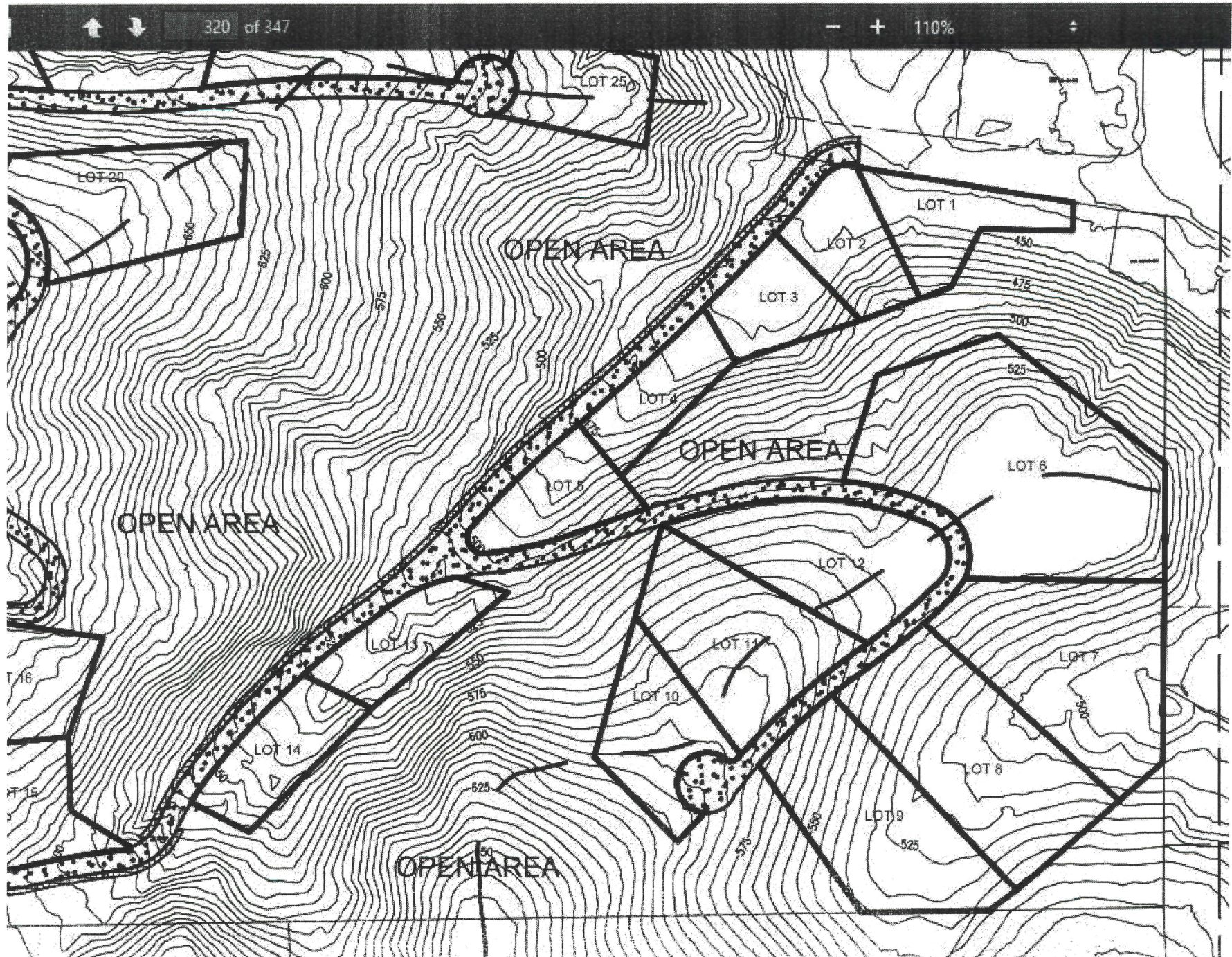
From Connie's iPhone



Canyon View project Street @ 14% Downhill Slope terminates at the Entranceway to Linda Vista Park

Street is 1180' from top curve to Linda Vista Park Entranceway - Elevation difference is 160'

cc 11/5/19  
#10





CC 11/5/19 #10

