

FINAL

APPLE CAMPUS 2 PROJECT EIR
RESPONSE TO COMMENTS DOCUMENT



STATE CLEARINGHOUSE NO. 2011082055

LSA

September 2013

THIS EIR IS SUBJECT TO, AND THE APPLICANT HAS ELECTED TO PROCEED UNDER, CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTION 21185* TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE.** A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE WAS INCLUDED AS APPENDIX I TO THE DRAFT EIR.

- * THIS LANGUAGE IS PROVIDED IN ACCORDANCE WITH SECTION 21187 OF THE PUBLIC RESOURCES CODE. PLEASE NOTE THAT, AS OF SEPTEMBER 16, 2013, SECTION 21187 REFERS TO “THE PROCEDURES SET FORTH IN SECTION 21178.2 OF THE PUBLIC RESOURCES CODE.” HOWEVER, THERE IS NO SECTION 21178.2. INSTEAD, THE RELEVANT PROCEDURES ARE SET FORTH IN SECTION 21185 OF THE PUBLIC RESOURCES CODE.
- ** PLEASE NOTE THAT, AS OF SEPTEMBER 16, 2013, PUBLIC RESOURCES CODE SECTION 21185 STATES IN PART THAT “THE ACTION OR PROCEEDING SHALL BE FILED IN THE COURT OF APPEAL WITH GEOGRAPHIC JURISDICTION OVER THE PROJECT.” THAT CODE SECTION WAS THE SUBJECT OF LITIGATION COMMENCED IN THE SUPERIOR COURT OF ALAMEDA COUNTY (PLANNING & CONSERVATION LEAGUE V. STATE OF CALIFORNIA, CASE NO. RG12626904). ON JUNE 3, 2013, THE COURT ISSUED ITS JUDGMENT THAT PUBLIC RESOURCES CODE SECTION 21185, SUBDIVISION (a)(1) IS FACIALLY UNCONSTITUTIONAL AND VOID BECAUSE IT RESTRICTS THE ORIGINAL JURISDICTION OF THE SUPREME COURT AND SUPERIOR COURTS, AS CONFERRED BY ARTICLE VI, SECTION 10 OF THE CALIFORNIA CONSTITUTION. AT THE TIME OF PUBLICATION OF THIS RESPONSE TO COMMENTS DOCUMENT, SENATE BILL 743 (PROPOSING AMENDMENTS TO CHAPTER 6.5 OF THE PUBLIC RESOURCES CODE) HAD BEEN APPROVED BY BOTH THE STATE SENATE AND THE STATE ASSEMBLY. THE DEADLINE FOR THE GOVERNOR OF CALIFORNIA TO

APPROVE THE BILL IS OCTOBER 13, 2013. FOR THE MOST CURRENT
VERSION OF CHAPTER 6.5, PLEASE REFER TO <http://leginfo.legislature.ca.gov/>.
THE STATUS OF SECTION 21185(a)(1) MAY OR MAY NOT CHANGE AFTER
THE PRINTING OF THIS DOCUMENT. INTERESTED PARTIES SHOULD
DETERMINE FOR THEMSELVES THE STATUS OF SECTION 21185(a)(1) WHEN
CONTEMPLATING ANY ACTION INVOLVING CHAPTER 6.5 OF THE PUBLIC
RESOURCES CODE. THE CITY OF CUPERTINO MAKES NO
REPRESENTATIONS ABOUT THE EFFECT OF THIS LITIGATION ON THE
PROVISIONS OF CHAPTER 6.5 OF THE PUBLIC RESOURCES CODE.

FINAL

APPLE CAMPUS 2 PROJECT EIR
RESPONSE TO COMMENTS DOCUMENT

STATE CLEARINGHOUSE NO. 2011082055

Submitted to:

City of Cupertino
Community Development Department
10300 Torre Avenue
Cupertino, California 95014

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, California 94710
510.540.7331

LSA

September 2013

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I. INTRODUCTION

A. PURPOSE OF THE RESPONSE TO COMMENTS DOCUMENT

This document has been prepared to respond to comments received on the Draft Environmental Impact Report (EIR) prepared for the Apple Campus 2 Project (project). The project is proposed for an approximately 176-acre site in the City of Cupertino (City). The Draft EIR identifies the potential environmental consequences associated with implementation of the project. This Response to Comments (RTC) Document provides responses to comments on the Draft EIR and makes revisions to the Draft EIR in response to those comments or to clarify, amplify, or make insignificant modifications to the Draft EIR. This document, together with the Draft EIR, constitutes the Final EIR for the proposed project.

B. ENVIRONMENTAL REVIEW PROCESS

According to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

The City of Cupertino circulated a Notice of Preparation (NOP) on August 19, 2011, notifying responsible agencies and interested parties that an EIR would be prepared for the project and indicating the environmental topics anticipated to be addressed. The scoping period, initially planned to end on September 19, 2011, was extended to October 5, 2011 to allow for further public comment. In addition, a public scoping session was held on September 8, 2011. Public notices for the scoping session were mailed to approximately 20,000 households in Cupertino, advertisements were placed in local newspapers, and the City posted the NOP and scoping session notice on the City's website. Notices were also sent to households in Santa Clara and Sunnyvale that are within 1,000 feet of the project site. Comments received by the City on the NOP and at the public scoping meeting were taken into account during the preparation of the Draft EIR.

The Draft EIR was made available for public review on June 6, 2013, and distributed to applicable local, regional, State, and federal agencies. Paper and CD copies of the Draft EIR were available at the City of Cupertino Community Development Department and a digital version of the document was available on the City's website for the project (<http://www.cupertino.org/index.aspx?page=1107>).

Notice of availability of the Draft EIR was made in several ways. The City sent postcards announcing the availability of the Draft EIR to all mailing addresses within Cupertino, and to mailing addresses within 1,000 feet of the project site outside of Cupertino. In addition, in accordance with CEQA, the City mailed the Notice of Availability to all properties adjacent to the project site, and on-site notices were also posted on each parcel constituting the project site and at City Hall. The Notice of Availability was also posted on the City's main website and the project website. The City also sent emails announcing the availability of the Draft EIR to all persons who had indicated an interest in the project. A press release was also sent out at the same time.

The CEQA-mandated 45-day public comment period ended on July 22, 2013. Comments on the Draft EIR could be submitted in writing to the Community Development Department or posted on the City's website for the project. The City also held a public meeting during the comment period, on June 26, 2013, at which the public was encouraged to make comments. At the meeting, the City provided: cards for hand-written comments; access to computers, laptops, or other devices for comments to be posted directly to the City-sponsored website for public comments; and facilities for oral comments. The City made available more than 200 digital versions of the Draft EIR to attendees on USB storage devices. The City also handed out, and made available at City Hall, public comment cards with a "QR" (Quick Response) Code directing interested parties to the City-sponsored website for public comments. Written comments received on the Draft EIR during the 45-day public comment period are contained in this RTC Document.

C. DOCUMENT ORGANIZATION

This RTC Document consists of the following chapters:

- *Chapter I: Introduction.* This chapter discusses the purpose and organization of this RTC Document and how the RTC Document fits into the Final EIR, and summarizes the environmental review process for the project.
- *Chapter II: List of Commenting Agencies, Organizations and Individuals.* This chapter contains a list of agencies, organizations, and individuals who submitted written comments on the Draft EIR during the public review period.
- *Chapter III: Comments and Responses.* This chapter contains a written response for each comment on environmental issues received during the public review period. Each response is keyed to the associated comment letter and comment number. Reproductions of all comment letters received on the Draft EIR are provided in Appendix A.
- *Chapter IV: Draft EIR Revisions.* This chapter contains text revisions to the Draft EIR in response to comments received and responses provided, or in order to clarify, amplify or make insignificant modifications to the Draft EIR. Underlined text represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR. Revisions to figures are also provided, where appropriate.

II. LIST OF COMMENTING AGENCIES, ORGANIZATIONS, AND INDIVIDUALS

This chapter presents a list of comment letters¹ received during the public review period and describes the organization of the letters and comments that are provided in Chapter III, Comments and Responses, of this document.

A. ORGANIZATION OF COMMENT LETTERS AND RESPONSES

Comment letters received on the Draft EIR are grouped and coded by the affiliation of the commenter, as follows: State, regional, and local agencies (A); organizations (B); individuals (C); public meeting comments (D); and comments from individuals solely on the merits of the project that do not raise environmental issues (E). Appendix A includes a reproduction of each comment letter received on the Draft EIR.

The comment letters are numbered consecutively following the A, B, C, D and E designations. The letters are annotated according to the following code:

- A#-# State, Regional, and Local Agencies
- B#-# Organizations
- C#-# Individuals
- D#-# Public Meeting Comments
- E#-# Comments from Individuals on the Merits of the Project

The letters are numbered and comments within each letter are numbered consecutively after the hyphen. For instance, comment A1-3 is the third discrete comment in the first letter submitted by a State, Regional, or Local Agency. Chapter III includes a written response for each comment on environmental issues received during the public review period.

B. LIST OF AGENCIES, ORGANIZATIONS, AND INDIVIDUALS COMMENTING ON THE DRAFT EIR

Comments submitted to the City during the public review period are listed on the following pages.

¹ “Letters” include paper letters submitted by mail, fax, or email attachment; emails; discrete postings about the Draft EIR or project on the City’s website; and comment cards submitted during the public meeting on the Draft EIR.

Letter Number	Date	Commenter	Agency/Organization
AGENCIES			
A1	July 22, 2013	Kent Steffans, Director of Public Works	City of Sunnyvale
A2	July 9, 2013	Kenneth R. Schreiber, Interim Executive Officer	Santa Clara Valley Habitat Agency
A3	July 22, 2013	Michael Murdter, Director	County of Santa Clara
A4	July 22, 2013	Erik Alm, District Branch Chief	Caltrans
A5	July 22, 2013	Andrew Crabtree, Division Manager	City of San Jose, Department of Community Development, Planning Division
A6	July 19, 2013	Kevin Riley, Director of Planning	City of Santa Clara
A7	July 22, 2013	Hilda Lafebre, Manager, Capital Project & Environmental Planning	Peninsula Corridor Joint Powers Board (Caltrain)
A8	July 22, 2013	Roy Molseed, Senior Environmental Planner Michael T. Burns, General Manager	Santa Clara Valley Transportation Authority
ORGANIZATIONS			
B1	July 22, 2013	Corinne Winter	Silicon Valley Bicycle Coalition
B2	July 19, 2013	Anonymous	SEIU-United Service Workers West
B3	July 17, 2013	Anonymous	Concerned Citizens of Cupertino
B4	July 10, 2013	Mark Matsumoto, Government Affairs Specialist	Cupertino Chamber of Commerce
B5	July 8, 2013	Sam Ashknaz, Owner	Erik's DeliCafe
B6	June 24, 2013	Maria Streeby, Director of Operations	Cypress Hotel and Park Place Restaurant
B7	June 7, 2013	Neil Struthers, CEO	Santa Clara & San Benito Counties Building & Construction Trades Council
B8	June 20, 2013	Dianne Anderson, President	Los Gatos Chamber of Commerce Board of Directors
B9	June 19, 2013	Donna Austin, President	Cupertino Historical Society
B10	June 12, 2013	Sam Ashknaz, Owner	Erik's DeliCafé
B11	June 12, 2013	Barry Jones, CEO	VJONES Salon
B12	June 12, 2013	Anonymous	Cupertino Chamber of Commerce
B13	June 11, 2013	Carl Guardino, President & CEO	Silicon Valley Leadership Group
B14	June 26, 2013	Orrin Mahoney, Mayor	City of Cupertino
B15	May 16, 2013	David Jamieson, Vice President Asset Management	Kimco Realty
B16	June 7, 2013	Janice Chua, Owner	Bitter + Sweet
B17	June 6, 2013	L.A. Chung, Editor	Los Altos Patch
B18	May 31, 2013	Matthew R. Mahood, CEO and President	San Jose Silicon Valley Chamber of Commerce
B19	May 29, 2013	Peter Pau	Sand Hill Property Company
B20	June 26, 2013	Shiloh Ballard	Silicon Valley Leadership Group
B21	June 26, 2013	Steve Van Dorn	Santa Clara Chamber of Commerce
B22	July 22, 2013	Megan Fluke Medeiros, Conservation and Development Manager	Sierra Club Loma Prieta Chapter
B23	July 22, 2013	James C. Fowler, Associate General Counsel-Real Estate Dan Whisenhunt, Senior Director	Apple Inc.

Letter Number	Date	Commenter	Letter Number	Date	Commenter
INDIVIDUALS					
C1	June 21, 2013	Tappan (Tap) Merrick	C31	June 6, 2013	Eno Schmidt
C2	July 21, 2013	Ronald Joseph Moore, Sr.	C32	June 5, 2013	Margaret Reilly
C3	July 18, 2013	Keithddl527@aol.com	C33	June 6, 2013	Chandramohan Mathu
C4	July 15, 2013	Gary Beaupre	C34	June 6, 2013	Best/Yash (<i>Full name not provided</i>)
C5	July 11, 2013	Stan (<i>Last name not provided</i>)	C35	July 22, 2013	Geoff Paulsen
C6	July 8, 2013	Sandra and Don Boren	C36	July 22, 2013	Neighbor
C7	July 8, 2013	Russ Robinson	C37	July 22, 2013	Dean Fujiwara
C8	July 2, 2013	Ann (<i>Last name not provided</i>)	C38	July 22, 2013	Ken Nishimura
C9	July 1, 2013	Rich Altmaier	C39	July 22, 2013	Patricia Melcic
C10	July 1, 2013	Rick Haffner	C40	July 22, 2013	Jennifer Hodor
C11	June 30, 2013	William F. Bailey, Tap Merrick	C41	July 21, 2013	Martin Landszaat
C12	June 28, 2013	Keith Murphy	C42	July 21, 2013	Ronald Moore
C13	June 26, 2013	Yolanda Reynolds	C43	July 21, 2013	Patrick Robbins
C14	June 21, 2013	Jia and Linda	C44	July 21, 2013	Mary Brunkhorst
C15	June 20, 2013	Gina Wang	C45	July 21, 2013	Nancy Wagner
C16	June 19, 2013	Donna Austin	C46	July 21, 2013	Sally Everett-Beaupre
C17	June 18, 2013	Bernard Wood	C47	July 21, 2013	Patrick Waddell
C18	June 17, 2013	Earl Sharkey	C48	July 21, 2013	Dale Porter
C19	June 17, 2013	Judy Gaffney	C49	July 21, 2013	Anonymous
C20	June 15, 2013	Shaunak	C50	July 20, 2013	A Local
C21	June 14, 2013	Dolly Sandoval	C51	July 20, 2013	Ruth Moore
C22	June 13, 2013	Henry and Sally Zoellner	C52	July 19, 2013	Harvey Checkman
C23	June 13, 2013	Vanya Matzek	C53	July 19, 2013	Ann (<i>Last name not provided</i>)
C24	June 12, 2013	Darcy Paul	C54	July 19, 2013	Ann (<i>Last name not provided</i>)
C25	June 12, 2013	Keith Warner, Managing Partner	C55	July 19, 2013	Pingang and Wen Wang
C26	June 11, 2013	James Forsythe	C56	July 19, 2013	Jeremy Hubble
C27	June 10, 2013	Glenn Grigg	C57	July 17, 2013	Vincent Grande
C28	June 8, 2013	Yaeko Hiotsuka	C58	July 17, 2013	anonymous
C29	June 8, 2013	Yaeko Hiotsuka	C59	July 14, 2013	David Mooso
C30	June 6, 2013	Eddie Kuo	C60	July 14, 2013	Art Cohen

Letter Number	Date	Commenter	Letter Number	Date	Commenter
C61	July 12, 2013	Denia Phillips	C89	June 17, 2013	Linda Vanderhule
C62	July 12, 2013	James (<i>Last name not provided</i>)	C90	June 15, 2013	Gary Jones
C63	July 11, 2013	John Kilmer	C91	June 14, 2013	Jun Xu
C64	July 11, 2013	Elaine Manley	C92	June 14, 2013	Sue and Joel Rosado
C65	July 10, 2013	A. Frazer, C. Absalom, K. Klenk, Y. Barniv, P. Wang	C93	June 14, 2013	Frank Bryan
C66	July 4, 2013	Indranil Das	C94	June 14, 2013	Sharon (<i>Last name not provided</i>)
C67	July 10, 2013	Michelle Philips	C95	June 12, 2013	Ying Xia
C68	July 3, 2013	Ann (<i>Last name not provided</i>)	C96	June 12, 2013	Richard Altmaier
C69	June 30, 2013	David Mooso	C97	June 7, 2013	David Cookson
C70	June 30, 2013	U P	C98	June 7, 2013	Kevin Klenk
C71	June 30, 2013	David Mooso	C99	June 6, 2013	Willie LU
C72	June 30, 2013	Loran Stringer	C100	June 6, 2013	Giselle Ballou
C73	June 30, 2013	Michelle Connelly	C101	June 6, 2013	Cynthia Smyth
C74	June 29, 2013	Sally Everett-Beaupre	C102	June 6, 2013	Milt Kostner
C75	June 26, 2013	Jon Ramos	C103	June 6, 2013	Heidi Johnson
C76	June 26, 2013	Ann Peterson	C104	July 18, 2013	Richard and Beverly Olsen
C77	June 26, 2013	Jeff Greef	C105	June 30, 2013	Todd Beirdo
C78	June 26, 2013	Mahesh Nihalani	C106	July 22, 2013	Keith Murphy
C79	June 26, 2013	Anonymous	C107	July 22, 2013	Stephen Rohde
C80	June 26, 2013	John Nelson	C108	July 22, 2013	Ria Lo
C81	June 25, 2013	Charles Hanson	C109	July 22, 2013	Mette Christensen
C82	June 25, 2013	Anonymous	C110	July 22, 2013	Ria Lo
C83	June 25, 2013	Walter Li	C111	July 22, 2013	Sylvia Gallegos
C84	June 21, 2013	Marc Aronson	C112	July 22, 2013	Wahila Wilkie
C85	June 18, 2013	Jennifer Martin	C113	July 22, 2013	Marialis Seehorn
C86	June 17, 2013	Mike Hammes	C114	July 22, 2013	Robert Neff
C87	June 17, 2013	Aleksandr Movshovich	C115	July 22, 2013	Tammy Mongelli
C88	June 17, 2013	Edward Hirshfield	C116	July 22, 2013	Ray Crump

Letter Number	Date	Commenter	Letter Number	Date	Commenter
PUBLIC HEARING					
D1	June 26, 2013	Randy Smith	D11	June 26, 2013	Mark Van Den Huevel
D2	June 26, 2013	Dennis Garrington	D12	June 26, 2013	Josué Garcia
D3	June 26, 2013	Arturo Sainz	D13	June 26, 2013	Jose Espinosa
D4	June 26, 2013	David Jamieson	D14	June 26, 2013	Larry Watson
D5	June 26, 2013	Al Sousa	D15	June 26, 2013	Anonymous
D6	June 26, 2013	R. T. Parmley	D16	June 26, 2013	Anonymous
D7	June 26, 2013	D. Radisic	D17	June 26, 2013	Thorisa Yap
D8	June 26, 2013	Tappan (Tap) Merrick	D18	June 26, 2013	Jim Riley
D9	June 26, 2013	E. Castro	D19	June 26, 2013	Lidia Blair
D10	June 26, 2013	Jim Reed			
COMMENTS FROM INDIVIDUALS ON THE MERITS OF THE PROJECT					
E1		Shankar T and Kumar, Sathya and Parthiv	E26		Debbie Bergantz
E2		Rick Robledo	E27		Jason Tsai and Mei-Li Kao
E3		Stanley Lee	E28		Betty Howard
E4		Wayne Lee	E29		Carlos McEvilly
E5		Reilly Vince	E30		bigez7@comcast.net
E6		Victoria and Al Melinauskas	E31		Edwin Kang
E7		Valerie Kiadeh	E32		Betty Eskeldson
E8		Robert Adzich	E33		Fan Jiao
E9		Robin Anderson	E34		Earl G. Sharkey
E10		Rebecca and Thomas Schapp	E35		Matthew Barr
E11		Phyllis Pei	E36		Valerie Szymanski
E12		Dennis Houlsby	E37		Robert Adzich
E13		Sandra L. James	E38		Rekha Puthalath
E14		Phil Schasker	E39		Samuel Ashknaz
E15		Nina Daruwalla	E40		Jeffrey Wurtz
E16		Matthew and Kathy Matulewicz	E41		Alice Jacob
E17		Jayne Ham	E42		Neil Struthers
E18		Agnes Smith	E43		Ramchander Gopalswamy
E19		Michael Picchetti	E44		Desimir Radisic
E20		Marilyn Wendler	E45		Jack Kang
E21		Jim Remedios	E46		Debbie Jen
E22		Ken Huang	E47		C. Olson
E23		Matthew and Kathy Matulewicz	E48		Helen White
E24		Elisa Hickey	E49		Caryl Gorska
E25		Amar Gupta	E50		Vena Tambellini

Letter Number	Date	Commenter	Letter Number	Date	Commenter
E51		Budge Ing	E81		Don and Linda Pickering
E52		Yogesh Petkar	E82		Lily Wilson
E53		Jane Tso + family	E83		Long Nguyen
E54		Robert Hoose	E84		Lever, Nina, Stephanie, Samantha Wang
E55		Alan Tan	E85		Frank Vavak
E56		Tomas Lampo	E86		David M. Russell
E57		Steve Leu	E87		Jun Nishimura
E58		Sara Grafton	E88		Karlye Adair
E59		Suzanne and Ninad Dabadghav	E89		V. Dean Skeels
E60		steven campbell	E90		Larry Dean
E61		Stefan Bengtsson	E91		Mark Vernon, President, COO
E62		Steven Hicks	E92		John Bruzus
E63		Sheela Sreekanth.	E93		Humphrey Chow
E64		rooshabh varaiya	E94		Jane Tso
E65		Roger Carl	E95		Janet Verson
E66		Mary T. Hawkes, RDH	E96		Ted Jones
E67		Mukesh Garg	E97		Betty Eskeldson
E68		Paul	E98		Elena Seremeta
E69		Raaj Prasad	E99		Diana Loreda
E70		Richard Whittington	E100		Jerry McLeod
E71		Philip Cheng	E101		Joseph and Elizabeth Eppel
E72		Rajiv Marwah	E102		Svetlana Kokoshvili
E73		Naeem Zafar	E103		Bahram Vazindel
E74		Mary Reilly	E104		Doug Warmke
E75		Pat and Charlene Allen	E105		Chirag Patel
E76		Pam Milam	E106		Anand D'Souza
E77		Carmichael Paul	E107		Alex Pashintsev
E78		migdat	E108		David and Loreta Eberhardt
E79		Michael Picchetti	E109		Bob and Donna S
E80		Andrew Park	E110		Gary E Jones

Letter Number	Date	Commenter	Letter Number	Date	Commenter
E111		David Kopels	E126		John Zirelli
E112		Diane Beaudet	E127		Maxim Zaika
E113		Akash Agarwal	E128		GA Salinas
E114		Gopakumar Pillai	E129		Andrew Park
E115		Diana Carbone	E130		MAJED AS
E116		Balakrishnan Thyagarajan.	E131		Carol Wong
E117		Gino Guglielmelli.	E132		Jane Tan
E118		Dipesh Maini	E133		Lever, Nina, Stephanie, Samantha Wang
E119		Grace Nadolny MD and Greg Hilbrich	E134		Stella Qu
E120		Ed and Linda Rosiak	E135		Paulette Altmaier
E121		Cynthia Kollerer	E136		Robert Stern
E122		Aykut Yazarbas	E137		Myke and Diane Luu
E123		George Crosby	E138		Diane A. Nguyen
E124		Robert Hoose	E139		Guna Suriya
E125		Anonymous			

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III. COMMENTS AND RESPONSES

Written responses to each comment letter received on the Draft EIR are provided in this chapter. Letters received during and after the public review period on the Draft EIR are provided in their entirety. Each letter is immediately followed by responses keyed to the specific comments. The letters are grouped by the affiliation of the commenter as follows: State, regional, and local agencies (A); organizations (B); individuals (C); public meeting comments (D); and comments from individuals solely on the merits of the project that do not raise environmental issues (E).

Please note that some text within the comment letters has not been numbered because it does not raise environmental issues or relate to the adequacy of the information or analysis within the Draft EIR, and therefore no response is required.

Text revisions to the Draft EIR made in response to comments received and responses provided, or to clarify, amplify or make insignificant modifications to the Draft EIR, are included in the responses. Underlined text represents language that has been added to the Draft EIR; text with ~~strikeout~~ has been deleted from the Draft EIR. All text revisions are listed in the order in which they would appear in the Draft EIR (by page number) in Chapter IV, Text Revisions, of this RTC Document.

Many of the comments received on the Draft EIR involve variations of several key issues. In order to consolidate responses to questions and comments related to these topics, and to address concerns comprehensively, master responses have been prepared. Master Responses are included for the following topics and are referenced in subsequent responses, as appropriate.

1. Significant and Unavoidable Impacts
2. Project Merits
3. Mitigation Nexus
4. Nitrogen Deposition
5. Public Access Through Project Site
6. Project Trip Distribution
7. Cut-Through Traffic
8. Adequacy of Transportation Demand Management (TDM) Penalties
9. Monitoring TDM Program
10. Median on East Homestead Road
11. Diverted Trips Due to Pruneridge Avenue Closure
12. Trip Cap
13. Calabazas Creek Trail
14. New Freeway Ramps
15. School Busing Program

Master Response #1: Significant and Unavoidable Impacts

Certain traffic-related impacts are identified in the Draft EIR as significant and unavoidable even though feasible mitigation measures are identified that would reduce the impacts to a less-than-significant level. Several commenters suggest that these significant and unavoidable findings are not appropriate. Pursuant to CEQA Section 21081(a)(2), the significant and unavoidable conclusion is appropriate in these cases because implementation of the identified mitigation measures is not within the responsibility and jurisdiction of the CEQA lead agency, which is the City of Cupertino. For instance, implementation of Mitigation Measure TRANS-1 (construction of an additional westbound lane at the intersection of Wolfe Road/I-280 Northbound Ramps) would reduce Impact TRANS-1 (unacceptable operations at the intersection of Wolfe Road/I-280 Northbound Ramps resulting from project traffic) to a less-than-significant level. Because the I-280 Northbound Ramps are a State transportation facility under the jurisdiction of the State of California Department of Transportation (Caltrans), neither the project sponsor nor the City of Cupertino can ensure implementation of Mitigation Measure TRANS-1. Thus, lacking any assurance that Mitigation Measure TRANS-1 can and will be implemented by Caltrans, the Draft EIR concludes that Impact TRANS-1 is significant and unavoidable notwithstanding the City's and Apple's commitment to continue to work with the agencies that have jurisdiction over implementation of Mitigation Measure TRANS-1 and other, similar measures outside the City's control.

Pursuant to *CEQA Guidelines* Section 15126.4, "[m]itigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments." (See also CEQA Section 21081.6(b).) Because the City lacks such legally-binding instruments to ensure that Mitigation Measure TRANS-1 and other mitigation measures outside its responsibility and jurisdiction are fully enforceable, the City cannot guarantee implementation of such mitigation measures. Therefore, identifying Impact TRANS-1 (and other impacts for which the identified mitigation measures outside the jurisdiction of Cupertino) as significant and unavoidable is appropriate.

The identification of these impacts requiring extra-jurisdictional mitigation as significant and unavoidable is also consistent with the findings required to be made by lead agencies for each of the significant environmental effects identified in an EIR pursuant to *CEQA Guidelines* Section 15091 and Public Resources Code Section 21081(a). One of these findings ("Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.") would be made by the City for each of the significant unavoidable impacts for which a mitigation measure would reduce the impact to a less-than-significant level, but the mitigation measure is not under the control of the City. The mitigation measures outside the responsibility and jurisdiction of the City require that Apple fund, help fund, or construct the physical improvements, if and when the responsible jurisdictions grant necessary approvals for the mitigations. This requirement is incorporated into the Mitigation Monitoring and Reporting Program for the project.

Some commenters have stated that because certain traffic impacts have been identified as significant and unavoidable, the City would have no obligation to mitigate these impacts. Such statements are incorrect. Lead agencies must identify feasible mitigation measures for all significant impacts per CEQA Sections 21002, 21002.1(a), 21081(a); and *CEQA* Sections 15091(a), 15021(a)(2), 15126.4(a). As required by CEQA Sections 21080(a) and (a)(1), "with respect to each significant effect," the lead agency must identify "[c]hanges or alterations [that] have been required in, or incorporated into, the project which will mitigate or avoid" the impact. The lead agency may then explain, if applicable, that

implementation of the measures is not within its responsibility and jurisdiction and the measures “have been, or can and should be, adopted by that other agency” (*CEQA* Section 21081(a)(2)) and/or that the measures are infeasible (*CEQA* Section 21081(a)(3)). The lead agency may find that certain impacts remain significant despite mitigation, but conclude that overriding benefits outweigh these effects (*CEQA* Section 21081(b)); however, this finding does not relieve the lead agency of its obligations to identify feasible mitigation measures under *CEQA* Section 21081(a).

If the proposed project is approved, the City will require that Apple: (i) work in good faith with the applicable jurisdictions to permit the identified physical improvements and (ii) fund the estimated cost identified in the Mitigation Monitoring and Reporting Program for each of the extra-jurisdictional mitigation measures identified in the Draft EIR. These funds will be submitted to the agency with jurisdiction over each improvement for use in constructing the improvement or an alternate improvement in the project vicinity that can be demonstrated, to the satisfaction of the City of Cupertino Director of Public Works, to reduce the identified traffic-related impacts. In addition, Apple has agreed to collaborate and coordinate with these other jurisdictions to construct and/or fund the identified mitigations when the jurisdictions approve the measures. Where physical mitigation measures are feasible but outside of the City’s jurisdiction, the City will continue to monitor the progress of implementing the mitigation measures and will continue to work with Apple and the other agencies. In this way, the mitigation measures identified in the Draft EIR are designed to comply with the requirement of *CEQA* to mitigate significant impacts to the extent feasible.

Master Response #2: Project Merits

Pursuant to *CEQA Guidelines* Section 15088, a lead agency is required to evaluate “comments on environmental issues” received on a Draft EIR. Similarly, pursuant to *CEQA Guidelines* Section 15132, a Final EIR must provide responses only to “significant environmental points raised in the review and consultation process.” Accordingly, detailed responses are provided only for comments received on the Draft EIR that raise issues concerning the “environment.” As defined in *CEQA* Section 21060.5, “environment means the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance.”

Economic costs and benefits are outside the scope of environmental issues as defined by *CEQA* and need not be evaluated in an EIR. *CEQA Guidelines* Section 15131 states: “Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.”

Pursuant to *CEQA*, the Draft EIR is a disclosure document that identifies the significant impacts of the project, but does not contain conclusions about the merits of the project, including whether the project is “too big,” whether the project is right for the community, or whether the project should be approved. Those decisions are made by the City of Cupertino City Council, following consideration of the recommendations of the Planning Commission. Rather, the Draft EIR evaluates the size of the project in the context of applicable significance thresholds identified by the City. This evaluation

includes an assessment of whether the size of the project would create a significant adverse effect on the physical environment. For instance, if a project building is sufficiently tall that it would block a public view of a scenic vista, that would be considered a significant impact pursuant to the City's significance thresholds, as explained on pages 207 to 211 of the Draft EIR.

Comments conveying support of or opposition to the project, or comments pertaining solely to economic or social effects of the project, without reference to environmental issues, are included in this Response to Comments Document, but detailed responses are not provided. However, decision-makers will take these comments into account when considering project approval even if they do not relate to environmental issues or the adequacy of the EIR.

Master Response #3: Mitigation Nexus

Pursuant to *CEQA Guidelines* Section 15126.4, a mitigation measure must be "roughly proportional" to the impacts of the project, which means that the proposed project is required to pay its fair share of the cost to mitigate an impact that is caused by other projects in addition to the proposed project. Several comments suggest mitigation measures that are not directly related to and would not mitigate a significant project impact. For example, a homeless transition facility would not be warranted as a mitigation measure because the project would not result in impacts that would be reduced by the homeless transition facility. Similarly, mitigation targeting a specific population (e.g., students and seniors) that is not significantly adversely affected by project impacts is not warranted.

Master Response #4: Nitrogen Deposition

According to the Santa Clara Valley Habitat Plan, atmospheric nitrogen, including atmospheric nitrogen generated by motor vehicle emissions, is thought to function as an effective fertilizer in nutrient-poor soils, such as serpentine soils in the Bay Area. The buildup of nitrogen over time is thought to facilitate the invasion and persistence of non-native species that may out-compete native species in nutrient-poor plant communities. Several comments suggest that the vehicle trips generated by the proposed project would make a significant contribution to the cumulative impact of nitrogen deposition in the Bay Area on nutrient-poor soil communities, including serpentine soil communities (which harbor protected species such as the Bay checkerspot butterfly). In addition, several comments suggest that Apple should be required to pay a Nitrogen Deposition Fee, as required by member agencies of the Santa Clara Valley Habitat Plan.

No Significant Impact Due to Nitrogen Deposition. The project would not make a significant contribution to the cumulative impact of nitrogen deposition on serpentine habitat or the Bay checkerspot butterfly for two key reasons.

Although the project would increase the number of regional vehicle trips, these trips would occur at a distance far removed from the locations of serpentine soils. The project site is located in the midst of an urbanized area, far from established clusters of serpentine grasslands (e.g., in the Coast Range or habitat south of San Jose). In Appendix E of the Santa Clara Valley Habitat Plan (Estimation of Contributions to Deposition of Nitrogen in Santa Clara County for the Santa Clara Valley Habitat Plan), the simulations for nitrogen deposition in serpentine habitats for the Bay checkerspot butterfly indicate that almost one-third (30 percent) of the nitrogen deposition derives from mobile emission sources in the vicinity of the habitat areas, 13 percent of the nitrogen deposition comes from other

sources within about 12 miles of the habitat areas, and 17 percent of the deposition comes from the remainder of Santa Clara County. The complete breakdown of simulated nitrogen deposition sources is shown in Figure E-27 of Appendix E of the Habitat Plan. The project site is located over 20 miles from the center of serpentine and Bay checkerspot habitat areas in the Bay Area. In addition, as shown in Table V.C-5, Projected Housing Demand by City Based on Residential Location of Current Apple Employees, on page 227 of the Draft EIR, the vast majority of Apple employees would live in places at a distance from serpentine habitat. Therefore, the project would not make a significant contribution to the cumulative impact of nitrogen deposition in serpentine areas, including those within the Habitat Plan boundaries.

In addition, as explained on page 134 of the Draft EIR, as part of the project Apple would voluntarily pay \$126,381, an amount equivalent to the Nitrogen Deposition Fee that a project generating 35,106 net new daily trips would pay if it would result in significant impacts related to nitrogen deposition. In that case, the payment would constitute full mitigation of the impact. However, because the proposed project is not located within the boundaries of the Santa Clara Valley Habitat Plan, which established such a fee for its member agencies, and would not create a significant impact due to nitrogen deposition, the payment by Apple would be voluntary. This amount would be paid to the Implementing Entity of the Habitat Plan, and is expected to be used to protect and enhance sensitive habitat in the region that is subject to degradation due to nitrogen deposition. Thus, even if the contribution of nitrogen from project vehicle trips were considered cumulatively considerable, the payment of this amount would ensure that such an impact would be less than significant.

Santa Clara Valley Habitat Plan Applicability. As stated in the Habitat Plan, “The purpose of this Plan is to protect and enhance ecological diversity and function in the greater portion of Santa Clara County, while allowing appropriate and compatible growth and development in accordance with applicable laws.” The Habitat Plan, therefore, is designed not only to protect and enhance sensitive habitats and species within the Habitat Plan area, but also to facilitate development (roads, urban growth, and other infrastructure) identified by the Habitat Plan participants. The City of Cupertino is not a Habitat Plan participant and does not receive any of the benefits that come with participation, including take authorization for listed species associated with covered activities and projects, or streamlining of permitting processes. Because the project site is located outside the Habitat Plan boundaries and is not covered by the Habitat Plan, as described above, the project applicant is not required to pay Habitat Plan development fees, including the Nitrogen Deposition Fee. However, as discussed above, Apple has voluntarily agreed to pay, in full, an amount equivalent to the Nitrogen Deposition Fee that the project would have had to pay had there been significant impacts due to nitrogen deposition.

Master Response #5: Public Access Through Project Site

Retaining Pruneridge Avenue as a public right-of-way was incorporated into a project alternative (the Pruneridge Avenue alternative), which is analyzed on pages 605 to 612 of the Draft EIR. As discussed on page 626 of the Draft EIR, two additional alternatives allowing for public access across the site (a Pruneridge Avenue Tunnel alternative and a Mobility and Park alternative) were rejected for detailed analysis because they would interfere with major utility lines, would infringe on private property, result in adverse visual impacts, incur significant costs and/or would still pose significant security concerns to Apple (thus conflicting with a key project objective).

Apple maintains that any public access provided within the project site would compromise its privacy and security objectives. One of Apple's fundamental project objectives in developing the project is to consolidate Apple employees in a single secure location to ensure privacy and to promote shared creativity and collaboration and spur invention. The project's landscaped area, ancillary spaces, and buildings would also serve to promote interaction among colleagues. The only way that the outside and ancillary spaces can play this role is if they are as secure as the main building. Providing building-by-building security in place of maintaining a secured perimeter would not provide the level of security Apple desires and thus would conflict with a primary project objective.

Master Response #6: Project Trip Distribution

Some commenters suggested that the anticipated distribution of project trips on the roadway network should have been determined using alternative methods, including methods that would have distributed more trips in the immediate vicinity of the project site and on surrounding local and County roadway facilities.

The trip distribution pattern for the new vehicle trips added to the roadway system by the project is based on the residence locations of current Apple employees at other Cupertino sites. The assumption is that employees at the project site would have similar characteristics and therefore similar residence location preferences. This is a reasonable assumption because: (i) many of the employees at the project site would be current Apple employees and (ii) the close proximity of the project to current Apple facilities in Cupertino makes it reasonable to assume that new employees would make similar choices about where they live. This method of using more localized and specific data (i.e., employee addresses) to evaluate trip distribution provides a more precise means of analysis than is typical in transportation impact analyses, which typically rely on general land use/travel patterns.

Relying on general land use/travel patterns and models may be the approach more conventionally taken in transportation analyses because it is unusual to have fine-grained employee location data of the kind provided by Apple. However, the use of such data for existing and likely future employees allows for a more precise transportation analysis that better accounts for the expected commute trips of employees. This employee location data allows for a more precise analysis, because unlike the general land use/travel pattern data produced by organizations such as the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), the employee location data in this case is derived from actual Apple employees who are likely to have travel habits similar to future Apple employees working on the project site.

The impact analysis in the Draft EIR employs a cautious approach in other ways. The transportation analysis in the Draft EIR assumes that all project traffic would be new traffic added to the roadway system. However, some of the traffic generated by the project would originate from existing homes in the area. It is also likely that some future employees currently reside in the area but work elsewhere and therefore – as part of the project – would modify a portion of their commute trips and would not generate completely new trips on the roadway system. In addition, employees may purchase or rent existing homes in the area, in which case they would replace trips generated by current residents of those homes. Traffic from approved and pending residential developments were added to the Background and Cumulative scenario traffic projections. Traffic generated by employees residing in those developments is therefore accounted for twice in the analysis. This approach of using actual

employee location data ensures that the traffic analysis is as accurate as possible, while not under-estimating potential impacts on the roadway network.

Master Response #7: Cut-Through Traffic

Several residential streets in the cities of Santa Clara and Sunnyvale are situated near the project site. The Draft EIR evaluates potential impacts on some of the most direct cut-through streets in the residential neighborhoods adjacent to the project site, including Quail Avenue, Marion Way, and Inverness Way in Sunnyvale and Hillsdale Avenue and De Soto Avenue in Santa Clara. Several comments submitted on the Draft EIR expressed concern about the use of additional residential streets as cut-through routes. Streets cited in the comments are Dunford Way (known as Marion Way west of Oriole Avenue), Lochinvar Avenue, Swallow Drive, Peacock Avenue, Nightingale Avenue, Teal Drive, Lillick Drive, Halford Avenue, Henderson Avenue, and Norman Drive, all of which are within the City of Sunnyvale. The cut-through analysis conducted for the Draft EIR focuses on potential cut-through traffic during the AM peak hour, when the volume of project trips would be the highest. The analysis concluded that (i) given the small number of project trips coming from El Camino Real (drivers most likely to use cut-through routes in Sunnyvale would come from El Camino Real) and (ii) the inferiority of many potential cut-through routes to the main arterials and collectors (in terms of speed of travel or convenience), the impact due to project-related cut-through traffic would be less than significant. This finding would apply to all residential streets in the vicinity of the project site, not just the most likely cut-through routes considered in the Draft EIR analysis.

Please refer to pages 430 to 432 of the Draft EIR for additional discussion. The cut-through traffic evaluation in the Draft EIR focuses on the addition of potential cut-through traffic from the project and not the diversion of non-project related traffic in the area due to increased congestion. However, the intersection level of service analysis indicates that the intersections around the project site would operate at acceptable standards and therefore it is not anticipated that traffic would divert into the neighborhood to bypass congestion. See page 431 of the Draft EIR for further details.

Although the analysis in the Draft EIR shows that there will not be a significant impact due to cut-through traffic, the City acknowledges that cut-through traffic is of concern to local residents. Therefore, as a Condition of Approval, the City would require Apple to set aside funds (\$500,000 for the City of Sunnyvale and \$250,000 for the City of Santa Clara) to monitor cut-through traffic and potentially install traffic calming measures should cut-through traffic-related problems arise due to implementation of the proposed project. The City of Cupertino would work with the appropriate jurisdictions to determine the extent of the neighborhood cut-through traffic and to ensure that neighborhood concerns are addressed. Therefore, impacts related to cut-through traffic (including on the additional residential streets identified in comments on the Draft EIR) would be less-than-significant.

Master Response #8: Adequacy of Transportation Demand Management (TDM) Penalties

The City has established TDM penalties that would be assessed if the project exceeds the trip count of 4,270 AM peak-hour vehicle trips and 4,400 PM peak-hour vehicle trips. The TDM penalties are discussed on pages 445 to 446 of the Draft EIR. The penalties would be assessed every day until trip count conformance is achieved, and are intended to ensure compliance with Mitigation Measure TRANS-9b. The fee would be \$5/day/trip if Apple does not implement additional TDM measures determined in consultation with City staff (see page 443 of the Draft EIR for these additional

measures) and \$3/day/trip if additional TDM measures are implemented. (These penalties would be adjusted based on the Consumer Price Index.)

As an example, if the trip counts are exceeded by 200 vehicles in the AM peak hour and 200 vehicles in the PM peak hour, and Apple does not agree to implement City-approved TDM measures, the penalty would be \$2,000 per day. Due to the monitoring schedule described on pages 444 to 447 of the Draft EIR, it would likely take 6 months before conformance could be measured and confirmed. Therefore, the total penalty would be \$260,000 (26 weeks x 5 working days a week x \$2,000 a day) for 6 months of this hypothetical exceedance scenario. Such penalties are robust compared to other similar TDM-related penalties assessed throughout the Bay Area and are considered sufficient to ensure compliance with the peak trip counts goal established in Mitigation Measure TRANS-9b.

Master Response #9: Monitoring TDM Program

Ultimate authority for monitoring Apple's TDM Program would reside with the City. As discussed on pages 444 through 447 of the Draft EIR, Apple would be responsible for the collection of initial TDM-related data (identification and description of the specific TDM measures being implemented, and estimates of AM and PM peak hour vehicle trips and vehicle trips per employee) in accordance with measurement guidance and monitoring guidelines created by Apple and the City. However, the effectiveness of Apple's TDM Program would ultimately be verified with the collection of additional data (including daily, hourly, and 15-minute traffic counts taken at project driveways and/or parking facilities over specified 2-week periods) to be undertaken by an independent City-approved planning/engineering firm. This firm, under the direction of the City, could request additional data from Apple, or reject the initial data collected by Apple (and substitute a different data set). Therefore, primary responsibility for monitoring the efficacy of Apple's TDM program would reside with the City. No conflict would exist between the TDM Monitoring Report (prepared by an independent firm) and the initial data collected by Apple because the Apple-collected data could be used at the discretion of the independent firm preparing the TDM Monitoring Report. Apple would pay for the cost to conduct monitoring and City staff time to review the annual monitoring reports.

The appropriate entity for the oversight of the monitoring program and making findings of compliance or non-compliance is the City of Cupertino. Because the City is the CEQA lead agency and has jurisdiction over land use decisions within its borders, it is the correct entity to administer this program and to ensure that this mitigation measure is implemented and made enforceable. Oversight by another entity, such as the Santa Clara Valley Transportation Authority (VTA), is not appropriate or required.

Master Response #10: Median on East Homestead Road

As described on page 102 of the Draft EIR, the proposed project includes the option of a landscaped median on East Homestead Road between North Wolfe Road and North Tantau Avenue. The purpose of the median is to provide additional landscaping along the northern edge of the project site as both a beautification measure and to act as a visual buffer to adjacent residences. The median is not a requirement nor is it a mitigation measure for the project. Both the cities of Cupertino and Sunnyvale share jurisdiction of this segment of East Homestead Road. Given the shared jurisdiction, both agencies would need to approve the final design of the median; therefore Apple would continue to work with both cities to finalize the design of the median.

The final design would continue to provide local access (ingress and/or egress) to Nightingale Avenue and Peacock Avenue. However, if the landscaped median is approved, direct eastbound access to/from homes on the north side of East Homestead Road would be limited and residents of the area would be required to make U-turns at designated gaps within the median (at Nightingale Avenue, Peacock Avenue, and other streets if provided). The limitations on eastbound access would primarily affect the 22 homes between Nightingale Avenue and Peacock Avenue, and six homes between Peacock Avenue and Quail Avenue. These homes would generate the following AM and PM peak hour trips:

Table RTC-1: Trips Generated by Select Residences North of East Homestead Road

	Between Nightingale Avenue and Peacock Avenue	Between Peacock Avenue and Quail Avenue
Number of homes	22	6
AM peak hour trips (total)	26	14
Inbound (AM peak hour trips)	7	4
Outbound (AM peak hour trips)	19 (highest)	10
PM peak hour trips (total)	27	9
Inbound (PM peak hour trips)	17	6
Outbound (PM peak hour trips)	10	3

Source: Fehr & Peers, 2013.

Thus the greatest number of U-turns that would occur at a given median gap is 19 vehicles for the AM peak hour for outbound trips west of Peacock Avenue, which would not substantially degrade the operations of East Homestead Road.

In Sunnyvale's and Cupertino's review of the proposed median, design considerations such as the ability to make U-turns, provision of eastbound left-turn pockets, eastbound refuge lanes, and other design elements would be evaluated to minimize the accessibility impacts to residents on the north side of East Homestead Road. As noted above, ultimately both local agencies would need to approve the final design of the median project.

Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure

With the closure of Pruneridge Avenue, vehicles currently traveling on this roadway between North Wolfe Road and North Tantau Avenue would detour around the project site. The maximum detour path along North Wolfe Road, East Homestead Road and North Tantau Avenue is approximately 1.1 miles in length and represents a 0.6-mile detour (1.1 mile new path minus 0.5 mile existing path).

There are generally three types of trips that would be affected by the proposed closure:

1. Through trips with no destination on Pruneridge Avenue between North Wolfe Road and North Tantau Avenue that would be diverted around the project site;
2. Vehicles currently accessing the project site that would be diverted to the new driveways on North Wolfe Road and North Tantau Avenue; and
3. Trips associated with The Hamptons apartment community. As discussed on page 430 of the Draft EIR, travelers to/from The Hamptons that would be significantly affected by the project are only those that currently travel to/from the east on Pruneridge Avenue.

For the second type – vehicles currently accessing the project site – it is assumed that their destination would remain the same and, therefore, they are not considered “diverted” trips. To estimate the number of affected vehicles for each of the three trip types, Fehr & Peers conducted origin and destination (OD) surveys¹ in August 2011 at the intersections of North Wolfe Road/Pruneridge Avenue and North Tantau Avenue/Pruneridge Avenue. Fehr & Peers also collected trip counts at The Hamptons driveway in November 2011 to determine the trip generation and distribution characteristics of the apartment complex so that the number of apartment trips to/from the east could be measured. The OD survey results (see RTC Table 2) were used to determine the percentage of vehicles that travel on Pruneridge Avenue as through traffic versus those that access the existing office uses on Pruneridge Avenue, and therefore would not be diverted.

Table RTC-2: Distribution of Trips on Pruneridge Avenue

Destination	AM Peak Period % (Number of Vehicles)	PM Peak Period % (Number of Vehicles)
Pruneridge Through Traffic	65% (1,050)	50% (700)
Project Site	27% (425)	43% (600)
The Hamptons	8% (140)	7% (100)
Total	100% (1,615)	100% (1,400)

Source: Fehr & Peers, 2013.

The through trips on Pruneridge Avenue were assumed to divert to both East Homestead Road and Vallco Parkway to/from North Wolfe Road and North Tantau Avenue to travel to their ultimate destination. Existing intersection turning movement distributions (i.e., the percent of vehicles that turn left/right or travel straight) were used to make assumptions about the number of vehicles diverted to East Homestead Road or Vallco Parkway and their ultimate path of travel to/from North Wolfe Road and North Tantau Avenue. The Hamptons trips coming from/traveling to the east were assumed to divert to East Homestead Road and North Wolfe Road via the Wolfe Road/Pruneridge Avenue intersection. Based on the numbers of vehicle trips expected to be diverted due to the closure of Pruneridge Avenue and the relatively short diversion distance (0.6 mile), the closure of Pruneridge Avenue would not result in significant effects on vehicular travel behavior (although significant impacts would occur to bicyclists and pedestrians, as discussed in the Draft EIR).

Master Response #12: Trip Cap

As described on page 441 of the Draft EIR, the City evaluated the feasibility of a mitigation measure requiring a “trip cap.” Under a trip cap, once development of the project site generates trip volumes that exceed AM and PM peak-hour values for triggering impacts to the transportation system, continued development and growth at the project site would be halted. A trip cap was rejected as infeasible because it would conflict with a key project objective of consolidating Apple’s engineering and support personnel in one location. In addition, such a trip cap would limit employment growth on the site, which would be undesirable to Apple and the City for economic reasons and would conflict with a key project objective of developing a campus that can accommodate 14,200 employees.

¹ Origin-Destination surveys can be used to estimate the amount of through traffic in a particular area. They involve recording the license plates of vehicles at the entrances and exits and matching the plates to determine the number and percentage of vehicles traversing the area.

Instead, “peak trip counts” are established as goals for full implementation of the TDM measures for the project (used to reduce physical impacts on the transportation system), as such counts would reduce project traffic while also allowing for planned growth within the site. “Peak trip counts” avoid the negative consequences of “trip caps,” such as limiting the ability of Apple to achieve its objectives of consolidating research and development teams into one location at the site, while also providing an effective mechanism for ensuring that Apple effectively implements the TDM Program.

Master Response #13: Calabazas Creek Trail

Several comments suggest that a trail should be developed through the project site, along Calabazas Creek. Such a trail is shown in General Plan Figure 2-I and would promote walkability and the use of alternative modes of transport in the vicinity of the project site.

As discussed on pages 152 to 155 of the Draft EIR, the project would not fully implement this proposed trail segment and Strategies 2 and 3 of Policy 2-73 of the Land Use/Community Design Element, which encourage the implementation of trail projects (and require dedications or easements for trails, where appropriate). However, as discussed on page 152 of the Draft EIR, the General Plan allows flexibility in the implementation of trail projects, including the balancing of safety, privacy, and security concerns in identifying a specific trail alignment.

Requiring Apple to construct a Calabazas Creek trail through the project site as mitigation for Impact PLAN-2 was determined to be infeasible because Apple has indicated that the fundamental objective of a secure campus would be compromised with the provision of a public trail immediately adjacent to or through the project site. Even with security and design measures such as fencing, Apple maintains that such a trail through a portion of the site would pose security risks because Apple has been the target of intense scrutiny regarding its future projects. Given that Apple’s research and development facility is to be located at this site, perimeter security that will afford privacy is a fundamental objective. Please refer to Master Response #5: Public Access Through Project Site for additional discussion of these security considerations, including the relationship of these security concerns with key project objectives.

In addition, development of a trail along Calabazas Creek through the project site would be physically constrained. The riparian corridor within the site terminates at a culvert under I-280. If a trail through the site were provided, it would either terminate at the I-280 culvert or would require a crossing over or under I-280. A connection under I-280 would be a potentially costly engineering solution or would only be operable during the dry season. The cost of a connection over I-280 would be significantly higher and would be disproportionate to the impact of the project on planned trail facilities, making it an infeasible measure.

Because a public trail through the project site would be infeasible due to security reasons and physical planning constraints, the Draft EIR identifies an alternate, feasible mitigation measure to further the implementation of the City’s trail-related planning policies. Mitigation Measure PLAN-3, described on pages 154 to 155 of the Draft EIR, would require aesthetic and functional improvements along an alternate creek trail, part of which would be adjacent to the boundaries of the project site. This alternate creek trail would extend from the intersection of North Tantau Avenue and Pruneridge Avenue, south to the intersection of Vallco Parkway and the creek. The required improvements would include signage, plantings that reference Calabazas Creek, pedestrian-scaled lighting, rest areas or

picnic tables, pavement features that reference the creek and/or water, and decorative fencing and guard rails. In addition, Mitigation Measure PLAN-3 would require that Apple fund a study of a Class I trail along the drainage channel and Calabazas Creek channel south of the project site. The City could then pursue development of that trail, based on the findings of the study.

While Mitigation Measure PLAN-3 would partially mitigate the loss of the segment of the planned Calabazas Creek trail, the measure would provide substitute trail facilities and alignments that would be less desirable to trail users. Therefore, the impact would remain significant and unavoidable, as discussed in the Draft EIR.

A project alternative, the Mobility and Park alternative, was initially considered as part of the project alternatives analysis, as discussed on page 626 of the Draft EIR. This alternative would include a trail that would extend along Calabazas Creek through the project site, and would ultimately connect North Wolfe Road and North Tantau Avenue. However, this alternative was rejected because it would pose significant security concerns to Apple and would conflict with a key project objective.

Master Response #14: New Freeway Ramps

Several comments suggest that the project include the creation of new I-280 ramps that would allow direct access to and exit from the project site. The creation of new I-280 ramps serving the project site was not proposed as part of the project and was rejected as a mitigation measure because: 1) new ramps on the freeway would not significantly reduce the impacts of the project; 2) such a change is not under the jurisdiction of the City of Cupertino; 3) new ramps could exacerbate congestion on I-280 and compromise the key security objective of the project; 4) new ramps would violate Caltrans regulations related to the proximity of freeway interchanges (including Highway Design Manual, Chapter 500, Section 501.3, which requires interchanges to be at least 1 mile apart in urban areas) and 5) a new ramp directly to the site would violate Caltrans regulations prohibiting direct access to private property from freeways (Highway Design Manual Topic 104.1).

Master Response #15: School Busing Program

Several comments suggest that the City require Apple to implement a new school busing program to reduce traffic impacts associated with the project. Requiring Apple to bus children to school as mitigation for project-related traffic impacts was rejected from detailed consideration in the Draft EIR for the following reasons:

- School trips in the area are generally understood to have a distribution pattern that differs from those associated with the project. Thus the reduction of school trips may not substantially reduce the impacts of the project on the roadway network.
- The implementation of a school busing program would not only be difficult and costly to develop and administer, but there also would not be a nexus between the project's impact on the roadway network and the benefit that would be achieved by implementing a school busing system. See also Master Response #3: Mitigation Nexus.

A. STATE, REGIONAL, AND LOCAL AGENCIES

COMMENTS A1

City of Sunnyvale

Kent Steffens, Director of Public Works

July 22, 2013

- Response A1-1: This comment comprises the transmittal conveying the comment letter from the City of Sunnyvale, along with an introduction to the content of the letter. This comment is noted.
- Response A1-2: This comment introduces the subsequent comments and notes previous collaboration with the City of Cupertino on project-related planning issues.
- Response A1-3: The information in Table III-2, including the identified building heights of the Phase 2 development, is correct. Figure III-4 on page 67 of the Draft EIR is revised as shown on the following page.
- Response A1-4: As described on page 125 of the Draft EIR, the Corporate Fitness Center would be adjacent to a 25-space parking lot. Parking in this lot would not be restricted to Corporate Fitness Center employees or service vehicles. On a daily basis, Apple employees would be directed to park in the Main Building Parking Garage, Main Parking Structure, North Tantau Parking Structure, and Phase 2 parking areas. Therefore, no change to the text of the Draft EIR is warranted.
- Response A1-5: As described on page 59 of the Draft EIR, under existing conditions, the perimeter of the project site is patrolled by Apple personnel on a 24-hour basis. Security personnel also monitor other parts of the project site. This security protocol would continue with implementation of the proposed project and would ensure that the landscaping along the perimeter of the site would not harbor criminal activity. In addition, as part of the project, Apple would utilize camera surveillance along the perimeter fence that would be monitored at a centrally-located campus operations center.
- Response A1-6: The Corporate Fitness Center would primarily be used by employees within the project site, and other, off-site fitness centers would remain available to employees at off-site Apple facilities. Because the Corporate Fitness Center would be an easy walk (approximately 5 minutes, via internal pathways) from the Main Building, the vast majority of employees would not be expected to use transit to access the facility. However, transit access to the Corporate Fitness Center would be available on an on-demand basis for those employees who prefer not to walk to the facility. The shuttles serving the Corporate Fitness Center would be the 15-seat Sprinter vans that Apple currently uses to shuttle employees between buildings at existing Apple facilities. These vans would pick-up and drop-off passengers at the parking lot adjacent to the

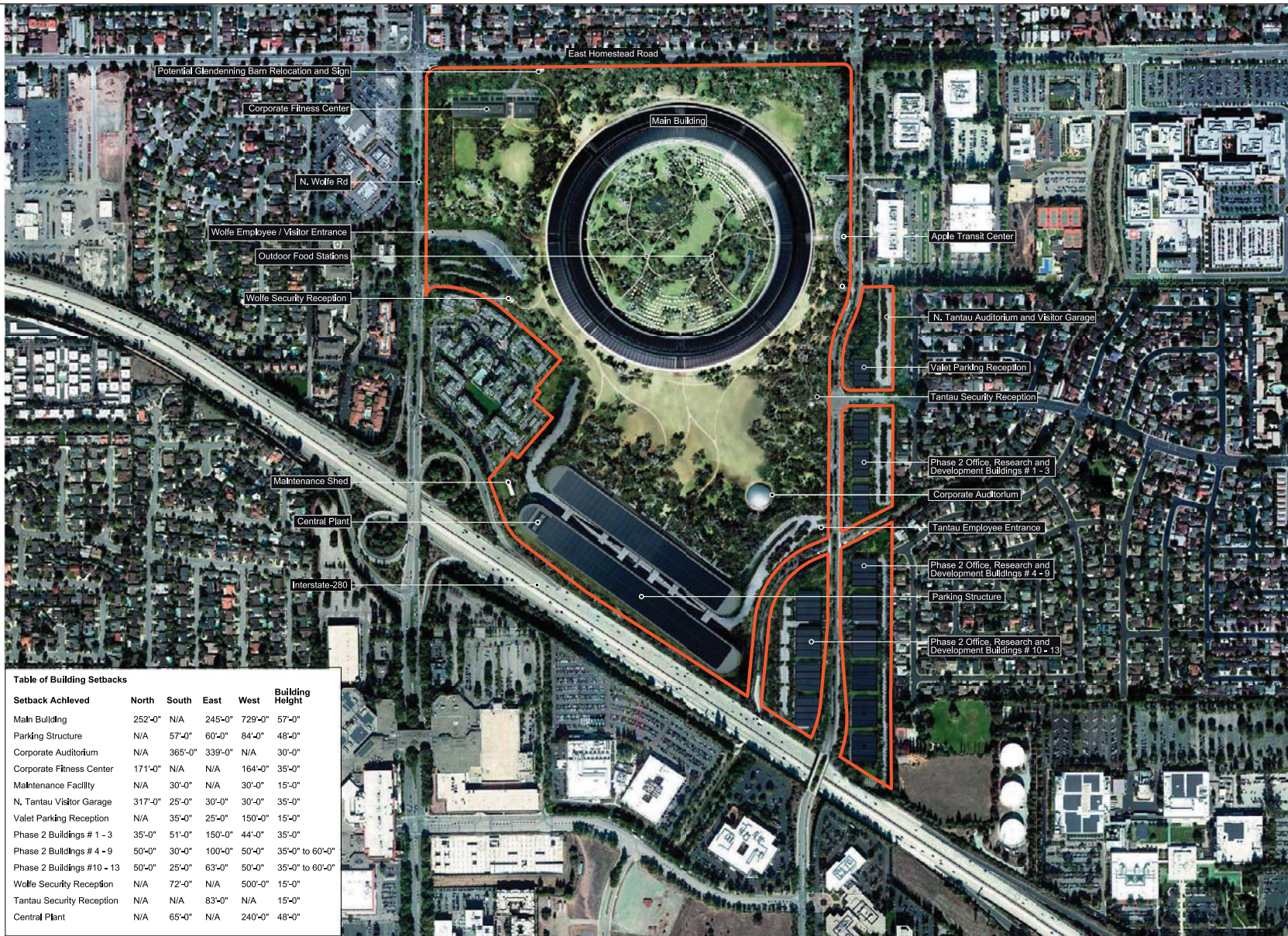


FIGURE III-4
[Revised]

LSA



SOURCE: APPLE, 2013.

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Apple Campus 2 Project EIR
Conceptual Site Plan - August 2013

Corporate Fitness Center. Because the on-demand vans would not offer a significant travel time savings (and in many cases would be less convenient than walking), the use of these vans to access the Corporate Fitness Center is expected to be negligible, and the vans would not add a substantial amount of traffic to East Homestead Road.

Response A1-7: Please see Response to Comment A1-4.

Response A1-8: As described on page 208 of the Draft EIR, the viewpoint locations selected for preparation of project visual simulations “were selected based on project site visibility and the locations that provide the most representative views of the project site.” These viewpoint locations are not intended to be exhaustive of all the views surrounding the project site that could be altered with implementation of the proposed project. Rather, the locations are intended to illustrate the ways in which viewsheds may change due to the project. Similarly, the preparation of a visual simulation for every viewpoint that may be subject to change with implementation of the proposed project is not required to evaluate the impacts of the project on views. Viewpoints 4, 5, and 6, as shown on Figure V.B-1, are representative of viewpoints to the north of the project site. The corresponding visual simulations on Figures V.B-5 through V.B-7 show that the buildings on the project site would be largely obscured by proposed perimeter landscaping.

Although the visual simulations in the Draft EIR are adequate to meet CEQA’s information disclosure requirement, an additional simulation (from the intersection of East Homestead Road and Peacock Avenue) has been prepared in response to this comment, as shown in Figure RTC-1. Similar to the existing visual simulations, this additional simulation indicates that the buildings on the project site would be largely obscured by proposed perimeter landscaping.

Response A1-9: The Lighting Technical Report¹ was prepared for the project and was used to evaluate project impacts on light and glare in the Draft EIR. The model used in the Lighting Technical Report to evaluate project-related light and glare did not include trees or other landscape features that could obscure light, in order to analyze a worst-case light/glare scenario. As described on page 215 of the Draft EIR, even using this worst-case modeling scenario, the project would not exceed the light spillover thresholds established by the Illuminating Engineering Society of North America. At three of the eight identified

¹ Arup, 2012. *Apple Campus 2 Project Environmental Impact Report Lighting Technical Report*. October 29.



Existing view of the project site



Visual simulation of the proposed project

LSA

FIGURE RTC-1

Apple Campus 2 Project EIR
Visual Simulation:
Looking South between Nightingale Avenue and
Peacock Avenue on East Homestead Road

SOURCE: APPLE, 2013.

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receptor locations light spillover would be reduced with implementation of the project (due to the substitution of widely-dispersed lighting in surface parking lots with updated, focused lighting, and other factors). The lighting values reported for the project on Table V.B-1 on page 215 of the Draft EIR would likely be reduced further if proposed vegetation and landscape features are taken into account. Therefore, additional measures to reduce light spillover, including the planting of larger trees, would not be warranted.

- Response A1-10: This comment requests potential transportation improvements that exceed those required by project impacts. The transportation analysis in the Draft EIR does not identify project impacts on the Homestead Road corridor nor at the De Anza Boulevard/Homestead Road/I-280 interchange complex. Because the project would result in less-than-significant impacts at the locations identified above, the improvements identified in the comment are not required. TRAFFIX is the approved LOS transportation software adopted by all local jurisdictions within Santa Clara County, including Cupertino and Sunnyvale. TRAFFIX was used to identify impacts to local streets.
- Response A1-11: As part of the project, bike lanes would be extended/enhanced on North Wolfe Road from East Homestead Road to Vallco Parkway. There is an existing bike lane gap on North Wolfe Road for approximately 350 feet north of East Homestead Road. This is an existing condition in the City of Sunnyvale and the City of Sunnyvale is best positioned to implement improvements to its bicycle facility network.
- Response A1-12: A significant impact related to project effects on the bicycle network bicycle was not identified at this location, so mitigation is not required. The deficiency in bike facilities described in the comment is an existing condition in the City of Sunnyvale and the City of Sunnyvale is best positioned to implement improvements to its bicycle facility network. The City of Cupertino would support such improvements.
- Response A1-13: The transportation impact analysis used to prepare Section V.I, Transportation and Circulation, of the Draft EIR was conducted in conformance with CEQA requirements by using the appropriate analysis scenarios, locations, and methods and by applying appropriate significance criteria to identify impacts and mitigation measures. The study was conducted according to the requirements of the City of Cupertino, the Santa Clara VTA, and CEQA.
- Response A1-14: VTA's Transportation Impact Analysis Guidelines (March 2009) indicate that intersections where the project adds more than 10 trips per lane should be considered for evaluation; however, it is ultimately the decision of the lead agency to select intersections for evaluation. The five suggested intersections were not originally selected for evaluation, since they: 1) marginally meet the 10 trip per lane rule and 2) are signalized minor street intersections that provide local access/circulation, located along a corridor that does not have existing operational deficiencies.

Intersection turning movement counts are not available for all five intersections for which additional studies were requested. Data were available for the the Sunnyvale-Saratoga Avenue intersections at Cheyenne Drive-Connemara Way and Alberta Avenue-Harwick Way (both City of Sunnyvale intersections) and the Lawrence Expressway/Benton Avenue intersection (County of Santa Clara). Analysis has been completed for these intersections and is presented below. The latest available intersection turning movement volume data for the two City of Sunnyvale intersections are from October 2012.

The City of Santa Clara provided counts for the Lawrence Expressway/Benton Avenue intersection from May 2012, which were used to analyze operations. The LOS results for the two additional City of Sunnyvale intersections and one additional City/County of Santa Clara intersection using TRAFFIX analysis software under the Existing, Background, and Cumulative plus Project scenarios are summarized in Table RTC-3. The results show that all three intersections would operate at acceptable service levels and no mitigation measures are required.

Table RTC-3: Levels of Service for Requested Intersections

Intersection	Peak Hour ¹	Jurisdiction	Plus Project Conditions					
			Existing		Background		Cumulative	
			Delay	LOS	Delay	LOS	Delay	LOS
Sunnyvale-Saratoga Ave/Cheyenne Dr-Connemara Wy	AM PM	Sunnyvale	9.5	A	9.7	A	10.2	B
			7.6	A	8.1	A	8.4	A
Sunnyvale-Saratoga Ave/Alberta Ave-Harwick Wy	AM PM	Sunnyvale	16.5	B	17.5	B	18.4	B-
			17.6	B	19.2	B-	20.3	C+
Lawrence Expressway/Benton Ave	AM PM	County of Santa Clara	40.9	D	53.8	D-	56.1	E+
			35.9	D+	43.8	D	46.0	D

Notes:

¹ AM = morning peak hour, PM = afternoon peak hour.

Delay = Whole intersection weighted average control delay expressed in seconds per vehicle.

LOS = Level of Service

Bold indicates unacceptable intersection operations. **Bold and highlighted** indicates significant impacts.

Source: Fehr & Peers, August 2013.

Intersection turning movement volume counts were not available for the intersections of East Homestead Road/Blue Jay Drive and East Homestead Road/Heron Avenue. These intersections are within the jurisdiction of the City of Cupertino and are signalized minor intersections that intersect with local streets that have a limited amount of neighborhood traffic. In response to this comment, Fehr & Peers conducted physical observations of these two intersections on September 10, 2013, since intersection turning movement volumes were not available, and determined that in their professional judgment the intersections currently operate at acceptable levels. Further, the addition of through traffic on East Homestead Road due to the project is not anticipated to substantially deteriorate operations. In addition, the level of service analysis at the intersections of East Homestead Road/North Wolfe Road, East Homestead Road/Blaney Avenue and East Homestead Road/

Sunnyvale-Saratoga Road do not show any impacts in the east-west direction, further indicating that the level of service for the minor intersections at Blue Jay Drive and Heron Avenue along this corridor would not degrade to unacceptable levels. For these reasons, the City of Cupertino determined that a more detailed study would not yield meaningful information or different conclusions, and thus it elected not to further evaluate these intersections. Therefore, the project's impacts to the East Homestead Road/Blue Jay Drive and East Homestead Road/Heron Avenue intersections would be less than significant.

- Response A1-15: Please see Master Response #6: Project Trip Distribution. As shown on Figure C-2 in the Appendix to the Transportation Impact Analysis, the analysis included project traffic added to Wolfe Road north of Fremont Avenue. It was assumed that employees living in the City of Sunnyvale at closer proximity to the site would either move into existing homes and replace trips generated by the current residents (and not add new traffic) or move into new homes included in Background and Cumulative projections.
- Response A1-16: VTA's Transportation Impact Analysis Guidelines (March 2009) includes guidance on the appropriate data sources for existing conditions, but does not require that existing conditions represent conditions present at the time of the most recent CMP monitoring. Existing conditions were established in May 2011 when the majority of the data collection and intersection counts were conducted for the analysis. These May 2011 data approximate conditions that existed when the Notice of Preparation (NOP) for the Draft EIR was published in August 2011. This approach is also consistent with recent CEQA case law, which has confirmed that the baseline normally constitutes physical conditions as they exist on the date the Notice of Preparation is published.
- Response A1-17: The intersections of Sunnyvale-Saratoga Road/Homestead Road and Sunnyvale-Saratoga Road/Homestead Avenue were correctly evaluated as having six through lanes on Sunnyvale-Saratoga Road.
- Response A1-18: The impact to pedestrian access at the I-280/Wolfe Road interchange is identified as Impact TRANS-29. Mitigation Measure TRANS-29 requires the provision of enhanced crosswalks at that location. Additional pedestrian traffic generated by the project would not create a project impact that would require mitigation at other freeway ramps in the area.
- Response A1-19: Page 359 of the Draft EIR is modified as follows:
- Near the project site, bicycle lanes (Class II) are provided on Pruneridge Avenue, Homestead Road, Wolfe Road, Tantau Avenue, Vallco Parkway, and Stevens Creek Boulevard. There is a discontinuity in the Class II facility along Wolfe Road at the I-280 overcrossing. A Class III bike route exists on Tantau Avenue south of Stevens Creek Boulevard to Barnhart Avenue. There is a discontinu-

ity in the Miller Avenue bike lane between Stevens Creek Boulevard and Calle De Barcelona. Additionally, bicycle facilities do not exist on Stevens Creek Boulevard east of Cronin Drive. Furthermore, the bike lanes on Homestead Road are shared with parking lanes at the following locations: 1) westbound between Nightingale Avenue and Nighthawk Terrace and 2) westbound from the intersection with Tantau Avenue for approximately 350 feet. At these locations, parking is prohibited Monday through Friday from 8:00 a.m. to 5:00 p.m., during which time the lanes are used for bikes and right-turn vehicles. The remainder of the time the lanes primarily function as parking lanes, although bicyclists can continue to use them when cars are not parked in them.

Bicycle facilities comprising bicycle lanes (Class II) and bicycle routes (Class III) connect the Apple Campus 2 site to the Lawrence Caltrain station. Continuous bicycle lanes connect the Apple Campus 2 site to Apple's Infinite Loop campus via Homestead Road and De Anza Boulevard, both of which have high traffic volumes and speeds, which generally discourage bicyclists.

- Response A1-20: Figure V.I-3 on page 361 of the Draft EIR is updated as shown on the following page.
- Response A1-21: This comment is noted. Each intersection is numbered and correlated back to the index map included on the same figure. No change is proposed as adding intersection locations would add clutter to an already busy graphic.
- Response A1-22: Per VTA Transportation Impact Analysis Guidelines, transit facilities, including bus stops, within approximately 2,500 feet of the project site are shown in Figure V.I-5 of the Draft EIR. The intersection of El Camino Real/Wolfe Road, while a major transfer point, is outside of this zone and therefore is not shown on the figure.

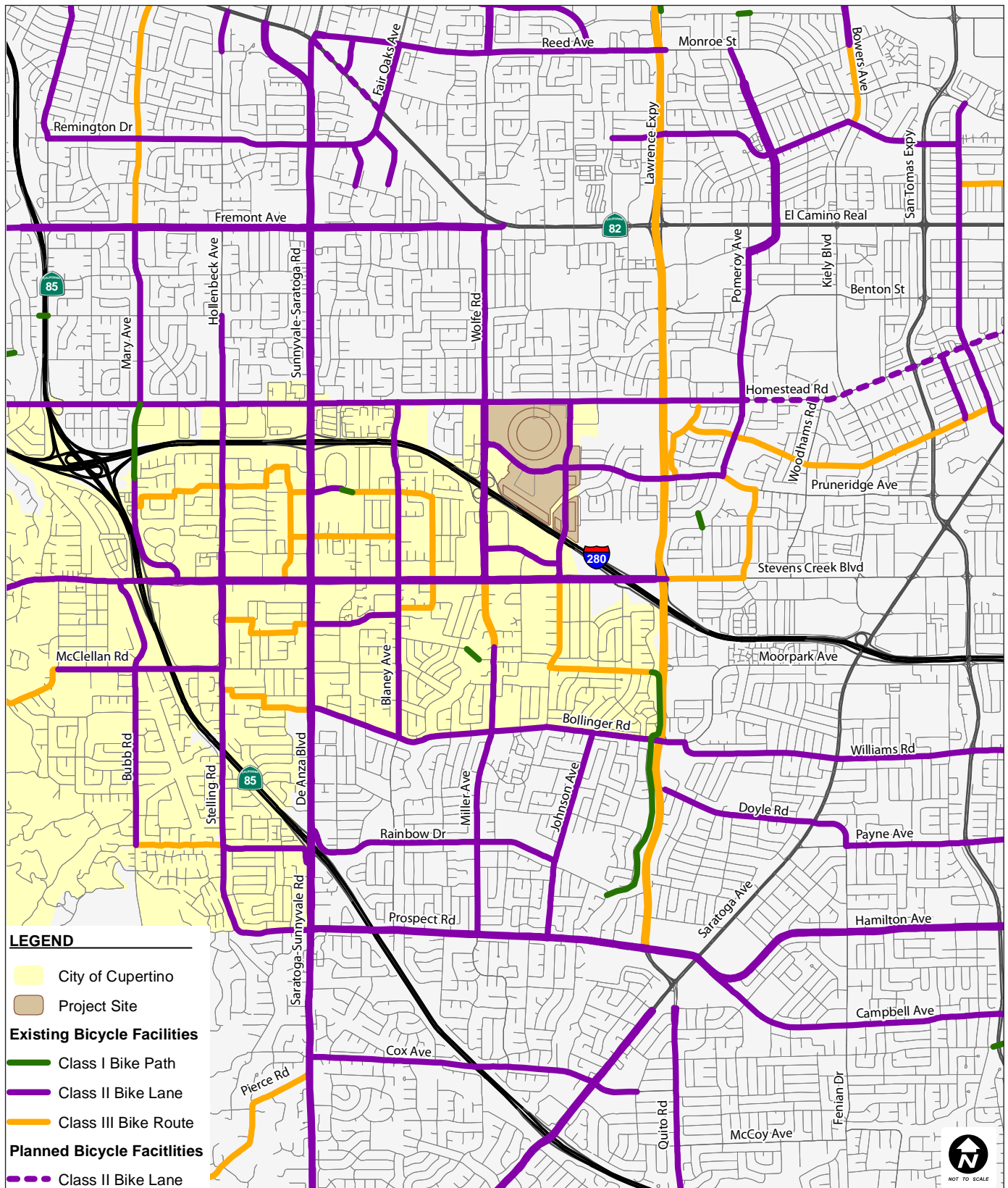


FIGURE V.I-3
[Revised]

LSA



NOT TO SCALE

SOURCE: FEHR & PEERS, AUGUST 2013.

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Apple Campus 2 Project EIR
Existing and Proposed Bicycle Facilities

Response A1-23: Page 368 of the Draft EIR is revised as follows:

Most commuting bicyclists travel at a rate of about nine to 10 miles per hour, meaning the Lawrence, Sunnyvale, and Santa Clara Caltrain stations are located about an 18, 23, and 28-minute bicycle ride away from Apple Campus 2, respectively. Only the Lawrence Caltrain station has continuous bicycle infrastructure that connects it to Apple Campus 2 in the form of Class II lanes along Wolfe Road (on all segments except between old San Francisco Road and Fremont Avenue), Reed Avenue, and Aster Avenue.

Response A1-24: The City of Cupertino does not have a City-wide traffic-forecasting model. Discussions were held with VTA staff when the analysis for the Draft EIR was initiated to determine whether the VTA model was the appropriate tool to develop traffic projections for Cumulative Conditions. VTA staff noted that the project is relatively small when compared to overall employment in the region, and would fall under the category of “short-term” development as defined within the VTA Traffic Impact Analysis Guidelines because the project would be built and occupied within 5 years. The use of a transportation model is not typically recommended by VTA for projects of this scale. Therefore, in consultation with VTA, the City confirmed that adding traffic projections from approved and pending development would be the recommended approach to developing cumulative traffic projections.

Response A1-25: Please see Response to Comment A1-24. The City of Cupertino is essentially built out according to its adopted General Plan (2005-2020). While the City is currently contemplating updates to its General Plan, that process is in the earliest stages and it would be speculative to estimate the amount of growth that could occur prior to adoption of the updated plan. As a result, the cumulative scenario used in the Draft EIR is appropriate and no revisions are necessary. Additionally, it is anticipated that the project would be constructed within a 48-month time period starting early 2014. Therefore, construction is expected to be complete well before the cumulative horizon year (2020) studied in the Draft EIR. As explained on page 376 of the Draft EIR, the cumulative analysis was based on a list of projects anticipated to be constructed in the neighboring jurisdictions by the cumulative horizon year (2020). Furthermore, the project falls under the category of “short-term” development as defined within the VTA Traffic Impact Analysis Guidelines because the project would be built and occupied within 5 years. Pursuant to the Guidelines the appropriate projection methods for cumulative conditions have been applied.

Response A1-26: The comment indicates that the project conflicts with Sunnyvale’s Bike Capital Improvement Program regarding bike lanes at North Wolfe Road/East Homestead Road. The comment does not specify the conflict, although it is noted that the Bike Capital Improvement Program sets forth a final layout for each arterial and collector street in Sunnyvale and identifies improvements needed to implement the desired layout. Because the project

would not preclude the construction of bike lanes at the intersection of North Wolfe Road and East Homestead Road, the project would not conflict with this element of the City of Sunnyvale Bike Capital Improvement Program.

- Response A1-27: The City agrees that policies and plans in adjacent cities should be taken into consideration in developing pedestrian and bicycle impact criteria. However, CEQA does not require an analysis of a project's consistency with all studies conducted by neighboring jurisdictions, as is suggested by the comment. To the contrary, CEQA Guidelines Section 15125(d) requires an analysis of inconsistencies with "applicable" plans, including, among others, the air quality attainment or maintenance plan or State Implementation Plan, area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, and habitat conservation plans. For that reason, it is not necessary to assess whether the project is inconsistent with the City of Sunnyvale's Pedestrian Safety and Opportunities Study and the Comprehensive School Traffic Study. Nonetheless, the noted studies and plans were reviewed and it is noted that the project would construct and enhance pedestrian and bicycle facilities in the vicinity of the project site and would not preclude construction of any planned facilities in adjacent cities, including those identified in the studies. Therefore, the project would not conflict with specific pedestrian and bicycle projects in adjacent cities and further evaluation is not warranted.
- Response A1-28: Please see Response to Comment A1-27.
- Response A1-29: The transit impact criteria used in the Draft EIR were reviewed by VTA. The consistency of the project with VTA's Comprehensive Operations Analysis Criteria is addressed on pages 426 and 427 of the Draft EIR; see in particular Impact TRANS-30 and its associated mitigation measure. The project would provide enhancements and amenities to transit stops on roadways in the project site vicinity and would be generally consistent with the Comprehensive Operations Analysis Criteria.
- Response A1-30: Traffic turning left into the project site from the north on North Wolfe Road comprises traffic approaching the site from the north on North Wolfe Road and from the east and west on East Homestead Road. The projected left-turn volume during the AM peak hour is greater than 350 vehicles, thus requiring two left-turn lanes.
- Response A1-31: The northbound right-turn volume is projected to be over 1,100 vehicles during the AM peak hour, thus requiring two right-turn lanes. A bike lane would be provided for cyclists. The impact of the dual right-turn lanes on pedestrian conditions was identified as Impact TRANS-28 in the Draft EIR. The mitigation measure includes installation of a "Yield to Peds" sign that is activated by a pedestrian push button and a high visibility crosswalk (i.e., with ladder striping) at the east leg of the Wolfe Road/Project Access intersection to help make the crosswalk more prominent. It is also recommended in the Draft EIR that the City consider the provision of a leading

bicycle and pedestrian interval (although this is not part of a mitigation measure).

Response A1-32: Please see Master Response #10: Median on East Homestead Road.

Response A1-33: The public bus stops to be enhanced by the project sponsor would be designed to the appropriate VTA standards, as directed by the VTA.

Response A1-34: The list on page 386 of the Draft EIR includes the transportation infrastructure improvements that are proposed as part of the project. This is an existing condition in the City of Sunnyvale and the City of Sunnyvale is best positioned to implement improvements to its bicycle facility network. The project applicant is not proposing to provide colored bike lanes on Wolfe Road at the parking transitions between El Camino Real, Homestead Road, or complete the bike lane gap on Wolfe Road/Homestead Road, so these items are appropriately not included on the list of proposed transportation improvements. All enhanced bike lanes within the City of Cupertino's jurisdiction will be maintained by the City.

Response A1-35: Please see Master Response #10: Median on East Homestead Road.

Response A1-36: Please see Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure.

Response A1-37: This comment requests potential transportation improvements that exceed those required by project impacts. The transportation analysis in the Draft EIR does not identify project impacts at the De Anza Boulevard/I-280 interchange complex. Because the project would result in less-than-significant impacts at the locations identified above, the improvements identified in the comment are not required. Please also see Master Response #3: Mitigation Nexus.

Response A1-38: Table V.I-14 in the Draft EIR shows that travel time for vehicles traveling south on North Wolfe Road would be 97 hours of total vehicle delay with a two left-turn lane project exit configuration, compared to 141 hours for a three left-turn lane configuration. This translates into 101 seconds of delay per vehicle with a two-lane project exit and 146 seconds of delay per vehicle for a three-lane project exit, a difference of 45 seconds of delay per vehicle. These results are based on a VISSIM analysis conducted for the North Wolfe Road corridor, which reflects the movement of individual vehicles on the roadway system and the effects of vehicles weaving, merging, and queuing between intersections. The City is confident this analysis reflects the best available means of understanding the impacts of the various project entrance/exit configurations on traffic along the North Wolfe Road corridor.

- Response A1-39: The discussion for Impact TRANS-34 refers to the closure of Pruneridge Avenue and impacts on residents at The Hamptons; however, the comment refers to the evaluation of potential traffic added to neighborhood streets. The general assessment in the Draft EIR is that the neighborhood cut-through routes are inferior to the main travel routes because they are less direct, have multiple stop signs, and lower posted speed limits. Please see Master Response: Neighborhood cut-through traffic for additional discussion on this topic.
- Response A1-40: Development of the project would occur in accordance with all elements of the project description as defined in Chapter III of the Draft EIR (Project Description). As described on pages 128 to 129 on the Draft EIR, Apple anticipates that three to four special events would held per year, with a maximum of approximately 1,000 guests (including approximately 350 non-Apple employee guests). The event management plan described is sufficient to evaluate associated impacts, and City staff retains the ability to monitor activities, as needed, subject to cost recovery. The Conditional Use Permit for the auditorium use would restrict events for invited guests, but would not restrict events for current Apple employees.
- Response A1-41: As discussed on pages 432 to 437 of the Draft EIR, the proposed project would provide adequate on-site parking (with implementation of Mitigation Measure TRANS-35), thus limiting the demand for off-site parking. The measures to address any spillover parking include implementation of additional TDM measures and, if required, the provision of additional parking. As part of the conditions of approval (and as specified in the Mitigation Monitoring and Reporting Program), the project sponsor would fund monitoring to assess whether spillover parking occurs. The implementation of permit parking is one of the possible measures listed on pages 435 to 436 of the Draft EIR that could be pursued if spillover parking occurs. This measure would be subject to the responsibility and jurisdiction of the City of Sunnyvale, but Apple has agreed to coordinate and collaborate with Sunnyvale and to contribute funding that could be used to implement the measure.
- Response A1-42: Please see Master Response #10: Median on East Homestead Road. The City of Cupertino would work with the City of Sunnyvale to determine the ultimate design of the median, including the length and design of the westbound left-turn lane from East Homestead Road to southbound North Wolfe Road. The final design would seek to extend the left-turn lanes as far as possible, without eliminating parking on the north side of East Homestead Road. Therefore, care would be taken to ensure that parking would not be eliminated along this section of East Homestead Road.
- Response A1-43: Please see Master Response #9: Monitoring TDM Program.
- Response A1-44: Noise from all on-site mechanical equipment, including that associated with the air intake equipment proposed in the northern quadrant of the project site

(and other heating-ventilation-cooling-and air conditioning (HVAC) equipment), has been analyzed and discussed on pages 465 and 466 of the Draft EIR. As described in that analysis, due to the distance of the proposed facilities from off-site sensitive receptors, noise from the operation of air intake mechanical equipment that would be located in the northern quadrant of the project site would attenuate to below background ambient noise levels (which are dominated, in the location of the air intake equipment referenced in the comment, by traffic noise on East Homestead Road) as measured at receiving sensitive land uses. Therefore, as project-related mechanical equipment stationary noise sources would not exceed existing ambient noise levels at receiving sensitive land uses (66.5 A-weighted decibels (dBA) CNEL associated with existing traffic on East Homestead Road, as measured at 50 feet from the outermost travel lane), impacts of mechanical equipment on the noise environment would be considered less than significant, and no mitigation would be required.

Response A1-45: This concluding comment is noted. Please see the previous responses on the analyses requested by the City of Sunnyvale.

COMMENTER A2

Santa Clara Valley Habitat Agency

Kenneth R. Schreiber, Interim Executive Officer

July 9, 2013

Response A2-1: This introductory comment is noted.

Response A2-2: The City agrees with the statement that “even relatively small amounts of nitrogen could contribute to a cumulatively significant impact by diminishing the population sizes of serpentine species and possibly the chances of survival of the threatened [Bay checkerspot] butterfly and the serpentine-specific plant species.” This concept is described more extensively in the attachment to Letter A2 (California Department of Fish and Game, 2012. *Streamlining Mitigation for Impacts to Biological Resources*. November 13.). However, as described in Master Response #4: Nitrogen Deposition, the contribution of the vehicle trips generated by the project to this cumulative impact would not be considerable. Furthermore, Apple would voluntarily pay \$126,381, an amount equivalent to the Nitrogen Deposition Fee, had nitrogen deposition been identified as a significant impact in the Draft EIR (no such impact was identified). Thus, even if the contribution of nitrogen from project vehicle trips were considered cumulatively considerable, the payment of this amount would ensure that such an impact would be less-than-significant. Refer to Master Response #4: Nitrogen Deposition for additional detail.

Response A2-3: This comment, which indicates that payment of an amount equivalent to the Nitrogen Deposition Fee by Apple to the Santa Clara Valley Habitat Agency would be appreciated, is noted. However, the City rejects the request that the

payment of this amount be identified as mitigation for a “cumulatively significant environmental impact.” As described in Master Response #4: Nitrogen Deposition, the project would not make a significant contribution to the cumulative impact because: 1) the project location and most project trips would be located at a distance from nutrient-poor soils most affected by nitrogen deposition and 2) Apple, as part of the project, would voluntarily pay an amount, equivalent to the Nitrogen Deposition Fee adopted in the Habitat Plan, expected to be used to protect and enhance sensitive habitat in the region that is subject to degradation due to nitrogen deposition. However, the City agrees that if a significant impact were identified, payment of the Nitrogen Deposition Fee would be appropriate mitigation.

Response A2-4: This comment, which does not pertain to the adequacy of the Draft EIR, is noted. The City will consider the need to evaluate the effects of nitrogen deposition due to development projects within its jurisdiction based on the size, location, trip distribution, and other pertinent characteristics of proposed projects in Cupertino.

Response A2-5: This concluding comment is noted.

COMMENTER A3
County of Santa Clara, Roads and Airports Department
Michael Murdter, Director
July 22, 2013

Response A3-1: This comment, which conveys an attached letter, is noted.

Response A3-2: This introductory comment is noted.

Response A3-3: Please see Master Response #1: Significant and Unavoidable Impacts.

Response A3-4: The left-turn queue on the northbound approach of the intersection of Saratoga Avenue and Lawrence Expressway currently extends the length of the left-turn pocket during the AM peak hour under existing conditions. Because the project would add traffic to this movement, Santa Clara County requests that the project add a second left-turn lane or extend the left-turn pocket. Significant project impacts were not identified at this intersection because it is projected to operate at acceptable LOS E+ under Background plus Project conditions during the AM peak period. However, Apple and Cupertino have agreed to coordinate and collaborate with Santa Clara County on operational issues, where feasible. Although the addition of project traffic to the left-turn queue would not be considered a physical environmental impact, the City of Cupertino would require a fair share contribution to this existing operational issue as a Condition of Approval, in order to improve existing operations.

COMMENTS A4

State of California Department of Transportation (Caltrans)

Erik Alm, District Branch Chief

July 22, 2013

Response A4-1: This comment, which conveys an attached letter, is noted.

Response A4-2: This introductory comment is noted.

Response A4-3: Please see Master Response #6: Project Trip Distribution. Project traffic using SR 85 north of I-280 would come from/go to areas along SR 85 and along US 101 north of the US 101/SR 85 interchange, such as Mountain View and Palo Alto. The route comprising Lawrence Expressway and US 101 is not a faster alternative for those destinations and would not be attractive to project traffic. Therefore, the trip distribution pattern and trip assignment is correct and no change is warranted.

Response A4-4: Queuing is generally not considered a physical environmental impact in and of itself, based on the City's criteria of significance. The one exception to this is when excessive off-ramp queuing extends onto the freeway mainline and causes a hazardous condition. Such conditions would not occur with implementation of the project at the northbound I-280/Lawrence Expressway/Stevens Creek off-ramp or at the southbound I-280/Stevens Creek Boulevard off-ramp. Nevertheless, at the request of the commenter, additional analysis was conducted to respond to the comment and evaluate considerations related to queuing at the two off-ramps.

The proposed project would add the greatest amount of traffic to the ramps during the AM peak hour. Therefore, supplemental operational analysis of the off-ramps was conducted and focuses on the Background Plus Project AM peak hour scenario. Table RTC-4 summarizes the results, which are discussed in detail below.

The northbound I-280/Lawrence Expressway/Stevens Creek off-ramp has a storage capacity of approximately 430 feet on three lanes between the Stevens Creek Boulevard intersection and the junction with the northbound off-ramp, with an additional 1,300 feet of storage on the off-ramp itself. This results in a total storage capacity of 2,590 feet (430 feet x 3 lanes + 1,300 feet). Based on TRAFFIX, the average queue for the northbound approach at the Stevens Creek Boulevard/I-280-Lawrence Expressway intersection is 30 vehicles under Background No Project Conditions, which would increase to 55 vehicles under the plus project scenario. The northbound approach is assumed to have three lanes and TRAFFIX calculates the queue per lane; thus under the Background No Project scenario the queue would be 2,250 feet (30 vehicles x 25 feet/vehicle x 3 lanes) and 4,125 feet (55 vehicles x 25 feet/vehicle x 3 lanes) under the plus project scenario. The project is expected to increase the queue by 1,875 feet. With Mitigation Measure TRANS-10, which would add an additional northbound lane (increasing

storage to 3,020 feet (2,590 feet + 430 feet lane)), intersection operation would improve and reduce queuing to 31 vehicles per lane or 3,100 feet (31 vehicles/lane x 25 feet/vehicles x 4 lanes). While queuing would slightly exceed the 3,020 feet of available storage, the ramp is fed from an auxiliary lane, meaning that the small amount of queuing beyond storage capacity (80 feet) would occur in the auxiliary lane. This amount of queuing that only minimally exceeds storage capacity would not directly block mainline lanes and would not create a hazardous condition. The expected AM peak hour queue length can be accommodated at the southbound I-280 off ramp at Lawrence Expressway/Stevens Creek Boulevard and no further evaluation was conducted.

The southbound I-280/Stevens Creek Boulevard off-ramp has a storage capacity of approximately 400 feet in three lanes, plus 280 feet over two lanes, and 350 feet in a single lane. This results in a total storage capacity of 2,110 feet (400 feet x 3 lanes + 280 feet x 2 lanes + 350 feet x 1 lane). Based on TRAFFIX, the average queue for the southbound approach at the Stevens Creek Boulevard/I-280 Southbound Ramps is 13 vehicles under Background No Project Conditions, which would increase to 16 vehicles under the plus project scenario. TRAFFIX calculates the queue per lane; thus under the No Project scenario the queue would be 975 feet (13 vehicles x 25 feet/vehicle x 3 lanes) and 1,200 feet (16 vehicles x 25 feet/vehicle x 3 lanes) under the plus project scenario. The project is expected to increase the queue by 275 feet. The expected AM peak hour queue length can be accommodated at the southbound I-280 off ramp at Stevens Creek Boulevard and no further evaluation was conducted.

Table RTC-4: Background AM Off-Ramp Queuing (in feet)

Off-Ramp	Available Storage	No Project	Plus Project
Northbound I-280/Lawrence Expressway/Stevens Creek (without Mitigation Measure TRANS-10)	2,590	2,250	4,125
Northbound I-280/Lawrence Expressway/Stevens Creek (with Mitigation Measure TRANS-10)	3,020	2,200	3,100
Southbound I-280/Stevens Creek Boulevard	2,110	975	1,200

Source: Fehr & Peers, September 2013.

Response A4-5:

The list of Transportation Demand Management (TDM) measures referenced in this comment and found in the Transportation Impact Analysis (TIA) were adapted for inclusion in the Draft EIR (see pages 121 to 122). The comment that electric vehicle charging spaces would not reduce vehicle trips is noted, but no additional clarification is needed. The Draft EIR notes at the bottom of page 122 that, although “electrical vehicles would not necessarily reduce project vehicle trips, they would achieve other environmental benefits related to air quality, noise, and greenhouse gas emissions.”

To the extent that bike sharing within the project site could facilitate travel to the employee amenities on-site (including dining facilities and the Corporate

Fitness Center), and reduce travel to similar facilities off-site, bike sharing could benefit off-site traffic levels. The bike sharing program would be complementary to the shuttle program, allowing Apple employees to travel to and from work without a car, while retaining the ability to travel short distances during the day, such as to other nearby Apple facilities or neighboring retail establishments. Expanding the bike sharing program would promote alternative means of commuting and is appropriately described as a TDM measure.

As noted in the “Campus Walking/Cycling Commutes” on page 121 of the Draft EIR, this measure includes: 1) provision of more convenient bicycle and pedestrian access to the Main Building; 2) provision of bike lockers near the entrance to the Main Building; and 3) increasing the distance between work space and parking areas, to make parking less convenient. These features would encourage the use of alternate modes of transportation.

As discussed on pages 440 through 447 of the Draft EIR, Mitigation Measure TRANS-9b would require Apple to achieve a 34 percent alternative mode participation rate, as verified with peak trip counts at the buildout capacity of 14,200 employees. The mitigation measure does not prescribe the use of the “Additional TDM Measures” described on page 443 of the Draft EIR unless the peak trip count goal is not met. At that point, Apple would be required to implement some or all of the “Additional TDM Measures” until the peak trip count goal is met. The mitigation measure is thus structured to ensure Apple meets its peak trip count goal with the most efficient configuration of TDM measures (and is not contingent on the City selecting specific TDM measures for Apple to implement). Reducing the project parking supply may cause parking in adjacent neighborhoods (a significant concern expressed by residents who live near the project site) and therefore is not being considered for this project.

Response A4-6:

Ramp meters are used to manage freeway operations, by controlling the traffic demand at freeway entry ramps. The freeway operations analysis conducted as part of the Draft EIR is based on freeway density and assumes that the project on-ramp demand would be accommodated on the freeway system. The resulting freeway impacts and mitigation measure are discussed in TRANS-22. In addition, most of the ramp intersections requested for additional analysis were evaluated in the Draft EIR. The ramp intersections at Wolfe Road/I-280 northbound ramps, Wolfe Road/I-280 southbound ramps, Lawrence Expressway/Southbound I-280 Ramps, De Anza Boulevard/SR 85 northbound ramps, and De Anza Boulevard/SR 85 southbound ramps were included in the analysis. Most of these intersections were projected to operate at acceptable service levels or appropriate intersection LOS mitigation measures were identified.

Queuing is generally not considered a physical environmental impact per the City’s criteria of significance, but rather an operational consideration. The one exception is when queuing at off-ramps extends onto the freeway

mainline and causes a hazardous condition. The comment references on-ramps, and so only relates to operational issues and not environmental impacts. However, the requested six metered freeway on-ramps were reviewed to determine if further operational analysis should be conducted. The proposed project would add the greatest amount of traffic to the on-ramps during the PM peak hour, when project traffic leaves the site to access the surrounding freeway network. The review focused on the on-ramps for the Background plus Project PM peak hour.

Apple and the City would continue to work with Caltrans to determine the operational queuing considerations for the southbound I-280 on-ramps at Wolfe Road (loop) and Lawrence Expressway. In the PM peak hour, the existing queues due to ramp-metering at the southbound Lawrence Expressway on-ramp extend the length of the on-ramp. Because the project would add a considerable amount of traffic to this movement, Caltrans requests that the applicant provide additional storage for this freeway on-ramp by adding an HOV preferential lane. Although not a physical environmental impact, the City of Cupertino would require a fair share contribution to this existing operational issue as a Condition of Approval, since the addition of project traffic would increase ramp queues.

Neither the northbound I-280 on-ramps at Wolfe Road (diagonal) nor De Anza Boulevard (diagonal) have ramp-metering during the PM peak hour, when the project would add the greatest amount of traffic; therefore, no additional operational analysis was considered for these two locations. The project would add 22 and 45 PM peak hour trips to the northbound SR 85/Homestead Road loop on-ramp and southbound SR 85/De Anza Boulevard on-ramp, respectively. This is not considered a substantial amount of traffic, and therefore these two on-ramps on SR 85 were not considered for further evaluation.

Response A4-7: Any construction within the Caltrans right-of-way associated with the project would be conducted with the appropriate Caltrans permits and oversight. All Traffic Operations Systems and ramp metering equipment would be maintained and would remain operational, as required by Caltrans or other agencies.

Response A4-8: Apple would continue to work with Caltrans and the City of Cupertino to develop the final design of the two off-ramps at the I-280/Wolfe Road interchange, with the goal of extending the off-ramps to contain the expected queues. The final design could include the suggestions identified in the comment. However, there are right-of-way constraints (especially in the southbound direction) that limit the length of the off-ramps. Because of these constraints, and due to jurisdictional issues, the impacts to the northbound and southbound ramps (TRANS-25 and TRANS-26) were identified as significant and unavoidable.

- Response A4-9: Identified freeway impacts and mitigation measures are addressed under Impact TRANS-22, and discussed in Response A8-8. Proposed mitigation measures to freeway impacts include fair share contributions to: (1) the State Route 85 Express Lane Project (converting the existing HOV lane to a toll lane to allow single occupant vehicles to drive in the HOV lane for a fee); (2) improvements identified by Caltrans to eliminate an existing bottleneck on southbound I-280 between El Monte Road and Magdalena Avenue; and (3) either the Bus Rapid Transit (BRT) stations proposed within Cupertino, or an alternate improvement or study towards the improvement of the I-280 corridor. The fair share contribution amount was calculated in consultation with VTA staff based on the project's contribution to project growth on the affected freeway segment. Improvements on southbound I-280 between El Monte Road and Magdalena Avenue were developed by the City in collaboration with VTA and Caltrans.
- Response A4-10: City of Cupertino staff have discussed the fair-share formula with Caltrans and have provided Caltrans with the corresponding calculations. Caltrans has expressed that they are satisfied with the fair-share contributions and the projects identified to receive the funding.
- Response A4-11: Please see Master Response #1: Significant and Unavoidable Impacts. The City would ensure that Apple pay the estimated cost of all mitigation measures identified in the Draft EIR, including those associated with impacts that remain significant and unavoidable. As described in the Master Response, Apple would be required to pursue the mitigation measures requiring action by other jurisdictions to the maximum extent feasible. The significant and unavoidable finding does not allow the lead agency to avoid identifying feasible mitigation, but recognizes that Caltrans and other agencies have not yet granted the necessary approvals to implement these measures and the City of Cupertino cannot, at this time, guarantee that such approvals would be granted. Apple has agreed to coordinate and collaborate with the extra-jurisdictional agencies to construct each mitigation measure, or to provide funding to the agencies to design and construct either: (1) the identified mitigation measure or (2) an alternate improvement which mitigates the impact to the satisfaction of the City of Cupertino. Therefore, the City fully expects that the physical improvements identified in the noted mitigation measures would be successfully constructed and implemented and would require that Apple pursue these physical improvements or fund the estimated cost of the identified improvements, as noted in the Mitigation Monitoring and Reporting Program. The only circumstance in which the mitigation would not be implemented would be if Caltrans, or another responsible agency, does not approve the improvements.
- Response A4-12: Please refer to Section V.B, Aesthetics, of the Draft EIR, for a complete disclosure of the aesthetics impacts of the proposed project, including visual simulations of the project from eight representative viewpoints in the vicinity of the project site. As described in detail in Section V.B, the project would result in no significant aesthetics impacts.

Response A4-13: All sound walls proposed as part of the project, as described on page 136 of the Draft EIR, would be built along – but within – the boundaries of the project site. However, in the unlikely event that sound walls would need to be built within a State right-of-way, an environmental assessment would be prepared.

Response A4-14: This comment, which pertains to the disposition of right-of-way for the construction of mitigation measures, does not pertain to the adequacy of the Draft EIR and is noted.

Response A4-15: This comment, which pertains to the protocols governing work within a State right-of-way, does not pertain to the adequacy of the Draft EIR and is noted.

COMMENTS A5

**City of San José, Department of Community Development
Andrew Crabtree, Division Manager, Planning Division
July 22, 2013**

Response A5-1: This introductory comment is noted.

Response A5-2: According to the VTA Congestion Management Program Requirements for Deficiency Plans, adopted November 18, 1992, a Deficiency Plan is needed when a Congestion Management Program (CMP) intersection exceeds its CMP threshold (LOS E) during CMP monitoring, or when the intersection is projected to exceed its threshold as the result of a land use impact analysis, and there are no feasible improvements or mitigation measures that would allow it to operate at or better than its threshold. The comment letter identifies five CMP intersections with significant and unavoidable impacts (four under Background plus Project conditions and one under Cumulative plus Project conditions) and concludes that a Deficiency Plan is needed.

Physical improvements have been identified for the four CMP intersections with impacts under Background Plus Project Conditions that would mitigate the impacts to a less-than-significant level. Since these intersections are in neighboring jurisdictions and the City of Cupertino cannot guarantee that those jurisdictions would implement the mitigation measures, the impacts are correctly identified as significant and unavoidable. However, the project applicant would be required to provide funding to those jurisdictions of amounts that would allow for the design and construction of the improvements so that those jurisdictions can implement them and mitigate the project impacts. Furthermore, Apple has agreed to coordinate and collaborate with the extra-jurisdictional agencies to construct each mitigation measure, or to provide funding to the agencies to design and construct either: (1) the identified mitigation measure or (2) an alternate improvement which mitigates the impact to the satisfaction of the City of Cupertino. Since these are feasible improvements, a deficiency plan is not warranted for these

locations. See also Master Response #1: Significant and Unavoidable Impacts.

The intersection of De Anza Boulevard and Stevens Creek Boulevard is projected to operate at LOS E under Cumulative plus Project Conditions. The City of Cupertino's LOS threshold for this intersection is LOS E+, so a significant impact was identified. The CMP LOS threshold for this intersection is LOS E. Therefore it would not exceed the CMP LOS threshold and a Deficiency Plan is not warranted. However, Apple would be required to pay a fair-share contribution towards implementation of an adaptive traffic signal system along De Anza Boulevard, to partially mitigate the impact that was identified in the Cumulative scenario.

The City of Cupertino is committed to working collaboratively with the City of San Jose and other adjacent jurisdictions to address regional transportation improvements.

Pages 411 and 412 of the Draft EIR are revised as follows:

Impact TRANS-13: Under Cumulative plus Project Conditions, completion of the proposed project would cause intersection #8 De Anza Boulevard/Stevens Creek Boulevard to operate at an unacceptable level (change from LOS E+ to LOS E) during the PM peak hour based on City of Cupertino LOS impact thresholds. (S)

Mitigation Measure TRANS-13a: At intersection #8 De Anza Boulevard/Stevens Creek Boulevard, the provision of an exclusive southbound right-turn lane (for a total of two left-turn lanes, four through lanes, and one right-turn lane) and adjusting the signal timings to accommodate the added turn lane would improve intersection operations to acceptable levels at LOS E+ with 58.9 seconds of average delay. However, this improvement is physically not feasible, since the widening of the roadway to accommodate the southbound right-turn lane would impact an underground garage belonging to the office development on the northwest corner of the De Anza Boulevard/Stevens Creek Boulevard intersection; therefore the impact at the De Anza Boulevard/Stevens Creek Boulevard intersection is considered significant and unavoidable.

Mitigation Measure TRANS-13b: The project sponsor shall expand the TDM program to reduce the severity of the impact. Increasing the TDM participation and associated alternative mode share from 28 percent to 34 percent would improve operations to LOS E (62.1 seconds); however the increase in TDM participation would not reduce the impact to a less-than-significant level.

Mitigation Measure TRANS-13c: The project sponsor shall provide a \$50,000 fair-share contribution towards the implementation of an adaptive traffic signal system along De Anza Boulevard between Homestead Road and Rainbow Drive. Implementation of an adaptive traffic signal system would improve intersection operations; however it would not reduce the impact to a less-than-significant level. (SU)

- Response A5-3: Please see Master Response #9: Monitoring TDM Program and Master Response #8: Adequacy of TDM Penalties. The shuttles referenced in the comment are private shuttles for use only by Apple employees. The shuttle routes and stops are designed based on locations with concentrations of employee residences and major transit hubs. Apple would continue to modify its routes and stops in response to its employee needs. Maintaining shuttle planning as an in-house activity allows Apple to be more responsive than if it were conducted in collaboration with VTA.
- Response A5-4: Please see Master Response #9: Monitoring TDM Program and Master Response #8: Adequacy of TDM Penalties.
- Response A5-5: The existing sidewalk on the south side of Steven Creek Boulevard west of Calvert Drive is currently 5 feet wide. The proposed mitigation would reduce the buffer between the vehicle travel lane and the sidewalk from approximately 5 feet to 1 foot and maintain the existing 5-foot sidewalk. Because the width of the sidewalk would not diminish, no significant impact would result and no mitigation would be required.
- Response A5-6: Please see Master Response #4: Nitrogen Deposition. As noted in that response, Apple would voluntarily pay \$126,381, an amount equivalent to the Nitrogen Deposition Fee that would be assessed had there been a significant impact from the development of the project, based on the assumption that the project would generate 35,106 net new daily trips. The payment would be voluntary because the proposed project is not located within the boundaries of the Santa Clara Valley Habitat Plan, which established such a fee for its member agencies. This payment does not constitute “mitigation” for a significant impact related to nitrogen deposition because: 1) the project’s contribution to such an impact is not cumulatively considerable and 2) the payment of this amount is part of the project and thus does not constitute mitigation.
- Response A5-7: The themes of reducing dependency on single-occupancy vehicles and the reduction of greenhouse gas emissions run through numerous City documents, including those related to land use planning. The most prominent of these is the City of Cupertino General Plan, which encourages compact, transit-oriented growth, multi-modal transportation infrastructure, and the provision of housing for a range of income groups. Please refer to the discussions, in particular, of the Land Use/Community Design Element, which promotes walkable neighborhoods (see page 142 of the Draft EIR); Housing Element, which promotes housing production in a job-rich area to reduce commutes

(see pages 146 to 147 of the Draft EIR); Circulation Element, which promotes connectivity and mobility in Cupertino with an emphasis on non-automotive transportation (see page 147 of the Draft EIR); and Environmental Resources/ Sustainability Element (see pages 147 to 148 of the Draft EIR). In addition, as discussed on page 134 of the Draft EIR, the City's Green Building Ordinance (Section 16.58 of the Municipal Code), which took effect on July 1, 2013, would reduce greenhouse gas emissions in the City through its support of the use of healthy building materials and construction methods and the promotion of resource efficiency and conservation through the design, construction, retrofit, operation and demolition of new buildings and existing buildings undergoing renovations. A complete copy of the General Plan may be accessed at: <http://www.cupertino.org/index.aspx?page=709>. The Green Building Ordinance may be accessed at: <http://www.cupertino.org/index.aspx?page=1007>.

Response A5-8: This concluding comment is noted.

COMMENTER A6
City of Santa Clara
Kevin Riley, Director of Planning
July 19, 2013

Response A6-1: This introductory comment, which notes the efforts by City of Cupertino staff to meet with City of Santa Clara staff to discuss the Draft EIR, is noted.

Response A6-2: This comment, which references the City of Santa Clara's support of Condition of Approval CA-TRANS-3 described on pages 435 to 436 of the Draft EIR, is noted. This Condition of Approval is designed to reduce the less-than-significant effects of the project on parking supply outside the boundaries of the project site.

Response A6-3: The mitigation funds referenced in this comment would be submitted to the VTA. If the Stevens Creek BRT project does not move forward, the VTA would be able to use the funds for an alternative improvement or study towards the improvement of Stevens Creek Boulevard or the impacted I-280 corridor.

Response A6-4: Please see Master Response #1: Significant and Unavoidable Impacts.

Response A6-5: Please see Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure.

Response A6-6: Project construction vehicles would be required to adhere to all roadway weight limit prohibitions (as well as other local, State, and federal requirements).

Response A6-7: This concluding comment is noted.

COMMENTER A7**Peninsula Corridor Joint Powers Board (Caltrain)****Hilda Lafebre, Manager, Capital Project & Environmental Planning****July 22, 2013**

Response A7-1: This comment, which conveys an attached letter, is noted.

Response A7-2: Apple's existing Infinite Loop site has approximately 100 Caltrain riders, which represents approximately 2.4 percent of the 4,200 employees at that facility. Assuming a similar level of Caltrain ridership, the proposed project would result in 340 new Caltrain riders. Assuming that 40 percent of these would ride the trains during the peak hour, the proposed project would increase Caltrain peak-hour ridership by approximately 140 riders (340 x 40 percent). Based on Apple's trip distribution assumptions shown in Figure V.I-7 and accessibility to Caltrain stations, approximately 70 percent of these riders would travel southbound and 30 percent would travel northbound in the AM peak hour (98 southbound and 42 northbound riders). Table RTC-5 lists the AM peak hour Caltrain train capacities and expected Apple demand by service type and direction of travel.

Table RTC-5: Caltrain AM Peak Hour Capacity

Service Type	Load Factor	Seats Available per Train ¹	Number of Trains Per Peak Hour ²	Seats Available Per Peak Hour	Estimated Apple Caltrain Riders
Southbound					
Limited Trains	0.50	325	2	650	98
Express Trains (Baby Bullet)	0.77	150	0	0	
Northbound					
Limited Trains	0.68	208	4	832	42
Express Trains (Baby Bullet)	0.93	45	1	45	

Notes:

1. Assuming total capacity of 650 seats per train.

2. Number of trains serving Sunnyvale and Lawrence stations based on August 2013 train schedule.

Source: Fehr & Peers, September 2013.

In the southbound direction, the Limited Trains have an available capacity of 325 seats (650 seats x (1-0.5 load factor)) and the Express Trains have an available capacity of approximately 150 seats (650 seats x (1-0.77 load factor)). Between 8:00 a.m. and 9:00 a.m. two Limited Trains serve the Sunnyvale and/or Lawrence stations (no Express Train service is provided to the two stations in Sunnyvale in the southbound direction in the AM peak hour); thus in the AM peak hour Caltrain has a total capacity of 650 seats (325 Limited Train capacity x 2 trains) in the southbound direction, which would be sufficient to meet the expected demand of 98 new southbound Caltrain riders from the proposed project.

Similarly, in the northbound direction, the Limited Trains have an available capacity of 208 seats (650 x (1-0.68 load factor)) and the Express Trains have an available capacity of approximately 45 seats (650 seats x (1-0.93 load factor)). Between 8:00 a.m. and 9:00 a.m. four Limited Trains and one Express Train service the Sunnyvale and/or Lawrence stations; thus in the AM peak hour Caltrain has a total capacity of 877 seats (208 Limited Train capacity x 4 trains plus 45 Express Train capacity x 1 train) in the northbound direction, which is sufficient to meet the expected demand of 42 southbound Caltrain riders. The difference in travel times between the Limited and Express northbound trains is minimal; thus project employees would be expected to ride either service equally.

COMMENTS A8

Santa Clara Valley Transportation Authority
Roy Molseed, Senior Environmental Planner
Michael T. Burns, General Manager
July 22, 2013

- Response A8-1: This introductory comment, which states that many of the Santa Clara Valley Transportation Authority's (VTA's) preliminary concerns about the project were addressed in the Draft EIR and Transportation Impact Analysis (TIA), is noted.
- Response A8-2: This comment, which requests that bus stops proposed adjacent to the project site be designed such that VTA buses are unimpeded by Apple-related buses and shuttles, is noted. The new VTA bus stops that would be developed as part of the project on North Wolfe Road and North Tantau Avenue, as described on page 111 of the Draft EIR, would be exclusively for VTA vehicles.
- Response A8-3: The proposed intersection modifications generally include minor widening such as the addition of one lane on an approach. Due to the combination of the modifications requiring only minor widening and the low transit, bicycle, and pedestrian volumes in the vicinity of the affected intersections, secondary impacts to non-auto modes would be less than significant and thus would not require mitigation. It should be noted, however, that the designs for the modifications would incorporate pedestrian-friendly treatments such as narrow lane widths and tight corner radii, where appropriate. For example, at the Homestead Road/Tantau Avenue (#27) and Stevens Creek Boulevard/Tantau Avenue (#32) intersections, the proposed mitigation measures, which involve adding right-turn lanes, also include eliminating existing "pork-chop" islands to improve the pedestrian environment. In addition, mitigation measures that include roadway widening would generally only occur at locations where the project is anticipated to add a substantial amount of vehicle traffic, thus resulting in poor LOS.

- Response A8-4: This comment encourages the City to consider alternatives to widening intersections when Level of Service (LOS) thresholds are exceeded. The Draft EIR utilizes the significance criteria currently used by the City.
- Response A8-5: As discussed on pages 111 to 120 of the Draft EIR, the project would include enhancements to bicycle and pedestrian facilities throughout the streets surrounding the project site. In addition, Mitigation Measure PLAN-2 and Mitigation Measure PLAN-3 would require Apple to implement additional bike and pedestrian facility improvements, including a coordinated wayfinding scheme around the project site perimeter, enhanced bike lanes and pedestrian paths along the North Wolfe Road bridge over I-280, other bicycle and pedestrian amenities, ADA improvements, and an alternate Calabazas Creek pathway. Also, Mitigation Measures TRANS-23, TRANS-28, TRANS-29 would require enhancements to the pedestrian environment at the North Wolfe Road/Project Access intersection and at the I-280 ramps with Wolfe Road. The City has identified all feasible mitigation to reduce the impacts of roadway widening on the pedestrian and bike environment in the vicinity of the project site.
- Response A8-6: The apparent discrepancy identified in the TIA is that Intersection #21, Wolfe Road/I-280 Northbound Ramps is indicated as having a significant project impact in Table ES-1 under Background plus Project and Cumulative plus Project Conditions but is not included in Tables 15 and 16. The information in Table ES-1 of the TIA is correct. The intersection LOS for Wolfe Road/I-280 Northbound Ramp intersection (#21) was inadvertently omitted from Tables 15 and 16; although impacts were correctly identified in Impacts TRANS-5 and TRANS-14 in the Draft EIR for Background and Cumulative plus Project conditions, respectively.
- Response A8-7: This comment, which concurs with Mitigation Measure TRANS-22, is noted.
- Response A8-8: An expanded freeway segment analysis was conducted to provide more information regarding Impact TRANS-22. This expanded analysis conducted in response to this comment identifies impacts to additional freeway segments. Page 398 of the Draft EIR will be revised to reflect this analysis (see Chapter IV, Text Revisions, and discussion below). These changes are not considered “significant new information” pursuant to *CEQA Guidelines* Section 15088.5 because they do not represent a new significant impact or a substantial increase in the severity of an impact. The newly identified segments include segments that are more distant from the project site than the ones initially identified in the Draft EIR. In addition, the amount of project traffic that would be contributed to the newly identified segments would be less than the amount of project traffic identified in the previously identified segments. While the number of affected segments has increased, the intensity of the impact has not increased, since the volume of project traffic diminishes as distance from the project site increases. Therefore, the changes to this impact represent refinements to the impact statement in the Draft EIR and do

not represent a new significant impact or a substantial increase in the severity of the impact.

Table V.I-10 (Existing Plus Project Freeway Levels of Service) and page 398 of the Draft EIR are revised as follows. The changes to Table V.I-10 are not shown using underline and strikeout text to enhance readability.

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
Mixed-Flow Lanes									
SR 17 - Summit Road to Bear Creek Road	NB	AM PM	4400	88 24	F C	29 11	89 24	F C	0.66% 0.25%
	SB	AM PM	4400	19 45	C D	5 10	19 45	C D	0.11% 0.23%
SR 17 - Bear Creek Road to Saratoga-Los Gatos Road	NB	AM PM	4400	92 20	F C	39 15	93 20	F C	0.89% 0.34%
	SB	AM PM	4400	17 36	B D	7 15	17 36	B D	0.16% 0.34%
SR 17 - Saratoga-Los Gatos Road to Lark Avenue	NB	AM PM	4400	54 28	E D	110 30	56 28	E D	2.50% 0.68%
	SB	AM PM	4400	29 70	D F	13 40	29 71	D F	0.30% 0.91%
SR 17 - Lark Avenue to SR 85	NB	AM PM	4400	35 23	D C	147 40	36 23	D C	3.34% 0.91%
	SB	AM PM	4400	14 50	B E	17 100	14 51	B E	0.39% 2.27%
SR 17 - SR 85 to San Tomas Expressway/ Camden Avenue	NB	AM PM	6900	53 19	E C	20 8	53 19	E C	0.29% 0.12%
	SB	AM PM	6900	13 21	B C	3 20	13 21	B C	0.04% 0.29%
SR 17 - San Tomas Expressway/Camden Avenue to Hamilton Avenue	NB	AM PM	6900	72 20	F C	39 16	73 20	F C	0.57% 0.23%
	SB	AM PM	7820	18 27	B D	6 39	18 27	B D	0.08% 0.50%
SR 17 - Hamilton Avenue to I-280	NB	AM PM	7820	71 36	F D	77 31	64 32	F D	0.98% 0.40%
	SB	AM PM	6900	26 41	C D	12 77	26 42	C D	0.17% 1.12%
SR 85 - SR 87 to Almaden Expressway	NB	AM PM	4600	119 25	F C	23 6	121 25	F C	0.50% 0.13%
	SB	AM PM	4600	22 27	C D	3 19	22 27	C D	0.07% 0.41%
SR 85 - Almaden Expressway to Camden Avenue	NB	AM PM	4600	85 36	F D	45 12	86 36	F D	0.98% 0.26%
	SB	AM PM	4600	24 41	C D	5 37	24 41	C D	0.11% 0.80%
SR 85 - Camden Avenue to Union Avenue	NB	AM PM	4600	70 27	F D	60 16	71 27	F D	1.30% 0.35%
	SB	AM PM	4600	31 52	D E	7 48	31 53	D E	0.15% 1.04%
SR 85 - Union Avenue to S. Bascom Avenue	NB	AM PM	4600	60 27	F D	81 21	61 27	F D	1.76% 0.46%
	SB	AM PM	4600	20 81	C F	10 65	20 83	C F	0.22% 1.41%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
SR 85 - S. Bascom Avenue to SR 17	NB	AM PM	4600	105 14	F B	108 28	109 14	F B	2.35% 0.61%
	SB	AM PM	4600	16 68	B F	12 86	16 70	B F	0.26% 1.87%
SR 85 - SR 17 to Winchester Blvd	NB	AM PM	4600	85 18	F B	216 55	91 18	F B	4.70% 1.20%
	SB	AM PM	4600	14 27	B D	24 171	14 28	B D	0.52% 3.72%
SR 85 - Winchester Blvd to Saratoga Avenue	NB	AM PM	4600	69 27	F D	240 62	74 27	F D	5.22% 1.35%
	SB	AM PM	4600	30 54	D E	29 190	30 57	D E	0.63% 4.13%
SR 85 - Saratoga Avenue to Saratoga-Sunnyvale Road	NB	AM PM	4600	32 21	D C	48 12	32 21	D C	1.04% 0.26%
	SB	AM PM	4600	23 65	C F	5 38	23 66	C F	0.11% 0.83%
SR 85 - Saratoga-Sunnyvale Road to Stevens Creek Blvd	NB	AM PM	5290	54 21	E C	0 0	47 18	E B	0.00% 0.00%
	SB	AM PM	4600	19 94	C F	0 0	19 94	C F	0.00% 0.00%
SR 85 - Stevens Creek Blvd to I-280	NB	AM PM	4600	109 19	F C	28 7	110 19	F C	0.61% 0.15%
	SB	AM PM	6900	15 85	B F	3 22	12 68	B F	0.04% 0.32%
SR 85 - I-280 to W. Homestead Road	NB	AM PM	4600	94 15	F B	31 223	114 20	F C	0.67% 4.85%
	SB	AM PM	4600	14 25	B C	282 72	16 26	B C	6.13% 1.57%
SR 85 - W. Homestead Road to W. Fremont Avenue	NB	AM PM	4600	89 26	F C	26 202	90 28	F D	0.57% 4.39%
	SB	AM PM	4600	25 53	C E	240 61	27 54	D E	5.22% 1.33%
SR 85 - W. Fremont Avenue to El Camino Real	NB	AM PM	4600	65 28	F D	20 143	65 29	F D	0.43% 3.11%
	SB	AM PM	4600	25 72	C F	186 45	26 73	C F	4.04% 0.98%
SR 85 - El Camino Real to SR 237	NB	AM PM	4600	52 28	E D	12 88	52 29	E D	0.26% 1.91%
	SB	AM PM	4600	25 106	C F	111 27	32 134	D F	2.41% 0.59%
SR 85 - SR 237 to Central Expressway	NB	AM PM	4600	26 20	C C	6 44	26 20	C C	0.13% 0.96%
	SB	AM PM	4600	12 90	B F	54 14	12 90	B F	1.17% 0.30%
SR 85 - Central Expressway to US 101	NB	AM PM	4600	36 14	D B	6 42	36 14	D B	0.13% 0.91%
	SB	AM PM	4600	16 28	B D	57 14	16 28	B D	1.24% 0.30%
I-280 - US 101 to McLaughlin Avenue	NB	AM PM	9200	95 21	F C	88 31	96 21	F C	0.96% 0.34%
	SB	AM PM	9200	18 31	B D	7 47	18 31	B D	0.08% 0.51%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
I-280 - McLaughlin Avenue to 10th Street	NB	AM PM	9200	75 34	F D	117 39	76 34	F D	1.27% 0.42%
	SB	AM PM	9200	22 52	C E	14 94	22 53	C E	0.15% 1.02%
I-280 - 10th Street to SR 87	NB	AM PM	9200	76 29	F D	130 43	78 29	F D	1.41% 0.47%
	SB	AM PM	9200	20 66	C F	16 104	20 67	C F	0.17% 1.13%
I-280 - SR 87 to Bird Avenue	NB	AM PM	9200	88 72	F F	260 85	92 73	F F	2.83% 0.92%
	SB	AM PM	9200	19 67	C F	32 207	19 69	C F	0.35% 2.25%
I-280 - Bird Avenue to Meridian Avenue	NB	AM PM	9200	88 44	F D	289 94	92 44	F D	3.14% 1.02%
	SB	AM PM	9200	30 60	D F	35 230	30 62	D F	0.38% 2.50%
I-280 - Meridian Avenue to I-880	NB	AM PM	8510	113 25	F C	327 116	112 23	F C	3.84% 1.36%
	SB	AM PM	9200	25 85	C F	40 260	19 67	C F	0.43% 2.83%
I-280 - I-880 to Winchester Blvd	NB	AM PM	6900	84 34	F D	654 212	96 35	F D	9.48% 3.07%
	SB	AM PM	6900	23 103	C F	80 520	23 116	C F	1.16% 7.54%
I-280 - Winchester Blvd to Saratoga Avenue	NB	AM PM	6900	76 34	F D	728 247	87 35	F D	10.55% 3.58%
	SB	AM PM	6900	36 51	D E	94 578	37 56	D E	1.36% 8.38%
I-280 - Saratoga Avenue to Lawrence Expressway	NB	AM PM	6900	67 29	F D	785 225	76 30	F D	11.38% 3.26%
	SB	AM PM	6900	28 77	D F	100 623	29 86	D F	1.45% 9.03%
I-280 - Lawrence Expressway to Wolfe Road	NB	AM PM	6900	62 32	F D	382 106	66 33	F D	5.54% 1.54%
	SB	AM PM	6900	25 63	C F	67 411	25 67	C F	0.97% 5.96%
I-280 - Wolfe Road to De Anza Blvd	NB	AM PM	6900	57 31	E D	135 705	58 35	E D	1.96% 10.22%
	SB	AM PM	6900	29 97	D F	850 269	33 103	D F	12.32% 3.90%
I-280 - De Anza Blvd to SR 85	NB	AM PM	6900	57 29	E D	136 672	58 32	E D	1.97% 9.74%
	SB	AM PM	6900	24 81	C F	831 245	28 85	D F	12.04% 3.55%
I-280 - SR 85 to Foothill Expressway	NB	AM PM	6900	62 24	F C	107 439	63 26	F C	1.55% 6.36%
	SB	AM PM	6900	26 70	C F	534 178	29 72	D F	7.74% 2.58%
I-280 - Foothill Expressway to Magdalena Avenue	NB	AM PM	6900	41 23	D C	86 368	42 25	D C	1.25% 5.33%
	SB	AM PM	6900	30 51	D E	436 146	32 52	D E	6.32% 2.12%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
I-280 - Magdalena Avenue to El Monte Road	NB	AM PM	8050	36 22	D C	81 326	42 27	D D	1.01% 4.05%
	SB	AM PM	9200	27 70	D F	402 134	29 71	D F	4.37% 1.46%
I-280 - El Monte Road to La Barranta Road	NB	AM PM	9200	31 21	D C	65 261	31 22	D C	0.71% 2.84%
	SB	AM PM	9200	20 63	C F	322 87	21 64	C F	3.50% 0.95%
I-280 - La Barranta Road to Page Mill Road	NB	AM PM	8970	29 24	D C	65 261	30 26	D C	0.72% 2.91%
	SB	AM PM	9200	20 58	C E	322 87	21 59	C F	3.50% 0.95%
I-280 - Page Mill Road to Alpine Road	NB	AM PM	9200	23 45	C D	39 157	23 46	C D	0.42% 1.71%
	SB	AM PM	9200	24 23	C C	193 52	25 23	C C	2.10% 0.57%
I-880 - I-280 to Stevens Creek Boulevard	NB	AM PM	6900	84 18	F B	35 229	85 19	F C	0.51% 3.32%
	SB	AM PM	6900	20 29	C D	308 93	22 30	C D	4.46% 1.35%
I-880 - Stevens Creek Boulevard to N. Bascom Avenue	NB	AM PM	6900	81 25	F C	32 206	82 26	F C	0.46% 2.99%
	SB	AM PM	6900	61 52	F E	277 84	64 53	F E	4.01% 1.22%
I-880 - N. Bascom Avenue to The Alameda	NB	AM PM	6900	76 29	F D	24 155	76 30	F D	0.35% 2.25%
	SB	AM PM	6900	26 56	C E	208 63	27 57	D E	3.01% 0.91%
I-880 - The Alameda to Coleman Avenue	NB	AM PM	6900	84 29	F D	18 116	84 30	F D	0.26% 1.68%
	SB	AM PM	6900	31 74	D F	156 47	32 75	D F	2.26% 0.68%
I-880 - Coleman Avenue to SR 87	NB	AM PM	6900	54 33	E D	14 87	54 33	E D	0.20% 1.26%
	SB	AM PM	6900	31 64	D F	117 35	32 64	D F	1.70% 0.51%
I-880 - SR 87 to N. 1st Street	NB	AM PM	6900	55 40	E D	14 87	55 41	E D	0.20% 1.26%
	SB	AM PM	6900	35 73	D F	117 35	36 74	D F	1.70% 0.51%
I-880 - N. 1st Street to US 101	NB	AM PM	6900	72 44	F D	13 78	72 45	F D	0.19% 1.13%
	SB	AM PM	6900	25 85	C F	105 32	26 86	C F	1.52% 0.46%
I-880 - US 101 to E. Brokaw Road	EB	AM PM	6900	55 60	E F	10 62	55 61	E F	0.14% 0.90%
	WB	AM PM	6900	24 67	C F	84 26	24 67	C F	1.22% 0.38%
I-880 - E. Brokaw Road to Montague Expwy	EB	AM PM	6900	30 36	D D	6 37	30 36	D D	0.09% 0.54%
	WB	AM PM	6900	30 79	D F	50 16	30 79	D F	0.72% 0.23%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
I-880 - Montague Expwy to Great Mall Pkwy	EB	AM PM	6900	27 65	D F	3 19	27 65	D F	0.04% 0.28%
	WB	AM PM	6900	41 75	D F	25 8	41 75	D F	0.36% 0.12%
SR 237 - SR 85 to Central Expressway	EB	AM PM	4400	82 23	F C	7 50	82 23	F C	0.16% 1.14%
	WB	AM PM	4400	24 56	C E	63 16	24 56	C E	1.43% 0.36%
SR 237 - Central Expressway to Maude Avenue	EB	AM PM	4400	31 13	D B	4 25	31 13	D B	0.09% 0.57%
	WB	AM PM	4400	13 62	B F	32 8	13 62	B F	0.73% 0.18%
SR 237 - Maude Avenue to US 101	EB	AM PM	4400	60 25	F C	2 13	60 25	F C	0.05% 0.30%
	WB	AM PM	4400	31 60	D F	24 6	31 60	D F	0.55% 0.14%
High-Occupancy Vehicle (HOV) Lanes									
SR 85 - SR 87 to Almaden Expressway	NB	AM PM	1650	61 12	F B	4 1	61 12	F B	0.24% 0.06%
	SB	AM PM	1650	4 20	A C	0 3	4 20	A C	0.00% 0.18%
SR 85 - Almaden Expressway to Camden Avenue	NB	AM PM	1650	45 9	D A	8 2	45 9	D A	0.48% 0.12%
	SB	AM PM	1650	10 24	A C	1 6	10 24	A C	0.06% 0.36%
SR 85 - Camden Avenue to Union Avenue	NB	AM PM	1650	42 10	D A	11 3	42 10	D A	0.67% 0.18%
	SB	AM PM	1650	8 30	A D	1 9	8 30	A D	0.06% 0.55%
SR 85 - Union Avenue to S. Bascom Avenue	NB	AM PM	1650	37 11	D A	14 4	37 11	D A	0.85% 0.24%
	SB	AM PM	1650	5 37	A D	1 11	5 37	A D	0.06% 0.67%
SR 85 - S. Bascom Avenue to SR 17	NB	AM PM	1650	77 18	F B	19 5	78 18	F B	1.15% 0.30%
	SB	AM PM	1650	14 25	B C	2 15	14 25	B C	0.12% 0.91%
SR 85 - SR 17 to Winchester Blvd	NB	AM PM	1650	90 8	F A	38 10	92 8	F A	2.30% 0.61%
	SB	AM PM	1650	6 24	A C	4 30	6 24	A C	0.24% 1.82%
SR 85 - Winchester Blvd to Saratoga Avenue	NB	AM PM	1650	46 8	D A	42 10	47 8	E A	2.55% 0.61%
	SB	AM PM	1650	4 29	A D	2 33	4 29	A D	0.12% 2.00%
SR 85 - Saratoga Avenue to Saratoga-Sunnyvale Road	NB	AM PM	1650	31 7	D A	8 2	31 7	D A	0.48% 0.12%
	SB	AM PM	1650	6 26	A C	1 7	6 26	A C	0.06% 0.42%
SR 85 - Saratoga-Sunnyvale Road to Stevens Creek Blvd	NB	AM PM	1650	21 8	C A	0 0	21 8	C A	0.00% 0.00%
	SB	AM PM	1650	6 31	A D	0 0	6 31	A D	0.00% 0.00%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
SR 85 - Stevens Creek Blvd to I-280	NB	AM PM	1650	21 8	C A	0 0	21 8	C A	0.00% 0.00%
	SB	AM PM	1650	9 29	A D	0 0	9 29	A D	0.00% 0.00%
SR 85 - I-280 to W. Homestead Road	NB	AM PM	1650	60 9	F A	0 0	60 9	F A	0.00% 0.00%
	SB	AM PM	1650	7 29	A D	0 0	7 29	A D	0.00% 0.00%
SR 85 - W. Homestead Road to W. Fremont Avenue	NB	AM PM	1650	41 5	D A	5 21	41 5	D A	0.30% 1.27%
	SB	AM PM	1650	9 21	A C	42 11	10 21	A C	2.55% 0.67%
SR 85 - W. Fremont Avenue to El Camino Real	NB	AM PM	1650	47 9	E A	3 24	47 9	E A	0.18% 1.45%
	SB	AM PM	1650	7 25	A C	26 8	7 25	A C	1.58% 0.48%
SR 85 - El Camino Real to SR 237	NB	AM PM	1650	39 7	D A	2 12	39 7	D A	0.12% 0.73%
	SB	AM PM	1650	9 29	A D	16 5	9 29	A D	0.97% 0.30%
SR 85 - SR 237 to Central Expressway	NB	AM PM	1650	24 5	C A	1 6	24 5	C A	0.06% 0.36%
	SB	AM PM	1650	7 18	A B	10 2	7 18	A B	0.61% 0.12%
SR 85 - Central Expressway to US 101	NB	AM PM	1650	15 7	B A	1 8	15 7	B A	0.06% 0.48%
	SB	AM PM	1650	4 7	A A	7 2	4 7	A A	0.42% 0.12%
I-280 - Meridian Avenue to I-880	NB	AM PM	1650	32 6	D A	58 9	33 6	D A	3.52% 0.55%
	SB	AM PM	1650	13 82	B F	7 46	13 84	B F	0.42% 2.79%
I-280 - I-880 to Winchester Blvd	NB	AM PM	1650	50 18	E B	116 37	53 19	E C	7.03% 2.24%
	SB	AM PM	1650	12 92	B F	14 92	12 97	B F	0.85% 5.58%
I-280 - Winchester Blvd to Saratoga Avenue	NB	AM PM	1650	43 11	D A	128 30	46 11	D A	7.76% 1.82%
	SB	AM PM	1650	10 29	A D	10 102	10 30	A D	0.61% 6.18%
I-280 - Saratoga Avenue to Lawrence Expressway	NB	AM PM	1650	58 7	E A	139 20	62 7	F A	8.42% 1.21%
	SB	AM PM	1650	9 32	A D	11 110	9 34	A D	0.67% 6.67%
I-280 - Lawrence Expressway to Wolfe Road	NB	AM PM	1650	56 10	E A	0 0	56 10	E A	0.00% 0.00%
	SB	AM PM	1650	12 39	B D	0 0	12 39	B D	0.00% 0.00%
I-280 - Wolfe Road to De Anza Blvd	NB	AM PM	1650	50 9	E A	0 0	50 9	E A	0.00% 0.00%
	SB	AM PM	1650	18 33	B D	0 0	18 33	B D	0.00% 0.00%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
I-280 - De Anza Blvd to SR 85	NB	AM PM	1650	32 10	D A	24 83	32 11	D A	1.45% 5.03%
	SB	AM PM	1650	9 25	A C	106 43	11 26	A C	6.42% 2.61%
I-280 - SR 85 to Foothill Expressway	NB	AM PM	1650	42 11	D A	19 71	42 12	D B	1.15% 4.30%
	SB	AM PM	1650	15 18	B B	94 31	16 18	B B	5.70% 1.88%
I-280 - Foothill Expressway to Magdalena Avenue	NB	AM PM	1650	40 7	D A	15 40	40 8	D A	0.91% 2.42%
	SB	AM PM	1650	13 13	B B	66 21	14 13	B B	4.00% 1.27%

Notes:

Bold font indicates unacceptable operations based on VTA's LOS E Standard. **Bold and highlighted** indicates significant impacts.¹ NB = Northbound, SB = Southbound.² AM = morning peak hour, PM = afternoon peak hour.³ vph = vehicles per hour⁴ Measured in passenger cars per mile per lane.⁵ LOS = level of service.⁶ Project trips added to individual freeway segments⁷ Percent Contribution determined by dividing the number of project trips by the freeway segment's capacity.

Source: 2011 Monitoring and Conformance Report, VTA, May 2012.

Impact TRANS-22: Completion of the proposed project would add substantial amounts of traffic to the following ~~ten~~ mixed flow segments and ~~one~~ HOV freeway segments operating at LOS F:

- **I-280, Southbound, El Monte Road to Magdalena Avenue**
- **I-280, Northbound, SR 85 to Foothill Expressway**
- **I-280, Southbound, Foothill Expressway to SR 85**
- **I-280, Southbound, SR 85 to De Anza Boulevard**
- **I-280, Southbound, De Anza Boulevard to Wolfe Road**
- **I-280, Northbound, Lawrence Expressway to Wolfe Road**
- **I-280, Southbound, Wolfe Road to Lawrence Expressway/Stevens Creek Boulevard**
- **I-280, Northbound, Saratoga Avenue to Lawrence Expressway/Stevens Creek Boulevard**
- **I-280, Southbound, Lawrence Expressway/Stevens Creek Boulevard to Saratoga Avenue**
- **I-280, Northbound, Winchester Boulevard to Saratoga Avenue**
- **I-280, Northbound, Winchester Boulevard to I-880**
- **I-280, Southbound, Winchester Boulevard to I-880**

- I-280, Northbound, I-880 to Meridian Avenue
- I-280, Southbound, I-880 to Meridian Avenue
- I-280, Northbound, Meridian Avenue to Bird Avenue
- I-280, Southbound, Meridian Avenue to Bird Avenue
- I-280, Northbound, Bird Avenue to SR 87
- I-280, Southbound, Bird Avenue to SR 87
- I-280, Northbound, SR 87 to 10th Street
- I-280, Southbound, SR 87 to 10th Street
- I-280, Northbound, 10th Street to McLaughlin Avenue
- I-280, HOV, Northbound, Saratoga Avenue to Lawrence Expressway
- I-280, HOV, Southbound, Winchester Boulevard to I-880
- I-280, HOV, Southbound, I-880 to Meridian Avenue
- SR 85, Northbound, Winchester Boulevard to SR 17 + HOV to Camden Avenue
- SR 85, Northbound, Saratoga Avenue to Winchester Boulevard
- SR 85, Southbound, SR 17 to Bascom Avenue
- SR 85, Northbound, SR 17 to Bascom Avenue + HOV
- SR 85, Southbound, Bascom Avenue to Union Avenue
- SR 85, Northbound, Bascom Avenue to Union Avenue
- SR 85, Northbound, Union Avenue to Camden Avenue
- I-880, Southbound, Bascom Avenue to Stevens Creek Boulevard

These freeway segments would be impacted under the Existing Plus Project Conditions based on CMP guidelines. (S)

Mitigation Measure TRANS-22: The project sponsor shall pay a \$536,0001,292,215 fair share contribution towards ~~two~~ planned transportation projects ~~identified in VTA's Valley Transportation Plan 2035 (VTP 2035)~~² that would improve traffic operations of the impacted freeway segments and provide added transportation

² The Valley Transportation Plan is a long-range vision for transportation in Santa Clara County. The VTA is responsible for preparing and updating the VTP. The VTP 2035 identifies the programs, projects, and policies VTA would like to pursue over the lifetime of the plan. It connects projects with anticipated funds and lays out a framework for the development and maintenance of the transportation system over the next 25 years.

capacity on parallel facilities: (1) SR 85 Express Lane project (converting the existing HOV lane to a toll lane to allow single occupant vehicles to drive in the HOV lane for a fee) between Mountain View and San Jose; (2) eliminating the existing bottleneck on southbound I-280 between El Monte Road and Magdalena Avenue; and (23) either the Bus Rapid Transit (BRT) stations proposed within Cupertino on Stevens Creek Boulevard at Wolfe Road and De Anza Boulevard, or an alternative improvement or study towards the improvement of the impacted I-280 corridor or a parallel corridor that would provide capacity. The fair share contribution amount was calculated in consultation with VTA staff based on the project's contribution to project growth on the impacted freeway segment.

It is unlikely that the Express Lane or BRT project would be implemented prior to project completion and that these improvements would reduce the impact to a less-than-significant level. In addition, the City has no control over the implementation of these mitigation measures; therefore the impact to the freeway segments would remain significant and unavoidable. (SU)

- Response A8-9: This comment references Mitigation Measures TRANS-1, TRANS-5, TRANS-14, TRANS-25, TRANS-26, and TRANS-29, which relate to changes to the I-280/Wolfe Road freeway ramps. As explained in the Draft EIR, these changes would be under the jurisdiction of Caltrans. The comment that these changes remain within the Caltrans right-of-way is noted.
- Response A8-10: Please see Response to Comment A4-4.
- Response A8-11: This concluding comment is noted.

B. ORGANIZATIONS

COMMENTS B1
Silicon Valley Bicycle Coalition
Corinne Winter
July 22, 2013

Response B1-1: This introductory comment, which states that “Apple has done an exemplary job of incorporating [the Silicon Valley Bicycle Coalition’s] suggestions to make this part of Cupertino more bike-friendly,” is noted.

Response B1-2: This comment, which discusses the improvements to bike infrastructure and facilities around the project site that Apple would implement as part of the project, is noted. These improvements are discussed on pages 111 to 112 of the Draft EIR and are graphically depicted in Figures III-20a through III-20f of the Draft EIR.

The TDM measures proposed as part of the project and referenced in the comment are described on pages 121 to 122 of the Draft EIR.

Response B1-3: The operations of southbound North Tantau Avenue were comprehensively evaluated from a multi-modal perspective. Evaluation of the VISSIM model results during the PM peak hour showed that the vehicular volumes traveling south from the project site and turning right onto Vallco Parkway would warrant the provision of a second southbound through lane at the I-280 overcrossing. The provision of a single through lane on the I-280 overcrossing would result in a bottleneck with significant queues on southbound North Tantau Avenue. It should be noted that excessive queuing can lead to impatient driving behavior, which could adversely affect bicycle and pedestrian travel on southbound North Tantau Avenue.

Response B1-4: Reverse angle parking is safer for bicyclists. However, it is currently not being proposed for Vallco Parkway as it is not yet an established vehicle parking configuration and therefore is not familiar to most motorists. Although the provision of 6-foot bike lanes would further improve the bicycling environment, the provision of 5-foot bike lanes is adequate and meets Caltrans engineering standards.

Response B1-5: This concluding comment is noted.

COMMENTS B2
SEIU-United Service Workers West
July 19, 2013

Response B2-1: This comment does not pertain to the adequacy of the Draft EIR and is noted.

COMMENTER B3
Concerned Citizens of Cupertino
July 17, 2013

- Response B3-1: This comment, which conveys a table of contents for the remainder of the letter, is noted.
- Response B3-2: This comment provides information from the City of Menlo Park on the Facebook Campus Project and a quote from the Cupertino Courier on the Apple Campus 2 project, and is noted.
- Response B3-3: This comment provides suggestions for the City to consider in addressing traffic congestion and parking. See also Master Response: Traffic Congestion. In response to the comment, “What is the baseline number of peak hour trips,” as noted on page 388 of the Draft EIR, the baseline number of daily trips in the AM Peak Hour is 1,270 and the number of PM Peak Hour trips is 1,587.
- Response B3-4: As described in Chapter III, Project Description, a total of 14,200 employees are proposed to be located at the Apple Campus 2 project at build-out. The terms of Apple leases at other locations is not part of the project evaluated in the Draft EIR.
- Response B3-5: Please see Chapter V., Setting, Impacts and Mitigation Measures, page 182 in the Draft EIR for a discussion of the baseline environmental setting used in the Draft EIR. The estimated amount of vehicle traffic to be added by the project is as stated in the Transportation Impact Analysis page iii, Appendix B of the Draft EIR and on pages 387 and 388 of the Draft EIR.
- Response B3-6: This comment provides information on parking ratios and spaces, and states that the number of parking spaces provided is less than the number of spaces required by the City’s Parking Ordinance. See the evaluation of parking in the Draft EIR on pages 432-437, which explains that in Planned Development zones, in which the project is located, the parking ratios set out in the City’s Parking Ordinance may be used as a guideline and that it is appropriate to consider site- and project-specific parking needs. The Draft EIR analyzes the anticipated parking needs and concludes that the amount of parking provided would be adequate for the project with implementation of Mitigation Measure TRANS-35. The City has balanced the need to provide adequate parking to ensure that neighboring areas are not impacted and the concept of using limited parking as a tool to manage the number of people that drive to the project site, and has concluded that the provision of 10,980 parking spaces is adequate, based in part on the parking study conducted at the Infinite Loop and Mariani Avenue campuses. The Draft EIR confirms that the proposed parking would be adequate to meet on-site demand, while also recommending Condition of Approval CA-TRANS-3 to ensure the ongoing management of parking issues, if any arise.

Response B3-7: The existing level of service at the intersection of Blaney Avenue/Homestead Road (Intersection #13) and Wolfe Road/Stevens Creek Boulevard (Intersection #24) is shown in Figure V.I-6 on page 371 of the Draft EIR. The level of service at these intersections with the project is shown on Figure V.I-8 on page 392 of the Draft EIR.

The intersections of Blaney Avenue/Stevens Creek Boulevard and Stevens Creek Boulevard/Perimeter Road were not included as study intersections, and thus associated level of service is not reported in the Draft EIR. The side streets at these intersections have comparatively low traffic volumes and they operate at good levels of service. The project would add traffic to the Stevens Creek Boulevard approaches at these intersections, which have excess capacity. Therefore it was determined that the project would not have an impact at these locations and no further analysis was required.

Wolfe Road and Perimeter Road do not intersect. The comment is likely referring to the right-turn-only ramp connectors between Wolfe Road and Perimeter Road. These connectors are right-turn-only locations to and from the Vallco Shopping Mall, with few conflicting movements and, therefore, were not analyzed. Perimeter Road was designed to accommodate traffic with full occupancy of the shopping center. Any traffic added by the project to Perimeter Road would comprise people shopping at the center and would not exceed the capacity of the roadway. Therefore no analysis of project impacts along Perimeter Road was conducted.

Response B3-8: The project sponsor would be required to work with the City of Cupertino, VTA, and Caltrans to construct interchange improvements, including ramp widening, at the Wolfe Road/I-280 interchange, to mitigate project impacts. The sponsor would also be required to pay a fair share contribution to the planned Express Lanes on SR 85 and make either a contribution to the BRT planned on Stevens Creek Boulevard or an alternative improvement or study towards the improvement of the I-280 corridor to offset freeway impacts. While the Express Lane project does not add lanes, it allows single occupant vehicles (SOVs) to use the carpool lane, thus allowing more SOVs to use the other lanes, therefore improving freeway operations. Both the VTA and Caltrans support this approach.

Response B3-9: Unused traffic mitigation funds would be returned to Apple.

Response B3-10: This comment provides information from a City Council report on the Clyde Avenue (Samsung) project and is noted.

Response B3-11: Please see Master Response #12: Trip Cap and Master Response: Adequacy of TDM Penalties.

Response B3-12: Trip count monitoring would commence within 6 months of project occupancy, even partial occupancy of Phase 1. If AM or PM peak hour trip

counts are not met, then Apple would be required to meet with the City within 60 days of not meeting the trip count to develop a plan and identify new TDM measures. Please see Master Response: Adequacy of TDM Penalties.

- Response B3-13: This comment provides information from a City Council report on the Clyde Avenue (Samsung) project and is noted. Similar to the agreement between Samsung and the City of Mountain View, the TDM monitoring program, as described on pages 443 to 448 of the Draft EIR, would institute substantial penalties if Apple does not meet the established peak trip counts goal. Furthermore, such penalties would be assessed for every day during the established monitoring period that the peak trip counts exceed the goal. Please see Master Response #12: Trip Cap and Master Response: Adequacy of TDM Penalties. As discussed in Master Response: Adequacy of TDM Penalties, even a modest exceedance of 200 trips during the AM peak period and 200 trips during the PM peak period (approximately 4.7 percent of the AM peak trip counts goal and 4.5 percent of the PM peak trip counts goal) would incur a penalty of \$260,000 over a 6-month monitoring period. These penalties are comparable to those established by the City of Mountain View for Samsung.
- Response B3-14: This comment provides information on establishing a transportation management association and TDMs from the City of Mountain View, Palo Alto, and Emeryville, and is noted.
- Response B3-15: This comment provides information on measures required of employment uses associated with the provision of housing and is noted.
- Response B3-16: This comment provides recommendations and suggestions for the provision of park space in reference to Mitigation Measure PLAN-1 and support for Apple's participation in the design of the Calabazas Creek Trail. See also Master Response #13: Calabazas Creek Trail.
- Response B3-17: This comment suggests that an independent fiscal impact analysis be prepared and considered in the Draft EIR and additional information on tax revenues and the Development Agreement be provided. In response, please see Master Response #2: Project Merits, clarifying that detailed responses to comments that raise only economic or social issues, rather than environmental issues, are not required. In regards to a discussion of school service boundaries and project effects on schools, see pages 563-567 and 581-584 in the Draft EIR. This comment also provides information on local sales tax revenue, tax sharing, construction taxes and fees, and fees and required funding of transportation improvements as stated in Mitigation Measures contained in the Draft EIR. These comments are noted, but to the extent that they focus on fiscal and economic considerations, no further response is required.

- Response B3-18: This comment provides additional information to support comment B3-17 and is noted.
- Response B3-19: This comment provides additional information to support comment B3-17 and is noted.
- Response B3-20: This comment provides information and suggestions regarding public access to the Apple property, design and construction of the Calabazas Creek Trail, and the closure of Pruneridge Avenue (per Mitigation Measures PLAN-1, PLAN-2, PLAN-3 and TRANS-31). The comment provides information from other projects and planning documents, and support for construction of the Calabazas Creek Trail and a public park on Tantau Avenue. Please see Master Response #13: Calabazas Creek Trail, Master Response #5: Public Access Through Project Site.
- Response B3-21: This comment provides additional information to support comment B3-20 and is noted.
- Response B3-22: This comment supports an alternative that would retain Pruneridge Avenue, and have the Apple Campus project extended and built over the road. As stated on page 597 of the Draft EIR, CEQA requires the analysis of a reasonable range of alternatives to the proposed project, or to the location of the proposed project, which would feasibly attain most of the proposed project's basic objectives and avoid or substantially lessen any of the significant effects of the proposed project. The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternative suggested in this comment is similar to three alternatives considered in the Draft EIR. The retention of Pruneridge Avenue as a public right-of-way was incorporated into a project alternative (the Pruneridge Avenue alternative), which is discussed on pages 605 to 612 of the Draft EIR. As discussed on page 626 of the Draft EIR, two additional alternatives allowing for public access across the site (a Pruneridge Avenue Tunnel alternative and a Mobility and Park alternative) were rejected from detailed analysis because they would interfere with major utility lines, would infringe on private property, result in adverse visual impacts, would incur significant costs, and/or would still pose significant security concerns. The alternative proposed in this comment would have similar effects to those alternatives already evaluated in the Draft EIR. This comment also repeats comments made in B3-16 and B3-20 in regards to support for constructing the Calabazas Creek Trail as publically accessible open space. See Master Response #13: Calabazas Creek Trail.
- As discussed on page 626 of the Draft EIR, a Pruneridge Avenue Tunnel alternative was preliminarily evaluated. Such an alternative would maintain the current east/west thoroughfare through the project site. However, the evaluation concluded that construction of the tunnel would interfere with a major sanitary sewer line, infringe on private property, result in adverse

visual impacts, and incur significant costs. The increased excavation would also require additional off-haul of soil and would increase greenhouse gas emissions at the project site. Similarly, the construction of a “land bridge” over Pruneridge Avenue could require the import of more material (and associated air pollutant and greenhouse gas emissions).

The development of a bridge across the project site, connecting North Wolfe Road to North Tantau Avenue, would result in significant visual and other environmental impacts, such as noise impacts, to the adjacent neighbors, especially sensitive receptors at The Hamptons. The foundation for such a large structure would interfere with utility and road systems serving both the project and The Hamptons and could require the acquisition of right-of-way to accommodate the structural system. A bridge would also conflict with a key project objective related to the provision of a single, secure campus, as (depending on its design) the bridge could allow for views directly into campus buildings.

Response B3-23: This comment provides additional information to support comment B3-22 and is noted.

Response B3-24: The comment provides information on development agreements and community benefits related to other projects, and states that “mitigation measures should not be considered direct community benefits.” The mitigation measures identified in the Draft EIR are required to lessen or avoid the significant environmental effects of the project, as required by CEQA.

Response B3-25: See Response B3-22.

Response B3-26: This comment provides additional information to support comment B3-25 and is noted.

COMMENTER B4
Cupertino Chamber of Commerce
Mark Matsumoto, Government Affairs Specialist
July 10, 2013

Response B4-1: This comment, which conveys an attached letter, is noted.

Response B4-2: Please see Master Response #2: Project Merits.

COMMENTS B5

Erik's Deli Café
Sam Ashknaz, Owner
July 8, 2013

Response B5-1: Please see Master Response #2: Project Merits.

COMMENTS B6

Cypress Hotel and Park Place Restaurant
Maria Streeby, Director of Operations
June 24, 2013

Response B6-1: Please see Master Response #2: Project Merits.

COMMENTS B7

Santa Clara & San Benito Counties Building & Construction Trades Council
Neil Struthers, CEO
June 7, 2013

Response B7-1: This comment, which conveys an attached letter, is noted.

Response B7-2: Please see Master Response #2: Project Merits.

COMMENTS B8

Los Gatos Chamber of Commerce
Dianne Anderson, President
June 20, 2013

Response B8-1: Please see Master Response #2: Project Merits. The comment about the project's "environmental and sustainable ideas" is noted. The environmental implications of these sustainability features are explored throughout the Draft EIR, but specifically in Section V.K, Greenhouse Gas Emissions and Sustainability.

COMMENTS B9

Cupertino Historical Society
Donna Austin, President
June 19, 2013

Response B9-1: This comment, which expresses support for the relocation of Glendenning Barn, is noted. The proposed relocation of the barn is described on pages 133 to 134 of the Draft EIR. The environmental implications of this proposed relocation are described on pages 279 to 283 of the Draft EIR.

COMMENTS B10
Erik's Deli Café
Sam Ashknaz, Owner
June 12, 2013

Response B10-1: Please see Master Response #2: Project Merits.

COMMENTS B11
VJONES Salon
Barry Jones, CEO
June 12, 2013

Response B11-1: Please see Master Response #2: Project Merits.

COMMENTS B12
Cupertino Chamber of Commerce
June 12, 2013

Response B12-1: Please see Master Response #2: Project Merits.

COMMENTS B13
Silicon Valley Leadership Group
Carl Guardino, President/CEO
June 11, 2013

Response B13-1: This comment, which conveys an attached letter, is noted.

Response B13-2: Please see Master Response #2: Project Merits. This comment references some of the sustainability features which are incorporated into the project and are discussed in the Draft EIR, including the TDM Program, the provision of open space, and the use of alternative forms of energy. No further response is required.

COMMENTS B14
City of Cupertino
Orrin Mahoney, Mayor
June 26, 2013

Response B14-1: This comment comprises a transcribed interview with City of Cupertino Mayor Orrin Mahoney on KMTV Community Television, which serves Cupertino, Los Altos, and Mountain View. This transcript contains no comments on the adequacy of the Draft EIR. The City generally agrees with the characterization of an EIR that is conveyed in the comment – specifically,

that the EIR is a disclosure document that identifies the significant environmental impacts of the project, but does not prescribe a specific outcome regarding project approval.

COMMENTER B15

Kimco Realty

David Jamieson, Vice President Asset Management

May 16, 2013

- Response B15-1: This comment, which conveys an attached letter, is noted.
- Response B15-2: Please see Master Response #2: Project Merits. The roadway changes proposed as part of the project, including those in the vicinity of Cupertino Village, are discussed on pages 100 to 120 of the Draft EIR.

COMMENTER B16

Bitter + Sweet

Janice Chua, Owner

June 7, 2013

- Response B16-1: Please see Master Response #2: Project Merits.

COMMENTER B17

Los Altos Patch

L.A. Chung, Editor

June 6, 2013

- Response B17-1: This comment comprises an email exchange between a Patch.com editor and City of Cupertino Mayor, in which the editor asks for the Mayor's thoughts on the Draft EIR. The specific environmental topics listed in the comment are all discussed in detail in the Draft EIR, as follows:
- Closure of Pruneridge Avenue: discussed throughout Draft EIR, but see in particular pages 150-152; 156-159; and 427-430.
 - Hazardous materials from building demolition: see pages 344-345 of Draft EIR.
 - Relocation of Glendenning Barn: see pages 279-283 of Draft EIR.
 - Protection of trees along North Wolfe Road and East Homestead Avenue: see Figure III-3 (Existing and Proposed Trees) on page 57 of Draft EIR.
 - Noise abatement: discussed throughout Section V.J, Noise, but see in particular pages 464-480.

- Jobs, housing availability, and schools: see pages 225-233 for a discussion of the interrelationship between jobs and housing demand; see pages 581-584 for a discussion of the project's anticipated less-than-significant impacts on schools.

COMMENTER B18

San Jose Silicon Valley Chamber of Commerce
Matthew R. Mahood, CEO and President
May 31, 2013

Response B18-1: This comment, which conveys an attached letter, is noted.

Response B18-2: Please see Master Response #2: Project Merits.

COMMENTER B19

Sand Hill Property Company
Peter Pau
May 29, 2013

Response B19-1: Please see Master Response #2: Project Merits.

COMMENTER B20

Silicon Valley Leadership Group
Shiloh Ballard
June 26, 2013

Response B20-1: Please see Master Response #2: Project Merits.

COMMENTER B21

Santa Clara Chamber of Commerce
Steve Van Dorn
June 26, 2013

Response B21-1: Please see Master Response #2: Project Merits.

COMMENTER B22

Sierra Club Loma Prieta Chapter
Megan Fluke Medeiros, Conservation and Development Manager
July 22, 2013

Response B22-1: This comment, which conveys an attached letter, is noted.

- Response B22-2: This introductory comment, which summarizes the Sierra Club Loma Prieta Chapter's guidelines for evaluating development projects, is noted.
- Response B22-3: This comment lists components of the project that the commenter supports. Please see Master Response #4: Nitrogen Deposition for an explanation of the finding in the Draft EIR that the project would not make a significant contribution to cumulative impacts associated with nitrogen deposition.
- Response B22-4: This comment introduces the next several comments, which focus on the transportation impacts of the project.
- Response B22-5: The mode-share split target of 34 percent identified for the project in Mitigation Measure TRANS-9b is reasonable given the project's suburban location and distance from rail stations, which pose an impediment to a large scale adoption of mass transit services. Some Caltrain stations are reasonably close (i.e., Lawrence and Sunnyvale), but lack the express service offered at the Mountain View station, for example. Apple would address the relative scarcity of public transit services by adding TDM strategies. Apple's current TDM Program includes a variety of measures to reduce travel by single occupancy vehicles, including the use of commuter coach bus services, mass transit shuttle links, ride share matching, bike facilities, transit initiatives, shared bicycles, short-term car rentals, among others. Refer to pages 59 to 60 of the Draft EIR for a complete list of current TDM measures. While a higher non-single occupant vehicle (SOV) mode share would be supported by the City of Cupertino, the measures needed to achieve such a higher mode share could yield unacceptable consequences (including increased parking demand in residential neighborhoods adjacent to the project site). Thus the diversion rate achieved at Facebook or Stanford may not be desirable at the project site, when weighing competing interests. The City weighed these competing concerns in requiring achievement of the 34 percent goal. As part of the project, Apple would continue to implement, and further expand, its TDM Program, with a mandatory target to increase the alternative mode share from 28 percent to 34 percent (i.e., a reduction in peak hour trips of 6 percentage points). Counting the total number of "peak hour vehicle trip counts" at each of the project driveways would help determine whether Apple is meeting the required 34 percent target mode share set by the City. Apple would provide supplemental information about the TDM Program being implemented and rate of use of the TDM measures.
- The project's TDM goal of 34 percent at full buildout has been identified as a reasonable target because it is considered relatively aggressive but achievable for office developments in suburban locations greater than ½ mile from a rail station. To ensure that Apple achieves and maintains its targeted TDM participation rate, the City would require implementation of the monitoring program, described in the TDM Program Expansion subsection of the Draft EIR (see pages 441-444) and in Master Response #9: Monitoring TDM Program. Any failure to achieve 34 percent participation would result in

financial fines and penalties. The City would continue to work with Apple to identify opportunities to minimize commutes by single occupancy vehicles, but believes the mitigation requirement is appropriate as a minimum threshold.

Response B22-6: The City of Cupertino supports using TDM measures to reduce vehicle traffic in lieu of constructing intersection vehicle capacity improvements, in accordance with a TDM First strategy. To this end, the City has worked closely with Apple to identify a relatively aggressive but achievable TDM participation rate of 34 percent. However, a TDM First strategy may be impractical or undesirable. For example, the comment suggests expanding parking capacity only once all TDM measures have been exhausted. Because all parking would be provided either underground or in structures, it would be infeasible to retrofit the site design to add parking if TDM measures prove to be insufficient. For that reason, the City has analyzed the parking proposed by Apple to ensure that it accommodates demand without incentivizing the use of single occupancy motor vehicles. As discussed on pages 434 to 436 of the Draft EIR, the parking proposed for the site is based on a 34 percent TDM participation rate. Further, once the project is built and if the TDM measures do not achieve the needed vehicle trip reduction, it may be infeasible for the City to require the project sponsor to construct the intersection improvements to reduce the impacts associated with lower-than-expected TDM participation. In this case, the significant roadway impacts would remain unmitigated. For several significantly affected intersections, the level of TDM participation needed to achieve an acceptable level of operation was determined to be infeasible – in most circumstances, requiring participation far in excess of 65 percent. The City has balanced the need to ensure acceptable transportation conditions against identifying an aggressive but achievable TDM participation rate. The TDM program does not preclude the ability of Apple to increase its implementation to higher levels in the future if deemed feasible.

Response B22-7: This comment suggests that the trees proposed for removal as part of the project be relocated. As discussed on page 95 of the Draft EIR, of the 4,506 existing trees on the site at least 90 trees would be transplanted. In addition, 3,620 trees would be removed. The identification of trees appropriate for transplantation was the result of several arborist studies conducted on the project site, culminating in *A Review of the Consolidated Arborist Report for the Apple Campus 2 Project*.¹ That document indicated general agreement on the trees proposed for transplant versus removal. Trees were rejected as candidates for transplant due to several reasons, including 1) poor health; 2) diminished potential to survive a transplant; 3) conflicts with existing utilities; or 4) constraints associated with steep slopes and other existing site conditions. Furthermore, of the existing trees on the site, approximately 75

¹ Bench, Michael L., 2013. *A Review of the Consolidated Arborist Report for the Apple Campus 2 Project*. May 29.

percent are non-native species. Of these non-native species, many individual trees are not suited to the climate or location of the area, and have water needs that exceed those desired in the area. Therefore, the transplantation of additional trees would not reduce the environmental impacts that would result from the project and would not be desirable from an environmental perspective.

Response B22-8: As discussed on pages 130 to 133 of the Draft EIR, while the use of recycled water is not required as part of the project, Apple has designed into the project the ability to use recycled water in the cooling systems and for limited indoor uses. Apple is also evaluating the use of recycled water for irrigation. The likelihood of extending a recycled water line to the project site was speculative when the Draft EIR was being prepared, but such an extension is supported by Apple and the City.² In addition, the extension of a recycled water line into the project site would require approval of other jurisdictions in addition to the City of Cupertino.

Response B22-9: As discussed on page 257, impacts related to the encroachment of development into the Calabazas Creek corridor would be less than significant, as the buffer around the creek that would be provided as part of the project would adequately protect the creek and its adjacent banks. In addition, as described on page 196 of the Draft EIR, the 50-foot buffer would comply with the basic creek setback requirement established in the Santa Clara Valley Water Resources Protection Collaborative's Guidelines and Standards for Land Use Near Streams. In the absence of City of Cupertino regulations for creek buffers on private land, the expansion of the buffer around the creek to 100 feet would not reduce any of the significant effects of the project, including those less-than-significant impacts on jurisdictional waters and wildlife corridors, because the creek surroundings are currently highly urbanized. Furthermore, the project would increase the amount of pervious surfaces on-site, from approximately 43 acres to 102 acres, which may provide stormwater quality benefits, including to Calabazas Creek.

Response B22-10: This comment, which suggests that Apple add a store or museum to the project, is noted. This comment does not pertain to environmental issues surrounding the project and no further response is required.

Response B22-11: The types of public amenities identified in this comment (fencing, pedestrian seating, and public art) are already incorporated into three mitigation measures in the Draft EIR. Mitigation Measure PLAN-2 would require the installation of "publicly accessible amenities (e.g., bicycle racks, benches,

² On August 13, 2013 the Sunnyvale City Council approved the extension of a recycled water line that would reach the project site. This extension is described on pages 130 to 133 of the Draft EIR. The approval of this recycled water line, which underwent independent environmental review, does not change the impact findings in the Draft EIR related to water supply and demand.

attractive pedestrian-oriented lighting, and landscaping) along the project site perimeter,” in addition to a coordinated wayfinding scheme and landscaping along the North Wolfe Road bridge over I-280 that could enhance the aesthetic character of the project site perimeter. Mitigation Measure PLAN-3 would require aesthetic and functional improvements along an alternate creek trail, part of which would be adjacent to the boundaries of the project site. These improvements would include signage, plantings that reference Calabazas Creek, pedestrian-scaled lighting, rest areas or picnic tables, pavement features that reference the creek and/or water, and decorative fencing and guard rails.

Response B22-12: This comment, which does not pertain to the adequacy of the Draft EIR, is noted.

Response B22-13: The comment suggests that the City ask or require that Apple not increase vehicle trips over existing or “baseline” conditions. This suggestion would be inconsistent with the objective of accommodating 14,200 employees. While the actual employee capacity of the site today is 9,800, for CEQA baseline purposes, the number of employees was assumed to be 4,844, which was the estimated number of employees working at the project site in August 2011, the date the Notice of Preparation was issued (existing employment on the site has diminished further since August 2011). At that point, Hewlett-Packard was departing the site, and Apple was occupying only a portion of the site, in preparation for the project. In addition, most of those 4,844 employees are existing Apple employees, meaning that they already have a comparatively low trip generation due to the existing TDM Program. Achieving an increase of 9,356 employees without increasing vehicle trips would not be feasible and would constrain employment growth at the project site. Please also refer to Master Response #12: Trip Cap.

Response B22-14: The City does not have a traffic impact fee. In lieu of imposing such a fee, the City requires major development projects to undergo CEQA review, and requires development project sponsors to fund improvements identified as mitigation measures in CEQA review documents. In this way, the City ensures that there is a nexus between project impacts and transportation improvement measures.

Response B22-15: As discussed on page 156 of the Draft EIR, the City imposes a Housing Mitigation Fee on office, industrial, hotel, retail, and research and development uses that funds the development of affordable housing throughout the City. As part of the project, Apple would pay double the rate applicable to office and research and development projects in Planned Industrial, (P(MP), zoned areas.

Response B22-16: This concluding comment is noted.

COMMENTER B23

Apple Inc.

James C. Fowler, Associate General Counsel-Real Estate

Dan Whisenhunt, Senior Director

July 22, 2013

Response B23-1: This introductory comment is noted.

Response B23-2: This comment introduces a mitigation measure that is suggested to substitute for Mitigation Measure TRANS-23, which would require Apple to reduce the number of left-turn lanes at the Main Project Driveway on North Wolfe Road from three to two.

Response B23-3: This comment states that the Apple's proposal for three left-turn lanes exiting the project site on to North Wolfe Road can be implemented without creating the weaving impact identified in Impact TRANS-23, and without implementing Mitigation Measure TRANS-23, which would require reducing the number of left-turn lanes from three to two. The Draft EIR fully analyzes the impacts of three left-turn lanes exiting the project site on to North Wolf Road (see pages 414 to 418 of the Draft EIR), and concludes that the impacts on traffic operations would be less than significant but that a three-lane driveway exit design would have a significant impact on safety due to "weaving." Mitigation Measure TRANS-23, which requires the number of driveway left-turn lanes to be reduced from three to two, would reduce this impact to a less-than-significant level (see pages 416 to 418 of the Draft EIR).

The commenter states that the weaving impact is unlikely to occur for the reasons stated in the comment, and that the following measures also would reduce the weaving impact to a less-than-significant level without requiring a reduction to two lanes: (i) installing clear signage at the exit approach, including overhead signs, painted directions on lanes and appropriate lane striping; (ii) internal employee education; and (iii) traffic monitors.

The commenter proposes that these measures be implemented for a nine-month period during which the driveway exit would be monitored by an independent observer at the expense of the project sponsor. If the weaving behavior predicted in the Draft EIR is observed, the third lane would be closed.

In response to this comment, City staff and City consultants evaluated the commenter's proposal, and the City has concluded that the following alternative mitigation measure would reduce the impact to a less-than-significant level in lieu of reducing the proposed driveway exit to two lanes. In order to fully evaluate the effectiveness of the measure and to consider any additional design refinements that might be warranted, the measure would be implemented on a nine-month trial basis.

Page 418 of the Draft EIR is revised as follows:

Impact TRANS-23: Based on City of Cupertino standards, the design of the project with three left-turn lanes on the Wolfe Road driveway approach would cause a substantial increase in conflicts due to vehicles weaving on Wolfe Road between the driveway and the I-280 ramps in order to merge and align into the correct lanes to enter the freeway upon exiting the campus. (S)

Implementation of one of the following two mitigation measures would reduce this impact to a less-than-significant level:

Mitigation Measure TRANS-23: At the main project driveway on Wolfe Road, the project sponsor shall reduce the number of left turn lanes from three to two. This would reduce the weaving on southbound Wolfe Road between the driveway and the I-280 northbound on-ramp since there would be, at most, a one-lane lane change in order for drivers to align themselves to the correct lane. (LTS)

OR

Mitigation Measure TRANS-23 (Alternate): The project sponsor shall be permitted to construct three left-turn exit lanes from the project site to Wolfe Road if all of the following measures are implemented:

- Clear signage, including but not limited to overhead signs, shall be installed to indicate the destination of each of the three exit lanes in order to discourage unsafe lane changes.
- Each lane on Wolfe Road, between the driveway and Pruneridge Avenue, shall be clearly marked by painted stripes, directional arrows, and destination legends to indicate the destination of each lane and to indicate by double lines or other appropriate markings that changing lanes is a violation of law.
- The project sponsor shall fund the following measures for a trial period of nine months from issuance of the first certificate of occupancy for the Main Building and shall install closed-circuit video cameras linked to the City's Traffic Operations Center to continuously record vehicle movements at the project driveway and along southbound Wolfe Road. Trained personnel, who are independent from the project sponsor, shall periodically review the video footage at the direction of the City, and provide a report at the end of each month to the Public Works Department. This report shall document any unsafe or illegal lane changes (violations) observed, noting accidents caused by violations and

noting whether, in the professional judgment of the independent observer, the observed violations constitute a safety problem that should be addressed and, if so, recommending measures to address them.

- If, at any time following the nine-month trial period implementation of the measures listed above do not substantially prevent violations, in the professional opinion of the independent observer and the City, the City shall determine whether additional measures are required, or whether the number of lanes must be reduced to two exit lanes. Monitoring shall continue until nine months following full occupancy of the project.
- A penalty of \$500 per violation during the PM 2-hour peak period per day shall be paid by the project sponsor to the City. The number of violations shall be determined by the independent observer based upon review of the video footage and extrapolated to account for daily activity during the PM 2-hour peak period should daily video footage not be reviewed.
- The project sponsor shall develop employee education materials, to the satisfaction of the City, explaining the proper use of the driveway exit lanes without weaving among lanes. (LTS)

Response B23-4: This comment, which states support for the finding in the Draft EIR that the provision of three left-turn lanes would not result in significant vehicle delays on North Wolfe Road, is noted. See Response B23-3.

Response B23-5: This concluding comment is noted.

C. INDIVIDUALS

COMMENTS C1

Tappan (Tap) Merrick
June 21, 2013

Response C1-1: This comment does not pertain to the environmental analysis in the Draft EIR. It has been forwarded to the City of Cupertino planner assigned to the Cupertino Village project.

COMMENTS C2

Ronald Joseph Moore, Sr.
July 21, 2013

Response C2-1: This comment generally pertains to the merits of the project. Please see Master Response #2: Project Merits. The commenter notes that "It is reasonable to assume that Apple will consolidate the scattered employees into the new Campus, and some Traffic will only change places and not increase." This concept is discussed in Chapter III, Project Description, and throughout the Draft EIR. As discussed on page 92 of the Draft EIR, "The net increase of new employees assumed for the purpose of this EIR (9,356) may over-estimate the number of net new employees in the project area because it is not certain how many new employees would be existing Apple employees currently working outside the project site or new employees that do not currently work for Apple in the vicinity of the project site. The proposed project is intended to consolidate current and new Apple employees. Therefore, it is likely that the net increase of employees that would result from the project would be less than 9,356. However, the full potential net increase is used in this EIR to allow for a cautious environmental analysis that does not under-estimate potential impacts of the project."

COMMENTS C3

Keithddl527@aol.com
July 18, 2013

Response C3-1: This comment does not pertain to the adequacy of the Draft EIR for the proposed project and is noted. The comment pertains to the approval of a temporary structure, a project distinct from the proposed Apple Campus 2 Project, which was approved administratively with a Temporary Use Permit, as allowed by the City's Municipal Code. No special exceptions were granted. The Santa Clara Valley Water District contact for the temporary structure was Usha Chatwani and the Temporary Use Permit application number is TUP-2013-03.

Response C3-2: This comment consists of photographs of the temporary structure approved on the site, is not related to the adequacy of the Draft EIR, and is noted. As

noted above, the project is being undertaken in accordance with the City of Cupertino Municipal Code.

COMMENTER C4

Gary Beaupre

July 15, 2013

Response C4-1: Please see Master Response #2: Project Merits regarding the size of the project, and its evaluation in the context of significance criteria established by the City. As described in Section V.I, Transportation and Circulation, the project would result in significant unavoidable impacts to the operations of the intersection of I-280/Wolfe Road. Please refer to Impacts TRANS-1, TRANS-5, TRANS-14, TRANS-25, TRANS-26, and TRANS-29 in Section V.I of the Draft EIR.

Response C4-2: The specific freeway ramps identified in this comment were evaluated to determine if they would be substantially affected by project traffic. Please refer to Figure V.I-8, Existing Plus Project Intersection Level of Service (LOS) Results, on page 392 of the Draft EIR, which indicates the amount of delay expected on these freeway ramps due to the introduction of traffic associated with the proposed project.

Response C4-3: Please see Response to Comments C4-1 and C4-2.

Response C4-4: Please see Response to Comments C4-1. As discussed on pages 211 to 212 of the Draft EIR, the project is not expected to result in significant adverse effects on community character (including the community character of Sunnyvale) due to the amount of open space on the project site; the clustering of most buildings away from the periphery of the site; the preservation of trees and the extension of berms along the site perimeter; and the provision of an inconspicuous and visually permeable fence along the edge of the site. As shown in Figures V.B-5 and V.B-7 of the Draft EIR, visual simulations from locations north of East Homestead Road indicate that project buildings would be almost wholly obscured by vegetation and landscape features.

Response C4-5: Please see the previous responses to this letter, above.

COMMENTER C5

Stan (*Last name not provided*)

July 11, 2013

Response C5-1: Please see Master Response #2: Project Merits regarding the size of the project, and its evaluation in the context of significance criteria established by the City. As discussed on pages 440 to 441 of the Draft EIR, project construction traffic would use only designated truck routes within the

vicinity of the project site, and most construction truck traffic would occur during off-peak hours. With the exception of the segment of Pruneridge Avenue between The Hamptons and North Tantau Avenue (which would be closed as part of the project) no road closures would occur during the construction period. However, temporary traffic diversion may be needed to facilitate relocation of utilities on North Wolfe Road and East Homestead Road, and street widening on North Wolfe Road during construction of the project.

- Response C5-2: Please see Master Response #2: Project Merits regarding the size of the project, and its evaluation in the context of significance criteria established by the City.
- Response C5-3: This comment about preserving and reusing the existing buildings on the site does not pertain to the adequacy of the Draft EIR and is noted. That option was explored as part of the No Project alternative, discussed on pages 599 to 605 of the Draft EIR.
- Response C5-4: Impacts related to tree removal are discussed on pages 210 to 211 of the Draft EIR (Aesthetics section) and 261 of the Draft EIR (Biological Resources section). Although the removal of the former HP Campus redwood grove would change the visual character of the site, this change would not be considered significant and adverse because: those trees are located within the interior of the site and are not very visible from public viewpoints; tree coverage around the perimeter of the project site would be largely maintained; and trees removed from the site would be replaced with at least 6,200 trees intended to reference the site's native vegetation and agricultural past (a net increase of 2,494 trees). These new trees would enhance the visual quality of the site.
- Response C5-5: The only road that would be closed during the project would be the segment of Pruneridge Avenue between The Hamptons and North Tantau Avenue. However, temporary traffic diversion may be needed to facilitate relocation of utilities on North Wolfe Road and East Homestead Road, and street widening on North Wolfe Road during construction of the project.
- Response C5-6: The closure of Pruneridge Avenue is discussed throughout the Draft EIR, but see in particular pages 150 to 152; 156 to 159; and 427 to 430.
- Response C5-7: Please see Master Response #2: Project Merits regarding the size of the project, and its evaluation in the context of significance criteria established by the City.

COMMENTER C6

Sandra and Don Boren

July 8, 2013

Response C6-1: This comment, which discusses the merits of potential additional bicyclists in the area and the use of shuttles for transit, but does not pertain to the adequacy of the Draft EIR, is noted. Please see Master Response #2: Project Merits.

COMMENTER C7

Russ Robinson

July 8, 2013

Response C7-1: This comment, which pertains to the merits of the project and not the adequacy of the Draft EIR, is noted. Please see Master Response #2: Project Merits.

COMMENTER C8

Ann (*Last name not provided*)

July 2, 2013

Response C8-1: This comment notes generally that the project would increase traffic in the area and increase occupancy of the site beyond existing levels. This comment is consistent with the analysis in Section V.I, Transportation and Circulation, of the Draft EIR.

Response C8-2: Please note that the retention of Pruneridge Avenue as a public right-of-way was analyzed as a project alternative (the Pruneridge Avenue alternative), which is discussed on pages 605 to 612 of the Draft EIR. The closure of Pruneridge Avenue is discussed throughout the Draft EIR, but see in particular pages 150 to 152; 156 to 159; and 427 to 430.

Response C8-3: As discussed on pages 552 to 559 of the Draft EIR, site-specific construction and operational health risk modeling was performed for the project and results indicate that a significant risk would not occur to nearby residents or other sensitive receptors around the project site (including students at local schools). Wind patterns indicate that dispersion of emissions would occur to the east and southeast of the project site, away from Cupertino High School and Lawson Middle School.

Response C8-4: See Master Response #15: School Busing Program.

As a clarification, oral comments on the Draft EIR were accepted at the public meeting for the project on June 26, 2013.

Response C8-5: This comment, which states that the City of Sunnyvale will hold a study session on the Draft EIR, is noted.

Response C8-6: This comment on the merits of the project is noted. As discussed on pages 581 to 584 of the Draft EIR, the project would result in less-than-significant impacts related to school enrollment (and the need for new capital school facilities). Therefore, no mitigation would be required to reduce impacts on schools.

COMMENTER C9
Rich Altmaier
July 1, 2013

Response C9-1: This comment, which generally pertains to the merits of the project, and not the adequacy of the Draft EIR, is noted. The Draft EIR identifies extensive mitigation measures for the transportation-related effects of the project, including a robust TDM Program, which would require the diversion of 34 percent of project trips into non-single-occupant vehicles. Existing and proposed TDM measures, as discussed on pages 441 to 443 of the Draft EIR, would incentivize and encourage the use of public transit and bicycles by Apple employees.

COMMENTER C10
Rick Haffner
July 1, 2013

Response C10-1: The Draft EIR identifies several freeway/expressway access expansions or changes that would be required as mitigation measures. See in particular Mitigation Measures TRANS-1, TRANS-3, TRANS-5, TRANS-9a, TRANS-10, TRANS-11, TRANS-14, TRANS-19a, TRANS-20, TRANS-21, TRANS-22, TRANS-25, and TRANS-26. The transportation analysis is a major component of the Draft EIR, and careful consideration was given to all feasible mitigation measures to reduce the impacts of the project on the roadway system. Please refer to Section V.I, Transportation and Circulation for a discussion of the impacts of the project on all modes of transportation, and recommended mitigation measures. As part of the environmental documentation prepared for the Main Street Project, mitigation measures to reduce significant impacts were identified. In addition, the Main Street Project was incorporated into the Background scenario for the Apple Campus 2 Project, which was analyzed in Section V.I, Transportation and Circulation, of the Draft EIR.

COMMENTER C11

William F. Bailey

Tap Merrick

June 30, 2013

- Response C11-1: Please see Master Response #2: Project Merits.
- Response C11-2: This comment, which expresses support for the closure of Pruneridge Avenue within the project site, is noted. The retention of Pruneridge Avenue as a public right-of-way was analyzed as a project alternative (the Pruneridge Avenue alternative), which is discussed on pages 605 to 612 of the Draft EIR.
- Response C11-3: This comment provides the commenter's summary of the public meeting held on the Draft EIR on June 26, 2013 and identified the ways in which comments on the Draft EIR could be submitted for consideration. Please also see Master Response #2: Project Merits.
- Response C11-4: This comment is noted. While the Draft EIR used background information provided by Apple (e.g., site plans and technical reports, which were peer reviewed by the EIR consultant), the City is the lead agency for this EIR and has reviewed and exercised its independent judgment over all materials submitted to the City in preparing the EIR. See CEQA Section 21082.1(b). The fiscal impact analysis prepared for the project primarily focuses on revenue that would be generated by the project, and costs to the City associated with the project. The Draft EIR is the correct document to review for information on the potential physical impacts of the project, including impacts to neighborhoods around the project site.
- Response C11-5: Please see Master Response #7: Cut-Through Traffic.
- Response C11-6: Surrounding local jurisdictions were contacted for an updated list of approved and pending projects to be included in the transportation analysis. Several of the projects noted in the comment were not included in the lists provided by the respective agencies and therefore were not included in the analysis. The transportation evaluation is required to include reasonably foreseeable projects as known at the time of publication of the Notice or Preparation (August 2011). It is assumed that these projects were not reasonably foreseeable at that time. The projects identified in the comment that were not included in the analysis in the Draft EIR are located further away from the project study area and would add a negligible amount of traffic to the study intersections.
- Response C11-7: This comment, which encourages project site neighbors to submit comments on the Draft EIR, is noted.

COMMENTS C12

Keith Murphy
June 28, 2013

Response C12-1: This comment requests information on how data on major development projects in the City are made available to the public. The City establishes stand-alone webpages for larger development projects, including the Main Street Project and the Apple Campus 2 Project. While the City uses its discretion in determining which projects warrant an independent webpage, it strives to make the planning process transparent to the public. All approval documents on smaller projects are placed online within two days of approval at: www.cupertino.org/records in the Planning Department folder. Information regarding the Apple Campus 2 Project is made available online at: www.cupertino.org/applecampus2.

In addition, because the Apple Campus 2 Project has been designated an Environmental Leadership Development Project pursuant to AB 900 under Section 21178 *et. seq.* of the Public Resources Code, the City has made the administrative record for the project available at the website noted above. The rest of the comment does not pertain to the adequacy of the Draft EIR and a response is not required.

COMMENTS C13

Yolanda Reynolds
June 26, 2013

Response C13-1: This comment states that the project would exacerbate traffic congestion and air pollution in the area. These issues are discussed in detail in Sections V.I, Transportation and Circulation, and V.L, Air Quality, of the Draft EIR.

Response C13-2: East Homestead Road, which is located immediately to the north of the project site, would remain open with implementation of the proposed project. As indicated on page 400 of the Draft EIR, two study intersections along Homestead Road would be substantially adversely affected with implementation of the proposed project: Intersection #5 (De Anza Boulevard and Homestead Road) and Intersection #27 (Tantau Avenue and Homestead Road). These intersections would also be substantially adversely affected under cumulative plus project conditions, as indicated on page 410 of the Draft EIR. Under cumulative conditions, the average increase in delay caused by the project at these two intersections would range from 4 seconds at Intersection #5 to approximately 38 seconds at Intersection #27. Even though delay would increase at these intersections, Homestead Road would continue to be accessible to drivers, and a potential alternate route for certain segments of I-280.

Response C13-3: Please refer to Response 13-2 and Master Response #2: Project Merits. In addition, the closure of Pruneridge Avenue is discussed throughout the Draft EIR, but see in particular pages 150 to 152; 156 to 159; and 427 to 430.

COMMENTS C14
Jia and Linda
June 21, 2013

Response C14-1: Implementation of the project would result in the removal of a maximum of 3,620 trees from the project site. As discussed on page 95 of the Draft EIR, with implementation of the project, a minimum of 800 trees would be retained in place on the project site (including the majority of the site perimeter trees and trees along the Calabazas Creek riparian corridor), and a minimum of 90 mature trees would be transplanted from the interior of the site to either the perimeter or to specific locations in the interior of the site. In order to mitigate the tree removals in accordance with the City's Protected Tree Ordinance and to increase vegetation at the site, Apple proposes to plant a minimum of 6,200 new trees on the project site, resulting in a net increase of 2,494 trees.

COMMENTS C15
Gina Wang
June 20, 2013

Response C15-1: Please see Master Response #2: Project Merits.

Response C15-2: This comment, which references historic levels of congestion on I-280 and states support for Apple's "plans to improve local roadways and alternative options for employee transit," is noted.

Response C15-3: Please see Master Response #2: Project Merits.

COMMENTS C16
Donna Austin
June 19, 2013

Response C16-1: This comment generally pertains to the merits of the project and is noted. Please see Master Response #2: Project Merits. The statement about the commenter's confidence that Apple will mitigate the traffic impacts of the project is also noted.

COMMENTER C17

Bernard Wood

June 18, 2013

Response C17-1: The retention of Pruneridge Avenue as a public right-of-way was analyzed as a project alternative (the Pruneridge Avenue alternative), which is discussed on pages 605 to 612 of the Draft EIR. As discussed on page 626 of the Draft EIR, two additional alternatives allowing for public access across the site (a Pruneridge Avenue Tunnel alternative and a Mobility and Park alternative) were rejected from detailed analysis because they would interfere with major utility lines, would infringe on private property, result in adverse visual impacts, would incur significant costs, and/or would still pose significant security concerns. See also Response to Comment B3-22.

COMMENTER C18

Earl Sharkey

June 17, 2013

Response C18-1: This comment references Apple's existing TDM program, which is discussed on pages 59 to 60 of the Draft EIR.

Response C18-2: Please see Master Response #2: Project Merits.

COMMENTER C19

Judy Gaffney

June 17, 2013

Response C19-1: Please see Master Response #2: Project Merits. The comment regarding environmental issues associated with the use of the project site for the former HP campus is noted.

COMMENTER C20

Shaunak

June 15, 2013

Response C20-1: This comment generally pertains to the merits of the project. Please see Master Response #2: Project Merits. The water feature suggested in the comment is noted. As part of the project, a water feature would be developed in the courtyard of the Main Building that would also serve as a rain water capture device.

COMMENTS C21

Dolly Sandoval
June 14, 2013

- Response C21-1: This comment, which expresses general support for the project, is noted. Please see Master Response #2: Project Merits.
- Response C21-2: Please see Master Response #2: Project Merits for a discussion of the treatment of project socioeconomic effects under CEQA. The comment expressing support for the design of the project and the project's environmental features is noted.
- Response C21-3: Traffic impacts associated with the project, and identified mitigation measures to reduce these impacts, are discussed in Section V.I, Transportation and Circulation, of the Draft EIR.
- Response C21-4: Please see Master Response #2: Project Merits.

COMMENTS C22

Henry and Sally Zoellner
June 13, 2013

- Response C22-1: The retention of Pruneridge Avenue as a public right-of-way was analyzed as a project alternative (the Pruneridge Avenue alternative), which is discussed on pages 605 to 612 of the Draft EIR. As discussed on page 626 of the Draft EIR, two additional alternatives allowing for public access across the site (a Pruneridge Avenue Tunnel alternative and a Mobility and Park alternative) were rejected from detailed analysis because they would interfere with major utility lines, would infringe on private property, result in adverse visual impacts, would incur significant costs, and/or would still pose significant security concerns. See also Response to Comment B3-22.
- Response C22-2: The request to annex the Westwood Oaks neighborhood into Cupertino is noted. This comment does not pertain to the adequacy of the Draft EIR and no further response is required.

COMMENTS C23

Vanya Matzek
June 13, 2013

- Response C23-1: The project would not include access through the project site connecting North Wolfe Road and North Tantau Avenue. However, as discussed on pages 111 to 120 of the Draft EIR, the project includes extensive changes to the bike and pedestrian environment surrounding the project site (including along Vallco Parkway) that would allow continuous bike and pedestrian

access (via sidewalks and bike lanes) along East Homestead Road, North Tantau Avenue, Vallco Parkway, and North Wolfe Road in the vicinity of the project site. These facilities would complete the “loop” referenced in the comment, but over a greater length compared to the “loop” under existing conditions. In addition, mitigation measures in the Draft EIR would also enhance bike and pedestrian facilities in the area. Mitigation Measure PLAN-2 and Mitigation Measure PLAN-3 would require Apple to implement additional bike and pedestrian facility improvements, including a coordinated wayfinding scheme around the project site perimeter, enhanced bike lanes and pedestrian paths along the North Wolfe Road bridge over I-280, other bicycle and pedestrian amenities, ADA improvements, and an alternate Calabazas Creek trail segment. Also, Mitigation Measures TRANS-23, TRANS-28, TRANS-29 would require enhancements to the pedestrian environment at the North Wolfe Road/Project Access intersection and at the I-280 ramps with Wolfe Road.

COMMENTS C24

Darcy Paul
June 12, 2013

Response C24-1: This comment generally focuses on the “many positive impacts” of the project, but also supports “appropriate measures taken to ensure that congestion and the impacts of traffic are minimized and even eliminated.” Careful consideration was given to all feasible mitigation measures to reduce the impacts of the project on the roadway system. Please refer to Section V.I, Transportation and Circulation for a discussion of the impacts of the project on all modes of transportation, and recommended mitigation measures.

COMMENTS C25

Keith Warner
June 12, 2013

Response C25-1: Please see Master Response #2: Project Merits, including the discussion of the treatment of socioeconomic effects in CEQA documents.

COMMENTS C26

James Forsythe
June 11, 2013

Response C26-1: This comment generally pertains to the merits of the project. Please see Master Response #2: Project Merits. The comment also notes that shifting the work hours of Apple employees away from peak periods could reduce project traffic impacts. This concept is employed in the list of “Additional TDM Measures” discussed on page 443. These measures, which include the

implementation of a flexible work schedule and the encouragement of telecommuting, would be implemented if the TDM measures identified as part of the project fail to meet the peak hour counts goal established in Mitigation Measure TRANS-9b.

COMMENTS C27

Glenn Grigg
June 10, 2013

- Response C27-1: This comment notes that the intersection of North Tantau Avenue/Pruneridge Avenue would be a good candidate for a roundabout. However, it is not part of the project, is not included in any City plans, and is not required to reduce the significant effects of the project. Therefore, a roundabout is not being considered at this location.
- Response C27-2: The Main Parking Structure adjacent to I-280 is designed to have direct access to both North Wolfe Road and Tantau Avenue.

COMMENTS C28

Yaeko Hirotsuka
June 8, 2013

- Response C28-1: Please see Master Response #2: Project Merits.
- Response C28-2: This comment, which does not pertain to the adequacy of the Draft EIR, is noted. Please see Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure for additional information about the effect of the Pruneridge Avenue closure on local roadway traffic volumes.
- Response C28-3: As discussed on page 626 of the Draft EIR, two alternatives allowing for public access across the site (a Pruneridge Avenue Tunnel alternative and a Mobility and Park alternative) were rejected from detailed analysis because they would interfere with major utility lines, would infringe on private property, result in adverse visual impacts, would incur significant costs, and/or would still pose significant security concerns. However, the No Project alternative and the Pruneridge Avenue alternative, discussed in Chapter VI, Alternatives, would retain public access across the project site. See also Response to Comment B3-22.
- Response C28-4: This comment, which pertains to the merits of the project and not the adequacy of the Draft EIR, is noted.

COMMENTS C29

Yaeko Hirotsuka

June 8, 2013

Response C29-1: Please see Responses to Comments C28-1 through C28-4.

COMMENTS C30

Eddie Kuo

June 6, 2013

Response C30-1: Please see Master Response #2: Project Merits. The environmental implications of the sustainability features referenced in the comment are explored throughout the Draft EIR, but specifically in Section V.K, Greenhouse Gas Emissions and Sustainability.

COMMENTS C31

Eno Schmidt

June 6, 2013

Response C31-1: Please see Master Response #2: Project Merits. The comment about the “advance consideration” of issues “involving congestion and concentrations of such large number of employees in one location” is noted, but no additional response is required. This comment does not pertain to the adequacy of the Draft EIR.

COMMENTS C32

Margaret Reilly

June 5, 2013

Response C32-1: This comment, which pertains to the provision of City-wide WiFi as part of the project and not to the adequacy of the Draft EIR, is noted.

COMMENTS C33

Chandramohan Mathu

June 6, 2013

Response C33-1: Please see Master Response #2: Project Merits.

COMMENTER C34

Best/Yash (*Full name not provided*)

June 6, 2013

Response C34-1: Please see Master Response #2: Project Merits.

COMMENTER C35

Geoff Paulsen

July 22, 2013

Response C35-1: The analysis in the Draft EIR evaluates environmental conditions far into the future, where applicable (in the case of the demographic analysis in Section V.G, Population, Employment, and Housing, housing and employment growth in the City and County are evaluated out to 2035). In addition, although the focus of the analysis is on the environs of the project, impacts are examined for areas outside the boundaries of Cupertino, including regional roadways. The comment regarding the desire for a taller project is noted. Such a design was not considered as part of a project alternative because it would not reduce the impacts of the project, as required by CEQA, and could exacerbate the potential impacts of the project if a taller building would degrade viewsheds in the area.

Response C35-2: This comment, which suggests that Apple add a store, museum, or visitor center to the project, is noted. This comment does not pertain to environmental issues surrounding the project or the adequacy of the Draft EIR and no further response is required.

Response C35-3: Mitigation Measure PLAN-3 includes a requirement that Apple fund a study of a Class I trail along the drainage channel and Calabazas Creek channel south of the project site (instead of constructing such a trail). The high cost of developing such a trail would make it infeasible for a single project to support. In addition, no trail exists today, so the project would not have a significant impact on the existing environment with respect to trails. Please see Master Response #13: Calabazas Creek Trail.

Response C35-4: This comment is noted and will be considered in the implementation of Mitigation Measure BIO-3.

Response C35-5: The stormwater control methods mentioned in the comment would be required as part of the project, pursuant to the provisions of the San Francisco Bay Region Municipal Stormwater National Pollutant Discharge Elimination System Permit, as described on pages 307 to 308 of the Draft EIR. It should also be noted that the project would benefit stormwater quality because the amount of pervious surfaces on the site would increase from approximately 43 acres to 102 acres.

- Response C35-6: This comment, which generally expresses an opposition to road widening, is noted. As a general response, the Draft EIR includes mitigation measures that seek to reduce the transportation impacts of the project without widening roads. For instance, Mitigation Measure TRANS-9b would require Apple to divert 34 percent of its peak hour trips using a range of TDM measures, including increased transit usage and incentivizing biking and walking commutes.
- Response C35-7: Occupied project buildings would average approximately 240 square feet per employee, which is a fairly typical employee density for technology-related office uses.
- Response C35-8: As described on page 626 of the Draft EIR, a Mobility and Park alternative (which would include a 1.1-acre on-site park) was rejected from detailed analysis in the Draft EIR because it would pose significant security concerns to Apple and would conflict with a key project objective.

COMMENTER C36
Neighbor
July 22, 2013

- Response C36-1: Please see Master Response: Diverted Trips Due to Pruneridge Closure. The segment of Pruneridge Avenue east of North Tantau Avenue is not expected to experience high traffic volumes such that closure of the street would be warranted.

COMMENTER C37
Dean Fujiwara
July 22, 2013

- Response C37-1: Please refer to Response to Comment A1-14. The intersection at Homestead Road/Heron Avenue is a signalized intersection that provides protected left-turn access to and from the Serra Gardens neighborhood (thus facilitating access onto Homestead Road after project implementation). The Homestead Road/Linnet Lane intersection is a side-street stop controlled intersection, where traffic to/from Linnet Lane needs to yield to traffic on Homestead Road (thus increased traffic on Homestead Road could increase the difficulty of turns from Linnet Lane). The proposed development projects, including the Apple Campus 2 Project as well as the shopping centers at Cupertino Village and Homestead Square, would increase traffic volumes on Homestead Road. However, as discussed in Response to Comment A1-14, the intersections would continue to operate acceptably.

COMMENTS C38

Ken Nishimura

July 22, 2013

- Response C38-1: This introductory comment is noted.
- Response C38-2: Please see Master Response #2: Project Merits.
- Response C38-3: The comment is correct that the closure of Pruneridge Avenue would have significant effects on bicycling and pedestrian infrastructure in the area and that the project would generate significant traffic congestion. These impacts are identified as significant and unavoidable in the Draft EIR. See the summary of significant and unavoidable project impacts on pages 6 to 7 of the Draft EIR.
- Response C38-4: The shuttle service suggested by the commenter was not identified as a mitigation measure due to: 1) the relatively low numbers of pedestrians and cyclists that use the segment of Pruneridge Avenue within the project site that would be vacated; 2) the relatively short length of the pedestrian detour that would be required due to the closure of Pruneridge Avenue; 3) the relatively high cost of running such a shuttle service at a frequency that would be convenient to pedestrians; and 4) the adverse effects on air pollution and traffic congestion associated with such a shuttle service.
- Response C38-5: The project would include substantial transportation improvements, as described on pages 381 to 384 of the Draft EIR, which would add roadway capacity to reduce the amount of traffic congestion that could occur. In addition, Apple would expand its TDM Program (including its dedicated shuttle bus service) and (per Mitigation Measure TRANS-9b) increase the percentage of employees who use transit, walking, bicycling, and shared ride modes of transport to and from work from 28 percent to 34 percent to reduce the amount of added traffic congestion.
- The transportation impact analysis evaluated project impacts to freeway interchanges. Specifically I-280/Wolfe Road freeway ramp operations were evaluated and off-ramp widenings were identified as mitigation measures. Mitigation measures were also identified for the intersection of the I-280 northbound off-ramp at Stevens Creek Boulevard.
- Response C38-6: Please see Master Response #1: Significant and Unavoidable Impacts.
- Response C38-7: The exit intersection of the campus transit station would be signalized to facilitate effective operations at this location, and to ensure safety of bicyclists. With signalization this intersection is projected to operate at LOS A and LOS B during the AM and PM peak periods, respectively.

- Response C38-8: The existing alternative mode use of 28 percent was measured on days with good weather. Therefore the goal of 34 percent should also be measured on days with good weather to provide a consistent comparison. On days with inclement weather some employees who typically use alternative modes may elect to drive to work. This would not represent “normal” travel patterns and would potentially skew the results.
- Response C38-9: Please see Master Response: Adequacy of TDM Penalties.
- Response C38-10: Please see Master Response #12: Trip Cap.
- Response C38-11: The project driveways would be controlled with traffic signals that are operated by the City of Cupertino Public Works Department. The signals would be operated in conjunction with other traffic signals on North Wolfe Road and North Tantau Avenue so that traffic flows on the arterials are maintained. This would require longer wait times for vehicles on the side streets, including the project driveways. Therefore traffic exiting the site would effectively be metered.
- Response C38-12: Apple shuttles are owned and operated by third party operators who fuel all vehicles off-site.
- Response C38-13: This comment, which expresses support for the Reduced Density alternative evaluated in Chapter VI, Alternatives, of the Draft EIR is noted.

COMMENTER C39

Patricia Melcic
July 22, 2013

- Response C39-1: This comment references Impacts AIR-1 and AIR-2, which relate to the violation of air quality standards. These impacts pertain to exceedances of established thresholds of air pollutants in the air basin and would not disproportionately affect persons within 1 mile of the project site. As calculated in the air quality technical study prepared for the Draft EIR, emissions of toxic air contaminants from construction would be less than significant for nearby residents.
- Response C39-2: Although level of service delays in the Draft EIR are calculated in seconds of delay (and not miles), this comment likely overstates the project’s contribution to freeway congestion. Under cumulative conditions, the project would add approximately 1 minute and 23 seconds of delay to operations at the Wolfe Road/I-280 Northbound Ramps and 1 minute and 8 seconds of delay to the Lawrence Expressway/I-280 Southbound Ramps.
- Response C39-3: The intersection of Pruneridge Avenue/North Tantau Avenue was analyzed in Section V.I, Transportation and Circulation, of the Draft EIR. This

intersection is not listed in Table II-1, Summary of Impacts and Mitigation Measures, from the EIR, because its operations would not be substantially adversely affected by the project.

Response C39-4: The Main Parking Structure entrance would have direct access both to North Tantau Avenue and North Wolfe Road, and associated traffic would be distributed to the two streets.

Response C39-5: Table RTC-6 summarizes the peak hour roadway volumes for Pruneridge Avenue between Lawrence Expressway and Tantau Avenue for Existing, Background No Project, and Background Plus Project conditions and their corresponding levels of service.

Pruneridge Avenue is classified as a minor arterial per the City of Santa Clara 2010-2035 General Plan. Based on the General Plan, an arterial can accommodate up to 885 vehicles per lane and maintain LOS D operations. Pruneridge Avenue has two lanes between Lawrence Expressway and Tantau Avenue and a total capacity of 1,770 peak hour vehicles (885 x 2 lanes). Based on the data presented in Table RTC-6, Pruneridge Avenue has sufficient capacity to accommodate the expected growth in traffic on the roadway.

Table RTC-6: Pruneridge Avenue Peak Hour Roadway Volumes

Scenario	Peak Hour ¹	Two-Way Roadway Volume	LOS ²
Existing	AM	707	C
	PM	883	C
Background No Project	AM	733	C
	PM	931	C
Background Plus Project	AM	939	C
	PM	1,135	D

Notes:

¹ AM = morning peak hour, PM = afternoon peak hour.

² Based on *Roadway Segment Daily LOS Definitions* presented in Santa Clara's General Plan. Peak hour capacities were assumed to be ten percent of the daily capacity.

Source: Fehr & Peers, August 2013.

Response C39-6: The modest additional traffic volumes for the project that would occur on Pruneridge Avenue, as shown in Response to Comment C39-5, would not be expected to create hazardous conditions for bicyclists and pedestrians.

COMMENTER C40
Jennifer Hodor
July 22, 2013

Response C40-1: This introductory comment stating objections to the proposed project is noted. As discussed in Section V.I, Transportation and Circulation, of the

Draft EIR, operations at the intersection of North Wolfe Road and East Homestead Road would not be significantly affected by the project.

- Response C40-2: Employees who use the Corporate Fitness Center would be directed to park in the parking facilities elsewhere within the project site. As part of Condition of Approval CA-TRANS-3, if parking spillover is identified as a problem as part of annual parking monitoring, a detailed parking management plan would be provided and additional measures would be taken (including the provision of additional parking on the project site). A crosswalk has not been proposed at the intersection of Nightingale Avenue and East Homestead Road.
- Response C40-3: As proposed, the project would provide a shuttle stop pullout on the south side of East Homestead Road just east of the North Wolfe Road intersection. The stop would only be used by Apple's 15-seat employee Sprinter vans. Use of the Sprinter vans that would use the stop on East Homestead Road would be limited to employees who are traveling to or leaving the Corporate Fitness Center. The relatively small number of vans accessing the Corporate Fitness Center would not substantially increase traffic on East Homestead Road. Most project employees would use the Transit Center on North Tantau Avenue.
- Response C40-4: As discussed on pages 432 to 437 of the Draft EIR, the proposed project would provide adequate parking on-site (with implementation of Mitigation Measure TRANS-35), thus limiting the demand for off-site parking. As part of the conditions of approval, the project sponsor would fund monitoring to assess whether intrusion occurs and measures to ameliorate parking intrusion. The measure would be subject to City of Sunnyvale approval.
- Response C40-5: Please see Master Response #7: Cut-Through Traffic and Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure.
- Response C40-6: Please refer to Master Response #14: New Freeway Ramps.
- Response C40-7: This concluding comment is noted.

COMMENTS C41
Martin Landsaat
July 21, 2013

- Response C41-1: Please refer to the discussion of Mitigation Measure TRANS-1 on page 394 of the Draft EIR and Mitigation Measure TRANS-25 on page 420 of the Draft EIR. If agreement is reached with Caltrans to construct these mitigation measures (which are outside the control of the City of Cupertino), project impacts at I-280/Wolfe Road would be reduced to a less-than-significant level.

COMMENTER C42

Ronald Moore

July 21, 2013

- Response C42-1: This comment is similar to and from the same commenter as Comment C2. Please see Master Response #2: Project Merits. The comment about the consolidation of Apple employees on the site is noted and is reflected in the discussion of proposed project employment on pages 91 to 92 of the Draft EIR.
- Response C42-2: Please see Response to Comment C44-1.
- Response C42-3: Please see Master Response #2: Project Merits.
- Response C42-4: This comment, which suggests that Apple open a store in Cupertino, is noted. This comment does not pertain to environmental issues surrounding the project and no further response is required.

COMMENTER C43

Patrick Robbins

July 21, 2013

- Response C43-1: As discussed on page 215, project effects due to light and glare would be less-than-significant at all locations, including near Receptor 4, which is near the location described by the commenter. As shown in Table V.B-1, Illuminance Assessment of Receptor Locations, the illuminance value at Receptor 4 would increase by only 0.130 footcandle with implementation of the proposed project (far below the threshold of 0.8 footcandle).
- Response C43-2: This intersection was not included in the analysis because, as the comment notes, it is a minor all-way stop controlled intersection (and thus would not be subject to substantial project traffic). Fehr & Peers conducted follow-up observations at this intersection in September 2013. The observations indicate that the intersection operates at approximately LOS C in both the AM and PM peak periods, which is an acceptable level of service. Although queuing of up to six cars was observed on Pruneridge Avenue, no excessive queuing or unsafe driving behavior was observed.
- Response C43-3: As shown in Figure V.I-7, Project Trip Distribution, the intersection of Pruneridge Avenue and North Tantau Avenue is not projected to experience substantial increases in vehicle trips. Thus the relatively minor change in operation at this intersection is not surprising.
- Response C43-4: Please refer to pages 128 to 129 and pages 434 to 435 of the Draft EIR for a discussion of special event parking. As discussed on page 128, on special event days employees who typically park in the Auditorium and Valet Parking

facility would be directed to park elsewhere (including at off-site locations requiring shuttle transport, if necessary). These employees would be given advance notice of the parking restrictions, and provision would be made for parking at other locations within the project site or other Apple facilities in the area. Special events would occur approximately three to four times a year, and on these occasions – due to the parking protocols established by Apple – no significant spillover parking is expected to occur off-site.

Response C43-5: As shown on page 453 of Section V.J, Noise, of the Draft EIR, the purpose of the short-term noise monitoring was to establish the existing ambient noise environment at sensitive land uses in the vicinity of the project site. These noise measurements were not used in the analysis of significant impacts. Modeled traffic noise levels that would be experienced under project conditions were compared to modeled traffic noise levels under conditions without the project and were not compared to existing measured noise levels. Using modeled noise levels, rather than measured noise levels, is standard practice and is considered to produce more accurate results since measured noise during a single day or a small number of days may not be representative of project conditions.

In regard to potential project-related noise increases for residences on Pruneridge Avenue, based on the anticipated trip distribution pattern of the proposed project, the segment of Pruneridge Avenue between North Tantau Avenue and Lawrence Expressway would experience less than 1 percent of total project trips. Therefore, similar to all other roadway segments with higher project trip volumes that were modeled and analyzed in the noise analysis, project-related traffic noise impacts along Pruneridge Avenue would be less than significant.

COMMENTER C44
Mary Brunkhorst
July 21, 2013

Response C44-1: This comment, which summarizes some of the key conclusions of the Draft EIR regarding traffic impacts, is noted.

Response C44-2: This comment, which describes existing traffic conditions observed by the commenter, is noted.

Response C44-3: As discussed in Section V.I, Transportation and Circulation, of the Draft EIR, operations at the intersection of North Wolfe Road and East Homestead Road would not be significantly affected by the project.

Response C44-4: Please see Master Response #7: Cut-Through Traffic.

- Response C44-5: Pedestrian crossings were considered when conducting the traffic analysis. The existing traffic signal timing, with slight modifications, could accommodate added pedestrians without increasing the delays to vehicles.
- Response C44-6: Please see Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure.
- Response C44-7: As discussed on page 35 of the Draft EIR, the cumulative analysis of traffic in the Draft EIR takes into account traffic from pending developments in the area, along with reasonably foreseeable roadway improvements. In general, mitigation occurs on a project-by-project basis, and individual project applicants would be required to mitigate the effects of their projects on the transportation system to a less-than-significant level, where feasible.
- Response C44-8: Please see Master Response #1: Significant and Unavoidable Impacts. Apple would work with the City of Cupertino, the VTA, and Caltrans to obtain the necessary permits to construct improvements in the Caltrans right-of-way. The City and Caltrans anticipate having the improvements within Caltrans' right-of-way completed prior to final occupancy of the project. Secondary impacts associated with the mitigation measures have been considered in the Draft EIR.
- Response C44-9: Apple would be required to implement all mitigation measures that are within the responsibility and jurisdiction of the City of Cupertino. Regarding mitigation measures that are within the responsibility and jurisdiction of other agencies, Apple has agreed to coordinate and collaborate with the extra-jurisdictional agencies to construct each mitigation measure, or to provide funding to the agencies to design and construct either: (1) the identified mitigation measure or (2) an alternate improvement which mitigates the impact to the satisfaction of the City of Cupertino. Please see Master Response #1: Significant and Unavoidable Impacts.
- Response C44-10: This comment, which expresses support for the closure of Pruneridge Avenue within the project site and does not pertain to the adequacy of the Draft EIR, is noted.
- Response C44-11: This comment, which summarizes previous comments, is noted.
- Response C44-12: Please see Master Response #2: Project Merits.

COMMENTER C45
Nancy Wagner
July 21, 2013

- Response C45-1: This introductory comment is noted.

- Response C45-2: Both the type and number of project-related vehicles using roadways in the vicinity of the site were taken into account as part of the noise analysis for the project described in Section V.J, Noise, of the Draft EIR. The number of vehicles using Pruneridge Avenue east of the project site is not expected to increase substantially with implementation of the proposed project. Less than 1 percent of project trips would use the segment of Pruneridge Avenue between North Tantau Avenue and Lawrence Expressway, resulting in a negligible increase in traffic-related noise. The impacts of the project on noise levels along Pruneridge Avenue east of the project site would thus be less than significant.
- Response C45-3: This general comment about expected increases in traffic along North Tantau Avenue is noted.
- Response C45-4: Please see Response to Comment C45-2.
- Response C45-5: This comment about building height preference is noted. As shown in Figure V.B-4, Visual Simulations, Viewpoint 3, East Pruneridge Avenue, project buildings from this location would be completely obscured by vegetation.
- Response C45-6: This general concluding comment is noted.

COMMENTER C46
Sally Everett-Beaupre
July 21, 2013

- Response C46-1: This introductory comment is noted.
- Response C46-2: Please refer to pages 212 to 215 of the Draft EIR, which discuss the less-than-significant impacts of the project on light and glare.
- Response C46-3: Please refer to the visual simulations of the project on page 194 to 204 of the Draft EIR.

COMMENTER C47
Patrick Waddell
July 21, 2013

- Response C47-1: Santa Clara residents could continue to access the I-280/Wolfe Road interchange via Homestead Road or Vallco Parkway. The detour is estimated to be just over 0.5 mile, which would add a negligible amount of travel time. Access to I-280 northbound would not be restricted to the interchange at Stevens Creek Boulevard.

- Response C47-2: Please see Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure, as well as Master Response #5: Public Access Through Project Site.
- Response C47-3: This comment, which does not pertain to the adequacy of the Draft EIR, is noted.
- Response C47-4: Chapter VI, Alternatives, of the Draft EIR, includes analysis of four project alternatives, including the No Project alternative, Pruneridge Avenue alternative, Reduced Construction alternative, and Reduced Density alternative. These alternatives are analyzed for each of the topics evaluated in detail in the Draft EIR. In addition, as described on pages 625 and 626 of the Draft EIR, seven additional alternatives were considered but rejected for further analysis because they would conflict with project objectives or would not substantially reduce the environmental impacts of the project.
- Response C47-5: As discussed on page 626, the Pruneridge Avenue Tunnel alternative was not rejected from analysis solely due to conflicts with the existing sanitary sewer line. It was also rejected because it would infringe on private property and could result in adverse visual impacts and incur significant costs.
- Response C47-6: Apple considers any public access on the site to compromise its primary security objective. Please refer to Master Response #5: Public Access Through Project Site.
- Response C47-7: Please refer to Response to Comment B3-22 and Master Response #5: Public Access Through Project Site.

COMMENTER C48

Dale Porter
July 21, 2013

- Response C48-1: This comment, which does not pertain to the adequacy of the Draft EIR, is noted. See Master Response #3: Mitigation Nexus. Also, the retention of Pruneridge Avenue in its existing condition is evaluated as part of the No Project alternative discussed in Chapter VI, Alternatives.

COMMENTER C49

Anonymous
July 21, 2013

- Response C49-1: This comment, which expresses opposition to the closure of Pruneridge Avenue as part of the project, is noted. The evaluation of impacts of the closure on the transportation patterns of The Hamptons residents is discussed on pages 429 to 430 of the Draft EIR.

Response C49-2: The proposed Apple Campus would not be open to the public.

COMMENTS C50
A Local
July 20, 2013

Response C50-1: As noted on page 134 of the Draft EIR, the proposed project would be required to meet Leadership in Energy and Environmental Design (LEED) Silver certification or an equivalent, as identified in the City of Cupertino Green Building Ordinance. Apple has committed to incorporating into the project the sustainability features discussed on pages 134 to 136 of the Draft EIR.

Response C50-2: This comment, which does not pertain to the adequacy of the Draft EIR, is noted.

COMMENTS C51
Ruth Moore
July 20, 2013

Response C51-1: Please refer to Master Response #2: Project Merits.

COMMENTS C52
Harvey Checkman
July 19, 2013

Response C52-1: The segment of Pruneridge Avenue within the site that would be closed as part of the project is not a designated emergency access route. With the addition of project traffic, there would be added delays on Homestead Road during the peak commute periods; however, the delays would not be severe. For example, in the evening when commute congestion is greater, the delay on eastbound Homestead Road (towards Kaiser Hospital) at Wolfe Road is estimated to increase by 10 seconds. Similarly, the delay on southbound Wolfe Road towards Kaiser Hospital is estimated to increase by 15 seconds. Emergency vehicles would continue to be able to navigate the corridors with emergency signal pre-emption that give priority signals to emergency response vehicles (as required by Mitigation Measure PSU-1).

Response C52-2: This proposal for the rerouting of Pruneridge Avenue resembles that described for the Mobility and Park alternative described on page 626 of the Draft EIR. That alternative was rejected because it would pose significant security concerns to Apple, thus compromising one of Apple's key objectives for the project.

- Response C52-3: Please see Master Response #12: Trip Cap.
- Response C52-4: Please see Master Response #3: Mitigation Nexus.
- Response C52-5: Please see Master Response #3: Mitigation Nexus. Such a local hiring program would be difficult to administer/enforce and may do little to reduce the effects of the project on the local and regional roadway system (if, for instance, local residents drive to work). Since Apple has historically found success in reducing vehicle traffic through its TDM Program, the City has determined that a more robust TDM Program (as required by Mitigation Measure TRANS-9b) would be the most effective way to further reduce traffic generated by the proposed project.
- Response C52-6: Please see response to comment C52-2.

COMMENTER C53

Ann (*Last name not provided*)

July 19, 2013

- Response C53-1: Impact AIR-1 and Impact AIR-2 identify impacts to regional air quality attainment standards from exceedances in criteria pollutant thresholds (see Table V.L-5 and Table V.L-7 of the Draft EIR). As shown in Table V.L-5, construction emissions of ozone precursors (ROG and NO_x) would exceed the Bay Area Air Quality Management District (BAAQMD) threshold for average daily construction emissions. As shown in Table V.L-7, operational analysis results indicate the net new project emissions would exceed the BAAQMD's threshold for ROG, NO_x, PM_{2.5} and PM₁₀.

The primary source of construction emission exceedances is construction truck trips, while the primary source of project operation emissions is mobile source emissions generated by employee, visitor, and vendor vehicle trips to and from the project site. These emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed or, in the case of vehicle emissions associated with the project, emissions are released in other areas of the air basin. Because the resulting emissions are dispersed rapidly and contribute only a small fraction of the region's air pollution, air quality in the immediate vicinity of the project site (including the Kaiser Hospital) would not substantially change compared to existing conditions as the air quality monitoring data reported in Table V.L-2.

Site-specific construction and operational health risk modeling was performed (see pages 552 to 559 of the Draft EIR), taking into account predominant winds, and results indicate that the project air emissions would not create a significant risk would not occur to nearby residents or other sensitive receptors (including the hospital).

Response C53-2: With the addition of project traffic, there would be added delays on Homestead Road during the peak commute periods; however, the delays would not be severe. For example, in the evening when commute congestion is greater, the delay on eastbound Homestead Road (towards Kaiser Hospital) at Wolfe Road is estimated to increase by 10 seconds. Similarly, the delay on southbound Wolfe Road towards Kaiser Hospital is estimated to increase by 15 seconds. Emergency vehicles would continue to be able to navigate the corridors with emergency signal pre-emption that give priority signals to emergency response vehicles (as required by Mitigation Measure PSU-1).

Response C53-3: Please see Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure.

COMMENTS C54

Ann (*Last name not provided*)
July 19, 2013

Response C54-1: This comment is noted. The inconsistency of the proposed closure of Pruneridge Avenue with General Plan policies is discussed under Impacts PLAN-2, PLAN-5, and PLAN-6 in the Draft EIR.

Response C54-2: Impacts related to the closure of Pruneridge Avenue would be significant and unavoidable because the provision of public access through the project site would conflict with the primary security objective identified by Apple for the project, thus compromising the viability of the project. The term “unmitigable” is not used to describe these impacts.

Response C54-3: Similar to the Pruneridge Avenue Tunnel alternative discussed on page 626 of the Draft EIR, a pedestrian/bicycle bridge crossing the project site would require acquisition of right-of-way, result in adverse visual impacts, would incur significant costs, and may still pose significant security concerns. Therefore, such an alternative would not be environmentally superior to other project alternatives evaluated in detail in the Draft EIR (including the Pruneridge Avenue alternative, which would preserve Pruneridge Avenue in place) and will not be analyzed further.

COMMENTS C55

Pingang and Wen Wang
July 19, 2013

Response C55-1: As discussed in Section V.I, Transportation and Circulation, the project would not result in a significant impact on Intersection #35 (Lawrence Expressway/Pruneridge Avenue). Therefore, no improvement measures are identified in the Draft EIR at this intersection.

COMMENTS C56

Jeremy Hubble
July 19, 2013

- Response C56-1: Please see Master Response #10: Median on East Homestead Road and Response to Comment A1-18. The roadway/bike facility constraints referenced in the comment represent an existing condition in the City of Sunnyvale for which the City of Sunnyvale has the responsibility for and jurisdiction over the implementation of the improvements.
- Response C56-2: Increases in traffic on East Homestead Road would not result in bike/pedestrian conflicts because as part of the project adequate bike/pedestrian facilities would be provided along East Homestead Road. Please refer to page 112 of the Draft EIR for a description of these facilities.
- Response C56-3: Please refer to Master Response #5: Public Access Through Project Site.

COMMENTS C57

Vincent Grande
July 17, 2013

- Response C57-1: This comment, which does not pertain to the adequacy of the Draft EIR, is noted.
- Response C57-2: Please refer to Master Response #14: New Freeway Ramps.

COMMENTS C58

Anonymous
July 17, 2013

- Response C58-1: Refer to Section V.I, Transportation and Circulation, which analyzes the effect of the project on the operation of North Wolfe Road and East Homestead Road.

COMMENTS C59

David Mooso
July 14, 2013

- Response C59-1: In regard to potential project-related noise increases for residences on Pruneridge Avenue, based on the anticipated trip distribution pattern of the proposed project, the segment of Pruneridge Avenue between North Tantau Avenue and Lawrence Expressway would experience less than 1 percent of total project trips. Therefore, project-related traffic noise impacts along Pruneridge Avenue would be less than significant.

COMMENTS C60

Art Cohen
July 14, 2013

Response C60-1: Please see Master Response #3: Mitigation Nexus. Security concerns surrounding the project have not been identified as a significant impact that would require mitigation.

COMMENTS C61

Denia Phillips
July 12, 2013

Response C61-1: Please see Master Response #2: Project Merits.

COMMENTS C62

James (*Last name not provided*)
July 12, 2013

Response C62-1: Impacts to migratory birds are discussed on pages 258 to 260 of the Draft EIR. It is unclear why the commenter believes the circular design of the Main Building would appear as a water body from the perspective of flying migratory birds. Apart from its circular design in plan view, the Main Building would have no other characteristics of a water body (see Figure III-4 and III-5a for representative plan views of the Main Building). The interior courtyard of the Main Building would be landscaped and would contain numerous built features, including a central garden, food stations, maintenance access, dining terrace, and pathways, none of which are characteristic of the aquatic portion of a lake or pond. The interior courtyard would have no major elements with reflective qualities, other than a small water feature. Therefore, it is unlikely the circular layout of the Main Building would be “extremely confusing to migratory flying animals.”

COMMENTS C63

John Kilmer
July 11, 2013

Response C63-1: The comment appears to be referring to the closure of Pruneridge Avenue (not North Tantau Avenue) within the project site. Please see Master Response: Diverted Trips Due to Pruneridge Closure and the discussion on pages 427 to 428 of the Draft EIR. Please refer to pages 590 to 592 of the Draft EIR for a discussion of the project’s potential effects on emergency response times.

COMMENTS C64

Elaine Manley
July 11, 2013

- Response C64-1: This introductory comment is noted.
- Response C64-2: Additional parking on the site is not desirable from an environmental perspective because: 1) as explained on pages 432 to 437 of the Draft EIR, the parking proposed for the site would be adequate to meet demand with implementation of a TDM Program; 2) too much parking on the site could reduce the desirability of alternate transportation modes and generate additional traffic; and 3) the construction of new or larger buildings on the site to accommodate parking would result in adverse impacts related to air pollutant and greenhouse gas emissions. In addition, the project site would not be open to the public. Thus, long-term parking demand for visitors is expected to be modest and could be accommodated within proposed visitor parking facilities. However, as part of Condition of Approval CA-TRANS-3, if parking spillover is identified as a problem as part of annual parking monitoring, a detailed parking management plan would be provided and additional measures would be taken (including the provision of additional parking on the project site).
- Response C64-3: Please see Master Response #10: Median on East Homestead Road.
- Response C64-4: This comment about the merits of the project design is noted. Please see Master Response #2: Project Merits.
- Response C64-5: This concluding comment is noted.

COMMENTS C65

Andy Frazer
Carol Absalom
Kevin Klenk
Yair Barniv
Pearl Wang
July 10, 2013

- Response C65-1: Please see Master Response #7: Cut-Through Traffic.
- Response C65-2: Please see Master Response #2: Project Merits.
- Response C65-3: Please see Master Response #2: Project Merits.
- Response C65-4: Please see Master Response #7: Cut-Through Traffic. The 34 percent diversion rate would be achieved through enforcement and regular

monitoring of the TDM Program required as part of Mitigation Measure TRANS-9b.

Response C65-5: It is not anticipated that the mitigation measures identified in the Draft EIR to reduce impacts at the I-280/Wolfe Road and Lawrence Expressway/I-280 interchanges would be inadequate, based on the transportation analysis conducted as part of the project.

Response C65-6: Please see Master Response #7: Cut-Through Traffic. The Condition of Approval that would require Apple to set aside \$500,000 for the City of Sunnyvale and \$250,000 for the City of Santa Clara is intended to allow for the monitoring of cut-through traffic and the potential installation of traffic calming measures should cut-through traffic-related problems arise due to implementation of the proposed project. These funds are not intended to be used for “helping traffic to/from/through the main arteries of 280, Wolfe, and Lawrence.”

Response C65-7: Please see Response to Comment C65-5.

COMMENTER C66
Indranil Das
July 4, 2013

Response C66-1: This introductory comment is noted.

Response C66-2: Please see Master Response #2: Project Merits. Also, refer to Section V.I, Transportation and Circulation, which analyzes the effect of the project on the operation of North Wolfe Road and East Homestead Road.

Response C66-3: Please see Master Response #7: Cut-Through Traffic. As discussed on pages 432 to 437 of the Draft EIR, adequate parking would be provided within the project site (and parking off-site would not be convenient). Therefore, spillover parking off-site is not expected.

Response C66-4: Please refer to the mitigation measures identified in Sections V.I, Transportation and Circulation; V.J, Noise; and V.L, Air Quality. These measures would be required to be implemented by the City.

Response C66-5: The entrance on East Homestead Road would primarily be for bicyclists and pedestrians. Please refer to Response to Comment C66-3 regarding the expectation that spillover parking outside the site is not expected.

Response C66-6: Although the I-280/Wolfe Road interchange would be busy at peak hours, there would be capacity for additional vehicles generated by the project.

Response C66-7: Such a parking control measure could be implemented if, as a result of implementation of Condition of Approval CA-TRANS-3 (see pages 435 to 437 of the Draft EIR), spillover parking occurs in adjacent neighborhoods.

Response C66-8: This concluding comment is noted.

COMMENTS C67

Michelle Philips

July 10, 2013

Response C67-1: Please see Master Response #7: Cut-Through Traffic.

COMMENTS C68

Ann (*Last name not provided*)

July 3, 2013

Response C68-1: This introductory comment is noted.

Response C68-2: See Master Response #15: School Busing Program.

COMMENTS C69

David Mooso

June 30, 2013

Response C69-1: Please see Master Response #2: Project Merits. Mitigation Measure PLAN-2 would include the construction of an alternate creek trail, and partial funding of a trail study for the drainage channel and segment of Calabazas Creek south of the project site. See also Master Response #13: Calabazas Creek Trail.

COMMENTS C70

UP

June 30, 2013

Response C70-1: Please see Master Response #1: Significant and Unavoidable Impacts and Master Response #2: Project Merits. Please also refer to Section V.I, Transportation and Circulation, of the Draft EIR, which analyzes the effects of the project on the transportation links listed in the comment.

COMMENTS C71

David Mooso
June 30, 2013

Response C71-1: The provision of a northbound right-turn overlap phase with the westbound left-turn vehicle phase is a feasible signal control measure. The traffic phasings/timings for the North Tantau Avenue/Pruneridge Avenue intersection would be refined during the project entitlement process. This suggestion will be considered at that time.

COMMENTS C72

Loran Stringer
June 30, 2013

Response C72-1: Please see Master Response #12: Trip Cap.

COMMENTS C73

Michelle Connelly
June 30, 2013

Response C73-1: Please see Master Response #2: Project Merits. Please also refer to the discussion of the Reduced Density alternative, on pages 619 to 625 of the Draft EIR. That alternative would reduce the size of the project to reduce traffic impacts and other related impacts. See also Master Response #5: Public Access Through Project Site.

Response C73-2: The potential intermittent use of outdoor areas around the perimeter of the project site by smokers would not result in a significant health risk as public exposure to such smoke would be sporadic.

Response C73-3: This concluding comment is noted.

COMMENTS C74

Sally Everett-Beaupre
June 29, 2013

Response C74-1: This introductory comment is noted.

Response C74-2: The analysis of the environmental effects of the project in the Draft EIR was not confined to the geographic confines of Cupertino and extends to all bordering jurisdictions.

Response C74-3: Please refer to Master Response #14: New Freeway Ramps. Also, it should be noted that Apple's existing TDM program has been successful in diverting

approximately 28 percent of Apple employees from the use of single-occupant vehicles. Mitigation Measure TRANS-9b would increase this diversion rate to 34 percent, with stringent monitoring requirements to ensure compliance.

Response C74-4: This concluding comment is noted.

COMMENTS C75

Jon Ramos
June 26, 2013

Response C75-1: The Draft EIR is most easily accessible via the City's website for the project: <http://www.cupertino.org/index.aspx?page=1107>. The existing buildings on the site would be demolished as part of the project. Refer to page 61 of the Draft EIR for a description of the zoning designations on the project site.

COMMENTS C76

Ann Peterson
June 26, 2013

Response C76-1: Due to the robust market for office space in Cupertino and in surrounding communities, any buildings vacated by Apple are expected to be occupied by different tenants. Long-term building vacancies due to the project (and associated adverse environmental impacts such as urban blight) are not anticipated.

COMMENTS C77

Jeff Greef
June 26, 2013

Response C77-1: The greenhouse gas emissions that would be generated by the proposed project have been quantified and are shown in the Draft EIR in Table V.K-2 (Project Construction Emissions) on page 504 and Table V.K-3 on page 510. This comment also requests the quantification of carbon emissions from the off-site production of construction materials. The term "total carbon footprint" is subject to a wide variety of interpretations. The Draft EIR contains an extensive analysis of the greenhouse gas emissions expected to result from construction and operation of the project. For the construction analysis, transportation of construction materials to the site and onsite construction activities have been estimated and evaluated. To the extent the commenter is inquiring about manufacturing processes off-site, there is extensive publicly available information on the estimated emissions associated with processes such as cement production, steel production, and glass manufacturing. At this stage in the planning process, due to variations in construction suppliers and vendors, it is not possible to develop an accurate estimate of construction

lifecycle emissions. Off-site production of greenhouse gas emissions is typically monitored and inventoried for compliance with State greenhouse gas reduction goals independently from the end product user. Additionally, an analysis of total construction lifecycle emissions is not required by the California Air Resources Board or the Bay Area Air Quality Management District for CEQA documents, and specific methodologies for calculating such emissions have not been mandated.

The attribution of such emissions is also typically assigned in the first instance to the producer, not the end product user. For example, the World Resources Institute has observed that “[t]he significant quantities of energy and GHG [greenhouse gas] emissions that are embodied in these products are, under prevailing GHG accounting systems, attributed to the country of production, not consumption.”¹

As for the consideration of emissions that would not have occurred had the project not occurred, the Draft EIR has analyzed and considered the greenhouse gas emissions for this project, as compared to the baseline conditions (as required by CEQA), to determine the emissions attributable to the project. Please refer to the extensive sustainability features that would be designed into the project, described on pages 134 to 136 of the Draft EIR, which were taken into account in conducting this analysis.

Response C77-2: Please see Response to Comment C77-1.

COMMENTS C78
Mahesh Nihalani
June 26, 2013

Response C78-1: Please see Master Response #2: Project Merits.

COMMENTS C79
Anonymous
June 25, 2013

Response C79-1: Please see Master Response #2: Project Merits.

¹ World Resources Institute, 205. *Navigating the Numbers: Greenhouse Gas Data and International Climate Policy, Executive Summary*. Website: http://pdf.wri.org/navigating_numbers.pdf.

COMMENTER C80

John Nelson
June 26, 2013

Response C80-1: Please see Master Response #2: Project Merits. Please also refer to the discussion of the Reduced Density alternative, on pages 619 to 625 of the Draft EIR. That alternative would reduce the size of the project to reduce traffic impacts and other related impacts.

COMMENTER C81

Charles Hanson
June 25, 2013

Response C81-1: As discussed on page 137 of the Draft EIR, as part of the project, a minimum of 75 percent of construction and demolition waste would be diverted from landfills and recycled or reused.

COMMENTER C82

Anonymous
June 25, 2013

Response C82-1: Please see Master Response #2: Project Merits.

COMMENTER C83

Walter Li
June 25, 2013

Response C83-1: As discussed on page 182 of the Draft EIR, *CEQA Guidelines* Section 15125 requires an EIR to evaluate the impacts of the project compared to “baseline conditions” that are defined as the conditions that “exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective.” Accordingly, the baseline condition used to evaluate the impacts of the project includes a site occupancy of approximately 4,844 employees (the number of employees that occupied the project site in August 2011, when the Notice of Preparation was released). However, Chapter VI, Alternatives, includes an analysis of the impacts of a project that would allow for full occupancy (i.e., 9,800 employees) of the existing buildings on the project site.

COMMENTS C84

Marc Aronson
June 21, 2013

Response C84-1: Please see Master Response #2: Project Merits.

COMMENTS C85

Jennifer Martin
June 18, 2013

Response C85-1: Please see Master Response: Analysis of Neighborhood Cut-Through Traffic.

Response C85-2: Mitigation Measure NOI-1 in the Draft EIR would ensure that construction activities are in compliance with the Municipal Code and all applicable noise regulations.

COMMENTS C86

Mike Hammes
June 17, 2013

Response C86-1: In the transportation analysis conducted as part of the Draft EIR, a small percentage of project traffic was assumed to access the project site via the I-280/De Anza Boulevard interchange; thus the analysis captures the scenario identified in this comment.

Response C86-2: As part of Condition of Approval CA-TRANS-3, if parking spillover is identified as a problem as part of annual parking monitoring (which could include monitoring of the nearby Kaiser facilities), a detailed parking management plan would be provided and additional measures would be taken (including the provision of additional parking on the project site).

COMMENTS C87

Aleksandr Movshovich
June 17, 2013

Response C87-1: Please see Master Response #2: Project Merits and Master Response #5: Public Access Through Project Site.

COMMENTER C88

Edward Hirshfield

June 17, 2013

Response C88-1: Please see Master Response #2: Project Merits. The comment also notes that shifting the work hours of Apple employees away from peak periods could reduce project traffic impacts. This concept is employed in the list of “Additional TDM Measures” discussed on page 443 of the Draft EIR. These measures, which include the implementation of a flexible work schedule and the encouragement of telecommuting, would be implemented if the TDM measures identified as part of the project fail to meet the peak hour counts goal established in Mitigation Measure TRANS-9b.

COMMENTER C89

Linda Vanderhule

June 17, 2013

Response C89-1: This comment, which does not pertain to the adequacy of the Draft EIR, is noted.

COMMENTER C90

Gary Jones

June 15, 2013

Response C90-1: Please see Master Response #2: Project Merits.

COMMENTER C91

Jun Xu

June 14, 2013

Response C91-1: Please see Master Response #2: Project Merits.

COMMENTER C92

Sue and Joel Rosado

June 14, 2013

Response C92-1: Please see Master Response #2: Project Merits and Responses to Comments A1-13 and C1-1.

Response C92-2: Please see Master Response #2: Project Merits.

COMMENTER C93

Frank Bryan
June 14, 2013

Response C93-1: Please see Master Response #2: Project Merits and Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure.

COMMENTER C94

Sharon (*Last name not provided*)
June 14, 2013

Response C94-1: Please see Master Response #2: Project Merits and Master Response #11: Diverted Trips Due to Pruneridge Avenue Closure..

COMMENTER C95

Ying Xia
June 12, 2013

Response C95-1: Please see Master Response #2: Project Merits.

COMMENTER C96

Richard Altmaier
June 12, 2013

Response C96-1: This comment, which generally pertains to the merits of the project, and supports the mitigation measures identified in the Draft EIR, is noted.

COMMENTER C97

David Cookson
June 7, 2013

Response C97-1: As discussed on pages 344 to 345 of the Draft EIR, Mitigation Measure HAZ-3 would require the project sponsor to conduct hazardous materials surveys of all buildings on the site that have not been previously inspected or abated. Buildings identified as containing hazardous building materials would be abated in accordance with all applicable local, State, and federal regulations. Hazardous building materials would thus be monitored on the site until abated, thus reducing the potential for emissions of hazardous building materials in the air to a less-than-significant level. Mitigation Measures HAZ-2a and HAZ-2b, discussed on page 344 of the Draft EIR, would require the preparation of an Environmental Site Management Plan (which could itself require ongoing monitoring) and a vapor intrusion assessment to ensure that residual hazardous materials in groundwater and

soil on the project site are not released into the air such that they would result in a significant health risk to the public.

COMMENTER C98

Kevin Klenk

June 7, 2013

Response C98-1: This comment generally pertains to the impacts of the project on freeway interchanges. Please refer to Mitigation Measures TRANS-1, TRANS-3, TRANS-5, TRANS-9a, TRANS-10, TRANS-11, TRANS-14, TRANS-19a, TRANS-20, TRANS-21, TRANS-22, TRANS-25, and TRANS-26 in the Draft EIR. These measures represent feasible improvements to freeways to reduce the impacts of the project on congestion levels. In addition, Mitigation Measure TRANS-9b would require that 34 percent of project trips be diverted from single-occupancy vehicles, thus reducing the project's impact on the roadway system, including freeways.

COMMENTER C99

Willie LU

June 6, 2013

Response C99-1: The traffic data referenced in the comment is noted, but it is unclear how this relates to the impact analysis in the Draft EIR. Please also refer to Master Response #2: Project Merits. While there may be merits to locating a corporate campus at a distance from population centers, the benefits of this approach include: proximity between jobs/housing (and the potential for reduced commutes) and proximity to transit services (which can benefit levels of traffic congestion, air pollutant emissions, and greenhouse gas emissions).

Response C99-2: Please note that while attorneys were involved in the preparation of the Draft EIR, the report was primarily authored by a team of technical experts under the direction and supervision of City of Cupertino Department of Community Development staff (See Draft EIR Chapter VIII, Report Preparation). The mitigation measures in the report would be enforced and monitored by means of a Mitigation Monitoring and Reporting Program that would be made available to the public. Please also refer to Master Response #1: Significant and Unavoidable Impacts.

Response C99-3: This comment is noted, although it does not pertain to specific environmental issues related to the project and no further response is required.

COMMENTER C100

Giselle Ballou

June 6, 2013

Response C100-1: Please see Master Response #2: Project Merits. This comment also suggests that the project would increase traffic in the area. This comment is consistent with the analysis in Section V.I, Transportation and Circulation, of the Draft EIR.

COMMENTER C101

Cynthia Smyth

June 6, 2013

Response C101-1: Please see Master Response #2: Project Merits.

COMMENTER C102

Milt Kostner

June 6, 2013

Response C102-1: Please refer to Section V.I, Transportation and Circulation, for a discussion of questions relating to impacts associated with the removal of Pruneridge Avenue on arterials and freeway interchanges in the vicinity of the project site and associated with bus traffic.

Response C102-2: Please refer to Mitigation Measure NOI-1, which addresses the hours during which construction activities could occur. Exterior project noise-generating construction activities within 750 feet of residentially zoned property would be permitted only between the weekday hours of 7:00 a.m. and 8:00 p.m.

Response C102-3: Please see Master Response #2: Project Merits. The open space within the site, while not physically accessible to the public, would be visible through a metal, powder-coated, picket-style fence surrounding most of the site.

COMMENTER C103

Heidi Johnson

June 6, 2013

Response C103-1: While it is often suggested that Douglas Fir (*Pseudotsuga menziesii*) will not grow in the Santa Clara Valley and other areas adjacent to the San Francisco Bay, in fact, Douglas Fir have been shown to thrive in the area around the project site. For instance, a healthy Douglas Fir can be found growing on the southbound I-280 off-ramp at De Anza Boulevard, adjacent to Apple's current Infinite Loop Campus. Additionally, a prominent Douglas Fir in the

area has grown immediately adjacent to Stanford's northernmost entrance arch at Palm Drive for at least 125 years.

COMMENTER C104

Richard and Beverly Olsen

July 18, 2013

Response C104-1: Please see Master Response #2: Project Merits. To sign up for notifications about the proposed project, please use the City's eNotification Signup form: <http://www.cupertino.org/index.aspx?page=480>.

COMMENTER C105

Todd Beirdo

June 30, 2013

Response C105-1: Please see Master Response #2: Project Merits.

COMMENTER C106

Keith Murphy

July 22, 2013

Response C106-1: This introductory comment is noted.

Response C106-2: It is unclear why the commenter believes the project has been "fast-tracked," as the environmental review process for the project was initiated over 2 years ago (summer of 2011). As discussed on page 494 of the Draft EIR, the project was certified as an Environmental Leadership Project pursuant to State Assembly Bill 900 in April 2013. Under this certification, the project was required to undergo normal environmental review required under CEQA, including all requirements regarding the mitigation of significant impacts. Apple's AB 900, Jobs and Economic Improvement Through Environmental Leadership Act of 2011 Application is available here: http://www.opr.ca.gov/s_californiajobs.php. This link was also placed on the City's website for the project.

Response C106-3: This comment is noted. As described in pages 225 to 230 of the Draft EIR, the project would not result in significant impacts related to housing and thus no mitigation would be required.

Response C106-4: Please see Responses to Comments C106-2 and C106-3.

Response C106-5: Impacts associated with the closure of Pruneridge Avenue are discussed throughout Draft EIR, but see in particular pages 150-152; 156-159; and 427-430. Please also refer to Master Response #5: Public Access Through Project Site.

- Response C106-6: Please refer to Impacts PLAN-1, PLAN-3, PLAN-5, and PLAN-6 in the Draft EIR, which relate to General Plan provisions concerning the provision of trails and park space within the project site. Please refer to Response to Comment C3-1 regarding the referenced construction project on the site. This temporary structure would not infringe on the riparian buffer around Calabazas Creek or Santa Clara Valley Water District access to the creek.
- Response C106-7: Please refer to Response to Comment C106-2 regarding the project's certification as an Environmental Leadership Project. Please refer to Response to Comment C3-1 regarding the referenced construction project on the site. Relevant information about the project is consolidated on one web page: Apple Campus 2 Project: <http://www.cupertino.org/index.aspx?page=1107>.
- Response C106-8: Please refer to Response to Comment C3-1. The accompanying photographs depict the site of the RC-1A Mockup.
- Response C106-9: This concluding comment is noted.

COMMENTER C107

Stephen Rohde
July 22, 2013

- Response C107-1: This comment, which expresses support for the project, is noted.
- Response C107-2: Please see Master Response #10: Median on East Homestead Road.
- Response C107-3: If designed in accordance with City standards, using appropriate trees species, long-term maintenance of the East Homestead Road median would be manageable.
- Response C107-4: Please refer to Master Response #14: New Freeway Ramps.
- Response C107-4: This concluding comment, which pertains to the merits of the proposed median along East Homestead Road, is noted.

COMMENTER C108

Ria Lo
July 22, 2013

- Response C108-1: Please see Master Response #5: Public Access Through Project Site.

COMMENTER C109

Mette Christensen

July 22, 2013

- Response C109-1: The City coordinates transportation improvements among major development projects in the City, along with requiring each project sponsor to fund transportation improvements needed to reduce the impacts of the project. Additionally, the City works directly with the residents, businesses, and schools in the Rancho Rinconada area to address traffic and parking concerns on an on-going basis, and will continue to do so as projects in the area move forward.
- Response C109-2: Please refer to: Muffly, Dave, 2011. Apple Arborist. *Apple Campus 2, Consolidated Arborist Report*. August 1 (and all arborist reports referenced therein). These reports are available for review as part of the Administrative Record for the project (accessible at: <http://www.cupertino.org/index.aspx?page=1107>). These reports are also available for review at the City of Cupertino Community Development Department.
- Response C109-3: The City provides a convenient way to send questions, requests, comments and complaints directly to City staff through the “Access Cupertino” link on its home page. The link can be accessed on the top bar of the City’s home page. The website is: www.cupertino.org/access/.
- Response C109-4: This comment introduces excerpts from the Draft EIR that relate to the previous comments. No further response is required.
- Response C109-5: This comment comprises excerpts from the Draft EIR. No further response is required.

COMMENTER C110

Ria Lo

July 22, 2013

- Response C110-1: This introductory comment is noted.
- Response C110-2: This comment, which is noted, pertains generally to the merits of the project design and not the adequacy of the Draft EIR. The analysis in Section V.I, Transportation and Circulation, takes into account expected visitors to the project site. With the exception of special events, visitation to the site is expected to be modest. Furthermore, most visitors would arrive at and depart the campus during the midday, when traffic volumes on the surrounding roadway network are lower.
- Response C110-3: Please see Response to Comment C110-2. The “superblock” layout of the campus is discussed in regard to pedestrian and bicyclist accessibility, and

land use patterns in general, on pages 149 to 152 and 188 to 190 of the Draft EIR.

- Response C110-4: This comment is noted. In establishing the parking supply for the project (and crafting related mitigation), the key objective was to balance the probable demand for parking at the site with the understanding that too much parking may incentivize driving. As discussed in pages 432 to 437 of the Draft EIR, the parking supply takes into account visitor parking spaces, and carpooling, and thus does not correlate directly with the desired 34 percent single occupancy vehicle diversion rate required as part of Mitigation Measure TRANS-9b.
- Response C110-5: The 34 percent trip diversion requirement in Mitigation Measure TRANS-9b is appropriate given Apple's location in a suburban setting. This requirement does not suggest that Apple cannot achieve a higher alternative mode share. The two examples cited in the comment are not completely analogous to Apple. Stanford has faculty housing near campus which supports higher bicycle use. Unlike the project site, both Stanford and Genentech are adjacent to high-frequency Caltrain stations and located closer to regional transportation hubs.
- Response C110-6: The proposed roadway modifications generally include minor widening such as the addition of one lane on an approach. Due to the combination of the modifications requiring only minor widening and the low transit, bicycle, and pedestrian volumes in the vicinity of the affected intersections, secondary impacts to non-auto modes would be less than significant. It should be noted, however, that the designs for the modifications would incorporate pedestrian-friendly treatments such as narrow lane widths and tight corner radii, where appropriate. In addition, mitigation measures that include roadway widening would generally only occur at locations where the project is anticipated to add a substantial amount of vehicle traffic. In general, the preference of the City is to avoid roadway widening where possible. Therefore, a fundamental mitigation measure in the Draft EIR is Mitigation Measure TRANS-34, which would require a 34 percent trip diversion rate (through implementation of a TDM Program) that is robust considering the relatively suburban setting of the project.
- Response C110-7: The comment about the City's minimum parking requirements is noted. As discussed on page 443 of the Draft EIR, if Apple is unsuccessful at meeting the trip diversion goal required in Mitigation Measure TRANS-9b, it would be required to implement additional TDM measures. One such measure could include a parking cash-out program, or similar incentive to reduce parking demand.
- Response C110-8: The closure of the Cupertino Village south entrance represents the closure of one of three driveways on North Wolfe Road. In addition, Cupertino Village is accessible via the North Wolfe Road/Pruneridge Avenue intersection.

Given the multiple alternative access points onto North Wolfe Road, the closure of the southern Cupertino Village driveway is expected to result in a negligible increase in traffic on East Homestead Road and would not compromise the viability of businesses in the shopping center.

Response C110-9: The closure of Pruneridge Avenue is identified as significant and unavoidable for several impact areas in the Draft EIR (see Impacts PLAN-2, PLAN-5, PLAN-6, TRANS-31, TRANS-32, TRANS-33, and TRANS-34.

Response C110-10: These reference materials, used to support the previous comments, are noted.

COMMENTS C111

Sylvia Gallegos

July 22, 2013

Response C111-1: CEQA requires the lead agency make all adopted mitigation measures enforceable and to adopt a mitigation monitoring and reporting program that meets the requirements of CEQA Sections 21081.6(a)(1) and (b), which requires the City, as lead agency, to be responsible for monitoring implementation of all adopted mitigation measures that are within its responsibility and jurisdiction. The comment suggesting formation of a citizen committee to oversee mitigation monitoring is noted.

Response C111-2: The transportation analysis of the Reduced Density alternative in Chapter VI, Alternatives, was conducted at a lesser level of detail than the proposed project, consistent with Section 15126.6(d) of the *CEQA Guidelines*. However, the analysis was sufficiently detailed to compare the specific impacts of the project on the transportation system to those that would result from the Reduced Density alternative – to “allow meaningful evaluation, analysis, and comparison with the proposed project.”

Response C111-3: This comment, which relates to existing bicycle facility conditions that would not be affected by the project, is noted. No further response is required.

Response C111-4: As discussed on page 443 of the Draft EIR, if Apple is unsuccessful at meeting the trip diversion goal required in Mitigation Measure TRANS-9b, it would be required to implement additional TDM measures. One such measure could include a parking cash-out program, which is included in the list of TDM measures for future consideration.

Response C111-5: One of the additional TDM measures identified on page 443 of the Draft EIR (which could be employed if Apple does not meet its required trip diversion goal) is an expansion of the campus car-sharing fleet, which, as suggested, makes use of the Apple shuttle more attractive. As for the acquisition or use of park-and-ride lots, as described in the Draft EIR, if 34 percent TDM

participation is not achieved, the City would work with Apple to identify additional measures. One option that may be considered by the City and Apple as another potentially viable TDM measure is the acquisition or use of park-and-ride lots, although the need, location, and approval of such off-site facilities is speculative and may require additional environmental and discretionary review. At this point, it is not anticipated that park-and-ride lots would be needed to achieve the 34 percent TDM participation because other measures are expected to be successful in diverting trips, so they are not included as a specific measure in the Draft EIR.

Response C111-6: As discussed on pages 148 to 149 of the Draft EIR, the 1.1-acre requirement for Mitigation Measure PLAN-1 is based on the 1.1-acre portion of the project site that would be re-designated from Parks and Open Space to Industrial/Residential as part of the project. Replacement park space need not be developed in close proximity to the project site (because the park designation was part of a residential project that was never built, and the park was never constructed). However, the City would consider local allocations of park space as a factor in pursuing development of the park space elsewhere in the City.

COMMENTER C112
Wahila Wilkie
July 22, 2013

Response C112-1: Regarding the comment about the closure of Pruneridge Avenue, this issue is discussed throughout the Draft EIR, and in particular pages 150 to 152; 156 to 159; and 427 to 430. Traffic in the vicinity of the project site is discussed throughout Section V.I, Transportation and Circulation, of the Draft EIR.

Requiring Apple to bus children to school as mitigation for project-related traffic impacts was rejected from detailed consideration in the Draft EIR for the reasons discussed in Master Response #15: School Busing Program.

Mitigation Measure PLAN-1 would require Apple to provide sufficient funds for the acquisition of 1.1 acres of property for the future development of a park, or agree to purchase, designate, and dedicate to the City 1.1 acres of the land elsewhere in the City as Parks and Open Space.

COMMENTER C113
Marialis Seehorn
July 22, 2013

Response C113-1: As discussed in Section V.I, Transportation and Circulation, although the project would worsen congestion at certain locations, all intersections and roadway networks (with the exception of the segment of Pruneridge Avenue

within the project site) would remain functional and usable by the public, including residents of Sunnyvale.

COMMENTS C114

Robert Neff

July 22, 2013

- Response C114-1: This general comment about bicycling conditions is noted. No further response is required.
- Response C114-2: The project includes numerous transportation network modifications/improvements around the project site, including continuous bike lanes on North Tantau Avenue between East Homestead Road and Stevens Creek Boulevard, as discussed on pages 111 to 112 of the Draft EIR.
- Response C114-3: As part of Mitigation Measure TRANS-6, Apple would be required to modify the East Homestead Road/North Tantau Avenue intersection to provide an exclusive eastbound right-turn lane. With this modification, as shown in Appendix H of the Transportation Impact Analysis (Appendix B of the Draft EIR), the pork-chop island on the south-west corner would be removed.

COMMENTS C115

Tammy Mongelli

July 22, 2013

- Response C115-1: Please see Master Response #2: Project Merits and Master Response #3: Mitigation Nexus.

COMMENTS C116

Ray Crump

July 22, 2013

- Response C116-1: This comment, which generally pertains to the merits of the project, is noted. Please also refer to Section V.I, Transportation and Circulation, of the Draft EIR, which identifies measures to reduce the traffic generated by the project. See Master Response #1: Significant and Unavoidable Impacts regarding the City's commitment to implementing mitigation measures that are outside the jurisdiction of Cupertino.

D. PUBLIC MEETING COMMENTS

PUBLIC MEETING
June 26, 2013

COMMENTER D1
Randy Smith

Response D1-1: This comment, which references the beneficial impacts of the project and does not discuss the adequacy of the Draft EIR, is noted.

COMMENTER D2
Dennis Garrington

Response D2-1: This comment, which does not address the adequacy of the Draft EIR, is noted.

COMMENTER D3
Arturo Sainz

Response D3-1: This comment, which references beneficial socioeconomic impacts of the project and not the adequacy of the Draft EIR, is noted.

COMMENTER D4
David Jamieson

Response D4-1: Please see Master Response #2: Project Merits.

COMMENTER D5
Al Sousa

Response D5-1: This comment, which references beneficial socioeconomic impacts of the project and not the adequacy of the Draft EIR, is noted.

COMMENTER D6
R. T. Parmley

Response D6-1: Please see Master Response #5: Public Access Through Project Site.

COMMENTER D7

D. Radisic

Response D7-1: An Environmental Impact Report was prepared for the Infinite Loop campus that included a Transportation Impact Analysis (TIA). That TIA followed methodologies in developing trip generation estimates and evaluating the effects of the traffic on the surrounding roadway system that are similar to those used in the Draft EIR. Analyses using microsimulation were not typically conducted when the Infinite Loop campus was being planned. Therefore the Apple Campus 2 TIA includes elements of a more technically sophisticated analysis to better understand the impacts of the project on the roadway network.

COMMENTER D8

Tappan (Tap) Merrick

Response D8-1: This comment, which references a meeting that the commenter had with an Apple representative, is noted.

Response D8-2: Please see Master Response #7: Cut-Through Traffic.

COMMENTER D9

E. Castro

Response D9-1: This comment, which references beneficial socioeconomic impacts of the project and not the adequacy of the Draft EIR, is noted.

COMMENTER D10

Jim Reed

Response D10-1: This comment, which references beneficial socioeconomic and environmental impacts of the project and not the adequacy of the Draft EIR, is noted.

COMMENTER D11

Mark Van Den Huevel

Response D11-1: This comment, which also addresses the adequacy of the Draft EIR and not the adequacy of the Draft EIR, is noted.

COMMENTS D12

Josué Garcia

Response D12-1: This comment, which references beneficial socioeconomic impacts of the project and not the adequacy of the Draft EIR, is noted.

COMMENTS D13

Jose Espinosa

Response D13-1: Please see Master Response #2: Project Merits.

COMMENTS D14

Larry Watson

Response D14-1: This comment, which references beneficial socioeconomic impacts of the project and not the adequacy of the Draft EIR, is noted.

COMMENTS D15

Anonymous

Response D15-1: This comment expresses concern about the impacts of the project (identified in the Draft EIR) on the I-280/Wolfe Road interchange. Mitigation Measures TRANS-1, TRANS-5, TRANS-14, TRANS-25, TRANS-26, and TRANS-29 would reduce impacts to this interchange.

COMMENTS D16

Anonymous

Response D16-1: This comment references the closure of Pruneridge Avenue and the impacts on travel times to nearby services. The closure of Pruneridge Avenue is discussed throughout the Draft EIR, but refer particularly to pages 150-152; 156-159; and 427-430. With the addition of project traffic, there would be added delays on Homestead Road during the peak commute periods; however, the delays would not be severe. For example, in the evening when commute congestion is greater, the delay on eastbound Homestead Road (towards Kaiser Hospital) at Wolfe Road is estimated to increase by 10 seconds. Similarly, the delay on southbound Wolfe Road towards Kaiser Hospital is estimated to increase by 15 seconds. Emergency vehicles would continue to be able to navigate the corridors with emergency signal pre-emption that give priority signals to emergency response vehicles (as required by Mitigation Measure PSU-1).

COMMENTS D17

Thorisa Yap

Response D17-1: Please see Master Response #2: Project Merits.

COMMENTS D18

Jim Riley

Response D18-1: This comment, which references beneficial socioeconomic impacts of the project and not the adequacy of the Draft EIR, is noted.

COMMENTS D19

Lidia Blair

Response D19-1: This comment, which references beneficial socioeconomic impacts of the project and not the adequacy of the Draft EIR, is noted.

E. COMMENTS FROM INDIVIDUALS ON THE MERITS OF THE PROJECT

The letters with a prefix “E” are letters received from individuals via the mail, email, or City’s website in support of the project that pertain solely to the merits of the project and do not raise questions or concerns about project environmental issues or the adequacy of the Draft EIR. Therefore, pursuant to Sections 15088 and 15132 of the *CEQA Guidelines*, no formal response is required. However, these comments will be considered by the City decision-makers when project approval is contemplated. See also Master Response #2: Project Merits.

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IV. TEXT REVISIONS

Chapter IV presents specific changes to the text of the Draft EIR that are being made to clarify materials in the Draft EIR, in response to comments received during the public review period or at the request of City staff. In no case do these revisions introduce “significant new information” as defined in *CEQA Guidelines* Section 15088.5, including new or more severe environmental impacts, new mitigation measures or alternatives, or information indicating that the Draft EIR is fundamentally or basically inadequate. All revisions contained herein are minor in nature.

Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlined text. Text deleted is shown in ~~strikeout~~. Page numbers correspond to the page numbers of the Draft EIR.

Page 2 of the Draft EIR is revised as follows:

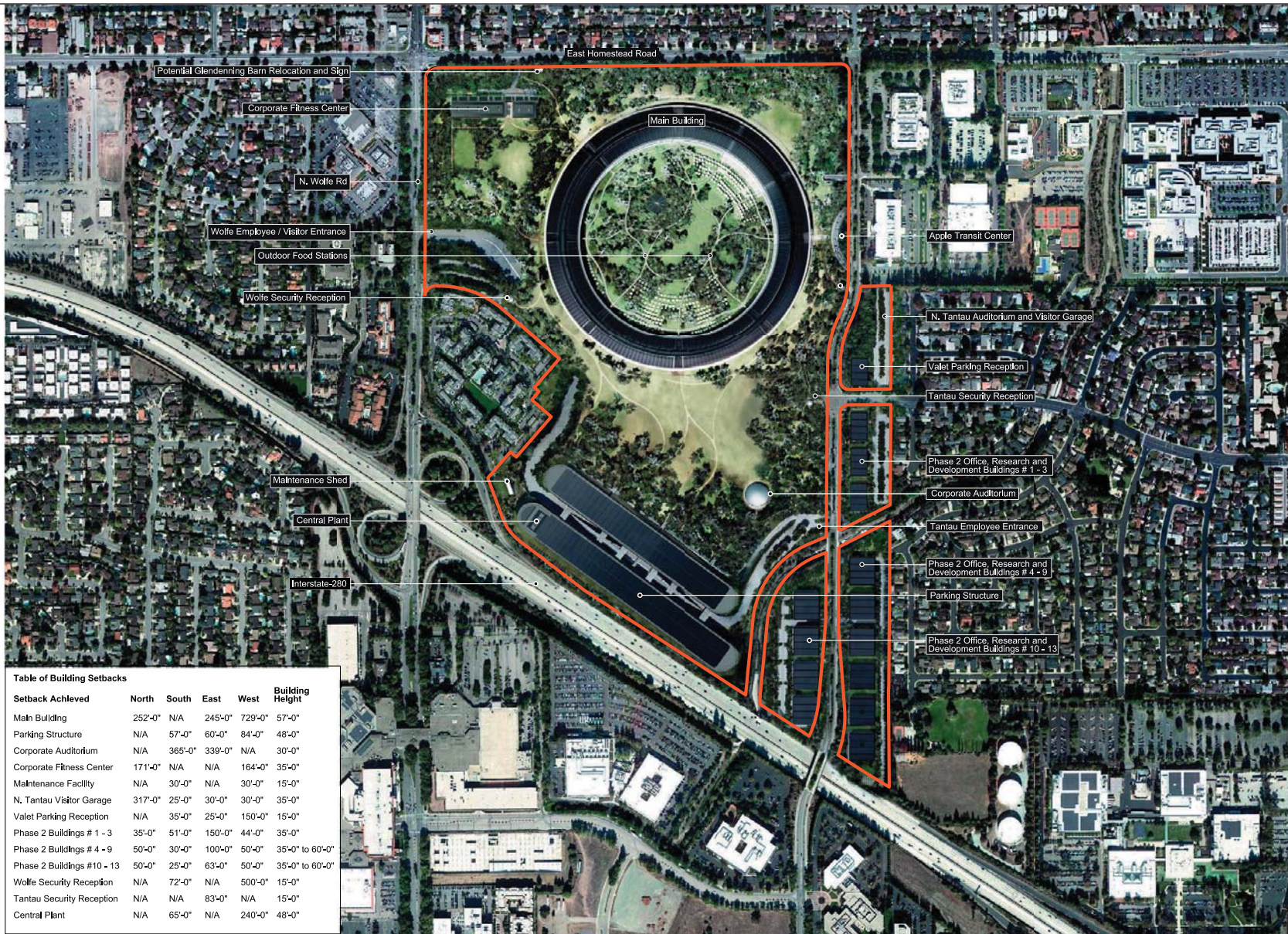
The City of Cupertino circulated a Notice of Preparation (NOP) for the proposed project, which notified responsible agencies and interested parties that an EIR would be prepared for the project and indicated the environmental topics anticipated to be addressed in the EIR. The NOP was published on August 19, 2011, and was mailed to public agencies, organizations, and individuals likely to be interested in the potential impacts of the project. The scoping period, initially planned to end on September 19, 2011, was extended to October 5, 2011 to allow for further public comment. Comments on the NOP were received by the City and considered during preparation of the EIR. A scoping session for the EIR was held as a public meeting on September 8, 2011. Public notices for the scoping session were mailed to approximately 20,000 households in the City, advertisements were placed in local newspapers, and the City posted the Notice of Preparation (NOP) and hearing notice on the City’s website. Notices were also sent to households in Santa Clara and Sunnyvale within 1,000~~500~~ feet of the project site. A copy of the NOP and comments submitted during the EIR scoping period are included in Appendix A of this EIR.

Table II-1, starting on page 9 of the Draft EIR, is revised as shown starting on page 137 of this chapter.

Page 61 of the Draft EIR is revised as follows:

The Park and Recreation ~~Public Park/Recreation~~ (PR) zone corresponds to the approximately 1.1-acre portion of the site designated Parks and Open Space in the General Plan. This area currently contains a parking lot. The PR zone allows for the development of parks, playgrounds, and recreational facilities, including agricultural uses such as crop and tree farming. As with the General Plan Parks and Open Space designation described above, the site was zoned PR at the time a development project was proposed for a portion of the Ridgeview Campus area.

Figure III-4 on page 67 of the Draft EIR is revised as shown on the following page.



LSA

0 300 600
FEET



FIGURE III-4
[Revised]

SOURCE: APPLE, 2013.

I:\COC1101 Apple Campus 2\RTC\Figures\Fig_III4 [Revised].ai (9/10/13)

Apple Campus 2 Project EIR
Conceptual Site Plan - August 2013

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
IV. PLANNING POLICY			
PLAN-3: The proposed project would not fully implement policies in the Land Use/Community Design Element of the General Plan related to the provision of a proposed trail segment along Calabazas Creek, and this conflict would result in an environmental impact.	S	PLAN-3: The project sponsor shall implement the following measures to the satisfaction of the City, as illustrated in Figure IV-3: a. Fund and construct to the satisfaction of the City a pedestrian/bike alternate creek trail extending from the intersection of North Tantau Avenue and Pruneridge Avenue Calabazas Creek, south to Vallco Parkway, on both sides of North Tantau Avenue, and then west along the north side of Vallco Parkway to the intersection of Calabazas Creek. This funding shall account for planning, design, collaboration with other agencies, and construction and maintenance of the alternate trail route. The trail shall include a combination of the following features that reference Calabazas Creek:	SU
I. TRANSPORTATION AND CIRCULATION			
TRANS-1: Under Existing plus Project Conditions, completion of the proposed project would cause intersection #21 Wolfe Road/I-280 Northbound Ramps to operate at an unacceptable level (change from LOS B to LOS E) during the AM peak hour based on City of Cupertino LOS standards.	S	TRANS-1: As part of the project, the project sponsor shall <u>would</u> construct an additional westbound lane at intersection #21 Wolfe Road/I-280 Northbound Ramps to provide for dual left-turn and dual right-turn lanes. With the additional lane, the intersection would operate at acceptable LOS B (17.1 seconds) during the AM peak hour. However, the off-ramp intersection is under Caltrans jurisdiction. Therefore, neither the project sponsor nor the City of Cupertino can ensure the implementation of the proposed mitigation measure; thus the impact is considered significant and unavoidable. (SU)	SU
TRANS-9: Under Background plus Project Conditions, completion of the proposed project would exacerbate unacceptable operations of intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) during the PM peak hour based on CMP guidelines.	S	TRANS-9a: At intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west), the project sponsor shall implement Mitigation Measure TRANS-3 (add exclusive eastbound right-turn lane), which would improve intersection operations to 112.2 seconds (LOS F). However, the Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) intersection would continue to operate unacceptably. Providing a second <u>channelized free</u> right-turn lane <u>with a third eastbound receiving lane on the connector link between Stevens Creek Boulevard and Lawrence Expressway, for a distance of approximately 1,250 feet, including a pedestrian-activated traffic signal to allow for protected pedestrian crossings to the pedestrian refuge island,</u> would improve intersection operations to LOS E D+ <u>D+</u> with 63.0 <u>38.6</u> seconds of delay. However, there are right of way constraints that render a second right turn lane infeasible, since there would be less than 7 feet of right of way available between the fence and curb on the south side of Steven Creek after implementation of Mitigation Measure TRANS 3. At minimum, 11 feet of right of way are needed to accommodate a second right turn lane.	SU

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-9 <i>Continued</i>		<p><u>This improvement would reduce the impact to a less-than-significant level. However, this intersection is a CMP intersection and is located within the City of Santa Clara. It is also under Caltrans jurisdiction. The project sponsor would be required to coordinate with the City of Santa Clara and Caltrans to construct the identified physical improvement at the Stevens Creek Boulevard/Calvert Drive/I-280 Ramp (west) intersection. Since this intersection is outside of the City of Cupertino's jurisdiction, the City cannot guarantee that the improvement would be constructed. For this reason the impact would remain significant and unavoidable.</u></p> <p>TRANS-9b: The project sponsor shall expand the TDM program to reduce the severity of the impact. Increasing the TDM participation and associated alternative mode share from 28 percent to 34 percent would improve operations to LOS F (142.8 seconds) without implementation of TRANS-3; however it would not reduce the impact to a less-than-significant level. A robust monitoring program would be required to ensure that this TDM program mitigation measure is implemented and that the required trip reduction is achieved. Details of the TDM program are discussed under the Evaluation of TDM Program Expansion section.</p>	
TRANS-13: Under Cumulative plus Project Conditions, completion of the proposed project would cause intersection #8 De Anza Boulevard/Stevens Creek Boulevard to operate at an unacceptable level (change from LOS E+ to LOS E) during the PM peak hour based on City of Cupertino LOS impact thresholds.	S	<p>TRANS-13a: At intersection #8 De Anza Boulevard/Stevens Creek Boulevard, the provision of an exclusive southbound right-turn lane (for a total of two left-turn lanes, four through lanes, and one right-turn lane) and adjusting the signal timings to accommodate the added turn lane would improve intersection operations to acceptable levels at LOS E+ with 58.9 seconds of average delay. However, this improvement is physically not feasible, since the widening of the roadway to accommodate the southbound right-turn lane would impact an underground garage belonging to the office development on the northwest corner of the De Anza Boulevard/Stevens Creek Boulevard intersection; therefore the impact at the De Anza Boulevard/Stevens Creek Boulevard intersection is considered significant and unavoidable.</p> <p>TRANS-13b: The project sponsor shall expand the TDM program to reduce the severity of the impact. Increasing the TDM participation and associated alternative mode share from 28 percent to 34 percent would improve operations to LOS E (62.1 seconds); however the increase in TDM participation would not reduce the impact to a less-than-significant level.</p>	SU

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-13 <i>Continued</i>		TRANS-13c: The project sponsor shall provide a \$50,000 fair-share contribution towards the implementation of an adaptive traffic signal system along De Anza Boulevard between Homestead Road and Rainbow Drive. Implementation of an adaptive traffic signal system would improve intersection operations; however it would not reduce the impact to a less-than-significant level.	
TRANS-19: Under Cumulative plus Project Conditions, completion of the proposed project would exacerbate unacceptable operations of intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) during the PM peak hour based on CMP guidelines. (S)	S	<p>TRANS-19a: Potential physical improvements as mitigation measures for intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps are discussed under Mitigation Measure TRANS-9. (add two exclusive eastbound right turn lanes). However, there are right-of-way constraints that render this mitigation measure infeasible. Additionally, this intersection is within the City of Santa Clara, and the City has no control over the implementation of the mitigation measure; therefore the impact is considered significant and unavoidable. <u>The project sponsor shall implement Mitigation Measure TRANS-9a (add free eastbound right-turn lane), which would improve intersection operations to LOS D (41.5 seconds). This improvement would reduce the impact to a less-than-significant level. However, because this intersection is under City of Santa Clara and Caltrans jurisdiction, the City cannot guarantee that the improvement would be constructed. For this reason, the impact would remain significant and unavoidable.</u></p> <p>TRANS-19b: The project sponsor shall expand the TDM program to reduce the severity of the impact. Increasing the TDM participation and associated alternative mode share from 28 percent to 34 percent would improve operations to LOS F (145.8 seconds) without implementation of mitigation measure TRANS-9; however the increase in TDM participation would not reduce the impact to a less-than-significant level.</p>	SU

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>TRANS-22: Completion of the proposed project would add substantial amounts of traffic to the following ten mixed flow segments and one HOV freeway segments operating at LOS F:</p> <ul style="list-style-type: none"> • <u>I-280, Southbound, El Monte Road to Magdalena Avenue</u> • I-280, Northbound, SR 85 to Foothill Expressway • I-280, Southbound, Foothill Expressway to SR 85 • I-280, Southbound, SR 85 to De Anza Boulevard • I-280, Southbound, De Anza Boulevard to Wolfe Road • I-280, Northbound, Lawrence Expressway to Wolfe Road • I-280, Southbound, Wolfe Road to Lawrence Expressway/Stevens Creek Boulevard • I-280, Northbound, Saratoga Avenue to Lawrence Expressway/Stevens Creek Boulevard • I-280, Southbound, Lawrence Expressway/Stevens Creek Boulevard to Saratoga Avenue • I-280, Northbound, Winchester Boulevard to Saratoga Avenue • <u>I-280, Northbound, Winchester Boulevard to I-880</u> • <u>I-280, Southbound, Winchester Boulevard to I-880</u> • <u>I-280, Northbound, I-880 to Meridian Avenue</u> • I-280, Southbound, I-880 to Meridian Avenue • <u>I-280, Northbound, Meridian Avenue to Bird Avenue</u> • <u>I-280, Southbound, Meridian Avenue to Bird Avenue</u> • <u>I-280, Northbound, Bird Avenue to SR 87</u> • <u>I-280, Northbound, SR 87 to 10th Street</u> • <u>I-280, Southbound, Bird Avenue to SR 87</u> 	S	<p>Mitigation Measure TRANS-22: The project sponsor shall pay a \$536,000 <u>1,292,215</u> fair share contribution towards two planned transportation projects identified in VTA's Valley Transportation Plan 2035 (VTP 2035)⁺ that would improve traffic operations of the impacted freeway segments and provide added transportation capacity on parallel facilities: (1) SR 85 Express Lane project (converting the existing HOV lane to a toll lane to allow single occupant vehicles to drive in the HOV lane for a fee) between Mountain View and San Jose; (2) eliminating the existing bottleneck on southbound I-280 between El Monte Road and Magdalena Avenue; and (23) either the Bus Rapid Transit (BRT) stations proposed within Cupertino on Stevens Creek Boulevard at Wolfe Road and De Anza Boulevard, or an alternative improvement or study towards the improvement of the impacted I-280 corridor or a parallel corridor that would provide capacity. The fair share contribution amount was calculated in consultation with VTA staff based on the project's contribution to project growth on the impacted freeway segment.</p> <p>It is unlikely that the Express Lane or BRT project would be implemented prior to project completion and that these improvements would reduce the impact to a less-than-significant level. In addition, the City has no control over the implementation of these mitigation measures; therefore the impact to the freeway segments would remain significant and unavoidable.</p>	SU

⁺ The Valley Transportation Plan is a long-range vision for transportation in Santa Clara County. The VTA is responsible for preparing and updating the VTP. The VTP 2035 identifies the programs, projects, and policies VTA would like to pursue over the lifetime of the plan. It connects projects with anticipated funds and lays out a framework for the development and maintenance of the transportation system over the next 25 years.¹ Skansa and DPR, 2012. *Apple Campus 2 Construction Equipment Summary*. December 11.

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>TRANS-22 <i>Continued</i></p> <ul style="list-style-type: none"> • <u>I-280, Southbound, SR 87 to 10th Street</u> • <u>I-280, Northbound, 10th Street to McLaughlin Avenue</u> • <u>I-280, HOV, Northbound, Saratoga Avenue to Lawrence Expressway</u> • <u>I-280, HOV, Southbound, Winchester Boulevard to I-880</u> • <u>I-280, HOV, Southbound, I-880 to Meridian Avenue</u> • <u>SR 85, Northbound, Winchester Boulevard to SR 17 + HOV to Camden Avenue</u> • <u>SR 85, Northbound, Saratoga Avenue to Winchester Boulevard</u> • <u>SR 85, Southbound, SR 17 to Bascom Avenue</u> • <u>SR 85, Northbound, SR 17 to Bascom Avenue + HOV</u> • <u>SR 85, Southbound, Bascom Avenue to Union Avenue</u> • <u>SR 85, Northbound, Bascom Avenue to Union Avenue</u> • <u>SR 85, Northbound, Union Avenue to Camden Avenue</u> • <u>I-880, Southbound, Bascom Avenue to Stevens Creek Boulevard</u> <p>These freeway segments would be impacted under the Existing Plus Project Conditions based on CMP guidelines.</p>			
<p>TRANS-23: Based on City of Cupertino standards, the design of the project with three left-turn lanes on the Wolfe Road driveway approach would cause a substantial increase in conflicts due to vehicles weaving on Wolfe Road between the driveway and the I-280 ramps in order to merge and align into the correct lanes to enter the freeway upon exiting the campus.</p>	S	<p><u>Implementation of one of the following two mitigation measures would reduce this impact to a less-than-significant level:</u></p> <p>TRANS-23: At the main project driveway on Wolfe Road, the project sponsor shall reduce the number of left turn lanes from three to two. This would reduce the weaving on southbound Wolfe Road between the driveway and the I-280 northbound on-ramp since there would be, at most, a one-lane lane change in order for drivers to align themselves to the correct lane.</p> <p><u>OR</u></p>	LTS

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-23 <i>Continued</i>		<p>TRANS-23 (Alternate): The project sponsor shall be permitted to construct three left-turn exit lanes from the project site to Wolfe Road if all of the following measures are implemented:</p> <ul style="list-style-type: none"> • Clear signage, including but not limited to overhead signs, shall be installed to indicate the destination of each of the three exit lanes in order to discourage unsafe lane changes. • Each lane on Wolfe Road, between the driveway and Pruneridge Avenue, shall be clearly marked by painted stripes, directional arrows, and destination legends to indicate the destination of each lane and to indicate by double lines or other appropriate markings that changing lanes is a violation of law. • The project sponsor shall fund the following measures for a trial period of nine months from issuance of the first certificate of occupancy for the Main Building and shall install closed-circuit video cameras linked to the City's Traffic Operations Center to continuously record vehicle movements at the project driveway and along southbound Wolfe Road. Trained personnel, who are independent from the project sponsor, shall periodically review the video footage at the direction of the City, and provide a report at the end of each month to the Public Works Department. This report shall document any unsafe or illegal lane changes (violations) observed, noting accidents caused by violations and noting whether, in the professional judgment of the independent observer, the observed violations constitute a safety problem that should be addressed and, if so, recommending measures to address them. • If, at any time following the nine-month trial period implementation of the measures listed above do not substantially prevent violations, in the professional opinion of the independent observer and the City, the City shall determine whether additional measures are required, or whether the number of lanes must be reduced to two exit lanes. Monitoring shall continue until nine months following full occupancy of the project. • A penalty of \$500 per violation during the PM 2-hour peak period per day shall be paid by the project sponsor to the City. The number of violations shall be determined by the independent observer based upon review of the video footage and extrapolated to account for daily activity during the PM 2-hour peak period should daily video footage not be reviewed. • The project sponsor shall develop employee education materials, to the satisfaction of the City, explaining the proper use of the driveway exit lanes without weaving among lanes. 	

Table II-1: Summary of Impacts and Mitigation Measures from the EIR

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
TRANS-27: The proposed location of the project driveway intersection on Wolfe Road and the associated congestion would result in hazards for vehicles exiting the southernmost Wolfe Road driveway to the Cupertino Village shopping center (City of Cupertino and CEQA).	S	<p><u>Implementation of one of the following two mitigation measures would reduce this impact to a less-than-significant level:</u></p> <p>TRANS-27: The southernmost driveway to the Cupertino Village <u>shall</u> should be closed or restricted to right turns in only. With this mitigation the impact would be less-than-significant.</p> <p><u>OR</u></p> <p><u>TRANS-27 (Alternate): The southernmost driveway to the Cupertino Village shall be restricted to right-turns in only.</u> With this mitigation the impact would be less-than-significant.</p>	LTS
TRANS-30: The added traffic on Wolfe Road and around the project site would result in increased congestion and could induce transit demand and increase transit ridership in the area, which currently has minimal transit stop amenities (VTA).	S	<p>TRANS-30: The project sponsor shall upgrade transit stops along Wolfe Road between Stevens Creek Boulevard and Homestead Road, on Vallco Parkway between Wolfe Road and Tantau Avenue, <u>and</u> on Tantau Avenue between Stevens Creek Boulevard and Homestead Road, and on Homestead Road between Tantau Avenue and Wolfe Road.</p>	LTS

The numbering of one subheading on page 102 is revised as follows:

(3) North Tantau Avenue. Apple also proposes ...

Figure III-17a on page 105 of the Draft EIR is revised as shown on page 145 of this chapter.

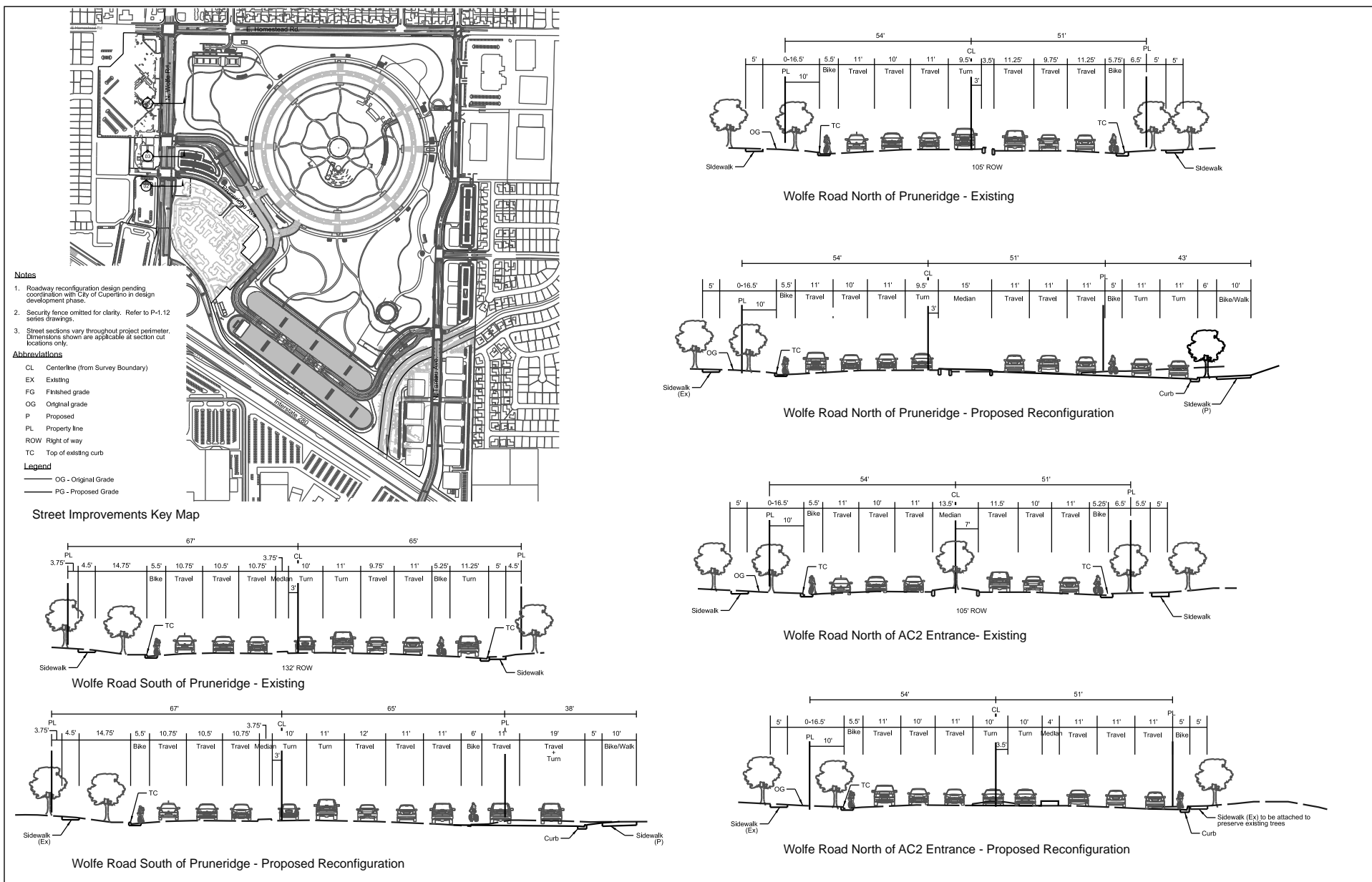
Page 111 of the Draft EIR is revised as follows:

Currently, Route 81 accesses Pruneridge Avenue only in the eastbound direction from northbound North Wolfe Road, where it then turns left onto North Tantau Avenue, and then right onto East Homestead Road towards the City of Santa Clara. With the closure of Pruneridge Avenue, Route 81 would continue to travel north on North Wolfe Road, turn right onto Vallco Parkway, and left onto North Tantau Avenue, where it would connect with its current route. Figure III-18 shows the existing and proposed route of Route 81. As part of the proposed project, a new bus stop would be established at the northeast quadrant of the intersection of North Wolfe Road and Stevens Creek Boulevard. Other adjustments to bus stops and signage may be required to accommodate the rerouting.

Page 136 of the Draft EIR is revised as follows:

14. Construction and Phasing

The project would be developed in two phases. Phase 1 would involve the demolition of all buildings on the site and construction of the approximately 2,820,000-square-foot Main Building, and an additional 245,000 square feet of auditorium, fitness center, and Valet Parking Reception uses. In addition, the Main Parking Structure, North Tantau Parking Structure, Central Plant, Security Receptions, Landscape Maintenance Buildings, and associated transportation and utility infrastructure would also be developed as part of Phase 1. As part of Phase 1, the median of North Wolfe Road south of East Homestead Road would be temporarily removed, along with its trees, while utility infrastructure is being installed. Some or all of the trees from the median may be stored off-site while the utility lines are installed. Following completion of the utility project, the median would be reconstructed according to its current configuration and some or all of the trees would be transplanted back to the median in their original location or replaced with equivalent trees (as some of the trees are not suitable for transplant). Also As part of Phase 1, an approximately 15-foot temporary sound wall would be installed around the Phase 1 portion of the project site (except along the southern boundary of the project site, adjacent to I-280) to reduce construction-related noise levels in the vicinity of adjacent residential uses. Phase 1 sound walls would be placed 30 feet from the sidewalk (where site boundaries face a public right-of-way) or at the property line. Sound walls would be installed along the west bank of Calabazas Creek. In addition, an 8- to 12- foot galvanized fence/sound wall composed of concrete with structural steel with a privacy screen would be located along the southern boundary of the project site, adjacent to I-280.



LSA

NOT TO SCALE



SOURCE: APPLE, APRIL 2013.

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FIGURE III-17a
[Revised]

Apple Campus 2 Project EIR
Off-Site Street Changes

Phase 2 would involve the development of 600,000 square feet of office, research, and development space east and west of North Tantau Avenue, along with the Satellite Plant North and South, parking, and associated transportation and utility infrastructure. As part of Phase 2, temporary sound walls would be placed 20 feet west of the shared property line with the residential uses and Jenny Strand Park to the east of the project site.¹

No roads in the vicinity of the site would be closed for the duration of the project construction period. However, temporary traffic diversion may occur to facilitate relocation of utilities on North Wolfe Road and East Homestead Road, and street widening on North Wolfe Road. In addition, detours may occur around Pruneridge Avenue early in the construction period (before physical vacation of the street segment occurs) to allow for utility relocation.

A temporary concrete batch plant would be located in the northwestern portion of the project site, with entries on the north and west sides of the plant. The plant would be used to formulate concrete for use in the construction of the proposed project, and would reduce the need for the transport of mixed concrete to the project site by truck.

Page 139 of the Draft EIR is revised as follows:

- ~~○ Table 2 A, Development Allocation, would be amended to reflect the future anticipated commercial square footage in Vallecito Park North, which encompasses the project site. Similar adjustments would be made to the discussion of Vallecito Park North on pages 2-30 and 2-31 of the Land Use/Community Design Element.~~
- Other General Plan figures would be adjusted to reflect the removal of Pruneridge Avenue, the removal of the Parks and Open Space designation from the site, and the relocation of Glendenning Barn.
- Amendments related to a change in the setback ratio for North Tantau Avenue from 1.5:1 to 1:1 due to a required mitigation measure to add a southbound right-turn lane on North Tantau Avenue to Stevens Creek Boulevard.
- *Zoning Map Amendment.* The PR zone, which corresponds to the approximately 1.1-acre portion of the site designated Parks and Open Space in the General Plan, would be rezoned to P(MP).
- *Development Agreement.* If parties mutually agree, a Development Agreement that would cover the entire project site would vest the project approvals.
- *Subdivision Maps.* Re-subdivision of the existing parcelization by a vesting tentative subdivision map from 19 parcels to five parcels. The conforming Final Map would, including the recordation of appropriate Covenants, Codes and Restrictions that would govern the use of the five parcels.
- *Conditional Use Permit.* The Conditional Use Permit would allow certain uses and facilities to be permitted on the site (including auditorium uses and wireless antennae) if Apple meets certain conditions established by the City.

¹ Skanska and DPR, 2012. *Apple Campus 2 Construction Equipment Summary*. December 11.

- *Development Permit.* The Development Permit would be granted concurrent with approval of a conceptual development plan that includes a general description of proposed uses and the circulation system, a topographical map of the site and neighboring properties, a landscape plan, and other information required by the City. Phase 2 development would require an independent Development Permit.

Page 154 of the Draft EIR is revised as follows:

Mitigation Measure PLAN-3: The project sponsor shall implement the following measures to the satisfaction of the City, as illustrated in Figure IV-3:

- a. Fund and construct to the satisfaction of the City a pedestrian/bike alternate creek trail extending from the intersection of North Tantau Avenue and Pruneridge Avenue~~Calabazas Creek~~, south to Vallco Parkway, on both sides of North Tantau Avenue, and then west along the north side of Vallco Parkway to the intersection of Calabazas Creek. This funding shall account for planning, design, collaboration with other agencies, and construction and maintenance of the alternate trail route. The trail shall include a combination of the following features that reference Calabazas Creek:

Figure IV-2 on page 161 of the Draft EIR is updated as shown on page 148 of this chapter.

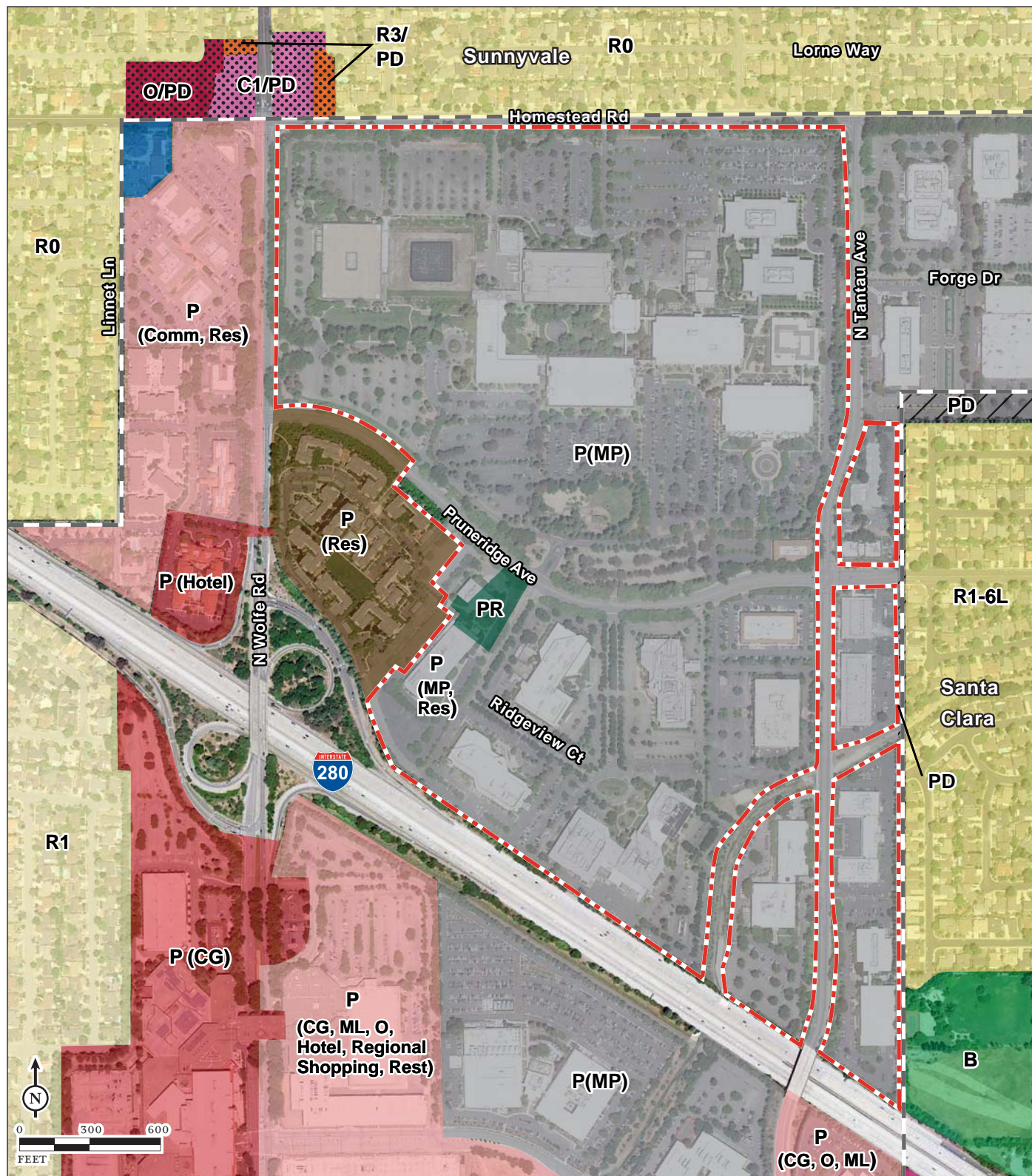
Figure IV-3 on page 162 of the Draft EIR is updated as shown on page 149 of this chapter.

Page 163 of the Draft EIR is revised as follows:

The ~~Park and Recreation~~Public Park/Recreation (PR) zone corresponds to the portion of the site designated Parks and Open Space in the General Plan. The PR zone allows for the development of parks, playgrounds, and recreational facilities, including agricultural uses such as crop and tree farming. According to Section 19.92 of the Zoning Ordinance, “The purpose of the park and recreation zone is to regulate the land uses and recreational activity permitted within publicly owned parks within the City, to ensure the safety and enjoyment of the persons utilizing the park facilities, as well as to protect the rights of adjoining property owners.”

Footnote 24 on page 229 of the Draft EIR is revised as follows:

²⁴ Prior to 2005, this portion of the site was zoned Planned Industrial (P(MP)). In November 2005, the area was approved for a townhouse development consisting of 130 townhomes and a 1.1-acre public park. At that time, the area was rezoned as Planned Residential (P(Res)) and Park and Recreation~~Public Park/Recreation~~ (PR). Apple purchased the area in 2006 and in 2009 Apple applied for a rezoning of the P(Res) zoned parcels to allow for the development of planned industrial uses in addition to residential uses. The City granted the rezoning to P(MP, Res). As part of the Apple Campus 2 Project, Apple does not propose to remove the residential zoning designation on the site.



LSA

City of Cupertino

- BQ-Quasi-Public
- CG-General Commercial
- MP-Planned Industrial
- P-Mixed Use Plan Development
- OS/PR-Open Space/
Park and Recreation
- R1-Single Family Res.

City of Santa Clara

- R1-6L Single Family Res.
- PD-Planned Dev. Combining
- B-Public/Quasi Public

City of Sunnyvale

- R0-Low Density Res.

- R3-Medium Density Res.
- O-Admin/Professional Office
- C1-Neighborhood Business
- Project Site Boundaries
- City Limits Boundary

FIGURE IV-2
[Revised]

Apple Campus 2 Project EIR
Zoning Designations

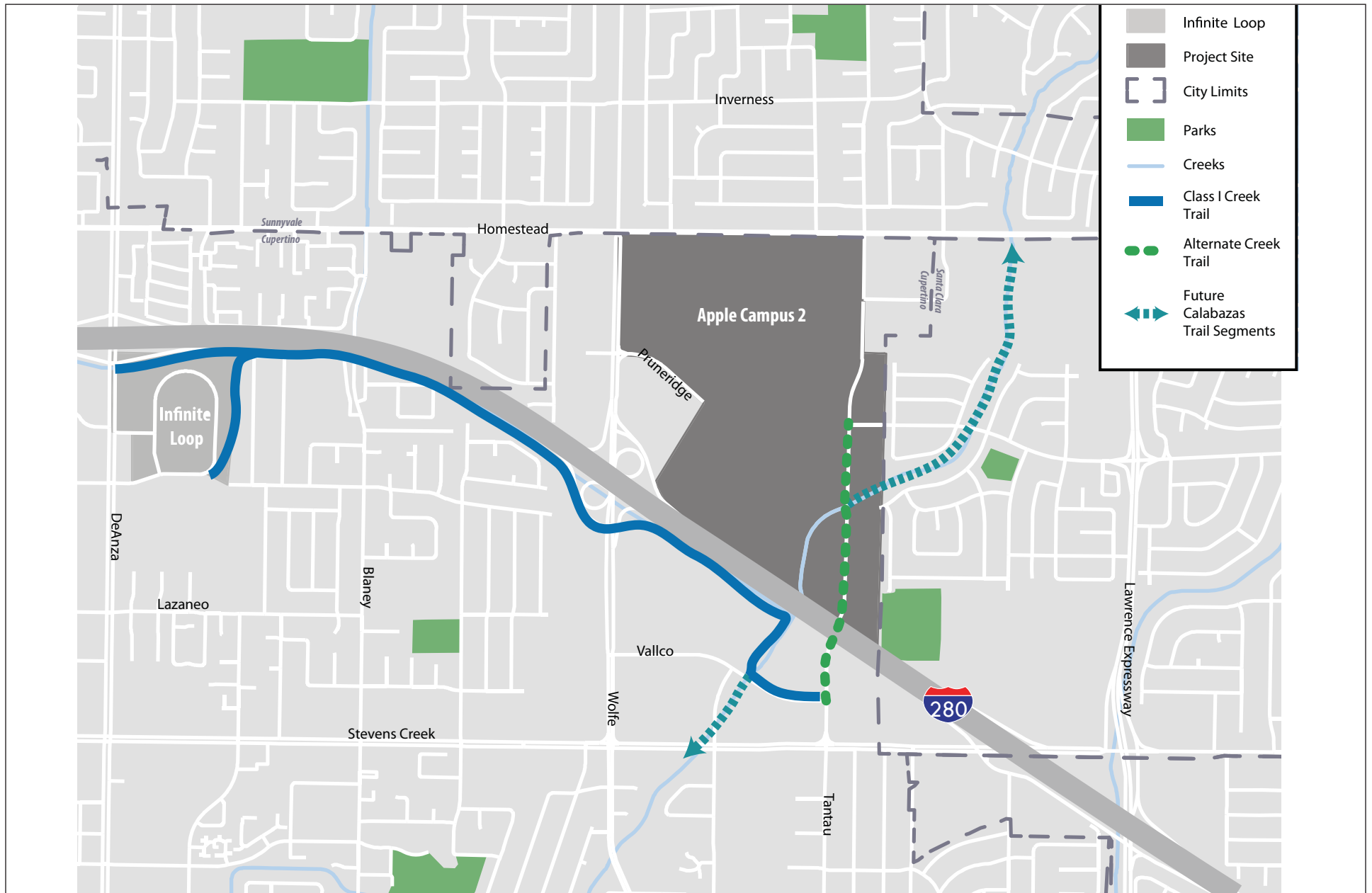


FIGURE IV-3
[Revised]

LSA



SOURCES: CITIES OF CUPERTINO, SUNNYVALE, AND SANTA CLARA, MTC, SCVWD, ESRI, APPLE, NELSON/NYGAARD, 2013.

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Apple Campus 2 Project EIR
Mitigation Measure PLAN-3

Page 358 of the Draft EIR is revised as follows:

- **Vallco Parkway** is a short (less than 0.5 mile) six-lane, east-west roadway that provides a connection between Wolfe Road and Tantau Avenue. Vallco Parkway has an approximate ADT of 4,000 vehicles. Entitled development projects, including JC Penney, Rose Bowl, and Main Street, are located along Vallco Parkway. The lane configuration of Vallco Parkway will be modified in conjunction with these development projects ~~to four travel lanes with some on-street parking~~. The road currently has one signalized intersection at Perimeter Road. Between Perimeter Road and Wolfe Road, Vallco Parkway is currently under construction to provide two lanes in each direction as a result of approvals associated with the JC Penny and Rose Bowl projects. Between Perimeter Road and Tantau Avenue, the Main Street Project has been approved to construct one lane plus angled parking in the eastbound direction, while the westbound direction will remain three lanes. Additionally, ~~w~~With the Main Street new development projects, two additional ~~new~~ a new traffic lights will be added ~~one~~ at Finch Avenue (Main Street) and the other at the new entrance to the Main Street garage between Finch and Tantau Avenues. Parallel on-street parking is currently under construction ~~approved~~ along the frontage of the Rose Bowl Project (currently under construction) and the JC Penney parking garage between Wolfe Road and Perimeter Road. Angled parking has ~~also~~ been approved along the frontage of the Main Street project between Perimeter Road and Tantau Avenue on the south side of Vallco Parkway. However, no on-street parking exists along the north side of Vallco Parkway between Tantau Avenue and Perimeter Road.

Page 359 of the Draft EIR is modified as follows:

Near the project site, bicycle lanes (Class II) are provided on Pruneridge Avenue, Homestead Road, Wolfe Road, Tantau Avenue, Vallco Parkway, and Stevens Creek Boulevard. There is a discontinuity in the Class II facility along Wolfe Road at the I-280 overcrossing. A Class III bike route exists on Tantau Avenue south of Stevens Creek Boulevard to Barnhart Avenue. There is a discontinuity in the Miller Avenue bike lane between Stevens Creek Boulevard and Calle De Barcelona. Additionally, bicycle facilities do not exist on Stevens Creek Boulevard east of Cronin Drive. Furthermore, the bike lanes on Homestead Road are shared with parking lanes at the following locations: 1) westbound between Nightingale Avenue and Nighthawk Terrace and 2) westbound from the intersection with Tantau Avenue for approximately 350 feet. At these locations, parking is prohibited Monday through Friday from 8:00 a.m. to 5:00 p.m., during which time the lanes are used for bikes and right-turn vehicles. The remainder of the time the lanes primarily function as parking lanes, although bicyclists can continue to use them when cars are not parked in them.

Figure V.I-3 on page 361 of the Draft EIR is updated as shown on the following page.

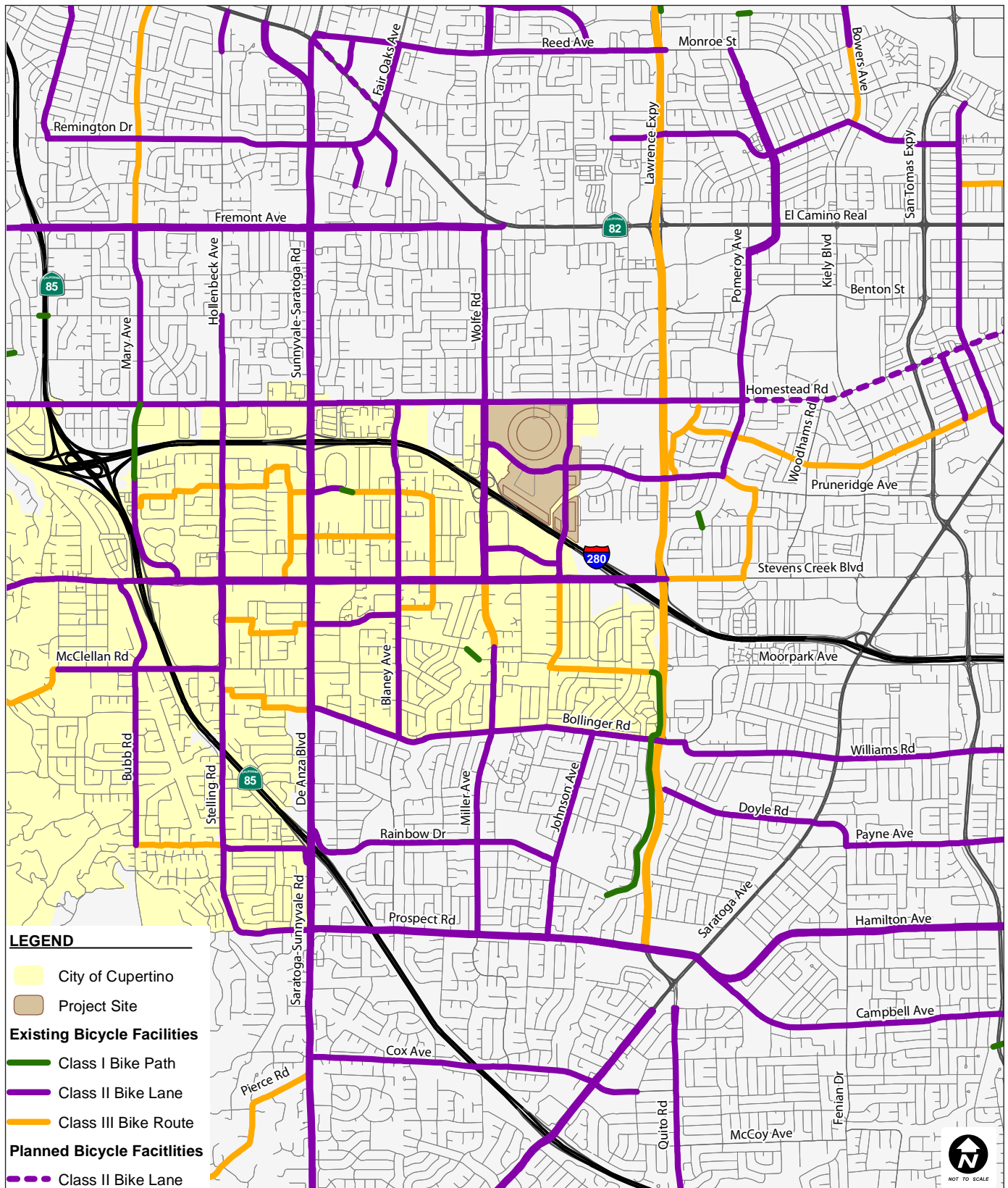


FIGURE V.I-3
[Revised]

LSA



NOT TO SCALE

SOURCE: FEHR & PEERS, AUGUST 2013.

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Apple Campus 2 Project EIR
Existing and Proposed Bicycle Facilities

Page 368 of the Draft EIR is revised as follows:

Most commuting bicyclists travel at a rate of about nine to 10 miles per hour, meaning the Lawrence, Sunnyvale, and Santa Clara Caltrain stations are located about an 18, 23, and 28-minute bicycle ride away from Apple Campus 2, respectively. Only the Lawrence Caltrain station has continuous bicycle infrastructure that connects it to Apple Campus 2 in the form of Class II lanes along Wolfe Road (on all segments except between old San Francisco Road and Fremont Avenue), Reed Avenue, and Aster Avenue.

Page 394 of the Draft EIR is revised as follows:

Impact TRANS-1: Under Existing plus Project Conditions, completion of the proposed project would cause intersection #21 Wolfe Road/I-280 Northbound Ramps to operate at an unacceptable level (change from LOS B to LOS E) during the AM peak hour based on City of Cupertino LOS standards. (S)

Mitigation Measure TRANS-1: As part of the project, the project sponsor ~~shall~~would construct an additional westbound lane at intersection #21 Wolfe Road/I-280 Northbound Ramps to provide for dual left-turn and dual right-turn lanes. With the additional lane, the intersection would operate at acceptable LOS B (17.1 seconds) during the AM peak hour. However, the off-ramp intersection is under Caltrans jurisdiction. Therefore, neither the project sponsor nor the City of Cupertino can ensure the implementation of the proposed mitigation measure; thus the impact is considered significant and unavoidable. (SU)

Pages 396 through 398 of the Draft EIR, including the addition of Table V.I-10 (Existing Plus Project Freeway Levels of Service), are revised as follows. The changes to Table V.I-10 are not shown using underline and strikeout text to enhance readability.

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
Mixed-Flow Lanes									
SR 17 - Summit Road to Bear Creek Road	NB	AM PM	4400	88 24	F C	29 11	89 24	F C	0.66% 0.25%
	SB	AM PM	4400	19 45	C D	5 10	19 45	C D	0.11% 0.23%
SR 17 - Bear Creek Road to Saratoga-Los Gatos Road	NB	AM PM	4400	92 20	F C	39 15	93 20	F C	0.89% 0.34%
	SB	AM PM	4400	17 36	B D	7 15	17 36	B D	0.16% 0.34%
SR 17 - Saratoga-Los Gatos Road to Lark Avenue	NB	AM PM	4400	54 28	E D	110 30	56 28	E D	2.50% 0.68%
	SB	AM PM	4400	29 70	D F	13 40	29 71	D F	0.30% 0.91%
SR 17 - Lark Avenue to SR 85	NB	AM PM	4400	35 23	D C	147 40	36 23	D C	3.34% 0.91%
	SB	AM PM	4400	14 50	B E	17 100	14 51	B E	0.39% 2.27%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
SR 17 - SR 85 to San Tomas Expressway/ Camden Avenue	NB	AM PM	6900	53 19	E C	20 8	53 19	E C	0.29% 0.12%
	SB	AM PM	6900	13 21	B C	3 20	13 21	B C	0.04% 0.29%
SR 17 - San Tomas Expressway/Camden Avenue to Hamilton Avenue	NB	AM PM	6900	72 20	F C	39 16	73 20	F C	0.57% 0.23%
	SB	AM PM	7820	18 27	B D	6 39	18 27	B D	0.08% 0.50%
SR 17 - Hamilton Avenue to I-280	NB	AM PM	7820	71 36	F D	77 31	64 32	F D	0.98% 0.40%
	SB	AM PM	6900	26 41	C D	12 77	26 42	C D	0.17% 1.12%
SR 85 - SR 87 to Almaden Expressway	NB	AM PM	4600	119 25	F C	23 6	121 25	F C	0.50% 0.13%
	SB	AM PM	4600	22 27	C D	3 19	22 27	C D	0.07% 0.41%
SR 85 - Almaden Expressway to Camden Avenue	NB	AM PM	4600	85 36	F D	45 12	86 36	F D	0.98% 0.26%
	SB	AM PM	4600	24 41	C D	5 37	24 41	C D	0.11% 0.80%
SR 85 - Camden Avenue to Union Avenue	NB	AM PM	4600	70 27	F D	60 16	71 27	F D	1.30% 0.35%
	SB	AM PM	4600	31 52	D E	7 48	31 53	D E	0.15% 1.04%
SR 85 - Union Avenue to S. Bascom Avenue	NB	AM PM	4600	60 27	F D	81 21	61 27	F D	1.76% 0.46%
	SB	AM PM	4600	20 81	C F	10 65	20 83	C F	0.22% 1.41%
SR 85 - S. Bascom Avenue to SR 17	NB	AM PM	4600	105 14	F B	108 28	109 14	F B	2.35% 0.61%
	SB	AM PM	4600	16 68	B F	12 86	16 70	B F	0.26% 1.87%
SR 85 - SR 17 to Winchester Blvd	NB	AM PM	4600	85 18	F B	216 55	91 18	F B	4.70% 1.20%
	SB	AM PM	4600	14 27	B D	24 171	14 28	B D	0.52% 3.72%
SR 85 - Winchester Blvd to Saratoga Avenue	NB	AM PM	4600	69 27	F D	240 62	74 27	F D	5.22% 1.35%
	SB	AM PM	4600	30 54	D E	29 190	30 57	D E	0.63% 4.13%
SR 85 - Saratoga Avenue to Saratoga-Sunnyvale Road	NB	AM PM	4600	32 21	D C	48 12	32 21	D C	1.04% 0.26%
	SB	AM PM	4600	23 65	C F	5 38	23 66	C F	0.11% 0.83%
SR 85 - Saratoga-Sunnyvale Road to Stevens Creek Blvd	NB	AM PM	5290	54 21	E C	0 0	47 18	E B	0.00% 0.00%
	SB	AM PM	4600	19 94	C F	0 0	19 94	C F	0.00% 0.00%
SR 85 - Stevens Creek Blvd to I-280	NB	AM PM	4600	109 19	F C	28 7	110 19	F C	0.61% 0.15%
	SB	AM PM	6900	15 85	B F	3 22	12 68	B F	0.04% 0.32%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
SR 85 - I-280 to W. Homestead Road	NB	AM PM	4600	94 15	F B	31 223	114 20	F C	0.67% 4.85%
	SB	AM PM	4600	14 25	B C	282 72	16 26	B C	6.13% 1.57%
SR 85 - W. Homestead Road to W. Fremont Avenue	NB	AM PM	4600	89 26	F C	26 202	90 28	F D	0.57% 4.39%
	SB	AM PM	4600	25 53	C E	240 61	27 54	D E	5.22% 1.33%
SR 85 - W. Fremont Avenue to El Camino Real	NB	AM PM	4600	65 28	F D	20 143	65 29	F D	0.43% 3.11%
	SB	AM PM	4600	25 72	C F	186 45	26 73	C F	4.04% 0.98%
SR 85 - El Camino Real to SR 237	NB	AM PM	4600	52 28	E D	12 88	52 29	E D	0.26% 1.91%
	SB	AM PM	4600	25 106	C F	111 27	32 134	D F	2.41% 0.59%
SR 85 - SR 237 to Central Expressway	NB	AM PM	4600	26 20	C C	6 44	26 20	C C	0.13% 0.96%
	SB	AM PM	4600	12 90	B F	54 14	12 90	B F	1.17% 0.30%
SR 85 - Central Expressway to US 101	NB	AM PM	4600	36 14	D B	6 42	36 14	D B	0.13% 0.91%
	SB	AM PM	4600	16 28	B D	57 14	16 28	B D	1.24% 0.30%
I-280 - US 101 to McLaughlin Avenue	NB	AM PM	9200	95 21	F C	88 31	96 21	F C	0.96% 0.34%
	SB	AM PM	9200	18 31	B D	7 47	18 31	B D	0.08% 0.51%
I-280 - McLaughlin Avenue to 10th Street	NB	AM PM	9200	75 34	F D	117 39	76 34	F D	1.27% 0.42%
	SB	AM PM	9200	22 52	C E	14 94	22 53	C E	0.15% 1.02%
I-280 - 10th Street to SR 87	NB	AM PM	9200	76 29	F D	130 43	78 29	F D	1.41% 0.47%
	SB	AM PM	9200	20 66	C F	16 104	20 67	C F	0.17% 1.13%
I-280 - SR 87 to Bird Avenue	NB	AM PM	9200	88 72	F F	260 85	92 73	F F	2.83% 0.92%
	SB	AM PM	9200	19 67	C F	32 207	19 69	C F	0.35% 2.25%
I-280 - Bird Avenue to Meridian Avenue	NB	AM PM	9200	88 44	F D	289 94	92 44	F D	3.14% 1.02%
	SB	AM PM	9200	30 60	D F	35 230	30 62	D F	0.38% 2.50%
I-280 - Meridian Avenue to I-880	NB	AM PM	8510	113 25	F C	327 116	112 23	F C	3.84% 1.36%
	SB	AM PM	9200	25 85	C F	40 260	19 67	C F	0.43% 2.83%
I-280 - I-880 to Winchester Blvd	NB	AM PM	6900	84 34	F D	654 212	96 35	F D	9.48% 3.07%
	SB	AM PM	6900	23 103	C F	80 520	23 116	C F	1.16% 7.54%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
I-280 - Winchester Blvd to Saratoga Avenue	NB	AM PM	6900	76 34	F D	728 247	87 35	F D	10.55% 3.58%
	SB	AM PM	6900	36 51	D E	94 578	37 56	D E	1.36% 8.38%
I-280 - Saratoga Avenue to Lawrence Expressway	NB	AM PM	6900	67 29	F D	785 225	76 30	F D	11.38% 3.26%
	SB	AM PM	6900	28 77	D F	100 623	29 86	D F	1.45% 9.03%
I-280 - Lawrence Expressway to Wolfe Road	NB	AM PM	6900	62 32	F D	382 106	66 33	F D	5.54% 1.54%
	SB	AM PM	6900	25 63	C F	67 411	25 67	C F	0.97% 5.96%
I-280 - Wolfe Road to De Anza Blvd	NB	AM PM	6900	57 31	E D	135 705	58 35	E D	1.96% 10.22%
	SB	AM PM	6900	29 97	D F	850 269	33 103	D F	12.32% 3.90%
I-280 - De Anza Blvd to SR 85	NB	AM PM	6900	57 29	E D	136 672	58 32	E D	1.97% 9.74%
	SB	AM PM	6900	24 81	C F	831 245	28 85	D F	12.04% 3.55%
I-280 - SR 85 to Foothill Expressway	NB	AM PM	6900	62 24	F C	107 439	63 26	F C	1.55% 6.36%
	SB	AM PM	6900	26 70	C F	534 178	29 72	D F	7.74% 2.58%
I-280 - Foothill Expressway to Magdalena Avenue	NB	AM PM	6900	41 23	D C	86 368	42 25	D C	1.25% 5.33%
	SB	AM PM	6900	30 51	D E	436 146	32 52	D E	6.32% 2.12%
I-280 - Magdalena Avenue to El Monte Road	NB	AM PM	8050	36 22	D C	81 326	42 27	D D	1.01% 4.05%
	SB	AM PM	9200	27 70	D F	402 134	29 71	D F	4.37% 1.46%
I-280 - El Monte Road to La Barranta Road	NB	AM PM	9200	31 21	D C	65 261	31 22	D C	0.71% 2.84%
	SB	AM PM	9200	20 63	C F	322 87	21 64	C F	3.50% 0.95%
I-280 - La Barranta Road to Page Mill Road	NB	AM PM	8970	29 24	D C	65 261	30 26	D C	0.72% 2.91%
	SB	AM PM	9200	20 58	C E	322 87	21 59	C F	3.50% 0.95%
I-280 - Page Mill Road to Alpine Road	NB	AM PM	9200	23 45	C D	39 157	23 46	C D	0.42% 1.71%
	SB	AM PM	9200	24 23	C C	193 52	25 23	C C	2.10% 0.57%
I-880 - I-280 to Stevens Creek Boulevard	NB	AM PM	6900	84 18	F B	35 229	85 19	F C	0.51% 3.32%
	SB	AM PM	6900	20 29	C D	308 93	22 30	C D	4.46% 1.35%
I-880 - Stevens Creek Boulevard to N. Bascom Avenue	NB	AM PM	6900	81 25	F C	32 206	82 26	F C	0.46% 2.99%
	SB	AM PM	6900	61 52	F E	277 84	64 53	F E	4.01% 1.22%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
I-880 - N. Bascom Avenue to The Alameda	NB	AM PM	6900	76 29	F D	24 155	76 30	F D	0.35% 2.25%
	SB	AM PM	6900	26 56	C E	208 63	27 57	D E	3.01% 0.91%
I-880 - The Alameda to Coleman Avenue	NB	AM PM	6900	84 29	F D	18 116	84 30	F D	0.26% 1.68%
	SB	AM PM	6900	31 74	D F	156 47	32 75	D F	2.26% 0.68%
I-880 - Coleman Avenue to SR 87	NB	AM PM	6900	54 33	E D	14 87	54 33	E D	0.20% 1.26%
	SB	AM PM	6900	31 64	D F	117 35	32 64	D F	1.70% 0.51%
I-880 - SR 87 to N. 1st Street	NB	AM PM	6900	55 40	E D	14 87	55 41	E D	0.20% 1.26%
	SB	AM PM	6900	35 73	D F	117 35	36 74	D F	1.70% 0.51%
I-880 - N. 1st Street to US 101	NB	AM PM	6900	72 44	F D	13 78	72 45	F D	0.19% 1.13%
	SB	AM PM	6900	25 85	C F	105 32	26 86	C F	1.52% 0.46%
I-880 - US 101 to E. Brokaw Road	EB	AM PM	6900	55 60	E F	10 62	55 61	E F	0.14% 0.90%
	WB	AM PM	6900	24 67	C F	84 26	24 67	C F	1.22% 0.38%
I-880 - E. Brokaw Road to Montague Expwy	EB	AM PM	6900	30 36	D D	6 37	30 36	D D	0.09% 0.54%
	WB	AM PM	6900	30 79	D F	50 16	30 79	D F	0.72% 0.23%
I-880 - Montague Expwy to Great Mall Pkwy	EB	AM PM	6900	27 65	D F	3 19	27 65	D F	0.04% 0.28%
	WB	AM PM	6900	41 75	D F	25 8	41 75	D F	0.36% 0.12%
SR 237 - SR 85 to Central Expressway	EB	AM PM	4400	82 23	F C	7 50	82 23	F C	0.16% 1.14%
	WB	AM PM	4400	24 56	C E	63 16	24 56	C E	1.43% 0.36%
SR 237 - Central Expressway to Maude Avenue	EB	AM PM	4400	31 13	D B	4 25	31 13	D B	0.09% 0.57%
	WB	AM PM	4400	13 62	B F	32 8	13 62	B F	0.73% 0.18%
SR 237 - Maude Avenue to US 101	EB	AM PM	4400	60 25	F C	2 13	60 25	F C	0.05% 0.30%
	WB	AM PM	4400	31 60	D F	24 6	31 60	D F	0.55% 0.14%
High-Occupancy Vehicle (HOV) Lanes									
SR 85 - SR 87 to Almaden Expressway	NB	AM PM	1650	61 12	F B	4 1	61 12	F B	0.24% 0.06%
	SB	AM PM	1650	4 20	A C	0 3	4 20	A C	0.00% 0.18%
SR 85 - Almaden Expressway to Camden Avenue	NB	AM PM	1650	45 9	D A	8 2	45 9	D A	0.48% 0.12%
	SB	AM PM	1650	10 24	A C	1 6	10 24	A C	0.06% 0.36%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
SR 85 - Camden Avenue to Union Avenue	NB	AM PM	1650	42 10	D A	11 3	42 10	D A	0.67% 0.18%
	SB	AM PM	1650	8 30	A D	1 9	8 30	A D	0.06% 0.55%
SR 85 - Union Avenue to S. Bascom Avenue	NB	AM PM	1650	37 11	D A	14 4	37 11	D A	0.85% 0.24%
	SB	AM PM	1650	5 37	A D	1 11	5 37	A D	0.06% 0.67%
SR 85 - S. Bascom Avenue to SR 17	NB	AM PM	1650	77 18	F B	19 5	78 18	F B	1.15% 0.30%
	SB	AM PM	1650	14 25	B C	2 15	14 25	B C	0.12% 0.91%
SR 85 - SR 17 to Winchester Blvd	NB	AM PM	1650	90 8	F A	38 10	92 8	F A	2.30% 0.61%
	SB	AM PM	1650	6 24	A C	4 30	6 24	A C	0.24% 1.82%
SR 85 - Winchester Blvd to Saratoga Avenue	NB	AM PM	1650	46 8	D A	42 10	47 8	E A	2.55% 0.61%
	SB	AM PM	1650	4 29	A D	2 33	4 29	A D	0.12% 2.00%
SR 85 - Saratoga Avenue to Saratoga-Sunnyvale Road	NB	AM PM	1650	31 7	D A	8 2	31 7	D A	0.48% 0.12%
	SB	AM PM	1650	6 26	A C	1 7	6 26	A C	0.06% 0.42%
SR 85 - Saratoga-Sunnyvale Road to Stevens Creek Blvd	NB	AM PM	1650	21 8	C A	0 0	21 8	C A	0.00% 0.00%
	SB	AM PM	1650	6 31	A D	0 0	6 31	A D	0.00% 0.00%
SR 85 - Stevens Creek Blvd to I-280	NB	AM PM	1650	21 8	C A	0 0	21 8	C A	0.00% 0.00%
	SB	AM PM	1650	9 29	A D	0 0	9 29	A D	0.00% 0.00%
SR 85 - I-280 to W. Homestead Road	NB	AM PM	1650	60 9	F A	0 0	60 9	F A	0.00% 0.00%
	SB	AM PM	1650	7 29	A D	0 0	7 29	A D	0.00% 0.00%
SR 85 - W. Homestead Road to W. Fremont Avenue	NB	AM PM	1650	41 5	D A	5 21	41 5	D A	0.30% 1.27%
	SB	AM PM	1650	9 21	A C	42 11	10 21	A C	2.55% 0.67%
SR 85 - W. Fremont Avenue to El Camino Real	NB	AM PM	1650	47 9	E A	3 24	47 9	E A	0.18% 1.45%
	SB	AM PM	1650	7 25	A C	26 8	7 25	A C	1.58% 0.48%
SR 85 - El Camino Real to SR 237	NB	AM PM	1650	39 7	D A	2 12	39 7	D A	0.12% 0.73%
	SB	AM PM	1650	9 29	A D	16 5	9 29	A D	0.97% 0.30%
SR 85 - SR 237 to Central Expressway	NB	AM PM	1650	24 5	C A	1 6	24 5	C A	0.06% 0.36%
	SB	AM PM	1650	7 18	A B	10 2	7 18	A B	0.61% 0.12%

Table V.I-10: Existing Plus Project Freeway Segment Levels of Service

Freeway Segment	Direction ¹	Peak Hour ²	Capacity (vph) ³	Existing Conditions		Existing plus Project Conditions			
				Density ⁴	LOS ⁵	Trips ⁶	Density	LOS	% Impact ⁷
SR 85 - Central Expressway to US 101	NB	AM PM	1650	15 7	B A	1 8	15 7	B A	0.06% 0.48%
	SB	AM PM	1650	4 7	A A	7 2	4 7	A A	0.42% 0.12%
I-280 - Meridian Avenue to I-880	NB	AM PM	1650	32 6	D A	58 9	33 6	D A	3.52% 0.55%
	SB	AM PM	1650	13 82	B F	7 46	13 84	B F	0.42% 2.79%
I-280 - I-880 to Winchester Blvd	NB	AM PM	1650	50 18	E B	116 37	53 19	E C	7.03% 2.24%
	SB	AM PM	1650	12 92	B F	14 92	12 97	B F	0.85% 5.58%
I-280 - Winchester Blvd to Saratoga Avenue	NB	AM PM	1650	43 11	D A	128 30	46 11	D A	7.76% 1.82%
	SB	AM PM	1650	10 29	A D	10 102	10 30	A D	0.61% 6.18%
I-280 - Saratoga Avenue to Lawrence Expressway	NB	AM PM	1650	58 7	E A	139 20	62 7	F A	8.42% 1.21%
	SB	AM PM	1650	9 32	A D	11 110	9 34	A D	0.67% 6.67%
I-280 - Lawrence Expressway to Wolfe Road	NB	AM PM	1650	56 10	E A	0 0	56 10	E A	0.00% 0.00%
	SB	AM PM	1650	12 39	B D	0 0	12 39	B D	0.00% 0.00%
I-280 - Wolfe Road to De Anza Blvd	NB	AM PM	1650	50 9	E A	0 0	50 9	E A	0.00% 0.00%
	SB	AM PM	1650	18 33	B D	0 0	18 33	B D	0.00% 0.00%
I-280 - De Anza Blvd to SR 85	NB	AM PM	1650	32 10	D A	24 83	32 11	D A	1.45% 5.03%
	SB	AM PM	1650	9 25	A C	106 43	11 26	A C	6.42% 2.61%
I-280 - SR 85 to Foothill Expressway	NB	AM PM	1650	42 11	D A	19 71	42 12	D B	1.15% 4.30%
	SB	AM PM	1650	15 18	B B	94 31	16 18	B B	5.70% 1.88%
I-280 - Foothill Expressway to Magdalena Avenue	NB	AM PM	1650	40 7	D A	15 40	40 8	D A	0.91% 2.42%
	SB	AM PM	1650	13 13	B B	66 21	14 13	B B	4.00% 1.27%

Notes:

Bold font indicates unacceptable operations based on VTA's LOS E Standard. **Bold and highlighted** indicates significant impacts.¹ NB = Northbound, SB = Southbound.² AM = morning peak hour, PM = afternoon peak hour.³ vph = vehicles per hour⁴ Measured in passenger cars per mile per lane.⁵ LOS = level of service.⁶ Project trips added to individual freeway segments⁷ Percent Contribution determined by dividing the number of project trips by the freeway segment's capacity.

Source: 2011 Monitoring and Conformance Report, VTA, May 2012.

Impact TRANS-22: Completion of the proposed project would add substantial amounts of traffic to the following ~~ten~~ mixed flow segments and ~~one~~ HOV freeway segments operating at LOS F:

- **I-280, Southbound, El Monte Road to Magdalena Avenue**
- **I-280, Northbound, SR 85 to Foothill Expressway**
- **I-280, Southbound, Foothill Expressway to SR 85**
- **I-280, Southbound, SR 85 to De Anza Boulevard**
- **I-280, Southbound, De Anza Boulevard to Wolfe Road**
- **I-280, Northbound, Lawrence Expressway to Wolfe Road**
- **I-280, Southbound, Wolfe Road to Lawrence Expressway/Stevens Creek Boulevard**
- **I-280, Northbound, Saratoga Avenue to Lawrence Expressway/Stevens Creek Boulevard**
- **I-280, Southbound, Lawrence Expressway/Stevens Creek Boulevard to Saratoga Avenue**
- **I-280, Northbound, Winchester Boulevard to Saratoga Avenue**
- **I-280, Northbound, Winchester Boulevard to I-880**
- **I-280, Southbound, Winchester Boulevard to I-880**
- **I-280, Northbound, I-880 to Meridian Avenue**
- **I-280, Southbound, I-880 to Meridian Avenue**
- **I-280, Northbound, Meridian Avenue to Bird Avenue**
- **I-280, Southbound, Meridian Avenue to Bird Avenue**
- **I-280, Northbound, Bird Avenue to SR 87**
- **I-280, Southbound, Bird Avenue to SR 87**
- **I-280, Northbound, SR 87 to 10th Street**
- **I-280, Southbound, SR 87 to 10th Street**
- **I-280, Northbound, 10th Street to McLaughlin Avenue**
- **I-280, HOV, Northbound, Saratoga Avenue to Lawrence Expressway**
- **I-280, HOV, Southbound, Winchester Boulevard to I-880**
- **I-280, HOV, Southbound, I-880 to Meridian Avenue**
- **SR 85, Northbound, Winchester Boulevard to SR 17 + HOV to Camden Avenue**
- **SR 85, Northbound, Saratoga Avenue to Winchester Boulevard**
- **SR 85, Southbound, SR 17 to Bascom Avenue**
- **SR 85, Northbound, SR 17 to Bascom Avenue + HOV**
- **SR 85, Southbound, Bascom Avenue to Union Avenue**

- **SR 85, Northbound, Bascom Avenue to Union Avenue**
- **SR 85, Northbound, Union Avenue to Camden Avenue**
- **I-880, Southbound, Bascom Avenue to Stevens Creek Boulevard**

These freeway segments would be impacted under the Existing Plus Project Conditions based on CMP guidelines. (S)

Mitigation Measure TRANS-22: The project sponsor shall pay a ~~\$536,000~~^{1,292,215} fair share contribution towards ~~two~~ planned transportation projects ~~identified in VTA's Valley Transportation Plan 2035 (VTP 2035)~~² that would improve traffic operations of the impacted freeway segments and provide added transportation capacity on parallel facilities: (1) SR 85 Express Lane project (converting the existing HOV lane to a toll lane to allow single occupant vehicles to drive in the HOV lane for a fee) between Mountain View and San Jose; (2) eliminating the existing bottleneck on southbound I-280 between El Monte Road and Magdalena Avenue; and (23) either the Bus Rapid Transit (BRT) stations proposed within Cupertino on Stevens Creek Boulevard at Wolfe Road and De Anza Boulevard, or an alternative improvement or study towards the improvement of the impacted I-280 corridor or a parallel corridor that would provide capacity. The fair share contribution amount was calculated in consultation with VTA staff based on the project's contribution to project growth on the impacted freeway segment.

It is unlikely that the Express Lane or BRT project would be implemented prior to project completion and that these improvements would reduce the impact to a less-than-significant level. In addition, the City has no control over the implementation of these mitigation measures; therefore the impact to the freeway segments would remain significant and unavoidable. (SU)

Page 405 of the Draft EIR is revised as follows:

Impact TRANS-9: Under Background plus Project Conditions, completion of the proposed project would exacerbate unacceptable operations of intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) during the PM peak hour based on CMP guidelines. (S)

Mitigation Measure TRANS-9a: At intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west), the project sponsor shall implement Mitigation Measure TRANS-3 (add exclusive eastbound right-turn lane), which would improve intersection operations to 112.2 seconds (LOS F). However, the Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) intersection would continue to operate unacceptably.

² ~~The Valley Transportation Plan is a long range vision for transportation in Santa Clara County. The VTA is responsible for preparing and updating the VTP. The VTP 2035 identifies the programs, projects, and policies VTA would like to pursue over the lifetime of the plan. It connects projects with anticipated funds and lays out a framework for the development and maintenance of the transportation system over the next 25 years.~~

Providing a second channelized free right-turn lane with a third eastbound receiving lane on the connector link between Stevens Creek Boulevard and Lawrence Expressway, for a distance of approximately 1,250 feet, including a pedestrian-activated traffic signal to allow for protected pedestrian crossings to the pedestrian refuge island, would improve intersection operations to LOS E D+ with 63.0 38.6 seconds of delay. However, there are right-of-way constraints that render a second right turn lane infeasible, since there would be less than 7 feet of right-of-way available between the fence and curb on the south side of Steven Creek after implementation of Mitigation Measure TRANS-3. At minimum, 11 feet of right-of-way are needed to accommodate a second right turn lane.

This improvement would reduce the impact to a less-than-significant level. However, this intersection is a CMP intersection and is located within the City of Santa Clara. It is also under Caltrans jurisdiction. The project sponsor would be required to coordinate with the City of Santa Clara and Caltrans to construct the identified physical improvement at the Stevens Creek Boulevard/Calvert Drive/I-280 Ramp (west) intersection. Since this intersection is outside of the City of Cupertino's jurisdiction, the City cannot guarantee that the improvement would be constructed. For this reason the impact would remain significant and unavoidable.

Mitigation Measure TRANS-9b: The project sponsor shall expand the TDM program to reduce the severity of the impact. Increasing the TDM participation and associated alternative mode share from 28 percent to 34 percent would improve operations to LOS F (142.8 seconds) without implementation of TRANS-3; however it would not reduce the impact to a less-than-significant level. A robust monitoring program would be required to ensure that this TDM program mitigation measure is implemented and that the required trip reduction is achieved. Details of the TDM program are discussed under the Evaluation of TDM Program Expansion section. (SU)

Pages 411 and 412 of the Draft EIR are revised as follows:

Impact TRANS-13: Under Cumulative plus Project Conditions, completion of the proposed project would cause intersection #8 De Anza Boulevard/Stevens Creek Boulevard to operate at an unacceptable level (change from LOS E+ to LOS E) during the PM peak hour based on City of Cupertino LOS impact thresholds. (S)

Mitigation Measure TRANS-13a: At intersection #8 De Anza Boulevard/Stevens Creek Boulevard, the provision of an exclusive southbound right-turn lane (for a total of two left-turn lanes, four through lanes, and one right-turn lane) and adjusting the signal timings to accommodate the added turn lane would improve intersection operations to acceptable levels at LOS E+ with 58.9 seconds of average delay. However, this improvement is physically not feasible, since the widening of the roadway to accommodate the southbound right-turn lane would impact an underground garage belonging to the office development on the northwest corner of the De Anza Boulevard/Stevens Creek Boulevard intersection; therefore the impact at the De Anza Boulevard/Stevens Creek Boulevard intersection is considered significant and unavoidable.

Mitigation Measure TRANS-13b: The project sponsor shall expand the TDM program to reduce the severity of the impact. Increasing the TDM participation and associated

alternative mode share from 28 percent to 34 percent would improve operations to LOS E (62.1 seconds); however the increase in TDM participation would not reduce the impact to a less-than-significant level.

Mitigation Measure TRANS-13c: The project sponsor shall provide a \$50,000 fair-share contribution towards the implementation of an adaptive traffic signal system along De Anza Boulevard between Homestead Road and Rainbow Drive. Implementation of an adaptive traffic signal system would improve intersection operations; however it would not reduce the impact to a less-than-significant level. (SU)

Page 413 of the Draft EIR is revised as follows:

Impact TRANS-19: Under Cumulative plus Project Conditions, completion of the proposed project would exacerbate unacceptable operations of intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) during the PM peak hour based on CMP guidelines. (S)

Mitigation Measure TRANS-19a: Potential physical improvements as mitigation measures for intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps are discussed under Mitigation Measure TRANS-9. (add two exclusive eastbound right turn lanes). However, there are right of way constraints that render this mitigation measure infeasible. Additionally, this intersection is within the City of Santa Clara, and the City has no control over the implementation of the mitigation measure; therefore the impact is considered significant and unavoidable. The project sponsor shall implement Mitigation Measure TRANS-9a (add free eastbound right-turn lane), which would improve intersection operations to LOS D (41.5 seconds). This improvement would reduce the impact to a less-than-significant level. However, because this intersection is under City of Santa Clara and Caltrans jurisdiction, the City cannot guarantee that the improvement would be constructed. For this reason, the impact would remain significant and unavoidable.

Mitigation Measure TRANS-19b: The project sponsor shall expand the TDM program to reduce the severity of the impact. Increasing the TDM participation and associated alternative mode share from 28 percent to 34 percent would improve operations to LOS F (145.8 seconds) without implementation of mitigation measure TRANS-9; however the increase in TDM participation would not reduce the impact to a less-than-significant level. (SU)

Page 418 of the Draft EIR is revised as follows:

Impact TRANS-23: Based on City of Cupertino standards, the design of the project with three left-turn lanes on the Wolfe Road driveway approach would cause a substantial increase in conflicts due to vehicles weaving on Wolfe Road between the driveway and the I-280 ramps in order to merge and align into the correct lanes to enter the freeway upon exiting the campus. (S)

Implementation of one of the following two mitigation measures would reduce this impact to a less-than-significant level:

Mitigation Measure TRANS-23: At the main project driveway on Wolfe Road, the project sponsor shall reduce the number of left turn lanes from three to two. This would reduce the weaving on southbound Wolfe Road between the driveway and the I-280 northbound on-ramp since there would be, at most, a one-lane lane change in order for drivers to align themselves to the correct lane. (LTS)

OR

Mitigation Measure TRANS-23 (Alternate): The project sponsor shall be permitted to construct three left-turn exit lanes from the project site to Wolfe Road if all of the following measures are implemented:

- Clear signage, including but not limited to overhead signs, shall be installed to indicate the destination of each of the three exit lanes in order to discourage unsafe lane changes.
- Each lane on Wolfe Road, between the driveway and Pruneridge Avenue, shall be clearly marked by painted stripes, directional arrows, and destination legends to indicate the destination of each lane and to indicate by double lines or other appropriate markings that changing lanes is a violation of law.
- The project sponsor shall fund the following measures for a trial period of nine months from issuance of the first certificate of occupancy for the Main Building and shall install closed-circuit video cameras linked to the City's Traffic Operations Center to continuously record vehicle movements at the project driveway and along southbound Wolfe Road. Trained personnel, who are independent from the project sponsor, shall periodically review the video footage at the direction of the City, and provide a report at the end of each month to the Public Works Department. This report shall document any unsafe or illegal lane changes (violations) observed, noting accidents caused by violations and noting whether, in the professional judgment of the independent observer, the observed violations constitute a safety problem that should be addressed and, if so, recommending measures to address them.
- If, at any time following the nine-month trial period implementation of the measures listed above do not substantially prevent violations, in the professional opinion of the independent observer and the City, the City shall determine whether additional measures are required, or whether the number of lanes must be reduced to two exit lanes. Monitoring shall continue until nine months following full occupancy of the project.
- A penalty of \$500 per violation during the PM 2-hour peak period per day shall be paid by the project sponsor to the City. The number of violations shall be determined by the independent observer based upon review of the video footage and extrapolated to account for daily activity during the PM 2-hour peak period should daily video footage not be reviewed.
- The project sponsor shall develop employee education materials, to the satisfaction of the City, explaining the proper use of the driveway exit lanes without weaving among lanes. (LTS)

Page 420 of the Draft EIR is revised as follows:

Condition of Approval CA-TRANS-1: Apple shall extend the northbound right-turn pocket at #28 Tantau Avenue/Pruneridge Avenue to the #29 Tantau Avenue/Project Access intersection (approximately 600 feet) to provide for improved operations along the Tantau Avenue corridor.

Vallco Parkway Evaluation. With proposed development projects (JC Penney, Rose Bowl, and Main Street), Vallco Parkway would be reconfigured to have two lanes in each direction between Wolfe Road and Perimeter Road (currently under construction), and one eastbound lane and three westbound lanes between Perimeter Road and Tantau Avenue. During the AM and PM peak hours, the model shows that with one eastbound through lane there would be excessive queuing in the eastbound direction during the peak hours. As a condition of approval it is recommended that Vallco Parkway between Perimeter Road and Tantau Avenue be reconfigured to have two lanes in each direction (ultimately providing for two through lanes in each direction along the entire length of Vallco Parkway). With the added traffic volumes from the proposed project and the provision of a second eastbound through lane, it is recommended that a new signal be provided at the Main Street parking garage driveway between Finch Road and Tantau Avenue to provide for controlled access at the parking garage. Testing of the model with the two-lane configuration in both directions of travel showed that the westbound direction would operate without excessive queuing, even though the travel lanes would be reduced from three to two lanes.

Condition of Approval CA-TRANS 2: Apple shall reconfigure Vallco Parkway between Perimeter Road and Tantau Avenue to two vehicle lanes and one bike lane in each direction, plus diagonal parking on the south side, including any associated improvements such as, but not limited to, median relocation. In addition, Apple shall design and install a traffic signal at the Main Street Project garage entrance onto Vallco Parkway.

(Please note that subsequent references to Conditions of Approval in Section V.I, Transportation and Circulation, would be renumbered accordingly.)

Evaluation of Freeway Ramps. The VISSIM simulation analysis was also conducted to evaluate impacts of the project on the operations of I-280/Wolfe Road on and off-ramps. The addition of project traffic would cause excessive queuing on the Wolfe Road/I-280 off-ramps that would extend onto the freeway mainline.

Page 421 of the Draft EIR is revised as follows. This minor change is made to allow the City Council to adopt the measure that would have the least impact on the operation of Cupertino Village.

Evaluation of Adjacent Driveway Conditions. The Cupertino Village has a driveway on Wolfe Road that is directly north of/adjacent to the new project driveway intersection. Vehicles exiting the driveway might try to maneuver across the three southbound through lanes to access the left-turn lanes to turn into the project site or make a U-turn, resulting in hazardous conditions for vehicles. Additionally, during the peak commute periods, the southbound traffic volumes are high and may create queues that effectively block driveway access, which could potentially lead to impatient drivers merging into traffic when there are insufficient gaps. This

driveway should be restricted to right turns in only or closed due to its proximity to the new signalized intersection.

Impact TRANS-27: The proposed location of the project driveway intersection on Wolfe Road and the associated congestion would result in hazards for vehicles exiting the southernmost Wolfe Road driveway to the Cupertino Village shopping center (City of Cupertino and CEQA). (S)

Implementation of one of the following two mitigation measures would reduce this impact to a less-than-significant level:

Mitigation Measure TRANS-27: The southernmost driveway to the Cupertino Village ~~shall~~ ~~should~~ be closed ~~or restricted to right turns in only~~. With this mitigation the impact would be less-than-significant. (LTS)

OR

Mitigation Measure TRANS-27 (Alternate): The southernmost driveway to the Cupertino Village ~~shall be restricted to right-turns in only~~. With this mitigation the impact would be less-than-significant. (LTS)

Page 427 of the Draft EIR is revised as follows:

Impact TRANS-30: The added traffic on Wolfe Road and around the project site would result in increased congestion and could induce transit demand and increase transit ridership in the area, which currently has minimal transit stop amenities (VTA). (S)

Mitigation Measure TRANS-30: The project sponsor shall upgrade transit stops along Wolfe Road between Stevens Creek Boulevard and Homestead Road, on Vallco Parkway between Wolfe Road and Tantau Avenue, and on Tantau Avenue between Stevens Creek Boulevard and Homestead Road, ~~and on Homestead Road between Tantau Avenue and Wolfe Road~~. (LTS)

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APPENDIX A

COMMENT LETTERS

From: Christina Uribe [<mailto:curibe@sunnyvale.ca.gov>]
Sent: Monday, July 22, 2013 11:16 AM
To: Piu Ghosh; Aarti Shrivastava
Cc: Hanson Hom; Joan Borger; Trudi Ryan; Jack Witthaus; Andrew Miner; Kent Steffens
Subject: City of Sunnyvale Comments on the Draft EIR for the Apple 2 Campus

Dear Aarti Shrivastava and Piu Ghosh,

Please find attached City of Sunnyvale's comments on the Draft Environmental Impact Report for the Apple 2 Campus.
Please reply confirming receipt of Sunnyvale's comments.

1

Thank you,
Christina Uribe
Department of Public Works



July 22, 2013

Transmitted by electronic mail
and sent regular U.S. mail.

Aarti Shrivastava, Director of Community Development
City of Cupertino
Community Development Department
10300 Torre Avenue
Cupertino, CA 95014

Re: Comments to the Draft Environmental Impact Report for the Apple 2 Campus

Dear Aarti:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Apple campus along Homestead Road in Cupertino. This letter includes all City of Sunnyvale comments to the DEIR

We appreciate the cooperative approach you and the City team have taken with the project, and look forward to continuing to work with you going forward. The new campus provides many exciting opportunities for the area, and the City of Sunnyvale generally supports the success of local companies. But the City of Sunnyvale also has an obligation to its community members to ensure any new project is mitigated to a degree that the positive way of life expected is not disrupted.

2

Here are our comments:

A. Project Description:

1. Page 66, Proposed Building Summary- Table III-2 shows Phase 2 building heights to be 60 feet in height, but the table imbedded in Figure III-4 shows building heights of 35 feet. Please clarify.
2. Page 75, Corporate Fitness Center- Please include in the description of this facility that the parking provided adjacent to that building will be for fitness center employees and service vehicles only, and not for use by employees of the main building. Also, on Page 99, please add that parking at the Fitness Center would be for fitness center employees and service vehicles *only*.
3. Page 96, Landscaping- The EIR stated a seven foot perimeter fence will be added approximately 30-50 feet from the public sidewalk, with

3

4

5

ADDRESS ALL MAIL TO: P.O. BOX 3707 SUNNYVALE, CALIFORNIA 94088-3707
TDD (408) 730-7501

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Aarti Shrivastava
July 22, 2013
Page 2

landscaping between the sidewalk and fence. This 30-50 foot landscaped area could provide safe refuge for people intent on mischief. Will security cameras be added along the fence to ensure that area is safe?

5
cont.

4. Page 102, East Homestead Circulation- The DEIR states that a shuttle bus pull-out for the Fitness Center is proposed along Homestead Road. What types of buses are these expected to be, and how often will they run down Homestead Road?

6

5. Page 125, Parking- Please clarify that the parking for the Fitness Center is for fitness center employees and service vehicles *only*.

7

B. Aesthetics:

1. Page 195, Photosimulations- The DEIR includes several photosimulations from different locations around the property. Vantage point 6 shows the view from Peacock Avenue. Another simulation is warranted from the homes at the point the building comes closest to Homestead Road.

8

2. Page 212, Light and Glare- Please clarify that light and glare calculations were done without assuming landscaping will be in a mature state and of significant growth. Upon initial occupancy of the main building, only the large existing trees along the sidewalk on Homestead Road will be in place, and all landscaping behind that will be new growth. A condition of approval for the project could be added to require newly-planted trees along the Homestead Road section of the main building at the point it is closest to the road be large 36-inch box trees to ensure lighting and glare is controlled.

9

C. Traffic and Transportation:

Recommended Improvements

1. The project is clearly going to have significant effects on the local transportation system. The EIR concludes that many impacts are unavoidable or marginally acceptable, and others are not analyzed in sufficient detail to identify issues. While the document appears substantially compliant with VTA and local standards in terms of the scope of the traffic analysis, the project and the City of Cupertino need to make a considerable investment in local transportation infrastructure to offset the impacts of this project that are not captured by generalized impact analysis methodologies such as overall intersection LOS.

10

Particular areas for consideration of investment are Sunnyvale-Saratoga Road, De Anza Boulevard, and Homestead Road. Based on recent traffic counts and observations, the existing condition features long queues for southbound PM traffic that are not captured by the TRAFFIX analysis.

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Page 3

Sunnyvale recommends consideration of the following operational improvements to address intersection queuing issues that will be exacerbated by project traffic:

- a. Provide adaptive traffic signal control or another operational improvement in the Homestead Road corridor to address existing and project condition queuing and delays in peak north-south directions and Homestead Road side street delays due to poor platooning of vehicles.
- b. Fund a study of optimizing traffic signal operations at the De Anza Boulevard/Homestead Road/Route 280 complex and provide hardware and software upgrades including adaptive traffic signal control or other advanced, applicable traffic signal control, so as to reduce metering/congestion inducing effects of signal operations at this location.

10
cont.

The project intends to rely heavily on alternative transportation use and transportation demand management, but there are bike facility deficiencies in the immediate vicinity of the project. There is a discontinuity in the Class II facility along Wolfe Road at the I-280 overcrossing and at Wolfe and Homestead immediately adjacent to the project site. The bike lane gap at Wolfe and Homestead should be addressed, given its proximity to the project and the assumption that TDM measures will be required including bicycle support facilities and encouragement of bicycling.

11

Sunnyvale recommends fixing the alignment of southbound Homestead Road and eliminating the bike lane gap by: Either eliminate the short # 3 lane southbound which allows bike lane striping southbound and provides enough of a shift to address the intersection offset and provide a northbound bike lane; or by widening on the west side to keep the existing lane configuration, fix the alignment, and provide space for bikes.

There are also areas of conflict between automobiles and bicyclists on Wolfe Road between Homestead Road and Fremont Avenue. The bicycle lanes in both directions taper away from the curb in certain sections to allow for pockets of on-street parking. Motor vehicles traveling on Homestead frequently will cut across the bike lanes at these tapers. These areas are prime areas for the installation of colored bike lanes. Sunnyvale recommends installation of colored asphalt at these taper areas as a means to further support bicycling by Apple employees.

12

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Technical Comments

- | | |
|--|-----------|
| 2. Page 347, Scope of Study- The traffic study should be done to also conform to CEQA requirements. | 13 |
| 3. Page 349, Figure V.I-1- The intersections of Homestead/Blue Jay, Homestead/Heron, Sunnyvale-Saratoga/Cheyenne-Connemara, Sunnyvale-Saratoga/Alberta-Harwick, and Lawrence/Benton appear to meet the 10 trips per approach lane criteria as upstream intersections were included in the analysis. These intersections should be analyzed as well, or at least the locations in Sunnyvale as this is Sunnyvale's standard analysis procedure. | 14 |
| The traffic analysis assumes that there is no Sunnyvale trip distribution north of Fremont Avenue. Should some assumption have been made to more broadly distribute trips in the immediate project vicinity rather than relying solely on zip code data? Isn't it likely that employees of the new project location will live in Sunnyvale closer to the site? | 15 |
| 4. Page 351, Footnote- VTA has given guidance that assumptions on the number of employees should be related to the conditions present at the time of the most recent CMP monitoring. Please confirm with VTA that the scenario used in the study is consistent with TIA preparation guidance. | 16 |
| 5. Page 358, Existing Roadway Network (continued from page 354), De Anza Boulevard- Please note that the extension of De Anza Boulevard in Sunnyvale, Sunnyvale-Saratoga Road, has only six lanes, including the intersection of Sunnyvale-Saratoga/De Anza and Homestead Road. Was this included in the study, and would it affect LOS calculations? | 17 |
| 6. Page 358, Pedestrian Facilities- The lack of pedestrian crossings and the difficulty of crossing freeway on-ramps may constitute an environmental impact given that the project is likely to add additional pedestrian traffic. Sunnyvale recommends that improvements that make ramp crossings friendlier for pedestrians be included in the project or considered as environmental mitigation. | 18 |
| 7. Page 360, eighth paragraph- Please mention that there are part-time bike lanes on Homestead and identify those locations. | 19 |
| 8. Page 361, Figure V.I-3- Old San Francisco Road, from Fair Oaks Avenue to Sunnyvale Avenue is a Class II bikeway. Manet Drive and Michelangelo Drive are Class II bikeways. El Camino Real, from Fair Oaks to Sunnyvale Avenue is a funded, planned Class II bikeway. There are existing bike lanes on Sunnyvale Avenue from Sunnyvale-Saratoga Road to Evelyn Avenue, and on Cezanne, from El Camino Real to Old | 20 |

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Page 5

San Francisco Road. Wolfe Road, south of Fremont is not officially designated as a Class III bike route. Hollenbeck Avenue from El Camino Real to Danforth is a Class II bikeway.

20
cont.

9. Page 362, Figure V.I-4- Intersection locations should be labeled for ease of reference.

21

10. Page 363, Figure V.I-5- The bus stop map is generally incomplete. El Camino Real and Wolfe Road stops are major transfer points, but are not shown.

22

11. Page 368, Apple Shuttle Service and Bicycle Access to Rail Stations (continued from page 367)- The second paragraph states that Class II lanes along Wolfe Road connect the Lawrence Caltrain Station to Apple Campus 2. However, the Wolfe bikeway is incomplete between Old San Francisco Road and Fremont Avenue. Please note.

23

12. Page 376, Cumulative No Project Conditions – It is more appropriate to use a longer term, model based analysis due to the scale of the project, and to be able to better understand the project's relationship to long range land use plans and corresponding traffic growth.

24

13. Page 376, Cumulative No Project Approved Projects and Traffic Volumes- In the final paragraph, a nine year cumulative scenario is inappropriate as it does not correspond to area land use plans. Sunnyvale recommends a cumulative analysis that aligns with General Plan build-out assumptions of area General Plans.

25

14. Page 377, Criteria of Significance, the last bullet point on page 377- Stating that the project does not conflict with agency plans is inaccurate. The project conflicts with Sunnyvale's Bike Capital Improvement Program, specifically regarding the bike lanes at Wolfe/Homestead.

26

15. Page 379, Pedestrian Impact Criteria- The evaluation should take into account adjacent cities policies and plans, such as the City of Sunnyvale's Pedestrian Safety and Opportunities Study and the Comprehensive School Traffic Study.

27

16. Page 380, Bicycle Impact Criteria- The analysis should take into account nearby cities policies and plans such as the Sunnyvale Bicycle Capital Improvement Program and the Neighborhood Guided Bike Routes plan.

28

17. Page 380, Transit Impact Criteria- The final bullet point should assess the project relative to VTA's Comprehensive Operations Analysis Criteria.

29

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Page 6

- | | |
|--|-----------|
| 18. Page 381, Roadway Modifications, Homestead Road to Wolfe Road Access Point- It appears that only 10% of project traffic will be southbound. Why are two southbound left turn lanes needed? | 30 |
| 19. Page 381, Roadway Modifications, Wolfe Road Access Point to Pruneridge Avenue- Dual right turn lanes creates an impact to northbound cyclists and pedestrians, i.e. creation of a safety hazard. Mitigation in the form of enhanced bicycle and pedestrian roadway treatments and traffic controls should be identified. | 31 |
| 20. Page 382, Roadway Modifications, I-280 Overcrossing, Homestead Road- How will possible impacts of a median to access of property on Homestead Road be assessed? Are U-turns feasible? What are the parking impacts? | 32 |
| 21. Page 385, Transit Infrastructure Modifications- Will bus stops conform to VTA's articulated bus standards? | 33 |
| 22. Page 386, Bicycle and Pedestrian Infrastructure Modifications, Wolfe Road- Please add to the list on page 386 colored bike lanes Wolfe Road at the parking transitions between El Camino Real, Homestead, and completion of the Wolfe/Homestead bike lane gap. Also, in the fourth bullet point, are there provisions for ongoing maintenance? | 34 |
| 23. Page 386, Bicycle and Pedestrian Infrastructure Modifications, Homestead Road- For the provision of a planted median, a study of potential impacts to property access, and feasibility of U-turns and potential parking impacts is needed. | 35 |
| 24. Page 389, Diverted Trips Due to Closure of Pruneridge Avenue (continued from page 388)- Regarding the first paragraph, what are the numbers of diverted trips? | 36 |
| 25. Page 403, Mitigation Measure TRANS-4- Signal technology upgrades to De Anza/Route 280 interchange and the De Anza Boulevard corridor should be considered. | 37 |
| 26. Page 418, Impact TRANS-23- Sunnyvale strongly endorses this measure. The EIR does not fully account for delays to southbound Wolfe traffic, which would be severely impacted by the triple left exit configuration. | 38 |
| 27. Page 431, Impact TRANS-34, Evaluation of Potential Neighborhood Intrusion, Summary- The first sentence is not a true statement if traffic delay is considered. | 39 |

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Page 7

28. Page 434, Special Event Parking- The project includes the provision for special events, and Sunnyvale recommends consideration of the inclusion of a condition of approval limiting the number of event participants and/or number of events per year.

40

29. Page 434, Evaluation of Potential Neighborhood Parking Intrusion, Nightingale Avenue, Meadowlark Lane, Leighton Way- The potential areas for employee parking may cause jaywalking to reach the proposed pedestrian gate to the site. Provision of a mid-block crosswalk is not an alternative as it would cause a safety impact. Consideration of off-site parking in Sunnyvale needs to account for and reference Sunnyvale's Residential Preferential Parking Code. Should preferential parking be instituted per the Code, then the analysis of available off-site parking becomes an infeasible project component and should be identified as such. The report should be modified accordingly. Also, regarding the Forge Drive bullet point, this is a private street which is not available for general parking.

41

30. Page 439, Table V.I-18: Left-Turn Vehicle Evaluation, Homestead at Wolfe - The report indicates that parking be removed at Homestead Road and Wolfe Road. Parking demand should be studied in the area proposed for parking elimination. Removal of parking may constitute a potentially significant impact.

42

31. Page 444, Monitoring Program- Sunnyvale recommends that TDM monitoring and compliance should be independent of the applicant. The description of the Monitoring Program and the TDM Monitoring report appear to conflict, with both the applicant and an independent City approved firm cited as having responsibility for data collection.

43

D. Noise:

1. Page 465, Noise- There is an air intake close to Homestead Road, but it's not clear if that equipment will result in noise. If so, what are the expected levels, and would any mitigation be required to ensure it meets the noise standards for Cupertino?

44

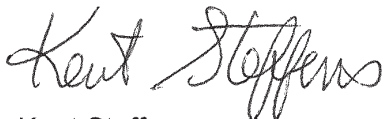
Aarti Shrivastava
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Page 8

The City of Sunnyvale appreciates your consideration of the requested study scope elements described above. Should the City of Cupertino elect not to do any of these analyses, or take a different approach to an analysis that will provide similar results and information, we would appreciate your notification to the City of Sunnyvale.

45

Thank you for your consideration in this matter. Please contact Andrew Miner, Principal Planner, at (408) 730-7707, if you have any questions or concerns about items discussed in this letter.

Sincerely,



Kent Steffens
Director of Public Works

cc: Gary Luebbbers, City Manager
Joan Borger, City Attorney
Hanson Hom, Director of Community Development
Trudi Ryan, Planning Officer
Jack Witthaus, Transportation and Traffic Manager
Andrew Miner, Principal Planner



Santa Clara Valley
Habitat Conservation Plan/Natural Community Conservation Plan

July 9, 2013

Apple 2 EIR
Date Received

City of Cupertino
Department of Community Development
Re: Apple Campus 2, DEIR Comment
10300 Torre Avenue
Cupertino, CA 95014

JUL 12 2013

Processed by 

This letter is submitted on behalf of the Santa Clara Valley Habitat Agency (Agency). The new Agency is a Joint Powers Authority formed by the Cities of Gilroy, Morgan Hill and San Jose, the County of Santa Clara, the Santa Clara Valley Transportation Authority and the Santa Clara Valley Water District. The responsibility of the Agency is to implement the Santa Clara Valley Habitat Plan. The Plan addresses State and federal permitting of impacts to listed and likely to be listed endangered species. The Plan is a Habitat Conservation Plan under federal regulations and a Natural Community Conservation Plan under State regulations.

1

One species incorporated in the Plan is the Bay checkerspot Butterfly, a federal listed endangered species. The attached November 13, 2012 letter to the City of Cupertino from the State Department of Fish and Game (now Fish and Wildlife) and the U.S. Fish and Wildlife Service notes on page 3 that:

All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources in your jurisdiction and the Bay area. Therefore, even relatively small amounts of nitrogen could contribute to a cumulatively significant impact by diminishing the population sizes of serpentine species and possibly the chances of survival of the threatened butterfly and the serpentine-specific plant species.

2

The deposition of nitrogen is addressed on page 257 of the Apple Campus 2 Draft EIR. The DEIR notes that "... in response to the environmental concerns raised by the Habitat Plan, Apple has voluntarily agreed to pay the Nitrogen Deposition Fee, which, assuming the project generates 35,106 net new daily trips, would amount to a fee of \$126,381." The fee would be paid on issuance of the grading permit for the project.

3

Payment of the fee to the Santa Clara Valley Habitat Agency will be appreciated. Identifying the fee as mitigation for a cumulatively significant environmental impact is requested.

It is also requested that in future environmental reviews the City of Cupertino address the impact of nitrogen deposition, as studied in the Santa Clara Valley Habitat Plan, as a cumulatively significant environmental impact on a federally listed endangered species. This request is consistent with the attached guidance provided to the City by the State Department of Fish and Wildlife and the U.S. Fish and Wildlife Service.

4

If I can be of assistance, please contact me at 408-299-5789 or 650-269-2341 or ken.schreiber@ceo.sccgov.org.

5

Sincerely,



Kenneth R. Schreiber, Interim Executive Officer
Santa Clara Valley Habitat Agency

Attachment: November 13, 2012 Letter

Cc: California Department of Fish and Wildlife (Dave Johnston, Craig Weightman, Scott Wilson)
U.S. Fish and Wildlife Service (Mike Thomas, Cay Goude)
Santa Clara Valley Habitat Agency Implementation and Governing Boards



DEPARTMENT OF FISH AND GAME
BAY DELTA REGION
7329 SILVERADO TRAIL
NAPA, CA 94558
(707) 944-5500

U. S. FISH AND WILDLIFE SERVICE
SACRAMENTO FISH AND WILDLIFE OFFICE
2800 COTTAGE WAY, ROOM W-2605
SACRAMENTO, CA 95825
(916) 414-6600



In reply refer to:
08ESMF00-2013-TA-0068

November 13, 2012

Mr. John Doughty, City of East Palo Alto
Mr. Terrence Grindall, City of Newark
Mr. Hanson Hom, City of Sunnyvale
Mr. Steven McHarris, City of Milpitas
Mr. Kevin Riley, City of Santa Clara
Mr. Jeff Schwob, City of Fremont
Ms. Arti Shrivastava, City of Cupertino
Mr. Randy Tsuda, City of Mountain View
Mr. Curtis Williams, City of Palo Alto

Dear Planning Directors:

Subject: Streamlining Mitigation for Impacts to Biological Resources

The California Department of Fish and Game (CDFG) and United States Fish and Wildlife Service (FWS) (Wildlife Agencies) are writing jointly to draw your attention to progress in your region to streamline compliance with the environmental laws applicable to development projects approved or carried out by participating jurisdictions.

I. Overview of the Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (SCVHP).

The Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (SCVHP) establishes a framework by which future development projects within participating jurisdictions may comply with several state and federal regulatory processes that apply to those development projects regardless of the jurisdiction's participation in the SCVHP. Specifically, the SCVHP standardizes avoidance, minimization, mitigation, and compensation requirements set forth in the Federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), the Natural Community Conservation Planning Act (NCCP), the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) as well as in other applicable laws and regulations relating to biological and natural resources within the planning area, so that public and private actions will be governed equally and consistently, thus reducing delays, expenses, and regulatory duplication.

Planning Directors
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Page 2

The foundation for that consistency and efficiency is the SCVHP's analysis of environmental impacts and development of a long-term strategy for the mitigation and conservation of 18 endangered, threatened, and rare species within Santa Clara County. Mitigation measures set forth within the SCVHP include: the acquisition of land and the creation of a reserve system of protected lands; long-term management, including enhancement and restoration of the natural communities on those lands; a comprehensive set of policies to protect riparian corridors and other aquatic resources; and specific avoidance and minimization measures to be applied to new development projects. Through the SCVHP, fees will be collected from new development projects to fund these measures, including fees for loss of habitat.

The SCVHP was developed and will be implemented locally by the County of Santa Clara, cities of San Jose, Morgan Hill and Gilroy, Santa Clara Valley Water District, Santa Clara Valley Transportation Authority and an Implementing Entity established by these local agencies. Most of those local agencies have already adopted the SCVHP and the Wildlife Agencies anticipate the City of San Jose and Santa Clara Valley Transportation Authority will adopt the SCVHP in December 2012.

II. The SCVHP Establishes Consistency to Streamline Participating Jurisdictions' Compliance with CEQA for Development Projects.

CEQA is among the environmental regulations for which the SCVHP facilitates compliance. By way of background, CEQA requires that any public agency approving or carrying out a project for which there is substantial evidence of a potentially significant impact must identify measures necessary to mitigate impacts to a less-than-significant level. Pub. Res. Code § 21081. Mitigation measures must be feasible and enforceable. Pub. Res. Code § 21081.6. Adequate mitigation measures can be particularly difficult to identify for cumulatively significant impacts.

The absence of feasible and enforceable measures to mitigate impacts to a less-than-significant level (individually or cumulatively) results in increased planning time and project costs by removing the option of complying with CEQA via a Mitigated Negative Declaration. Even if a project would otherwise trigger an Environmental Impact Report, the absence of feasible measures to mitigate to a less-than-significant level will necessitate the lead agency's consideration of whether it is appropriate to adopt a statement of overriding considerations. Cal. Pub. Res. Code § 21081(b).

The SCVHP and other similar regional planning efforts establish standardized, equitable, feasible and enforceable measures by which participating jurisdictions can mitigate impacts to a less-than-significant level. The impact and mitigation analyses in the SCVHP are based on extensive analysis and the best available science and have resulted in the identification and design of feasible mitigation that may not have been identified in prior environmental documents.

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Page 3

For example, the SCVHP establishes standards for mitigation of impacts to several species that depend on serpentine soils, such as the Bay checkerspot butterfly. Potentially significant impacts to such species include direct impacts resulting from ground disturbing activities as well as indirect, cumulative, and highly dispersed impacts such as nitrogen deposition. In the past, the effects of nitrogen deposition on special-status plants and wildlife have been underestimated or were not understood; however, this is no longer true and nitrogen impacts are articulated in detail in the SCVHP.

Nitrogen deposition is known to have deleterious effects on many of the serpentine plants in the SCVHP area, as well as the host plants that support the Bay checkerspot butterfly. Industrial point sources and nonpoint sources such as automobiles emit nitrogen compounds into the air. Because serpentine soils tend to be nutrient poor, and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition facilitates the spread of invasive plant species. Non-native annual grasses grow rapidly, enabling them to out-compete serpentine species. The displacement of these species, and subsequent decline of the several federally-listed species, including the butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County (the last remaining core population of butterflies). Nitrogen tends to be tightly recycled by the plants and microbes in infertile soils like those derived from serpentines, so fertilization impacts could persist there for years and result in cumulative habitat degradation. The invasion of native grasslands by invasive and/or non-native species is now recognized as one of the major causes of the decline of this listed animal.

All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources in your jurisdiction and the Bay area. Therefore, even relatively small amounts of nitrogen could contribute to a cumulatively significant impact by diminishing the population sizes of serpentine species and possibly the chances of survival of the threatened butterfly and the serpentine-specific plant species.

The SCVHP's conservation strategy is designed not only to mitigate impacts to and further the recovery of Bay checkerspot butterfly but incorporates specific measures to minimize and mitigate nitrogen deposition. See Final Santa Clara Valley Habitat Conservation Plan, Chapter 5 Conservation Strategy, Table 5.1c (identifying SCVHP 11.1 to consist of protection of 4,554 acres of modeled Bay checkerspot butterfly habitat, including 4,000 acres of serpentine grasslands in core populations of Bay checkerspot butterfly, to protect a range of slopes, aspects, and microhabitats as part of the Reserve System within the study area). See also, Table 5-b (identifying mitigation measures to address nitrogen deposition including GRASS-1, GRASS-2, GRASS-3, GRASS-4, GRASS-7, LM- 8, and LM-11).

The SCVHP also provides an up-to-date and comprehensive conservation and mitigation strategy for burrowing owl, which species is likely to occur in your jurisdiction. For many years, the Wildlife Agencies have recognized the need for a comprehensive conservation and mitigation

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Page 4

strategy for burrowing owls in the south bay area and other portions of California. In 1995, DFG prepared the "1995 Staff Report on Burrowing Owl Mitigation," which contained recommended burrowing owl mitigation measures and burrow survey techniques intended to offset the loss of habitat and slow or reverse further decline of this species. Notwithstanding these measures, burrowing owls have continued to decline in portions of their range. DFG determined that reversing declining population and range trends for burrowing owls required implementation of more effective conservation actions. In 2012, after evaluating the efficacy of the 1995 Staff Report, CDFG produced an updated "Staff Report on Burrowing Owl Mitigation" (2012 Staff Report). The 2012 Staff Report provides an updated summary of the best available science's analyses of avoidance, minimization and mitigation approaches for burrowing owls.

The SCVHP provides both a mitigation and conservation framework for burrowing owls consistent with the goals of the 2012 Staff Report. As an example, the SCVHP establishes standards for the protection of the western burrowing owl, including a prohibition on disturbance or relocation of owl nests throughout the breeding season, requirement of a 250-foot buffer around occupied burrows for all construction activity, and a developer fee funded system to mitigate the loss of owl habitat caused by a development project by permanent preservation of off-setting suitable burrowing owl habitat lands and management and enhancement of lands that support owls.

These two examples (nitrogen deposition and burrowing owl) illustrate the manner in which the SCVHP developed measures to mitigate impacts and demonstrate the feasibility of such measures.

Since CEQA requires implementation of all feasible mitigation measures even for impacts that cannot be mitigated to a less-than-significant level and the mitigation program developed for the SCHVP includes feasible mitigation measures, other jurisdictions should develop and implement similar feasible mitigation for significant impacts. The Wildlife Agencies recommend your jurisdiction develop and incorporate comparable mitigation measures for projects that result in significant impacts. We believe given the development of feasible mitigation measures under the SCVHP, it would be difficult for other local lead agencies to adopt a Statement of Overriding Considerations absent incorporation of similar feasible mitigation measures and any such override would be subject to greater public scrutiny. It would be particularly difficult for a CEQA lead agency to establish the adequacy of any Statement of Overriding Considerations based on economic hardship now that the SCVHP has demonstrated that a feasible mitigation program and fee structure can be implemented without such hardship (see *Economic Impact Analysis of the Santa Clara Valley Habitat Conservation Plan*; Willdan Financial Services, 2011) and thus we believe should not be cited in any future Statements of Overriding Considerations.

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III. SCVHP Standardizes Avoidance, Minimization, Mitigation, and Compensation Requirements Under Other Laws.

In addition to mitigation requirements of CEQA, development projects may be subject to environmental regulation under other laws¹ included but not limited to ESA and CESA.

Section 9 of the ESA prohibits the take of any federally-listed animal species by any person. "Take" is defined broadly as meaning "...to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." "Harm" has been further defined to include significant habitat modification or destruction that results in death or injury to a listed species by interfering with essential behavioral patterns, such as breeding, foraging, or resting. "Harass" is defined as an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering (50 CFR 17.3).

Take incidental to an otherwise lawful activity may be authorized under ESA by one of two procedures. If a federal agency is involved with the permitting, funding, or carrying out of the activity and a federally-listed species is going to be adversely affected or its designated critical habitat then initiation of formal consultation between that agency and FWS pursuant to section 7 of ESA is required. If a federal agency is not involved and federally-listed species may be taken as part of the project, then an Incidental Take Permit pursuant to section 10(a)(1)(B) of ESA should be obtained in order to avoid violating federal law. Without the SCVHP, there would be unmitigated impacts of vehicle exhaust that would need to be addressed by future public and private sector development. Failure to address and consult with FWS, through one of the two methods described above, regarding the impacts of vehicle exhaust (and other sources of nitrogen deposition) on federally-listed species would constitute an unmitigated significant environmental impact and would constitute a violation of ESA.

CESA prohibits take of wildlife and plants listed as threatened or endangered by the California Fish and Game Commission. Take is defined under the California Fish and Game Code as any action or attempt to "hunt, pursue, catch, capture, or kill." Like ESA, CESA allows exceptions to the prohibition for take that occurs during otherwise lawful activities. The requirements of an application for incidental take under CESA are described in Section 2081 of the California Fish and Game Code. Incidental take of state-listed species may be authorized if an applicant submits an approved plan that minimizes and "fully mitigates" the impacts of this take.

¹ Although the SCVHP is designed primarily to comply with the ESA, CESA, and the NCCP Act, the SCVHP is also consistent with other federal and state wildlife and related laws and regulations including: (1) Migratory Bird Treaty Act; (2) Bald Eagle and Golden Eagle Protection Act; (3) California Fish and Game Code Sections 3511, 4700, 5050 and 5515 (fully protected species); (4) California Fish and Game Code Section 3503 (bird nests); (5) California Fish and Game Code Section 3503.5 (birds of prey); (6) National Environmental Policy Act of 1969; (7) Clean Water Act of 1972 Sections 401 and 404; (8) Porter-Cologne Water Quality Control Act; and (9) California Fish and Game Code Sections 1600–1616 (Lake or Streambed).

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IV. Coordination with the SCVHP Local Agencies and Wildlife Agencies.

The SCVHP is an important step forward in protecting endangered, threatened, and rare species and their habitats in Santa Clara County. We expect that jurisdictions not directly participating in the SCVHP will follow requirements in both state and federal law to implement comparable mitigation measures and obtain permits when necessary for projects under their authority to achieve this important goal. As part of the CEQA review process and through Wildlife Agency authorizations, the Wildlife Agencies will provide information addressing the adequacy of proposed mitigation measures for significant project impacts.

In addition, following final adoption of the SCVHP, the Wildlife Agencies and the local agencies participating in the SCVHP will arrange a workshop and invite your jurisdiction to participate to describe SCVHP implementation and how your jurisdiction may develop comparable mitigation approaches for CEQA and State and Federal Endangered Species Act compliance. The Wildlife Agencies are available to discuss species impact, feasible mitigation, and permitting needs with your jurisdiction. If you have questions, please contact Mr. Craig Weightman, CDFG Acting Environmental Program Manager, at (707) 944-5577; or Mr. Mike Thomas, FWS Conservation Planning Division Chief, at (916) 414-6600.

Sincerely,

Cay C. Goude

Cay C. Goude
Assistant Field Supervisor
Endangered Species Program
Sacramento Fish and Wildlife Office
U.S. Fish and Wildlife Service

Scott Wilson

Scott Wilson
Acting Regional Manager
Bay Delta Region
California Department of Fish and Game

cc: Mr. David Bischoff, Director of Planning and Environmental Services, City of Gilroy
Ms. Debbie Cauble, Santa Clara County Office of the County Executive
Mr. Joe Horwedel, Planning Director, City of San Jose
Mr. Ignacio Gonzalez, Director of Planning and Development, Santa Clara County
Mr. Mitch Oshinsky, Community and Economic Development Director, City of Morgan Hill
Mr. Ken Schreiber, Program Manager, Santa Clara Valley Habitat Plan

From: Dawn Cameron [<mailto:Dawn.Cameron@rda.sccgov.org>]
Sent: Monday, July 22, 2013 5:14 PM
To: applecampus2; Timm Borden; Aarti Shrivastava; Piu Ghosh
Cc: Michael Murdter; Dan Collen; sylvia.gallegos@ceo.sccgov.org
Subject: County of Santa Clara Comments on Apple Campus 2 DEIR

Attached are the comments from the County of Santa Clara on the Apple Campus 2 DEIR. A hard copy will follow by mail.
Please confirm receipt of this e-mail.

1

Thank you,

Dawn Cameron
County Transportation Planner
Planning, Land Development & Survey Unit
County of Santa Clara Roads & Airports Department
101 Skyport Drive, San Jose, CA 95110
dawn.cameron@rda.sccgov.org
P: 408-573-2465 F: 408-441-0276

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County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400



July 22, 2013

Piu Ghosh
Senior Planner
Department of Community Development
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

**SUBJECT: Apple Campus 2 Project Draft Environmental Impact Report – State
Clearinghouse #: 2011082055**

Dear Ms. Ghosh:

Thank for the opportunity to comment on the Draft Environmental Impact Report (“DEIR”) for the proposed Apple Campus 2 Project (“Project”). This letter conveys Santa Clara County’s (“County”) comments germane to the County’s statutory responsibility. As discussed with the City of Cupertino (“City”), the County’s concerns are two-fold. First, the DEIR incorrectly concludes environmental impacts to the County’s expressways would remain “significant and unavoidable” because the proposed mitigation is outside the City’s jurisdiction. Second, the DEIR does not identify nor propose mitigation measures for the Project’s impact on the intersection of Lawrence Expressway and Saratoga Avenue—a critical element of the road system serving the Project area. Please find below the County’s specific comments and recommendations.

2

1. *Extra-jurisdictional Impacts “Significant and Unavoidable.”* The DEIR identifies significant environmental impacts to the County’s expressways and various city streets and proposes mitigation measures, including DEIR Trans-10, 11, 20, 21, and 22. The DEIR, however, concludes that impacts are significant and unavoidable because such impacts are extra-jurisdictional and the City cannot guarantee the completion of a mitigation measure. The County objects to this conclusion as premature and based on inaccurate assumptions.

3

The City has a duty to mitigate the environmental impact of projects it approves, if feasible. The mitigation of significant environmental impacts outside a lead agency’s jurisdiction and control is not *per se* infeasible.¹ Nor are mitigation measures made infeasible because implementation cannot be guaranteed with complete certainty. The DEIR is silent on what will

¹ City of Marina v. Board of Trustees of the California State University, 39 Cal.4th 341, 373 (2006).

compel the project sponsor to pursue the mitigations, or contribute funding toward alternate mitigations, given the document presupposes the impacts are unavoidable. The DEIR should explain the mechanism to be used to ensure follow through on the sponsor's part, e.g. development agreement, conditions of approval, etc.

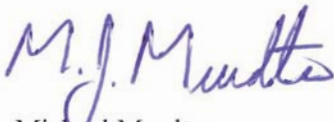
3
cont.

2. *Intersection of Lawrence Expressway and Saratoga Avenue.* The DEIR fails to identify the Project's significant impact to the intersection of Lawrence Expressway and Saratoga Avenue. County and City staff have met and agreed that the Project will result in a 60% increase in the AM peak hour vehicles turning left turn from eastbound Saratoga Avenue to northbound Lawrence Expressway compared to "existing + background" volumes. Therefore, once added, Project traffic will equal approximately 37% of the total (existing + background + project) AM peak hour vehicles making this turning movement. This is significant because the total AM peak traffic will exceed the queuing capacity of the existing single left turn lane. The DEIR should identify this impact and recommend appropriate mitigations. For example, please refer to the Comprehensive County Expressway Study, which suggests lengthening the existing left turn lane and adding a second left turn lane. The Study can be found at <http://www.sccgov.org/rda/expressways2/default.htm>.

4

If you have any questions about these comments, please contact Dawn Cameron at 408-573-2465 or dawn.cameron@rda.sccgov.org.

Sincerely,



Michael Murdter
Director

cc: Sylvia Gallegos, Deputy County Executive
Dan Collen, Deputy Director, Roads & Airports Dept.

From: Robertson, Jesse G@DOT [jesse.robertson@dot.ca.gov]
Sent: Monday, July 22, 2013 4:59 PM
To: Molseed, Roy; Aarti Shrivastava; applecampus2
Cc: Timm Borden; David Stillman; Gary Chao; Alm, Erik@DOT; Cameron, Dawn; john.ristow@vta.org; Augenstein, Chris; Emoto, Casey; Swierk, Robert; state.clearinghouse@opr.ca.gov
Subject: Caltrans comments for the Apple Campus 2 Draft EIR
Attachments: Apple Campus 2 DEIR Letter 22JUL2013.pdf

Attached are Caltrans' comments for the Apple Campus 2 DEIR.

Jesse Robertson, Associate Transportation Planner
Local Development/Intergovernmental Review
Office of Transit & Community Planning
Caltrans District 4
111 Grand Ave. (MS-10D)
Oakland, CA 94612-3717
Ph. 510-286-5535

1

From: Molseed, Roy [<mailto:Roy.Molseed@VTA.ORG>]
Sent: Monday, July 22, 2013 3:40 PM
To: 'aartis@cupertino.org'; 'applecampus2@cupertino.org'
Cc: 'timmb@cupertino.org'; 'davids@cupertino.org'; 'garyc@cupertino.org'; Alm, Erik@DOT; Cameron, Dawn; john.ristow@vta.org; Augenstein, Chris; Emoto, Casey; Molseed, Roy; Swierk, Robert
Subject: Apple Campus 2 Draft EIR

Aarti,

Attached are VTA comments on the Apple Campus 2 Draft EIR and TIA.

Please continue to forward notices of availability regarding documents for this project to Rob Swierk and myself.

Thank you for the opportunity to comment. Please contact me if any questions.

Roy Molseed
Senior Environmental Planner
VTA
(408) 321-5784
Roy.molseed@vta.org

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Sent: Monday, July 22, 2013 4:59 PM
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2

Jesse Robertson, Associate Transportation Planner
Local Development/Intergovernmental Review
Office of Transit & Community Planning
Caltrans District 4
111 Grand Ave. (MS-10D)
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Cc: 'timmb@cupertino.org'; 'davids@cupertino.org'; 'garyc@cupertino.org'; Alm, Erik@DOT; Cameron, Dawn; john.ristow@vta.org; Augenstein, Chris; Emoto, Casey; Molseed, Roy; Swierk, Robert
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Thank you for the opportunity to comment. Please contact me if any questions.

Roy Molseed
Senior Environmental Planner
VTA
(408) 321-5784
Roy.molseed@vta.org

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
TTY 711
www.dot.ca.gov



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July 22, 2013

SCL280362
SCL/280/PM 8.38
SCH# 2011082055

Ms. Piu Ghosh
Planning Division
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

Dear Ms. Ghosh,

Apple Campus 2 – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the Draft Environmental Impact Report (DEIR) and the appended Traffic Impact Analysis (TIA) and have the following comments to offer.

2
cont.

Traffic Impact Analysis (TIA)

Figure 8 of the TIA assigns 1% of the project-generated trips to the Lawrence Expressway. We think that this value may have been derived in error, potentially due to an assumption that the existing travel patterns will be maintained for employees traveling to the Infinite Loop Campus or other Apple office locations further to the west. We anticipate a higher number of trips will use Lawrence Expressway to access US Highway 101 as an alternate to State Route 85 (SR 85) as a north/south connector. We would therefore expect to see a corresponding worsening of the Level of Service (LOS) along this corridor.

3

The TIA did not treat all study sections equally in the way some locations were studied or represented and some significantly impacted intersections do not include the same level of detail. For the Northbound (NB) Interstate 280 (I-280)/Lawrence Expressway/Stevens Creek off-ramp and at the Southbound (SB) I-280/Stevens Creek Blvd off-ramp, it appears that the ramp intersection was analyzed but ramp queuing was not. We request to receive an off-ramp queuing analysis at the NB I-280/Lawrence Expressway/Stevens Creek off-ramp and at the SB I-280/Stevens Creek Blvd off-ramp to thoroughly assess the impacts from the proposed development and any warranted mitigation measures.

4

Vehicle Trip Reduction

We support the applicant's proposal to implement Travel Demand Management (TDM) policies to reduce traffic impacts to the State Highway System and encourage usage of nearby public transit lines. With that in mind, among the new or expanded "Project TDM Measures" that are listed on page 75 and 76 of the TIA are a number of ineffective measures. For example;

- Electric vehicle charging spaces will not, in and of itself, limit the number of vehicular trips to and from the site.
- The expanded bike-sharing program appears to facilitate travel *within* the project site and have little or no benefit to the traveling public.
- The measure titled "Campus walking/cycling commutes" does not list any service, improvement, or incentive to "prioritize" walking and cycling to the site.

5

The section immediately following the "Project TDM Measures" lists additional measures that may be implemented if the single-occupancy vehicle mode share target is not met. The additional or alternate measures appear to have a higher likelihood of reducing the number of single occupancy vehicle commute trips.

We recommend that the City refer to "Reforming Parking Policies to Support Smart Growth," an MTC study funded by Caltrans for sample parking ratios and strategies that support smart growth and Transit Oriented Development" (TOD). Although the project already proposes a reduction in parking from the City of Cupertino's Municipal Code, reducing parking even further will encourage alternate modes of transportation, reduce vehicle miles traveled and alleviate future traffic impacts on the State highways.

Traffic Impact Mitigation

The projected trip generation and the resulting traffic conditions from the proposed project are expected to increase queues at six freeway on-ramps during ramp metering hours and result in potentially significant impacts. The additional traffic demand is expected to impede traffic flow on local streets and exceed available storage at or on the following freeway ramps:

- NB I-280 (I-280) Wolfe Road diagonal on-ramp
- NB I-280 De Anza Boulevard (Blvd) diagonal on-ramp
- SB I-280 Wolfe Road loop on-ramp
- SB I-280 Lawrence Expressway diagonal on-ramp
- NB SR 85 Homestead Road loop on-ramp
- SB SR 85 De Anza Blvd diagonal on-ramp

6

We request that the applicant provide additional storage for the freeway on-ramps, local streets, or both to avoid creating significant impacts to transportation. We also request that the applicant provide High Occupancy Vehicle (HOV) preferential lanes at the on ramps as part of the project mitigation. Please condition the approval of the project upon the satisfactory completion of the constructed mitigation.

Caltrans has existing Traffic Operations Systems (TOS) and ramp metering equipment along I-280 and SR 85 and we have plans to install additional TOS and ramp metering equipment along these routes in the near future. This equipment must be maintained and remain operational

7

during all phases of the project. If project mitigation construction will impact the operation of these systems, the improvement plans must specify how the impact(s) will be remedied as part of the encroachment permit or other Caltrans approval.

7
cont.

The proposed mitigation to widen the SB I-280/Wolfe Road off-ramp to two-lanes does not fully mitigate this development's impacts as queuing from this off-ramp intersection is still expected to exceed capacity and have significant remaining impacts to the freeway mainline. Additional storage will need to be added to this ramp to contain the queuing on the off-ramp. If it is not possible to provide additional storage due to right of way constraints, we request that other measures be implemented. One such possibility would be to provide off-ramp queue detection at the off-ramp gore and a coordinated traffic signal preemption, which would give ramp intersection signal priority to exiting freeway traffic.

8

The proposed project is expected to have significant impacts to nine segments (analyzed in the Traffic Impact Analysis) and one HOV lane on I-280, however, no mitigation has been proposed to directly mitigate these impacts. We request that the City work with Caltrans, Santa Clara Valley Transportation Authority (VTA) and any other responsible agencies, outside the purview of this project approval and environmental assessment process, to initiate a project extending the HOV lane on SB I-280 from Magdalena Avenue to El Monte Road. Extending the HOV lane would eliminate a "bottleneck" at this location and improve travel time for high-occupancy vehicles.

9

Mitigation Measure TRANS-22 identifies a sum of \$536,000 as a fair share contribution for (1) the SR 85 Express Lane Project to convert the existing HOV lane to a toll lane for single-occupant vehicles between Mountain View and San Jose, and (2) the Bus Rapid Transit Station on Stevens Creek Boulevard at Wolfe Road and De Anza Boulevard. These mitigation measures are not expected to reduce project-generated traffic impacts to the State Highway System to less-than-significant levels, however, improved travel options within these corridors are expected to result in marginally better conditions. To ensure that the fair share formula provides funds for SR 85 and I-280 proportional to the project's impacts, we would like to review the fair share calculation, including the traffic volumes and cost estimate inputs.

10

Several Transportation and Circulation impacts described in the TIA and the Draft EIR (TRANS-1, TRANS-3, TRANS-5, etc) declare that, because the mitigation is outside the jurisdiction of the City of Cupertino, neither the City nor the project sponsor could ensure the implementation of the proposed mitigation measure, thus the impact would be significant and unavoidable. We do not concur with this finding. The State actively participates as a responsible agency under CEQA and endeavors to maintain the State Highway System in accordance with operational standards and in a state of good repair. Presupposing that project mitigations involving other transportation jurisdictions would not be allowed or could not be implemented is unfounded and should not be used as a justification to avoid mitigating project impacts.

11

Aesthetics

While the project description includes ample information about the redevelopment of existing business parks (including the relocation of an historic barn) and the extent of the proposed landscaping for the project, the DEIR does not disclose any aesthetic impacts. We are concerned that the lack of discussion for aesthetic impacts may be problematic for implementation of

12

certain project features. Please ensure that the DEIR has fully disclosed any potential for aesthetic impacts to occur as a result of the proposed project.

12
cont.

Noise

Any proposal to construct a sound wall within the State ROW will need to be accompanied with an evaluation in an environmental assessment. We highly recommend that any sound walls constructed for this project be placed outside of the State right of way, on the applicant's property.

13

Right of Way

Apple will need to transfer any ROW acquired for mitigation construction on the State Highway System to the State at the completion of the project. Caltrans will not accept any new facilities until they have been certified to be in accordance with State requirements. Apple will remain responsible until the project is completely closed.

14

Encroachment Permit

Any work within the State right of way, including ramp widening and metering light modifications, will be subject to Caltrans approval and must be consistent with State standards. The approval process will be determined by the cost and complexity of the work proposed within the State right of way. Generally, for construction costs less than one million dollars (\$1 million), the standard encroachment permit process can be used. Work with costs between \$1 million and \$3 million typically require a Permit Engineer's Evaluation Report (PEER). Construction costs over \$3 million will require the preparation of a Project Initiation Document (PID) in order to obtain Caltrans approval. Both the PEER and the PID processes have longer time frames than the standard encroachment permit process. In order to construct project mitigation on State Routes by opening day in 2016, a PID approval would need to be expedited. To initiate a PID, please contact Santa Clara Valley Transportation Authority (VTA) and request that your project be placed on the PID Priority list.

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To apply for an encroachment permit, a completed application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the following address: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. See the website linked below for more information: <<http://www.dot.ca.gov/hq/traffops/developserv/permits>>.

Should you have any questions regarding this letter, please contact Jesse Robertson of my staff at 510-286-5535 or <jesse_robertson@dot.ca.gov>.

Sincerely,



ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Timm Borden, City of Cupertino
David Stillman, City of Cupertino
Rob Swierk, Santa Clara Valley Transportation Authority (VTA)
Roy Molseed, VTA
Eugene Maeda, VTA
Dawn Cameron, Santa Clara County Roads and Airports Department

Letter ID	500154
Name	Andrew Crabtree
Address	200 East Santa Clara St, 3rd Floor Tower
City, State Zip	San Jose, CA 95113
Email	andrew.crabtree@sanjoseca.gov
Subject	Apple Campus 2 DEIR
Comment	<p>July 22, 2013</p> <p>Department of Community Development Planning Division 10300 Torre Avenue Cupertino, CA 95014</p>

SUBJECT: Apple Campus 2 DEIR (City of San Jose File OA13-005)

The City of San José appreciates the opportunity to review and provide comments on the proposed project. Please consider the following in relation to the project review including CEQA analysis:

1

Transportation and Circulation

The project DEIR identifies four significant unavoidable impacts at CMP intersections (Wolfe/I-280, Stevens/Calvert, Stevens Creek/Lawrence, Lawrence/I-280) for background plus project and cumulative conditions. In addition, the DEIR identifies a significant unavoidable cumulative impact at De Anza/Stevens Creek. These five unmitigated impacts will result in non-conformance to the CMP standard and will require preparation of a Deficiency Plan according to the CMP statute and guidelines prior to approval of the proposed project. Both San Jose and Sunnyvale have prepared Deficiency Plans according to CMP statute for non-conformance in their jurisdictions that include impact fee provisions. As a member agency of the CMP project, the City of Cupertino should prepare a regional Deficiency Plan in coordination with adjacent member agencies. The Deficiency Plan should address how projects within the City of Cupertino will participate in regional transportation improvements on a fair-share basis.

2

The project proposes to significantly reduce traffic impacts through an "aggressive" transportation demand management plan (a 34% reduction in peak hour vehicle trips) of which San Jose is very supportive. San Jose has an adopted goal of reducing vehicle miles travelled by 40% in our Envision San Jose 2040 General Plan. Due to the multi-jurisdictional nature of the I-280/Stevens Creek corridor, review and approval of the TDM program for the Apple II Campus should involve adjacent jurisdictions, including the City of San Jose. Preferably, the TDM should be included in the Deficiency Plan monitored and enforced by the CMP. Compliance with the TDM plan should also be subject to annual monitoring by Valley Transportation Authority (VTA) and subject to an appropriately set financial penalty for non-compliance with any fine revenues applied to regional transportation improvements. The TDM plan includes a network of employee shuttles. The shuttle plan should be coordinated with the VTA and with neighboring jurisdictions and include shuttle stops at population centers (e.g., Downtown, North San Jose, Evergreen and Almaden Valley) and at regional transit hubs like the Diridon Station and the Berryessa BART station (opening in 2017).

3

The proposed penalty of \$5/trip/day for not achieving TDM goals is too low to be effective in enforcing the TDM goals in relationship to the size of the project (e.g., if the project exceeds the target by 200 trips, the proposed penalty amount of \$1000/daily will not function as an effective measure to enforce TDM targets for an office of the project size). The project should be conditioned to have a penalty of \$150/day or higher to effectively

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deter overage of trips or over intensification of employees. Because the traffic impacts identified in the DEIR are largely on regional facilities for facilities within neighboring jurisdictions, revenues collected from TDM penalties should apply toward regional improvements identified in the regional Deficiency Plan or Corridor Management Plan.

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The proposed mitigation of adding an exclusive eastbound right-turn lane at Stevens Creek/Calvert will reduce the sidewalk width to 5 feet, which is does not meet City of San Jose standards (City of San Jose's Level of Service Policy, Council Policy 5-3) and could create a secondary impacts to pedestrians. The design of the proposed mitigation should maintain a minimum sidewalk width of at least 10 feet.

5

Biological Resources: Bay Checkerspot Butterfly / Nitrogen Deposition

The City of San Jose has recently adopted the Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (SCVHP) developed in partnership with the County of Santa Clara, the City of Morgan Hill, the City of Gilroy, the Valley Transportation Agency and the Santa Clara Valley Water District. The SCVHP establishes a framework for development projects to comply with several state and federal regulatory processes and standardized avoidance, minimization, mitigation and compensation requirements set forth in federal and state laws, including the California Environmental Quality Act (CEQA). CEQA requires that any public agency approving or carrying out a project for which there is substantial evidence of a potentially significant impact must identify measures necessary to mitigate impacts to a less-than-significant level (Pub. Res. Code § 21081).

The SCVHP establishes standardized, equitable, feasible and enforceable measures by which participating jurisdictions can mitigate impacts upon species covered by the SCVHP to a less-than-significant level. The impact and mitigation analyses in the SCVHP are based on extensive analysis and the best available science and have resulted in the identification and design of feasible mitigation that may not have been identified in prior environmental documents. The SCVHP establishes standards for mitigation of impacts to several species that depend on serpentine soils, such as the Bay Checkerspot butterfly. Potentially significant impacts to such species include indirect, cumulative, and highly dispersed impacts such as nitrogen deposition. In the past, the effects of nitrogen deposition on special-status plants and wildlife have been underestimated or were not understood; however, this is no longer true, and nitrogen impacts are articulated in detail in the SCVHP.

6

Nitrogen deposition is known to have deleterious effects on many of the serpentine plants in the SCVHP area, as well as the host plants that support the Bay Checkerspot Butterfly. Nonpoint sources such as automobiles emit nitrogen compounds into the air. Because serpentine soils tend to be nutrient poor, and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition facilitates the spread of invasive plant species. Non-native annual grasses grow rapidly, enabling them to out-compete serpentine species. The displacement of these species, and subsequent decline of the several federally-listed species, including the butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County (the last remaining population of butterflies). Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentines, so that fertilization impacts could persist for years and result in cumulative habitat degradation. The invasion of native grasslands by invasive and/or non-native species is now recognized as one of the major causes of the decline of the Bay Checkerspot Butterfly.

All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources throughout the Bay Area including from within your jurisdiction. Therefore, even relatively small amounts of increased nitrogen deposition resulting from new development could contribute to a cumulatively significant impact by diminishing the population sizes of serpentine species and possibly the chances of survival of the threatened butterfly and the serpentine-specific plant species within Santa Clara County.

Because CEQA requires implementation of all feasible mitigation measures, even for impacts that cannot be mitigated to a less-than-significant level, including cumulatively

significant impacts, and the mitigation program developed for the SCVHP includes feasible mitigation measures for the impacts of nitrogen deposition upon serpentine habitat and the Bay Checkerspot Butterfly, similar feasible mitigation should be developed and included for the subject project, correlated to the amount of new vehicle trips that the project is expected to generate. Given the development of feasible mitigation measures for the SCVHP, it will likely be difficult for a lead agency to adopt a Statement of Overriding Considerations if no similar mitigation measures are incorporated in the project.

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City of San Jose staff understands that the project includes a contribution toward measures intended to provide long-term protection for the Bay Checkerspot Butterfly and requests clarification that this contribution is intended to provide mitigation for an identified significant impact.

Population, Employment and Housing & Greenhouse Gas Emissions and Sustainability
The DEIR indicates that the proposed project would exacerbate Cupertino's existing jobs/housing balance by further concentrating jobs at locations not proximate to housing, services or major transit facilities. Please provide more detail on how the City of Cupertino is planning land uses to minimize future auto-dependency and greenhouse gas emissions.

7

Thank you for providing the City of San Jose with the opportunity to comment on the Apple Campus 2 DEIR. If you have questions, please contact me at (408) 535-7893 or by email at andrew.crabtree@sanjoseca.gov or John Davidson at (408) 535-7895 or by email at john.davidson@sanjoseca.gov.

8

Sincerely,

Andrew Crabtree
Division Manager

Letter ID	500148
Name	Payal Bhagat
Address	1500 Warburton Ave
City, State Zip	Santa Clara, CA 95050
Email	Pbhagat@santaclaraca.gov
Subject	City of Santa Clara's Comments on Apple Campus 2 Project DEIR
Comment	July 19, 2013

Ms. Piu Gosh
Project Planner
Community Development Department
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

Re: Comments on the Apple Campus 2 Project Draft Environmental Impact Report

Dear Ms. Gosh:

Thank you for including the City of Santa Clara (City) in the review of the Draft Environmental Impact Report (DEIR) for the Apple Campus 2 Project. We appreciate you responding to the comments the City had provided during the DEIR Scoping Session for the above Project. Further we appreciate the opportunity to meet with Cupertino Staff and the consultant on two occasions to discuss the DEIR. Regarding the DEIR, we have the following comments:

1

The City would like thank the Project applicant for the commitment of providing five years of annual traffic monitoring following the occupancy of the project for a five year period, as well as \$250,000 to the City of Santa Clara for mitigating any future parking intrusion or neighborhood cut-through traffic in the Westwood Oaks neighborhood;

2

While the Project will contribute \$536,000 towards two planned transportation projects identified in VTA's Valley Transportation Plan 2035, that would improve traffic operations on two parallel facilities 1) SR 85 Express Lane Project, and 2) Bus Rapid Transit Station (BRT) on Stevens Creek Boulevard at Wolfe Road and De Anza Boulevard, at this time the City of Santa Clara has not committed to the implementation of BRT on our portion of Stevens Creek Boulevard;

3

The City would like to thank the Project applicant for committing to fully mitigate all impacts found in the DEIR analysis. However, since some mitigation measures identified in the DEIR also contain Statements of Overriding Considerations. Santa Clara is requesting assurance that the mitigation measures identified will be implemented and the impacts will be made to be less than significant. This may be achieved through adoption of a Mitigation Monitoring and Reporting Program, inclusion of the mitigation measures in the Project's Conditions of Approval, or a financial commitment to construction of the improvements;

4

The DEIR language should be amended to clearly identify diverted trips due to the closure of Pruneridge Avenue west of Tantau Way. Those trips should be accounted for in the Traffic Impact Analysis (TIA) showing how traffic that currently uses westbound Pruneridge to access Interstate 280 at Wolfe Road will be diverted and the same for the reverse. The TIA should also show how traffic entering and leaving the residential neighborhood in Santa Clara adjacent to the Project site will circulate; and

5

There is an existing three-ton vehicular weight limit prohibition on Pruneridge Avenue between Lawrence Expressway and City of Santa Clara boundary. Please ensure that traffic associated with the proposed Project is not routed in a way that violates this restriction.

6

Again, thank you for including City of Santa Clara in the review of the Draft Environmental Impact Report (DEIR) for the Apple Campus 2 Project. Should you have any questions regarding the comments provided above, please contact Payal Bhagat, at 408-615-2458 or PBhagat@santaclaraca.gov. We look forward to working with the Project applicant in conjunction with the City of Cupertino in the future.

7

Sincerely,
Kevin Riley
Director of Planning

cc: Julio Fuentes, City Manger
Rajeev Batra, Director of Public Works/City Engineer
Dennis Ng, Traffic Engineer

From: Lafebre, Hilda [mailto:lafebreh@samtrans.com]
Sent: Monday, July 22, 2013 3:37 PM
To: City of Cupertino Planning Dept.
Cc: Lee, Marian; Petty, Sebastian; Fisher, Steven (Steven.Fisher@VTA.ORG)
Subject: Apple Campus 2-DEIR_JPB Comments

Piu,

Please find attached the Peninsula Corridor Joint Powers Board (JPB) comments to the Apple Campus 2 Draft Environmental Impact Report (DEIR). A hard copy of this letter will be sent through regular mail. JPB staff is looking forward to working with the City of Cupertino and Apple in this important project.

Regards,
Hilda

Hilda Lafebre, DBIA
Manager, Capital Project & Environmental Planning
Caltrain | SamTrans | Transportation Authority

Phone: 650-622-7842 | Cell: 650-208-4376

lafebreh@samtrans.com



please consider the environment before printing this e-mail



July 22, 2013

BOARD OF DIRECTORS 2013

KEN YEAGER, CHAIR
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MICHAEL J. SCANLON
EXECUTIVE DIRECTOR

Ms. Piu Ghosh
Planning Department
City of Cupertino
10350 Torre Avenue
Cupertino, CA 95014

Re: Apple Campus 2-Draft EIR_ JPB Comments

Dear Ms. Ghosh,

The Peninsula Corridor Joint Powers Board (JPB) is pleased to submit comments to the Draft Environmental Impact Report (EIR) for the proposed Apple Campus 2 development. The JPB applauds the goal of reducing vehicular trips to the Apple Campus 2 site and looks forward to working with both Apple and the City of Cupertino to ensure that the Caltrain system can play a role in supporting Apple's ongoing and future TDM efforts.

JPB staff is concerned, however, that transit analysis included in the Draft EIR does not sufficiently document existing capacity constraints faced by Caltrain, nor does it quantify either the current or potential future use of Caltrain services by Apple employees. Given both the absence of quantified analysis and the references to Caltrain services and facilities in Mitigation Measure Trans9B, Caltrain cannot verify the accuracy of the following statement:

"The project is not anticipated to have a significant impact on other transit facilities and services, such as Caltrain, since the anticipated project-related ridership would be low and the distance between the project site and those transit facilities is relatively high." (P.426)

While the above conclusion may indeed be correct, the JPB believes that the DEIR does not present sufficient analysis to support such a statement.

In reviewing the Apple Campus 2 Draft EIR, Caltrain notes that Mitigation Measure Trans9B (TDM Program Expansion) includes both the expansion of Apple Shuttle services to Caltrain stations and the possible purchase of universal transit passes (potentially including Caltrain Go Passes) for Apple employees. Because of the identification of Caltrain services and facilities in Mitigation Measure Trans9B and the overall stated goal of the expanded TDM program to increase transit usage among Apple's employees, Caltrain believes further analysis is warranted and should be reflected in the Final EIR.

The information included below, provides data on Caltrain services and further documents Caltrain's specific concerns.

Caltrain Capacity Constraints

Although the DEIR identifies Caltrain as part of the TDM and as a transit provider potentially serving the proposed development site, it omits Caltrain from the peak load calculations on page 365 and does not otherwise evaluate Caltrain's capacity to absorb new trips.

Caltrain is currently experiencing increased ridership and has limited available capacity on many peak hour trains. Caltrain calculates capacity constraints by analyzing the maximum load point of each train relative to the average 650 total seats available on each train. Data collected during annual passenger counts (conducted in February of 2013) indicated the following peak capacities for trains departing their origin during the 6:00am to 9:00am peak (separated by service type and direction).

Average AM Peak Load Factor by Service Type: 6:00am to 9:00am		
Service Type	Southbound	Northbound
Limited Trains	0.50	0.68
Express Trains (Baby Bullet)	0.77	0.93

Caltrain believes the above load factors should be documented on page 365 along with the calculations presented for VTA's transit services.

Use of Caltrain by Apple Employees

At various points, the DEIR describes Apple transit shuttle services, VTA routes, and bicycle facilities as connecting both Apple's existing facility and the Campus 2 site with Caltrain stations in Mountain View, Sunnyvale, Santa Clara and San Jose. However, the analysis does not quantify the share of Apple employees currently using Caltrain. Similarly, the DEIR identifies shuttle service and bicycle network mitigations that will lead to an improved connection between the Campus 2 site and Caltrain's stations, but again does not quantify the anticipated change in Caltrain ridership (or analyze the impact of this change on Caltrain's capacity). To assess the effectiveness and feasibility of these mitigations, Caltrain believes that the following should be quantified and documented in the EIR:

- Current daily Caltrain trips by Apple employees
- Current daily Apple Transit Shuttle trips serving Caltrain Stations (trips, seats, frequency)
- Future daily Caltrain trips by Apple employees (after project opening and assuming implementation of Mitigation Measure Trans9B).

Analysis of Caltrain capacity and use of Caltrain services by Apple employees should be used to evaluate and justify the DEIR's conclusion that the proposed development will "have no significant impact" to Caltrain and to verify the feasibility of the Caltrain related components of Mitigation Measure Trans9B.

Again, the JPB appreciates the opportunity to comment on this draft document and looks forward to working with the City of Cupertino and Apple to support the reduction of vehicle trips to the proposed Apple Campus 2 site.

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cont.

Sincerely,

A handwritten signature in black ink, appearing to read "Hilda Lafebre". The signature is fluid and cursive, with the first name "Hilda" being more prominent than the last name "Lafebre".

Hilda Lafebre, DBIA
Manager, Capital Project & Environmental Planning

Cc: Marian Lee, Executive Officer Caltrain Modernization
Sebastian Petty, Senior Planner

From: Molseed, Roy [Roy.Molseed@VTA.ORG]
Sent: Monday, July 22, 2013 3:40 PM
To: Aarti Shrivastava; applecampus2
Cc: Timm Borden; David Stillman; Gary Chao; 'erik.alm@dot.ca.gov'; Cameron, Dawn; Ristow, John; Augenstein, Chris; Emoto, Casey; Molseed, Roy; Swierk, Robert
Subject: Apple Campus 2 Draft EIR
Attachments: CU1102_apple2_DEIR_7-22-13.pdf

Aarti,

Attached are VTA comments on the Apple Campus 2 Draft EIR and TIA.

Please continue to forward notices of availability regarding documents for this project to Rob Swierk and myself.

Thank you for the opportunity to comment. Please contact me if any questions.

Roy Molseed
Senior Environmental Planner
VTA
(408) 321-5784
Roy.molseed@vta.org



July 22, 2013

City of Cupertino
Department of Community Development
10300 Torre Avenue
Cupertino, California 95014

Attention: Aarti Shrivastava, Community Development Director

Subject: Draft EIR and TIA for Apple Campus 2

Dear Ms. Shrivastava:

The Santa Clara Valley Transportation Authority (VTA) has reviewed the Draft Environmental Impact Report (DEIR) and Transportation Impact Analysis (TIA) for the Apple Campus 2 Project. We have a number of comments on these documents, which are included below. However, I would like to highlight here several key themes from our review.

First, we would like to commend the City and the project sponsor for maintaining open lines of communication with VTA throughout this process, with the result that many of VTA's concerns regarding the closure of Pruneridge Avenue, the rerouting of transit service and impacts to bus stops, the treatment of the bicycle and pedestrian network surrounding the site, and the approach to impacts to regional facilities, were already addressed by the time the DEIR and TIA were released.

Second, we would like to commend the City and the project sponsor for thoroughly analyzing of all modes of transportation in the DEIR and TIA and including meaningful mitigation measures to improve pedestrian, bicycle and transit conditions surrounding the site. In addition, the project builds on Apple's already extensive Transportation Demand Management (TDM) Program with a commitment to achieving a 34% non-Single Occupant Vehicle (SOV) mode share, including a monitoring program with enforcement. This level of commitment to improving conditions for alternative modes of transportation and reducing automobile trips is consistent with the goals of the Santa Clara County Congestion Management Program (CMP) managed by VTA.

Based on our review of the DEIR and TIA, we have the following comments on the transportation analysis:

Bus Service

VTA is encouraged to see that Apple will be providing improved, Americans with Disabilities Act (ADA) accessible bus stops for VTA service on Tantau Avenue and Wolfe Road. The bus stop amenities provided will improve the customer experience for the passengers that use these stops. We would like to note that VTA has recently adjusted the Line 81 which serves the bus

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City of Cupertino
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stops along Tantau to also serve the Santa Clara Caltrain Station & Transit Center, which will provide connections with Altamont Commuter Express (ACE) Rail, Caltrain, and other VTA bus service at that location.

If any of the proposed VTA bus stop locations are intended to be shared with other services, the bus stop should be designed to accommodate the additional vehicles and not interfere with VTA's buses serving the stop. In addition, it is our understanding that Apple will maintain the bus stop amenities as part of their other routine maintenance of the area around the new campus. VTA looks forward to executing an agreement between the City of Cupertino, Apple, and VTA addressing this issue.

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cont.

Secondary Impacts to Bicycle, Pedestrian and Transit Modes

The TIA identifies significant impacts to eight intersections in the Background Plus Project scenario, and in these instances, additional turn lanes are proposed as physical mitigation measures for the impacts. The TIA also notes that "In some cases, mitigating a motor vehicle traffic impact at a study intersection would result in secondary impacts to other modes of travel (such as a street widening that would result in longer pedestrian distances)" (pg. iv). VTA notes that intersection widening can also potentially degrade transit access since the quality of the pedestrian environment is a key component of transit access. In the TIA and DEIR, considerable attention is paid to conditions for bicycles and pedestrians around the project frontage. However, the TIA and DEIR do not explicitly include analysis of secondary impacts to non-auto modes for the off-site intersections that are proposed for modifications.

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VTA notes that there are alternatives to widening intersections when automobile traffic increases. For example, the City of San José has a "Protected Intersection" policy allowing certain intersections to exceed the established Level of Service (LOS) threshold when they are near substantial transit improvements and/or adjacent private development, or have reached their planned maximum capacity. For CMP Intersections, the Mini Deficiency Plan process is designed to allow local agencies to identify offsetting measures, such as multimodal improvements, in cases where it is found infeasible to add capacity to an intersection that falls below the established CMP LOS threshold of E. We encourage the City of Cupertino to consider these or other alternative approaches to addressing intersection impacts in lieu of adding lanes to the intersections.

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In cases where the City pursues widening intersections as mitigation for auto LOS impacts, VTA would like to see the City play close attention to potential measures to preserve pedestrian, bicycle and transit conditions. There are a number of simple, low-cost measures that could be implemented, such as reducing auto lane widths, utilizing shoulder right-of-way, and tightening curb radii where feasible; providing safety features such as high-visibility crosswalks, pedestrian refuges, signage, and/or bicycle pavement markings; and others. VTA would be happy to provide assistance to the City and the project sponsor in this area as the project progresses.

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City of Cupertino
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Number of Significant Intersection Impacts

There is a discrepancy in the TIA between the number of significant impacts in Background plus Project Conditions shown in Table ES-1 (pg. vi) and Table 15 (pg. 85) and similarly, between the number of significant impacts in Cumulative plus Project Conditions shown in Table ES-1 and Table 16 (pg. 89). VTA understands that the City is aware of this discrepancy and plans to issue a correction in the FEIR.

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Freeway Segment Analysis and Impacts

The TIA indicates that the project would result in significant impacts to nine mixed-flow segments of I-280, one HOV segment of I-280, and one mixed-flow segment of SR 85. As a mitigation measure, the City has proposed that the project sponsor shall pay a \$536,000 fair share contribution towards the SR 85 Express Lanes project and the Bus Rapid Transit (BRT) station on Stevens Creek Boulevard at Wolfe Road and De Anza Boulevard. The TIA and DEIR note that these projects are included in VTP 2035 and “improve traffic operations of the impacted freeway segments and provide added transportation capacity on parallel facilities.” VTA agrees that a contribution to these projects constitutes an appropriate mitigation measure for the freeway impacts for the reasons cited in the TIA and DEIR.

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VTA recommends including analysis of the freeway segments on I-280 south of Winchester Boulevard to determine if project trips exceed one percent of the freeway capacity in the AM and PM peak periods for both the northbound and southbound directions. In addition, the TIA should include an assessment of other freeway segments to determine whether additional freeway segments meet the one percent threshold. This recommendation is based on *Section 2.2.2 Freeway Segments* of the VTA CMP TIA Guidelines.

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Freeway Ramp Improvements

The TIA identifies improvements to the I-280/Wolfe Road off-ramps. VTA appreciates the City taking the lead in coordinating this widening project with VTA and Caltrans. VTA recommends that the improvements remain within the existing Caltrans Right-Of-Way if possible.

9

Queuing Analysis at Freeway On-Ramp Locations

VTA on the behalf of 15 Santa Clara County local agencies has a Memorandum of Understanding (MOU) with Caltrans on how ramp meters are maintained and operated in Santa Clara County. This MOU has specific language that requires queues from ramp metering operations shall not impede the flow of traffic on local arterials. Due to this MOU language, VTA requests that the City conduct an analysis of the ramp metering queues at the I-280/Wolfe Road and I-280/Lawrence Expressway interchanges to clearly demonstrate that the queues will not impact local street operations. If these queues do impede the flow of traffic on the local arterial, it may be necessary to provide mitigations such as providing additional storage lanes or HOV bypass lanes on these impacted ramps, where these are feasible.

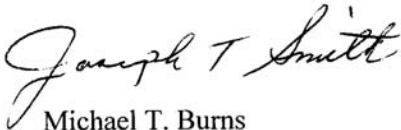
10

City of Cupertino
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Page 4 of 4

VTA looks forward to working with the City of Cupertino and the project sponsor to help advance this important project. Please do not hesitate to contact John Ristow, Chief CMA Officer, at (408) 321-5713 if you have any questions or to discuss how we can work together with you in this process.

11

Sincerely,



Michael T. Burns
General Manager

cc: Timm Borden, City of Cupertino
David Stillman, City of Cupertino
Gary Chao, City of Cupertino
Erik Alm, Caltrans District 4
Dawn Cameron, Santa Clara County Roads & Airports

John Ristow, VTA
Chris Augenstein, VTA
Casey Emoto, VTA
Roy Molseed, VTA

Letter ID	500141
Name	Corinne Winter
Address	Silicon Valley Bicycle Coalition, 1922 The Alameda Suite 420
City, State Zip	San Jose, CA 95126
Email	corinne@bikesiliconvalley.org
Subject	Apple Campus 2 Draft EIR comments
Comment	To Whom It May Concern:

Silicon Valley Bicycle Coalition (SVBC) is a nonprofit organization with the mission of promoting bicycling in Santa Clara and San Mateo Counties.

Well over a year ago, Apple kindly invited SVBC to work with them in their planning process for their new research and development campus in Cupertino. During this process, we have collaborated with Apple, Alta Planning & Design, and other stakeholders to provide input on how to make the development bike and pedestrian friendly—both for those working at Apple and for those traveling through the area. This collaboration was particularly important to us due to the perceived inconvenience of closing Pruneridge Avenue to bicycle and pedestrian traffic (although in fact bicycle traffic volume counts turned out to be fairly low on Pruneridge).

We held a series of meetings with Apple and Alta Planning & Design at various points during their planning process to give feedback on their plans. We advertised one of these meetings to our membership to encourage greater engagement from the bicycling community.

As a whole, we believe that Apple has done an exemplary job of incorporating our suggestions to make this part of Cupertino more bike-friendly. In this letter, we will first mention the many improvements that Apple has committed to make both on-campus and off, and then we will identify a few areas for improvement where we feel that the City has an opportunity.

Bicycle Access Improvements

The following is an overview of the recommended bicycle facilities on streets adjacent to the campus proposed by Apple that we strongly support the implementation of. We understand that Apple plans to invest \$10M in bike and pedestrian improvements on public streets around the campus and nearby, for which we applaud the company.

Bike Lanes

Bike lanes are defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes are recommended on North Wolfe Road, Pruneridge Avenue, and Homestead Road.

This section of the corridor includes conventional bike lanes where there is not enough right-of-way to include enhanced treatments such as buffered bikeways.

Buffered Bike Lanes

A buffered bike lane, also called an enhanced bike lane, is a bike lane that is buffered by a striped “shy zone” between the bike lane and the moving vehicle lane. With the shy zone, the buffered lane offers a more comfortable riding environment for bicyclists who prefer not to ride adjacent to traffic. This design has a number of benefits including:

- Provides greater shy distance between cars and bicyclists, allowing for more comfort for people on bikes.
- Provides space for bicyclists to pass each other.
- Provides greater space for the bicycle travel lane without making the lane appear so wide

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that it may be mistaken for car use.

- Appeals to not just experienced bicyclists, but people who bicycle on occasion and those new to bicycling.

Buffered bike lanes are recommended on North Tantau Avenue and Vallco Parkway. The recommended buffered bike lane design is the same design as a recently implemented Caltrans buffered bikeway on Sloat Boulevard in San Francisco and is a modified version of the design guidance presented in the NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide.

Bike Boxes

A bike box is generally a right angle extension to a bike lane at the head of a signalized intersection. The bike box allows bicyclists to get to the front of the traffic queue on a red light and proceed first when that signal turns green. The bike box can also act as a storage area if heavy bicycle traffic exists. The bike box can also facilitate left turning movements for bicyclists who use the 'two stage turn.' Motor vehicles must stop behind the white stop line at the rear of the bike box. Bike boxes should be located at signalized intersections only. Bike boxes can be combined with intersection crossing markings (see below) for green light situations to remind vehicles to be aware of bicyclists.

This treatment is not a Caltrans approved traffic control device, however the City can apply to Caltrans for approval to experiment—SVBC's Executive Director sits on the Caltrans statewide Bicycle Advisory Committee (CBAC) as well as the Caltrans District 4 Bicycle Advisory Committee (D4BAC) and we would be delighted to assist the City in securing Cupertino the approval to experiment with this treatment.

Bike boxes are recommended at:

- Northbound N Wolfe Ave at Pruneridge Ave.
- Westbound Homestead Rd at N Tantau Ave.
- Westbound Pruneridge Ave at N Tantau Ave.

Two-Stage Turn Boxes

Two-stage turn boxes assist bicyclists with making left turns at multi-lane intersections. This treatment is typically applied on multi-lane streets with high traffic speeds and/or volumes. It provides a number of benefits including:

- Improves bicyclist comfort.
- Provides formal waiting area for bicyclists making left turns outside of the crosswalk.

The two-stage turn box is recommended on N. Wolfe Ave at Pruneridge Ave.

Intersection Crossing Markings

Intersection crossing markings are an extension of the bicycle lane through an intersection. This bike lane extension has a number of benefits, including:

- Enables bicyclists to correctly position themselves to the left of right turn lanes or to the right of left turn lanes.
- Reduces conflict between turning motorists and bicycle through traffic.
- Provides bicyclists with guidance to follow the preferred travel path.
- Alerts motorists to expect and yield to merging bicycle traffic.

Intersection crossing markings are recommended at:

- Northbound N Wolfe Ave at Pruneridge Ave.
- Northbound N Wolfe Ave at Campus Entrance.
- Westbound Homestead Rd at N Tantau Ave.
- Westbound Pruneridge Ave at N Tantau Ave.

Green Bike Lanes Through Conflict Areas

Green bike lanes through conflict areas is the application of green coloring applied to pavement in conflict zones.

Benefits of this treatment include:

- Alerts roadway users to expect bicyclists.

- Assigns the right of way to bicyclists.
- The FHWA (Federal Highway Administration) has provided blanket approval for green colored pavement and Caltrans has also approved this treatment.

Green bike lanes through conflict areas are recommended at:

- N Wolfe Ave at all 280 ramps.
- Northbound N Tantau Ave at parking lot entrances and approach to dedicated right turn lane at Homestead Rd.
- N Tantau Ave at the Transit Center entrance/exit, loading area and parking lot entrances.

Campus Bicycle Improvements

Apple already leads a very successful bike share program in Cupertino and will expanding the program with Apple Campus 2. They have committed to a comprehensive, integrated, and multimodal Transportation Demand Management Program, of which biking is an integral part. Apple currently implements an aggressive TDM program with 28% employee participation. Apple has committed to increase the TDM program to 34% as part of Apple Campus 2.

In addition to creating linkages and connections to the public bike network, Apple has incorporated on-campus biking as a key feature of the plans. In addition to more than 1,000 bikes on campus for employees, this also includes convenient bike access points to the campus along with accessible bike parking and storage, lockers and shower facilities, and integrated on campus bike path network and other bike friendly amenities.

2
cont.

Opportunities for Additional Improvements

The Tantau 280 overcrossing

Bicyclists struggle to find comfortable and convenient highway crossings throughout our region. The improvements planned for Wolfe Road will be helpful, but will still not provide the optimum in bicyclist and pedestrian comfort because of the on and off ramps and the number of conflict points a bicyclist has to navigate. This is an existing condition that will be improved by Apple.

Due to the lack of conflict areas, Tantau over Highway 280 provides an excellent alternative that can be made comfortable for bike riders of all ages and skill levels. On North Tantau, the current plans have one through vehicle lane and a nice buffered bike lane in either direction. Traveling south across 280, however, the riding experience becomes more limited, as the buffer to the bike lane disappears and a second vehicle through lane is added.

We do not think that the expected motor vehicle traffic volumes justify this configuration. On the most recent set of bicycle plans submitted by Apple, we would like to see Cross Section F on page 6 altered to look more like Cross Section E on page 5.

3

Vallco Parkway

We also believe some improvements can be made to Vallco Parkway. First, we would strongly advise the use of reverse angle parking—this treatment is now considered best practice for promoting the safety of people on bikes, as bicyclists are much more visible to motorists attempting to pull out of their parking spot.

Second, the 5-foot, non-buffered bike lane is not up to the same level as most of the suggested infrastructure in the plan, and, given the diagonal parking and two traffic lanes in either direction, we would prefer to see a minimum 6 foot bike lane, potentially with a buffer. With 12 and 12.5-foot lanes, we believe that there is ample road space to give cyclists more room. If the lanes have been specified to be this wide because of frequent bus traffic, that's an even better reason to give bicyclists more room to maneuver when caught between buses and motorists trying to exit their diagonal parking spot. It appears feasible to remove one or two feet from the inner through lanes to provide this extra width to the bike lanes.

4

In conclusion, we feel that Apple has done an excellent job in incorporating our thoughts

5

and concerns into their design of the bicycle facilities surrounding their Campus 2 project, and we have just a couple of remaining suggestions for the City to consider. We would like to recognize both Apple and the City of Cupertino for understanding the importance of encouraging travel by bicycle.

Please feel free to call me at 408-806-8582  with any questions. I would be happy to sit down with Cupertino City staff to discuss our position on the project at any time.



Southern California
Headquarters
828 W. Washington Blvd.
Los Angeles, CA 90015
(213) 284-7705
(213) 284-7725 fax

Orange County office
1200 N. Main Street
Suite 900
Santa Ana, CA 92701
(714) 245-9700
(714) 245-9710 fax

San Diego office
4265 Fairmount Ave.
Suite 260
San Diego, CA 92105
(619) 641-3050
(619) 641-3055 fax

Northern California
Headquarters
3411 East 12th Street
Suite 200
Oakland, CA 94601
(800) 772-3326
(510) 261-2039 fax

San Francisco office
45 Polk Street
San Francisco, CA 94102
(415) 552-1301
(415) 552-1307 fax

San Jose office
1010 Ruff Drive
San Jose, CA 95110
(408) 280-7770
(408) 280-7804 fax

Sacramento office
1401 21st Street
Suite 310
Sacramento, CA 95811
(916) 498-9505
(916) 497-0806 fax

July 19, 2013

Mayor Orin Mahoney &
The Cupertino City Council
Cupertino City Hall
10300 Torre Avenue
Cupertino, CA 95014

Comments re: Apple Campus 2 Development

Dear Mayor Mahoney and Councilmembers,

The Service Employees International Union -- United Service Workers West (SEIU-USWW) appreciates the opportunity to comment on this project. USWW represents over 40,000 property service workers across the state of California, including approximately 8,500 security officers. Currently we are party to a master collective bargaining agreement with several local and national signatory employers. The union standard includes provisions on living wages, access to healthcare, paid sick days, training, and dispute resolution procedures that have resulted in better retention and labor peace among signatories and a better life for officers and their families.

Rising inequality remains a threat to Silicon Valley's prosperity. While news headlines tell of a second "tech boom" lifting all boats, the reality is more complicated: 30% of jobs in the region pay less than a living wage.ⁱ We at USWW are working to stem this rising tide of inequality, and to make Silicon Valley a place of opportunity for all. In this vein, we are moving to raise standards for security officers throughout the South Bay, and to educate businesses about irresponsible security contractors. Apple has contracted with one such employer, Security Industry Specialists (SIS), for its campus security needs. We believe that Apple can and should do better.

SIS continues to be a roadblock to the lifting of standards in the security industry. In the past three years, SIS has reached out-of-court settlements on some troubling lawsuits: in 2010, the company agreed to pay \$775,000 in a class action lawsuit brought by employees involving claims of missed meal and rest breaks.ⁱⁱ Even more disturbingly, SIS settled in 2011 with an underage San Francisco girl who alleged to have been sexually assaulted by an on-duty SIS officer.ⁱⁱⁱ There are other cases of SIS being sued by employees, on grounds of gender discrimination, racial and religious discrimination, and discrimination based on sexual orientation.^{iv} The problems extend beyond the blatant acts of wrongdoing, however. Many of SIS' officers are classified as "flex-time" workers, unable by

company design to work more than part-time hours, and therefore denied access to benefits or sick days. SIS has also fought workers' attempts to form a union as a means of raising their working conditions, with SIS going so far as to send spies to worker meetings. For this behavior, they were warned by the National Labor Relations Board in 2012.

We are pleased to hear of Apple's commitment to living wage, union jobs in the construction of Campus 2, as evidenced by the company's agreement with the Santa Clara and San Benito Counties Building and Construction Trades Council. We are also excited to hear of Apple's pledge of monies towards various community benefits, such as new affordable housing, the creation of park lands, bike and pedestrian lands, and so forth. Taken together, it is clear that Apple is embracing its role as a "responsible corporate citizen," as guardian and steward of a progressive vision for Cupertino and the region as a whole.

Apple has the opportunity, and the power, to ensure livable wages and "good jobs" for all its subcontracted employees, including the security officers responsible for protecting Apple's property and employees. We ask that Apple do right by its security officers and choose a responsible security contractor that is committed to raising standards for its workers. Make a 100% commitment to a progressive Cupertino and Silicon Valley.

1
cont.

ⁱ "Life in the Valley Economy." Working Partnerships USA. 2012.

ⁱⁱ Grootboom v. Security Industry Specialists, Alameda County Superior Court of CA., RG-09435440

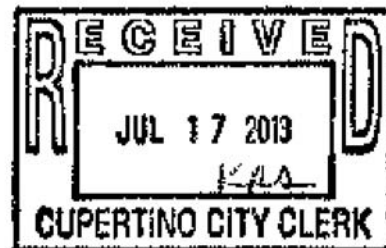
ⁱⁱⁱ Olga K. v. Security Industry Specialists and Apple, Inc., San Francisco County Superior Court of CA, CGC-11-510624

^{iv} Smith v. Apple, Inc, Security Industry Specialists, et al, SF County Superior Court, CGC-10-50035; Massaquoi v. Security Industry Specialists, Google, Inc., et al, Santa Clara County Superior Court, 1-12-CV-233187; Ortega, et al v. Security Industry Specialists, et al, Santa Clara Superior Court, 11-CV-203664

Apple 2 EIR
Date Received

JUL 17 2013

Processed by *AS*



RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT FOR APPLE CAMPUS 2

Submitted by CONCERNED CITIZENS OF CUPERTINO

on July 17, 2013

Apple 2 EIR
Date Received

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JUL 17 2013

Processed by

AS

PUBLIC INPUT

CITY OF CUPERTINO/APPLE
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ENVIRONMENTAL IMPACT REPORT

MITIGATION: TRAFFIC
MITIGATION: HOUSING
MITIGATION: PARK

FISCAL IMPACT ANALYSIS

APPLE FISCAL IMPACT ANALYSIS
CITY FISCAL IMPACT ANALYSIS: NONE

PUBLIC ACCESS

APPLE CAMPUS 2: NONE
CALABAZAS CREEK TRAIL
SECURITY

DEVELOPMENT AGREEMENT

COMMUNITY BENEFITS
AS CONDITION OF APPROVAL
NOT AS CONDITION OF APPROVAL

PRUNERIDGE AVENUE

SALE OF PRUNERIDGE AVENUE
PRUNERIDGE AVENUE ALTERNATIVE #2: NO CLOSURE/SALE OF PRUNERIDGE
AVENUE

APPENDIX

FIGURES FROM DRAFT ENVIRONMENTAL IMPACT REPORT

PUBLIC INPUT

ENVIRONMENTAL IMPACT REPORT SCOPING SESSION/SEPTEMBER 8, 2011

PUBLIC INPUT MEETING(S): NONE

SEE CITY OF MENLO PARK/FACEBOOK

STAFF REPORTS FOR CITY COUNCIL MEETINGS

PLANNING COMMISSION MEETINGS

HOUSING COMMISSION MEETING

COMMUNITY MEETINGS

COMMUNITY OUTREACH MEETING

PUBLIC OUTREACH MEETING

DRAFT ENVIRONMENT IMPACT REPORT/JUNE 26, 2013

"BECAUSE THE PROJECT IS AT SUCH AN EARLY STAGE, ONLY WRITTEN COMMENTS ARE BEING ACCEPTED, AS DICTATED BY THE CALIFORNIA ENVIRONMENT QUALITY ACT."

**SOURCE: RESIDENTS SUBMIT WRITTEN COMMENTS FOR APPLE CAMPUS 2 AT
JUNE 26 MEETING/CITY OFFICIALS UNABLE TO HOLD PUBLIC HEARING
'AT THIS STAGE'
BY ALIA WILSON
CUPERTINO COURIER
JULY 5, 2013
PAGE 1**

COMMENT: LIMITED



COMMUNITY DEVELOPMENT DEPARTMENT

Subscribe

Sign up for Facebook Campus
Project email updates

Navigation

Environmental Impact Report (EIR)

- Full details on the environmental analysis associated with the proposal (including the NOP and associated comment letters).

Project Plans

- Select project plans for the proposal

Contact

Rachel Grossman, Associate Planner
E-mail: rmgrossman@menlopark.org
Phone: 650-330-6737

Staff Reports

- City Council Staff Report - April 2, 2013
- City Council Staff Report - March 26, 2013
- Planning Commission Staff Report - February 25, 2013
- Housing Commission Staff Report - February 20, 2013 *[note: meeting rescheduled from 2/6]*
- City Council Staff Report - January 22, 2013
- City Council Staff Report - October 30, 2012
- Planning Commission Staff Report - September 24, 2012

Facebook Campus Project

Project Description

The Facebook Campus Project includes two project sites inclusive of the East Campus and West Campus. The Project is being progressed in phases, with the East Campus entitlements approved by the City Council in May and June of 2012. The 66.9 acre East Campus is located at 1 Hacker Way and was previously occupied by Oracle (formerly Sun Microsystems). The site is currently developed with nine buildings, which contain approximately 1,035,640 square feet. As part of the project approval in May and June, Facebook has implemented a vehicular trip cap, which allows approximately 6,600 employees to occupy the East Campus. Council review and action on the East Campus entitlements is complete and subsequent project review will focus on the review and permit approvals required for the West Campus component of the Facebook Campus Project.

The approximately 22-acre West Campus is located at the intersection of Willow Road and Bayfront Expressway. The site is currently addressed 312 and 313 Constitution Drive, with the anticipation that the addresses will be updated in the near future to better reflect the location of the project site. This second phase of the Project proposes demolition of the existing two buildings and associated site improvements. Subsequently, the applicant seeks to construct an approximately 435,656 square foot building on top of surface parking that would include approximately 1,439 parking spaces. The proposed project is consistent with the M-2 (General Industrial District) zone requirements, except for the height of the structure and the proposed lot coverage, which would exceed the maximums applicable to height and lot coverage in the M-2 zone. As such, a rezone to M-2-X (General Industrial, Conditional Development) plus approval of a Conditional Development Permit (CDP) would be required to exceed the height limit.

Current Status

On March 26, 2012, the City Council approved all requested land use entitlements and agreements for the Facebook West Campus Project, and introduced the Ordinance Rezoning the property and approving the Development Agreement. On April 2, 2013, the City Council adopted the Rezoning and Development Agreement Ordinances. The land use entitlement process for the project is now complete, and the applicant is pursuing building permits to redevelop the site.

Required Review

The following approvals are required for the two sites:

East Campus (applicant received approval)

2
cont.

- City Council Staff Report - September 11, 2012
- City Council Staff Report - June 5, 2012
- City Council Staff Report - May 26, 2012
- Planning Commission Staff Report - May 7, 2012
- City Council Staff Report - April 17, 2012
- City Council Staff Report - February 14, 2012
- City Council Staff Report - January 31, 2012
- City Council Staff Report - January 10, 2012
- Planning Commission Staff Report - January 9, 2012
- City Council Staff Report - November 15, 2011
- City Council Staff Report - October 18, 2011
- City Council Staff Report - August 23, 2011
- City Council Staff Report - June 14, 2011
- Planning Commission Staff Report - May 16, 2011
- City Council Staff Report - May 10, 2011
- City Council Staff Report - April 5, 2011

Presentations

- City Council - March 26, 2013
- Planning Commission - February 25, 2013
- City Council - January 27, 2013
- Public Outreach Meeting - October 18, 2012
- Planning Commission - September 24, 2012
- City Council (Primary) - May 29, 2012
- City Council (Transportation) - May 29, 2012
- Planning Commission - May 7, 2012
- City Council - April 17, 2012
- City Council - February 14, 2012
- City Council - January 31, 2012
- Planning Commission (Primary) - January 9, 2012
- Planning Commission (FIA) - January 9, 2012
- Community Meeting (Primary) - December 3, 2011
- Community Meeting (FIA) - December 8, 2011
- NOP Presentation - May 16, 2011

Other Materials

- West Campus Postcard Notice - October 2012
- East Palo Alto Housing Affordability Analysis - December 21, 2011
- Community Outreach Meeting Agenda - December 8, 2011
- Citywide Postcard Notice - December 2011 (507 MB)

- Amended and Restated Conditional Development Permit
- Development Agreement
- Heritage Tree Removal Permits
- Environmental Review

West Campus (applicant has applied for permits)

- Rezoning from M-2 to M-2-X
- Conditional Development Permit
- Development Agreement
- Lot Line Adjustment
- Heritage Tree Removal Permits
- Below Market Rate Housing Agreement
- Environmental Review

Fiscal Impact Analysis (FIA)

A FIA has been prepared to evaluate the impact of the proposed Project on the costs and revenues for the City of Menlo Park and other governmental entities that serve the project site including the Menlo Park Fire Protection District, Menlo Park Municipal Water District, West Bay Sanitary District, Elementary and High School Districts, San Mateo County Office of Education Special District, San Mateo County Community College District, and the Midpeninsula Regional Open Space District.

- Final Fiscal Impact Analysis (FIA) (117 MB)
- Response to Comments on the Draft FIA
- Draft Fiscal Impact Analysis (FIA) (12 MB)

Public Outreach Meeting

On December 8, 2011, the City held a community meeting on the Facebook Campus Project in order to provide a project summary and information on the Draft EIR and FIA. This meeting took place at the Menlo Park Senior Center in the Bella Haven neighborhood.

- Agenda/Notice
- Main Presentation (17 MB)
- FIA Presentation



Subscribe to Facebook Campus Project

- Notice of Availability of Draft EIR and Public Hearing - December 1, 2011
- NOP Presentation - May 16, 2011
- Notice of Preparation (NOP) for the EIR - April 21, 2011
- Public Hearing Notice - April 20, 2011

Related Links

- Bella Haven/Willow Business Area Design Charrette - May 16, 2011

2
cont.

Mitigation: Traffic

Traffic Is Residents' Primary Concern About New Apple Campus

Source: Headline
Cupertino Courier
September 16, 2011

Suggestions:

Predetermine acceptable traffic level

Decrease Parking Cap

Establish Trip Cap/Trip Cap Penalty

Establish Transportation Management Association

*Determine Environment Impact of Impacted Streets, Intersections and
Freeway Segment with regard to Pollution and Economic Loss*

3

	Hewlett Packard	Apple 04/13/11	Apple 11/21/12
Phase 1	2,392,000	2,820,000 (Main Building)	2,820,000
Square Feet		120,000 (Auditorium)	120,000
		100,000 (Fitness Center)	100,000
	265,000	300,000 (Research Facilities)	300,000
		46,000 (Central Plant)	
		2,000 (Security Reception)	
		100 (Maintenance)	
Phase 2	n/a	300,000	300,000
Square Feet			

Total Square Feet	2,657,000	3,640,000	3,640,000
Increase in Square Feet		983,000+	983,000+
Employees	9,800	13,000 (phase 1)	13,000
	n/a	1,200 (phase 2)	1,200
	9,800	14,200	14,200
Increase in # Of Employees		4,400-	4,400
Parking	9,220	10,500 (9,000 Main Site) (1,500 Tantau Site)	10,500 (9,000) (1,500)
# Employees - # Parking	<580>	<3,700>	<3,700>

3
cont.

"Apple will expand its current Transportation Demand Management (TDM) program, which achieves a 28% reduction in peak hour trips,..."

Source: Application for Environmental Leadership Development Project dated April 18, 2012

Comment:

What is baseline number of peak hour trips?

"Apple Campus 2 would accommodate approximately 14,200 employees at full occupancy. This corresponds to an employee density of 4.15 employees per 1,000 s.f....the employee density proposed at the project site is higher than industry standards (3.3 employees per 1,000 s.f. and Apple's existing campus at the Infinite Loop campus and office south of Mariani Avenue in Cupertino (3.6 employees per 1,000 s.f.)."

4

Source: Draft Transportation Impact Analysis

By Fehr & Peers
May 31, 2013
Page 1

Employees (14,200) - # Parking (10,500) = 3,700 Deficit/# Employees (14,200)
26% employees w/o cars

"Over 4,000 of the employees working at Apple Campus 2 will commute by walking, biking, public transportation, and shuttles provided by Apple.

Source: Apple Campus 2 Brochure
April 2013

"One of the big questions is whether the buildings Apple is leasing outside of Cupertino will be temporary workplaces for employees displaced while the company constructs (Apple Campus 2)."

"Apple hopes to locate 14,000 employees at that site (Apple Campus 2), up from estimates of 12,000 workers in June of last year."

"Apple had insisted on short-term leases in the three to five year range at its various expansion sites in Sunnyvale, but now is signing seven-to ten leases."

Comment:

As these leases end, will the number of employees increase at Apple Campus 2?

Apple Campus 2: Added Trip Estimates

"The amount of vehicle traffic that would be added by Campus 2 was estimated by multiplying the number of employees by the amount of traffic expected to be generated per employee. The trip rate per employee is based on data collected at Apple's Infinity Loop and Mariani campus on De Anza Boulevard in the City of Cupertino. Accounting for traffic already being generated by the estimated 4,844 employees at the project site in August 2011, the new results are 35,106 daily vehicle trips, 3,274 AM peak hour trips (2,890 inbound and 384 outbound), and 3099 PM peak hour trips (796 inbound and 2,303 outbound)."

Source: Draft Transportation Impact Analysis
by Fehr & Peers
May 31, 2013

4
cont.

5

Page iii

Comments:

Study is based on 2011

Hewlett-Packard vacated the property in 2012

Total amounts of traffic would more accurately reflect the traffic impact of the project.

Restate the sentence: The proposed Apple Campus 2 will generate 50,978 daily vehicle trips, 4,544 AM peak hour trips (3,953 inbound and 591 outbound), and 4,686 PM peak hour trips (1,031 inbound and 3,655 outbound).

**Source: Draft Transportation Impact Analysis
by Fehr & Peers
Table 8 Trip Generation -Apple Campus 2
Page 40**

"Limiting parking supply is another TDM strategy referenced in the 2030 General Plan (for the City of Mountain View)."

Samsung site in Mountain View: 10% reduction from Parking Ordinance; 1 parking space for every 333 square feet of gross floor area/1 parking space for every 300 square feet of gross floor area.

**Source: City of Mountain View
City Council Meeting
March 19, 2013
Staff Report #6.1
Page 10**

Apple Site in Cupertino/20400 Mariani &10500 North De Anza Boulevard

"Based on the parking ratio for office buildings in Table 19.100.040 (A) of the Cupertino Municipal Code, each building requires one parking space per 285 square feet of building area."

5
cont.

6

Source: Planning Commission Meeting
November 25, 2008
Planning Commission Staff Report
Agenda Item #
Application # M-2008-05

Apple Campus 2 Site in Cupertino

Phase 1 3,120,000 square feet/285 square feet = 10,947 parking spaces per Parking
2012 Ordinance

Proposed parking: 9,000 parking spaces

10,947 vs 9,000 = 1,947 represents 17% reduction from Parking Ordinance

Phase 2 300,000 square feet/285 square feet = 1,053 parking spaces per Parking
2012 Ordinance

Proposed parking: 1,500 parking spaces

1,053 vs 1,500 = 447+ represents 42% increase from Parking Ordinance

Phase 1 2,820,000 square feet/285 square feet = 9,895 parking spaces per Parking
April Ordinance
2013

Proposed parking: 9,000 parking spaces

9,895 vs 9,000 = 895 represents 9% reduction from Parking Ordinance

Phase 2 600,000 square feet/285 square feet = 2,105 parking spaces per Parking
April Ordinance
2013

Proposed parking: 1,500 parking spaces

2,105 vs 1,500 = 605- represents 29% decrease from Parking Ordinance

Phase 1/2 3,420,000 square feet/285 square feet = 12,000 parking space per Parking

6
cont.

April Ordinance
2013

Proposed parking: 10,500

12,000 vs 10,500 = 1,500 represents 12.5% reduction from Parking Ordinance

6
cont.

Transportation Impact Analysis (TIA)

Vehicle traffic circulation, transit use, bicycle circulation, and pedestrian circulation

Mitigation measures to reduce or eliminate potentially significant impacts of the project are identified

City of Cupertino Level of Service (LOS) D for all City controlled signalized intersections except at the Stevens Creek Boulevard/De Anza Boulevard, Stevens Creek Boulevard/Stelling Road, and De Anza Boulevard/Bollinger Road intersection.

Source: Draft Transportation Impact Analysis
by Fehr & Peers
May 31, 2013
Table 2 Intersection LOS Standards
Page 6

7

LOS F = Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths. Total delay (seconds per vehicle) – greater than 80.0

Source: Transportation Research Board
2000 Highway Capacity Manual
Signalized Intersection Level of Service Definitions, Based on Control Delay
Page 10-16

The project would exacerbate unacceptable conditions or cause unacceptable operating conditions at the following intersections, and these changes would be considered a significant impact.

Int. 21 Wolfe Road/I-280 Northbound Ramps (Cupertino)

Int. 31 Tantau Avenue/Vallco Parkway (Cupertino)

Int. 36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) (CMP)

Source: Page 393

Impacted Intersections and Freeway Segments

Impacted Intersections/Freeway Ramps	Peak Hour	Delay/Level of Service	
		Main Street	Apple Campus 2
5 De Anza Boulevard/Homestead Road		CUP/CMP	
21 Wolfe Road/I-280 Ramps (north)	AM PM	CUP	B > E B > C
23 Wolfe Road/Vallco Parkway	PM	CUP	E
27 Tantau Avenue/Homestead		CUP	
31 Tantau Avenue/Vallco Parkway	AM PM	CUP CUP	C > E+ C > C
32 Tantau Avenue/Stevens Creek Boulevard		CUP	
34 Homestead Road/Lawrence Expressway	AM PM	CMP/EX	F F
36 Stevens Creek Boulevard/Calvert Drive/ I-280 Ramps (West)	AM PM	CMP	C > C D > F
39 Stevens Creek Boulevard/Lawrence Expressway Ramps (east)		CMP/EX	

7
cont.

41	Lawrence Expressway/I-280 Ramp (south)	AM PM	CMP/RX	E E	
43	Bollinger Road/Lawrence Expressway	PM	CMP/EX	E	
52	Stevens Creek Boulevard/San Tomas	AM PM	CMP		D- > D- F > F

Comment:

Traffic level at intersection of Wolfe Road/Stevens Creek Boulevard should be indicated, pre and post project, in EIR

Traffic at intersection of Blaney Avenue/ Stevens Creek Boulevard should be indicated, pre and post project, in EIR

Traffic at intersection of Blaney Avenue/Homestead Road should be indicated, pre and post project, in EIR

Traffic at intersection of Stevens Creek/Vallco Perimeter Road, Wolfe Road/Perimeter Road and Perimeter Road itself, although a private road providing access to Vallco Shopping Center, should be considered in EIR

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cont.

Impacted Freeway Segments

Westbound (Northbound)I-280

SR 85 to Foothill Expressway	AM	F
De Anza Boulevard to SR 85		
Wolfe Road to De Anza Boulevard		
Lawrence Expressway/Stevens Creek Boulevard to Wolfe Road	AM	F
Saratoga Avenue to Lawrence Expressway/ Stevens Creek Boulevard	AM	F

8

Winchester Boulevard to Saratoga Avenue	AM	F	F
I-880 to Winchester Boulevard	AM		
	PM	F	
Eastbound (Southbound) I-280			
Foothill Expressway to SR 85	PM		F
SR 85 to De Anza Boulevard	PM		F
De Anza Boulevard to Wolfe Road	PM		F
Wolfe Road to Lawrence Expressway/ Stevens Creek Boulevard	PM		F
Lawrence Expressway/Stevens Creek Boulevard to Saratoga Avenue	PM	F	F
Saratoga Avenue to Winchester Boulevard	PM	F	
Winchester Boulevard to I-880	PM	F	
SR 85 (Northbound)			
Winchester Boulevard to Saratoga Avenue	AM		F
Saratoga Avenue to De Anza Boulevard			
De Anza Boulevard to Stevens Creek Boulevard			
Stevens Creek Boulevard to I-280	AM		F
I-280 to West Homestead Road	AM		F
West Homestead Road to Fremont Avenue	AM		F

8
cont.

SR 86 (Southbound)

1-280 to Stevens Creek Boulevard	PM	F
Stevens Creek Boulevard to De Anza Boulevard	PM	F
De Anza Boulevard to Saratoga Avenue	PM	F

Source: City of Cupertino
Main Street Cupertino
Environmental Impact Report Addendum
March 22, 2012

Source: City of Cupertino
Apple Campus 2
Draft Environmental Impact Report
June 2013

Comments:

Impact to freeway segment is lane capacity

Mitigation measures, such as ramp mitigations, do not increase freeway lane capacity

Ramp mitigations not under jurisdiction of City of Cupertino

Mitigation measures should address impact on freeway ramps and streets from and to freeway ramps to minimize queuing, especially Wolfe Road

"...physical improvements that increase the capacity of the study freeway segments could potentially mitigate the impacts."

"...Express Lane programs consist of converting the existing High Occupancy Vehicle (HOV) lanes to high-performance express lanes."

"However, the programs do not increase freeway capacity because no additional lanes are added. Thus, the Express Lane programs will not change the results of the freeway analysis or serve as direct mitigation of the project impacts."

Source: City of Mountain View
Final Environmental Impact Report
Clyde Avenue Office Project
Memorandum: Response to 625-685 Clyde Avenue Office Project Draft EIR Written

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cont.

Comments
Fehr & Peers
January 25, 2013
Page 2

"According to OMP guidelines, freeway segments to which a proposed development is projected to add trips equal to or greater than one percent of the freeway segment's capacity must be evaluated."

"...capacities of 2,300 vehicles per hour per lane (vphpl) for freeway segments with six or more lanes and 2,200 vphpl for freeway segments with four lanes were used in the freeway analysis."

"Table 8 presents the capacities of each freeway segment and the estimated number of trips added to each segment by the proposed project."

"The mitigation of freeway impacts is considered beyond the scope of an individual development project, due to the inability of any individual project or City to acquire right of way for freeway widening. Freeway improvements also would require approval by Caltrans, which neither the project applicant nor the City can guarantee. Therefore, the addition of project traffic results in a significant and unavoidable impact to the identified freeway segments."

Source: City of Mountain View
Draft Transportation Impact Analysis
Glyce Avenue Office Project
January 25, 2013
Page 30

"If Caltrans does not approve improvements within 5 years from...Development Agreement effective date, and the Applicant demonstrates that it has worked diligently to pursue Caltrans approval to the satisfaction of the Public Works Director, in his/her sole discretion, then the Applicant shall be relieved of responsibility to construct the improvement and the bond shall be released by the City after the Applicant submits funds equal to the updated estimated construction cost to the City. The City may use the funds for other transportation improvements..."

Source: Conditional Development Permit for Facebook West Campus
City of Menlo Park
March 20, 2013

Comment:

Unused traffic mitigation funds should be used by the City of Cupertino for other transportation improvements.

8
cont.

9

Environmental Review

"When a project adds 1 percent more traffic during the peak hour to a freeway segment operating at LOS F, it is a significant impact under the California Environmental Quality Act (CEQA)."

"The City Council adopted a Statement of Overriding Considerations. Finding that the economic vitality of the City made the office growth necessary, there were no reasonable mitigations available to avoid freeway impacts."

10

Source: City of Mountain View
City Council Meeting
March 19, 2013
City Council Report 6.1/625-685 Clyde Avenue (Samsung)
Agenda Item #6

Establish Trip Cap/Trip Cap Penalty

"The City (of Cupertino) evaluated the feasibility of a mitigation measure requiring a "trip cap." Under a trip cap, once development of the project sites generates trip volumes that exceed AM and PM peak-hour values for triggering impacts to the transportation system, continued development and growth at the project site would be halted.

Source: Apple Campus 2 Draft Environmental Impact Report
June 2013
Page 441

11

Comment:

Apple Campus 2, Phase 1 would already be completed before Trip Cap Monitoring; it is not recommended that Apple Campus 2, Phase 2 be halted if Trip Cap exceeded

Instead of halting continued development and growth of the project, establish trip cap penalty

Development Agreement for Facebook Campus & City of Menlo Park:

Parameter: Trip Cap Penalty: Pursue a trip cap penalty that is severe enough to ensure compliance with the project description.

..., the trip cap penalty needs to be negotiated. **The penalty needs to be severe enough to ensure compliance with the project description.** It is important to keep in mind that the penalty is not intended to be a revenue generator.

Source: City of Menlo Park
City Council Meeting
February 14, 2012
Staff Report #12-029
Agenda Item #F1

(Applicant) believes the proposed penalty (for not achieving the 20% trip reduction by the end of the six-month grace period) is too high. Staff believes the penalty level is appropriate because **if the penalty is too low, it would be more affordable to pay the penalty than to retain costly TDM measures, such as the shuttle service.**

Source: City of Mountain View
City Council Meeting
March 19, 2013
Staff Report #6.1/625-685 Clyde Avenue (Samsung)
Agenda Item #6

11
cont.

Development Agreement for Facebook/EAST Campus & City of Menlo Park

The proposed trip cap includes a maximum of 2,600 trips during the AM peak period from 7:00 a.m. to 9:00 a.m., 2,600 trips during the PM peak period from 4:00 p.m. to 6:00 p.m., and 15,000 daily trips.

...the Project Sponsor has agreed to dollar amounts associated with violations of the trip cap. The penalty amount would be \$50 per trip per day for violations in the AM peak period, PM peak period, or daily trips. The penalty would double if the threshold was exceeded in two consecutive months or for four months within any six month period. The penalty would double again if the threshold was exceeded for six consecutive months.

Vehicles over	Tier 1	Tier 2	Tier 3
---------------	--------	--------	--------

Trip Cap	\$50/trip	\$100/trip	\$200/trip
100	\$5,000	\$10,000	\$20,000
300	\$15,000	\$30,000	\$60,000
500	\$25,000	\$50,000	\$100,000

Source: City of Menlo Park City
City Council Meeting
April 17, 2012
Staff Report #12-063

Comment:

Proposed Apple Campus 2

Vehicles over Trip Cap/ Peak Trip Count	Tier 1 \$5/trip	Tier 2 \$3/trip
100	\$500	\$300
300	\$1,500	\$900
500	\$2,500	\$1,500

11
cont.

Development Agreement for Facebook/WEST Campus & City of Menlo Park

The Trip Cap specifies the following requirements:

- * Maximum of 1,100 trips during the AM Peak Period from 7:00 a.m. to 9:00 a.m.;
- * Maximum of 1,100 trips during the PM Peak Period from 4:00 a.m. to 6:00 p.m.;
- * Maximum of 6,350 daily trips.

Source: City of Menlo Park
Planning Commission Meeting
February 25, 2013

Staff Report PG/02-25-13

EIR Proposed Action if Traffic Demand Management Program is Not Achieved

"The City (of Cupertino) would notify Apple if one or both of the AM and PM peak hour vehicle trip counts....Apple would be required to meet with the City to develop a plan and identify new TDM measures to be added to achieve the peak trip counts."

Comment:

No time requirement for initial meeting

Scenario #1

"If Apple does not agree to implement the City-approved TDM measures, then Apple would be assessed a \$5 per day per trip penalty....Within 60 days Apple would be required to meet with the City to reevaluate and identify City-approved new TDM measures to be implemented at the project site. This cycle would continue until Apple agrees to implement City-approved TDM measures."

Comment:

"Within 60 days" of ?

"until Apple agrees to implement City-approved TDM measures" ?

12

Scenario #2

"Once Apple and the City agree on new TDM measures, Apple would implement these within 60 days of the notification date. ...60 days after the new measures are implemented...evaluate the effectiveness of the new TDM plan."

"If the peak trips counts are still exceeded, Apple would pay a fee of \$3 per day per extra vehicle trip shown in the peak trip counts...."

"After three months, Apple would be required to meet with the City to identify City additional approved new TDM measures to be added."

"If Apple still is not meeting the goal during the next annual monitoring period, penalties would be continued to be levied until the peak trips counts goal is met."

Source: Apple Campus 2 Project Draft Environmental Impact Report

June 2012
Page 445

Comment:

Long process allowing continued traffic congestion

No incentive to address traffic congestion

Insignificant penalty of \$5 or \$3 per day vehicle day penalty

Suggestions:

Establish 60 day grace period monitoring after occupancy of significant % of project

Set time limit for initial City of Cupertino/Apple meeting to actually occur; as well as subsequent meetings

Institute significant penalty after 60-day grace period

Increase penalty if goals of traffic demand management is not achieved

12
cont.

Development Agreement for Samsung Site & City of Mountain View

"The applicant has agreed to reduce peak hour trips by 20 percent...."

"A six-month grace period is proposed that allows the applicant to adjust the TDM measures to meet the 20 percent requirement."

"If the 20 percent trip reduction is not achieved by the end of the six-month grace period, the applicant shall be fined a penalty of \$100,000 for the first 1 percent below the 20 percent threshold, then \$50,000 for each additional percent below the 20 percent threshold."

"(The applicant) believes the proposed penalty is too high. Staff believes the penalty level is appropriate because if the penalty is too low, it would be more affordable to pay the penalty than to retain costly TDM measures, such as the shuttle service."

13

Source: City of Mountain View
City Council Meeting
March 19, 2013
City Council Report 6.1/625-685 Clyde Avenue (Samsung)
Page 9
Agenda item: #6

Peak Hour Trip Reduction	Penalty Amount
20%	0
19%	\$100,000
18%	\$150,000
17%	\$200,000
16%	\$250,000
15%	\$300,000
.....
1%	\$1,000,000

13
cont.

The TDM penalty shall be paid to the TMA and used to promote alternatives to single-occupancy vehicle use in the City. (PROJECT-SPECIFIC CONDITION_

Source: City of Mountain View
Findings Report/Zoning Permit for Application 113-12-R (Samsung)
April 26, 2013
Page 6

Comments:

Apple Campus 2

Peak Hour Trip Reduction	Penalty Amount
9%	0
8%	not specified
7%	except for
6%	per vehicle day
	Insignificant penalty,
	See previous comment

Establish Transportation Management Association

Mountain View

"Still, Mountain View's city council has sounded a tougher line on several new office projects of late, including proposals from Google Inc., citing traffic concerns."

Source: Next Up:

by Nathan Donato-Weinstein
Silicon Valley Business Journal
March 8, 2013
Page 17

"The (Mountain View) council seemed supportive of other strategies contained in a recently completed transportation study for the area (North Bayshore). Those ideas include a transportation management association to spearhead a development of multi-employer transit system, boosting bike commuting, and improving roadway efficiency, among others."

14

Source: Google's Transit Bridge Caught in Conflict

by Nathan Donato-Weinstein
Silicon Valley Business Journal
March 29, 2013
Page 11

"The applicant has agreed to reduce peak hour trips by 20 percent and has submitted a TDM program....The notable addition to the TDM is a shuttle service for employees and the public (TMA)....The estimated annual cost of the shuttle is \$100,000 to \$200,000."

"(The applicant) estimates that the set-up cost for the TMA would be \$250,000....Also, any penalties related to enforcement of the 20 percent trip reduction requirement would be payable to the TMA, which the TMA can then use to further promote alternatives to single-occupancy vehicle use in the area>"

Source: City of Mountain View

City Council Meeting
March 19, 2013
City Council Report/625-685 Clyde Avenue (Samsung)
Page 9 & 12
Agenda Item #6

Nonprofit Transportation Management Association for Samsung (condition of approval), Goggle (proposed) and San Antonio Shopping Mall (proposed).

Source: City of Mountain View
City Council Meeting
March 19, 2013
City Council Report 6.1/625-685 Clyde Avenue (Samsung)
Attachment 7: Traffic Demand Management (TDM) Summary 2/26/13 and Update 3/16/13
Attachment 8: Mountain View Transportation Management Association Summary Proposal
Agenda Item #6

14
cont.

Stanford

Marguerite shuttle is a free shuttle service Stanford University offers to its students, faculty, staff, and the general public. All routes on the system are free and open to the public. Currently, 14 lines run through the campus and provide free transportation to the two Palo Alto CalTrain stations, Stanford Linear Accelerator (SLAC), Stanford Shopping Center, and the San Antonio Shopping Center.

Source: Wikipedia

Emeryville

Emery Go-Round shuttle is a free private transportation service, open to all Emeryville residents, shoppers, visitors and employees of Emeryville businesses, provided by Emeryville businesses.

Emery Go-Round is a service of the Emeryville Transportation Management Association, a non-profit organization whose primary purpose is to increase access and mobility to, from and within Emeryville while alleviating congestion through operation of the shuttle program.

TMG

IKEA

Novartis

Pixar Animation Studios

Source: Emery Go-Round Website, www.emerygoround.com

14
cont.

Mitigation: Housing

City of Cupertino General Plan

Housing Element 2007-2014

Program 10: Jobs/Housing Balance Program

Require major new office/industrial development to build housing as part of new development projects. As part of the development review process, the City will evaluate the impact of any application that will produce additional jobs in the community. The purpose of the evaluation is to describe the impacts of the new jobs on the City's housing stock, especially in relation to the jobs/housing ratio in the City.

19310 & 19320 Pruneridge Avenue

Marley Brothers LLC/Sobrato Development Companies

The project is comprised of two parcels totaling 8.5 acres. In 2005, the City Council approved a General Plan Amendment and Zoning Change to allow residential development at a density of up to 25 dwelling units per acre at this site.

Fiscal Impact Analysis: Net fiscal surplus of \$32,245 per annum.

On November 15, 2005 City Council approved Pruneridge Residential with 130 townhomes and a 1 (0.937) acre park.

July 28, 2006 Apple buys properties

April 28, 2009: Apple requested rezoning the residential project site from Planned Residential to Planned Industrial and Residential, retaining the existing planned residential zoning. The approximately one acre portion of the properties on the northeast corner of the site that was zoned for public park...will retain its (Public Park/Recreation) PR zon(ing).

2009: Site moved to Tier 1 Sites Inventory List for 2007-2014 Housing Element/Site 10

Source: Housing Element 2007-2014

15

City Council meeting on June 16, 2009/Agenda Item #18

10300 & 10400 North Tantau Avenue

Pacific Resources Development

9.14 acres

Proposed 125 town homes and 1.286 acre park

February 16, 2007 Apple buys properties

2009: Site removed from Site Inventory List for 2007-2014 Housing Element

Since 10300 & 10400 North Tantau Avenue are owned and fully occupied by Apple and have significant tenant improvements valued at over \$5,000,000. The value of the tenant improvements along with the value of the building make it unlikely that Department of Housing and Community Development (HCD) would consider this property likely to redevelop in the next five years.

Source: Housing Element 2007-2014

City Council meeting on June 16, 2009/Agenda Item #18

10590 North Tantau Avenue

November 12, 2010 Sold

10670, 10700 & 10710 North Tantau Avenue

Tantau Building Associates

2005: "We would plan to bring these housing units to the market as soon as possible and thereby contribute to Cupertino's progress at stabilizing the jobs/housing imbalance."

3.6 acre

15
cont.

Proposed 87 units

2009: Sites may potentially meet the IICD requirements for being listed as an available housing site

December 15, 2010 Sold

According to the 2009 proposed General Plan Amendment all of the above North Tantau Avenue sites were considered as potential conversion area for residential use @ 25 units/acre for the North Tantau area.

City of Palo Alto/Stanford Hospital & Clinics/Lucille Packard Children's Hospital

Stanford proposal includes a \$23.1 million contribution to Palo Alto's affordable housing plan. Stanford's Vice President for Special Projects said the amount is equivalent to what a for-profit developer would have to pay...the hospital is exempt from the housing fee, but is willing to pay it anyway to help mitigate the project's impacts...the hospital aren't offering to build the houses because they don't own the land where these houses would have to stand."

15
cont.

Source: Stanford Offers \$125 Million in 'Community Benefits' for Hospital Expansion
By Gennady Sheyner
Palo Alto Online
June 16, 2009

In exchange for approving the project, Palo Alto negotiated a development agreement that includes nearly \$175 million in "community benefits" to be provided by Stanford,...**about \$23.2 million for the city to use on housing projects.**

Source: Council OKs Stanford Hospital Expansion
By Diana Samuels
San Jose Mercury News
June 8, 2011

City of Menlo Park/Facebook West Campus

The company is seeking a development agreement that would spell out its long-term development rights in exchange for public benefits. Facebook would also pay approximately **\$4.5 million to the City's below-market rate housing fund.**

Source: More Details Emerge on Facebook's West Campus Design
By Nathan Donato-Weinstein
Silicon Valley Business Journal
September 28, 2012
Page 10

City of Cupertino/Apple

"...a \$2.5 million contribution to affordable housing, the report said."

Source: Apple Plans to Add Thousands of Jobs
by Peter Burrows of Bloomberg
San Francisco Chronicle
June 6, 2013

"...payment of a \$2.5 million Below Market Rate (BMR) affordable housing fee. Apple will be making an additional voluntary \$2.5 million contribution to the City's BMR program as part of its investment in public improvements and benefits."

Source: Economic and Fiscal Impacts Generated by Apple in Cupertino
by Keyser Marston Associates
Prepared for Apple
May 2013
Page 18
Footnote 20

15
cont.

Mitigation: Park

Environmental Impact: The proposed project would change the designation of a 1.1-acre portion of the site designed Park and Open Space, and would reduce the acreage of land designated for future parks in the City.

Mitigation Measures: The project sponsor shall implement one of the following options:

- a. Not applicable to this discussion
- b. Agree to purchase (unless other property currently owned by Apple is proposed), designate, dedicate to the City 1.1 acres elsewhere in the City as Parks and Open Space, subject to the satisfaction of the City, provided the land would be publicly accessible.

Source: Draft Environmental Impact Report Apple Campus 2 Project

City of Cupertino

June 2013

Page 9

Table II-1: Summary of Impacts and Mitigation Measures from EIR

16

Comments:

We were going to propose that 1.1 acre of parcel APN 316-06-03, the part which is vacant (parking lot), meet the above PLAN-1 b Mitigation Measure. It would also unite with the Calabazas Creek Trail. See Assessor Parcel APN 316-06-03 and Photo

Zoning Amendments:

Rezone existing park site PR to P(MP)

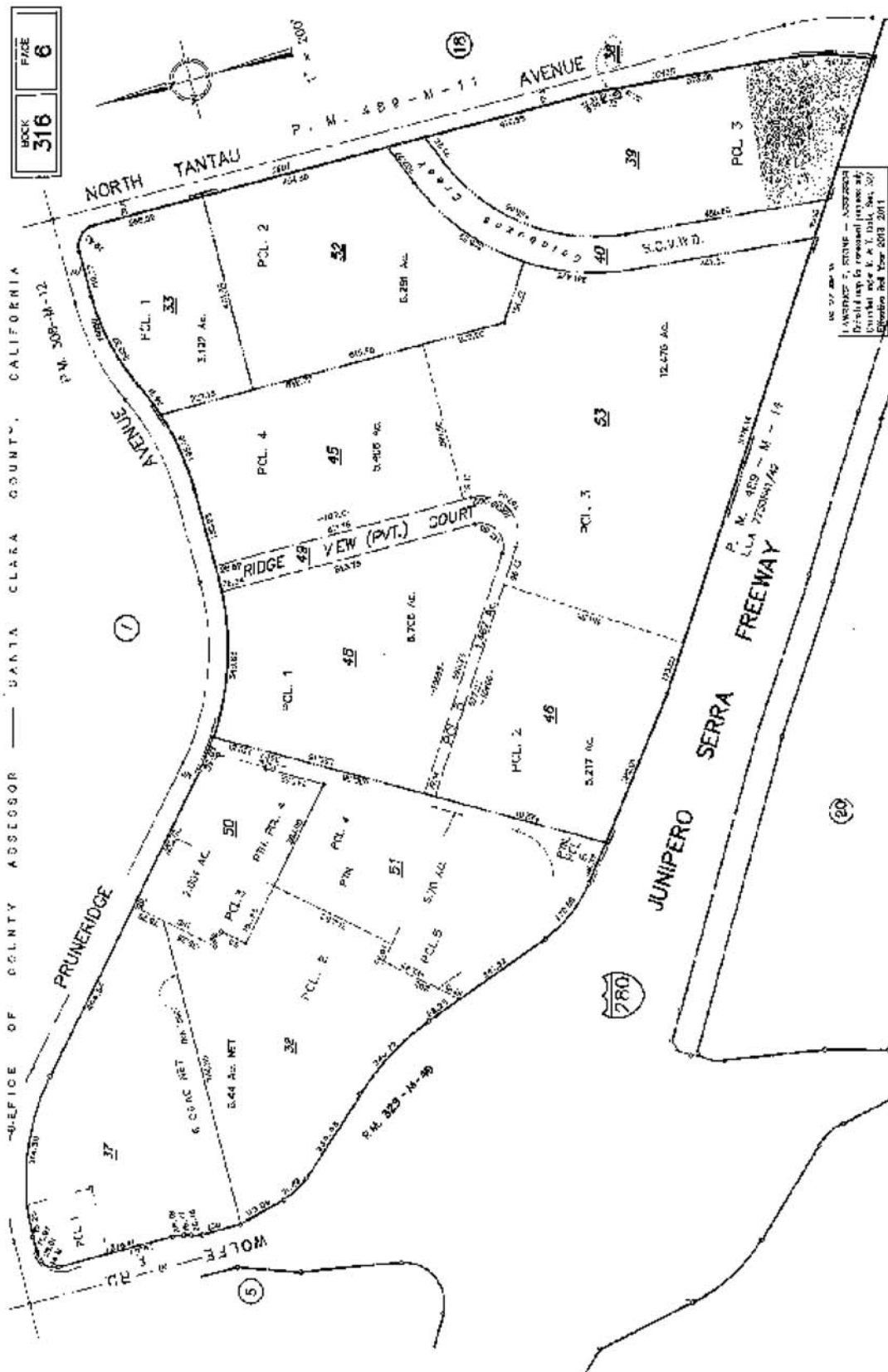
Rezone existing vacant land (parking lot) applicable part of parcel APN 316-06-039 from (P)MP to suitable zoning for park PR

However, it is a moot point as Apple has preempted this mitigation measure by already starting to construct Building 13 of Tantau Development Phase 2. See Photo

Previously, "...Apple has raised concerns that the fundamental objective of a secure campus would be compromised with the provision of a public trail immediately adjacent to or through the project site. Because such a trail, depending on its design and associated

landscaping, may not be completely visible from the street, the possibility of unauthorized access into the project site may be heighten....”

It would certainly be desirable that Apple participates in the design of the Calabazas Creek Trail to address its concerns by an open park design.



Google



16
cont.



Fiscal Impact Analysis

Comment:

AN INDEPENDENT FISCAL IMPACT ANALYSIS SHOULD BE CONSIDERED IN THIS ENVIRONMENT IMPACT REPORT BECAUSE WE ANTICIPATE THAT THE CITY WILL ADOPT A STATEMENT OF OVERRIDING CONSIDERATIONS, FINDING THAT THE ECONOMIC VALUE OF THE PROJECT, AS PRESENTED IN THE REPORT "ECONOMIC AND FISCAL IMPACTS GENERATED BY APPLE IN CUPERTINO – CURRENT FACILITIES AND APPLE CAMPUS 2" BY THE KEYSER MARSTON ASSOCIATES PREPARED FOR APPLE, OUTWEIGHS SIGNIFICANT AND UNAVOIDABLE IMPACTS IN THE DRAFT ENVIRONMENTAL IMPACT REPORT.

A INDEPENDENT FISCAL IMPACT ANALYSIS (FIA) WILL PROVIDE INFORMATION THAT WILL INFORM THE COUNCIL, ALONG WITH THE ENVIRONMENTAL IMPACT REPORT (EIR), PUBLIC COMMENT AND OTHER INFORMATIONAL SOURCES, SUCH AS APPLE'S FIA.

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THERE IS NO INDEPENDENT FISCAL IMPACT ANALYSIS OF APPLE CAMPUS 2 IN CUPERTINO.

THE TONE OF APPLE'S ECONOMIC AND FISCAL IMPACTS GENERATED BY APPLE IN CUPERTINO REPORT BY KEYSER MARSTON IS VERY OPTIMISTIC; HOWEVER,

THE REPORT MENTIONS RECURRING ANNUAL PROPERTY TAX REVENUES TO "LOCAL SCHOOLS". IT DOES NOT MENTION THAT THE ANNUAL PROPERTY TAX REVENUE FROM PARCEL APN 316-07-044, THE SITE OF APPLE CAMPUS 2 MAIN BUILDING, IS NOT ALLOCATED TO CUPERTINO SCHOOL DISTRICTS, CUPERTINO UNION ELEMENTARY, FREMONT UNION HIGH SCHOOL, FOOTHILL DE ANZA COMMUNITY COLLEGE. THIS WOULD BE OF INTEREST TO THE RESIDENTS OF CUPERTINO

UNDER THE TERMS OF A TAX SHARING AGREEMENT BETWEEN THE CITY OF CUPERTINO AND APPLE, APPLE RECEIVES APPROXIMATELY 50% OF THE CITY'S ANNUAL SHARE OF SALES TAX REVENUES

DIRECTLY GENERATED BY THE COMPANY, ACTUALLY RECEIVED BY THE CITY OF CUPERTINO WHICH IS 1% OF THE 8.65% SALES TAX. THE SALES TAX AGREEMENT IN THE FORM OF THE CONSULTING AGREEMENT SCHEDULED TO EXPIRE IN MARCH 2014; THE ANALYSIS ASSUMES IT IS EXTENDED IN CONSIDERATION OF A DEVELOPMENT AGREEMENT BETWEEN APPLE AND THE CITY OF CUPERTINO. THE CONTINUATION OF THIS REVENUE SOURCE MAY BE CONTINGENT ON APPLE AND THE CITY OF CUPERTINO NEGOTIATING A MUTUALLY ACCEPTABLE DEVELOPMENT AGREEMENT.

APPLE MAY ELECT (AT ITS SOLE DISCRETION) TO DESIGNATE THE CITY OF CUPERTINO AS THE POINT OF SALE FOR APPLE'S PURCHASE OF ITS OWN PRODUCTS FOR ITS OWN USE, AND FOR PURCHASES FROM OUT-OF-SALE VENDORS. FOR PURPOSES OF THIS FISCAL IMPACT ANALYSIS, IT HAS BEEN ASSUMED THAT APPLE ELECTS TO DESIGNATE THE CITY OF CUPERTINO AS THE POINT OF SALE FOR THESE USE TAX REVENUES, IN CONSIDERATION OF A DEVELOPMENT AGREEMENT BETWEEN APPLE AND THE CITY OF CUPERTINO. THEREFORE, IT IS ASSUMED THAT THE CITY OF CUPERTINO WILL RETAIN 100% OF THESE USE TAX REVENUES.

FOR THIS FISCAL IMPACT ANALYSIS, APPLE CONSIDERS THESE USE TAX REVENUES AS "OLD REVENUES" IN THE CONTEXT OF THE DEFINITION OF NEW REVENUES IN ITS CONSULTING AGREEMENT WITH THE CITY OF CUPERTINO.

ONE-TIME CONSTRUCTION-RELATED REVENUE IS CONTINGENT UPON APPLE AND THE CITY OF CUPERTINO NEGOTIATING A MUTUALLY ACCEPTABLE DEVELOPMENT AGREEMENT.

"A FISCAL IMPACT ANALYSIS IS AN EXAMINATION OF THE REVENUES, COSTS, AND FISCAL BALANCE (REVENUES MINUS COSTS) ASSOCIATED WITH PUBLIC AGENCY ACTIVITIES. IT PROVIDES A REASONABLE PLANNING-LEVEL ESTIMATE OF FISCAL IMPACTS, USEFUL FOR ANTICIPATING WHETHER A PROJECT WILL PAY ITS OWN WAY, GENERATE

17
cont.

SURPLUS REVENUES THAT CAN BE USED BY A CITY TO IMPROVE SERVICES, OR GENERATE DEFICITS THAT WILL REQUIRE A CITY TO REDUCE SERVICES OR FIND OFFSETTING SOURCES OF FUNDS."

**SOURCE: MUNDIE & ASSOCIATES PROPOSAL TO PREPARE FISCAL IMPACT ANALYSIS OF FACEBOOK CAMPUS IN MENLO PARK FOR THE CITY OF MENLO PARK
JUNE 2011**

BAE HAS EXTENSIVE EXPERIENCE ASSESSING THE FISCAL IMPACTS AND ECONOMIC IMPACTS OF PROPOSED NEW DEVELOPMENT, AS WELL AS ASSISTING LOCAL GOVERNMENTS TO NEGOTIATE FOR COMMUNITY BENEFITS FROM PROPOSED NEW DEVELOPMENT.

THE ANALYSIS WILL ALSO INCLUDE INFORMATION ON THE VALUE OF OTHER POTENTIAL PUBLIC BENEFITS TO BE PERFORMED...

**SOURCE: BAY AREA ECONOMICS PROPOSAL TO PREPARE FISCAL IMPACT ANALYSIS OF FACEBOOK CAMPUS IN MENLO PARK FOR THE CITY OF MENLO PARK
JUNE 8, 2011**

17
cont.

Property Tax

Cupertino Union
Fremont Union
Foothill
Bay Area
Central Fire
Mid-Peninsula Regional
Cupertino Sanitary
Library
Santa Clara Valley

Comment: Parcel APN 316-07-044, the location of Apple Campus 2

Main Building and Fitness Center in NOT in Cupertino Union, Fremont Union, and Foothill School Districts. As such, these school districts receive no property tax from this part of Apple Campus 2.

Utility User Tax: 2.400%

FY 2011-12 Actual	FY 2012-13 Amended	FY 2012-13 Estimate	FY 2013-14 Proposed
3,264,896	3,359,000	3,143,000	3,253,000

"Apple paid approximately \$466,000 in utility user taxes to the City in 2012,...We estimated future utility taxes based on the assumption that Apple Campus 2 will incorporate state of the art energy efficiency design and equipment. Given this, it is expected that the average energy consumption per employee will decline. For purposes of this analysis, it is assumed that the average consumption for employees housed at Apple Campus 2 will be 20% less than the average consumption for employees at current Cupertino facilities."

17
cont.

Source: Economic and Fiscal Impacts Generated by Apple in Cupertino
by Keyser Marston Associates
prepared for Apple
May 2013
Page 27

Apple Campus 2 Brochure/April 2013

100% Renewable Energy

The buildings will be powered entirely by renewable energy. Much of this energy will be provided by on-site fuel cells and photovoltaics.

Apple Campus 2
Project Description
April 2013
Page 15

The project's overall energy needs will be provided by renewable energy. The majority will be generated on-site through the use of photovoltaics and fuel cells with directed

biogas. These will be supplemented by grid purchased renewable energy if needed during periods of peak demand.

Will this affect the amount of utility tax?

Sales Tax

"...the loss of two of our top three sales tax producers in FY 13-14 is projected to result in an 8% reduction in sales tax compared to FY 2012/13 year-end projection. This loss will only make the city more reliant on one single major tax producer, and make us more vulnerable to its business volatility."

"The Board of Equalization (BOE) is challenging the way sales tax had previously been reported by one of our top sales tax generators. If the BOE determines that the sales tax was reported improperly, it could result in the City being required to pay back \$10.6 million in prior years sales taxes in addition to any subsequent revenues received from this company."

Source: 2013-2014 Budget
City of Cupertino
Page 23 & 24

"Apple -generated City sales tax revenues aside from cafeteria sales are expected to remain constant."

Source: Economic and Fiscal Impacts Generated by Apple in Cupertino
by Keyser Marston Associates
Prepared for Apple
May 2013
Table 18
Footnote 4

"Our largest tech companies booming, hiring thousands of new workers, and hoarding ever larger piles of cash."

"At the same time, our local communities and governments are fighting to keep their heads above fiscal waters, cutting back on services, slashing employees, closing libraries."

17
cont.

"But part of the economic promise of these big companies is that the thousands of employees they bring will move through their towns, spending money on coffee, meals and clothes, which in turn generates more sales taxes for local towns."

"Yet the campuses occupied by many of the largest companies can also become islands that cater to an employee's every need."

Source: Facebook Launches 'Facebucks' to Get Employees to Like Menlo Park Merchants
by Chris O'Brian
San Jose Mercury News
November 17, 2012

"Apple Inc. is building another place to feed its legion of employees."

"...cafeteria exclusively for Apple workers."

"Apple's plan is to build a two-story, cafeteria-style facility to accommodate employees who work out of the company's various satellite buildings along Bandy Drive on the west side of N. De Anza Boulevard."

"Apple already has five employee-dedicated cafes, plus roughly a dozen smaller cafes that offer grab-and-go breakfast and lunch options. In addition, the company is working on adding another cafeteria at the Result Way campus off of Bubb Road..."

Source: Apples Eyes New 21,468-Square-Foot Café
by Matt Wilson
Cupertino Courier
May 4, 2012

Comments:

Some of the Apple employees probably patronized restaurants in the Crossroad area.

See Diagram

See Newspaper Article

Source: Eateries Can't Compete with Goggle's Free Food

17
cont.

by Daniel DeBolt
Voice of Mountain View
March 16, 2012

CITY OF CUPERTINO & APPLE

AGREEMENT FOR CONSULTATION SERVICES

JULY 1, 2007 TO JUNE 30, 2012

3 MONTH EXTENSION JULY 1, 2012 TO SEPTEMBER 18, 2012

3 MONTH EXTENSION SEPTEMBER 19, 2012 TO FEBRUARY 19, 2013

1 YEAR EXTENSION FEBRUARY 20, 2013 TO FEBRUARY 19, 2014

EXTENSION UNDER DEVELOPMENT AGREEMENT FEBRUARY 20, 2014 TO ?

JULY 31, 2012 FOR SEPTEMBER 18, 2012 CITY COUNCIL MEETING:

WE HAVE A CONCERN AFTER REVIEWING THE APPLE CONSULTATION AGREEMENT & THE DEVELOPMENT AGREEMENT BETWEEN THE CITY OF PALO ALTO AND STANFORD HOSPITAL AND CLINICS AND THE TERM SHEET BETWEEN THE CITY OF MENLO PARK AND FACEBOOK: THE POSSIBILITY THAT THE SALES/USES TAX GENERATED BY THE CONSTRUCTION OF APPLE CAMPUS 2 MAY SIGNIFICANTLY DECREASE THE AMOUNT OF REVENUE TO THE CITY FROM APPLE SALES TAX DUE TO THE DEFINITION OF NEW LOCAL SALES TAX REVENUE.

**17
cont.**

FEBRUARY 4, 2013 FOR FEBRUARY 5, 2013 CITY COUNCIL MEETING:

WE HAVE A CONCERN AFTER REVIEWING THE APPLE CONSULTATION AGREEMENT & INSIGHT CONSULTATION AGREEMENT DUE TO THE DIFFERENCE IN THE DEFINITION OF NEW LOCAL SALES TAX REVENUE IN THE 2 AGREEMENTS.

5. DEFINITIONS

"NEW LOCAL SALES TAX REVENUE" MEANS TOTAL SALES AND USE TAX PAID BY APPLE WHICH IS ACTUALLY RECEIVED BY CITY, AS CALCULATED FOR EACH FISCAL QUARTER, MINUS THE SALES TAX FROM APPLE'S COMPANY STORE LOCATED AS OF THE DATE OF THIS AGREEMENT ON APPLE'S R&D CAMPUS IN THE CITY OF CUPERTINO AND MINUS USE TAX ON PURCHASES BY APPLE, IN EACH CASE CALCULATED FOR THE QUARTER IN QUESTION."

COMMENT:

JULY 1, 2013 FOR CONSIDERATION OF PROPOSED SALES TAX/DEVELOPMENT AGREEMENT
NOTE THAT "TOTAL SALES AND USE TAX PAID BY APPLE WHICH IS ACTUALLY RECEIVED BY
CITY" IS AT RATE OF 1%; USE TAX ON PURCHASES BY APPLE CAN BE AT RATE OF
8.625%.

THIRD APPLE BROCHURE/JUNE 2013

"APPLE DELIVERED \$9.2 MILLION IN TAX REVENUE TO THE CITY IN 2012, WHICH COULD
INCREASE TO \$13 MILLION WITH APPLE CAMPUS 2 IF THE CITY AND APPLE EXTEND
CURRENT SALES TAX AGREEMENTS

"UNDER THE TERMS OF A TAX SHARING AGREEMENT BETWEEN THE CITY OF CUPERTINO AND
APPLE, APPLE RECEIVES APPROXIMATELY 50% OF THE CITY'S ANNUAL SHARE OF SALES TAX
REVENUES DIRECTLY GENERATED BY THE COMPANY. THE CITY SALES TAX FIGURES PRESENTED
IN THIS REPORT ARE NET OF THE PAYMENTS TO APPLE. ALTHOUGH THE AGREEMENT IS
SCHEDULED SCHEDULED TO EXPIRE IN 2014 THE ANALYSIS ASSUMES IT IS EXTENDED INTO THE
FORESEEABLE FUTURE, IN CONSIDERATION OF A DEVELOPMENT AGREEMENT BETWEEN APPLE
AND CUPERTINO."

SOURCE: ECONOMIC AND FISCAL IMPACTS GENERATED BY APPLE IN CUPERTINO
BY KEYSER MARSTON ASSOCIATES
PREPARED FOR APPLE
MAY 2013
FOOTNOTE 15
PAGE 15

"IT IS APPLE'S INTERPRETATION THAT THE USE TAX REVENUES ARE CONSIDERED "OLD REVENUE"
UNDER THE PROVISIONS OF THE SALES TAX SHARING AGREEMENT, AND ARE THUS NOT SUBJECT
TO SHARING WITH APPLE."

"FOR PURPOSES OF THIS DRAFT ANALYSIS, IT HAS BEEN ASSUMED THAT APPLE ELECTS TO
DESIGNATE CUPERTINO AS THE POINT OF SALE AND THAT 100% OF THESE CURRENT AND FUTURE
SPECIFIC USE TAX REVENUES ARE RETAINED BY THE CITY. THIS REVENUE SOURCE IS CONTINGENT

17
cont.

ON APPLE AND CUPERTINO NEGOTIATING A MUTUALLY ACCEPTABLE DEVELOPMENT AGREEMENT..."

SOURCE: ECONOMIC AND FISCAL IMPACTS GENERATED BY APPLE IN CUPERTINO
BY KEYSER MARSTON ASSOCIATES
PREPARED FOR APPLE
MAY 2013
PAGE 27

COMMENTS:

"APPLE IS CONSIDERING (AT ITS SOLE DISCRETION) TO DESIGNATE CUPERTINO AS THE POINT OF SALE FOR THESE USE TAX REVENUES."

"IT IS APPLE'S INTERPRETATION..."

THE PHRASE "CONSIDERED OLD REVENUE" IS DEBATABLE

REFERENCE IS TO SALES TAX SHARING AGREEMENT. IT IS NOT "SALES TAX SHARING AGREEMENT": IT HAS BEEN AN "AGREEMENT FOR CONSULTATION SERVICES."

THERE MAY BE SEVERAL POTENTIAL AREAS FOR CONFLICTING INTERPRETION OF TERMS.

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cont.

Construction Taxes & Fees

SOURCE: ECONOMIC AND FISCAL IMPACTS GENERATED BY APPLE IN CUPERTINO
KEYSER MARSTON ASSOCIATES
PREPARED FOR APPLE INC.
MAY 2013

"IT IS ESTIMATED THAT MATERIALS PURCHASED FOR THE CONSTRUCTION OF APPLE CAMPUS 2 WILL YIELD \$13.9 MILLION OF SALES/USE TAX REVENUE TO CUPERTINO'S GENERAL FUND. THIS REVENUE SOURCE IS CONTINGENT UPON APPLE AND CUPERTINO NEGOTIATING A MUTUALLY ACCEPTABLE DEVELOPMENT AGREEMENT UNDER WHICH APPLE WOULD DIRECT ITS

CONTRACTORS TO DESIGNATE CUPERTINO AS THE POINT OF SALE FOR CONSTRUCTION MATERIALS."

COMMENT: THE STANFORD MEDICAL CENTER EXPANSION PROJECT/CITY OF PALO ALTO AND THE FACEBOOK PROJECT HAVE AGREED TO THIS PROVISION.

"ADDITIONALLY, APPLE WILL PAY APPROXIMATELY \$10.6 MILLION OF "CONSTRUCTION TAX" TO THE CITY PURSUANT TO CHAPTER 3.32 OF THE CITY'S MUNICIPAL CODE."

COMMENT: CONSTRUCTION TAXES ARE COST RECOVERY

"FOR CONSTRUCTION OF APPLE CAMPUS 2, APPLE WILL ALSO PAY APPROXIMATELY \$13.6 MILLION IN CONSTRUCTION FEES TO FUND BUILDING PERMIT PROCESSING COSTS."

COMMENT: CONSTRUCTION FEES ARE COST RECOVERY. THE APPLICANT IS REQUIRED TO PAY PLANNING PERMIT FEES TO FULLY COVER THE COST OF STAFF TIME SPENT ON THE REVIEW OF THE PROJECT.

"THE CITY WILL RECRUIT AN ASSOCIATE PLANNER AND ASSOCIATE ENGINEER TO WORK ON THE PROJECT. THE JOBS WILL BE ADVERTISED AS TWO-YEAR POSITIONS."

"THE BUDGET ADJUSTMENT IS FOR \$296,845 TOTAL. BOTH POSITIONS WILL BE SALARIED AND INCLUDE BENEFITS. IN ADDITION, A MINOR STAFFING INCREASE WAS ADDED TO THE CITY ATTORNEY'S OFFICE FOR THE TWO-YEAR PERIOD."

SOURCE: CITY OFFICIALS ADDING MORE STAFF FOR APPLE'S NEW CAMPUS PROJECT
BY MATT WILSON
CUPERTINO COURIER
JULY 13, 2012
PAGE 1

COMMENT: AMOUNT IS \$296,845+.

"WHEREAS, A PORTION OF THE COMMUNITY DEVELOPMENT DEPARTMENT BUDGET FOR FISCAL YEAR 2013-2014 BUDGET INVOLVES "PASS-THROUGH" REVENUES PAID TO THE CITY TO COVER THE COSTS FOR VARIOUS CONSULTANTS NEEDED ON THE APPLE CAMPUS 2 PROJECT, WHICH HAVE BEEN INCLUDED IN THE BUDGET TO PROVIDE TRANSPARENCY AND ACCOUNTABILITY."

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cont.

SECTION I: THAT PORTION OF THE PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT BUDGET FOR FISCAL YEAR 2013-2014 REFLECTING PASS-THROUGH REVENUES PAID TO THE CITY TO COVER CONSULTANT AND EXPERT COSTS ASSOCIATED WITH THE APPLE CAMPUS 2 PROJECT,..."

SOURCE: RESOLUTION #13-051
CITY OF CUPERTINO
CITY COUNCIL MEETING 6/11/13

COMMENT: AMOUNT IS \$745,000.

MITIGATION MEASURES

"HOWEVER, THE (ON-RAMP) OFF-RAMP INTERSECTION IS UNDER CALTRANS JURISDICTION. THEREFORE, NEITHER THE PROJECT SPONSOR NOR THE CITY OF CUPERTINO CAN ENSURE THE IMPLEMENTATION OF THE PROPOSED MITIGATION MEASURES; THUS THE IMPACT IS CONSIDERED SIGNIFICANT AND UNAVOIDABLE. (SU)

SOURCE: APPLE CAMPUS 2 PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT
JUNE 2012
PAGE 394

"IF CALTRANS DOES NOT APPROVE IMPROVEMENTS WITHIN 5 YEARS FROM...DEVELOPMENT AGREEMENT EFFECTIVE DATE, AND THE APPLICANT DEMONSTRATES THAT IT HAS WORKED DILIGENTLY TO PURSUE CALTRANS APPROVAL TO THE SATISFACTION OF THE PUBLIC WORKS DIRECTOR, IN HIS/HER SOLE DISCRETION, THEN THE APPLICANT SHALL BE RELIEVED OF RESPONSIBILITY TO CONSTRUCT THE IMPROVEMENT AND THE BOND SHALL BE RELEASED BY THE CITY AFTER THE APPLICANT SUBMITS FUNDS EQUAL TO THE UPDATED ESTIMATED CONSTRUCTION COST TO THE CITY. THE CITY MAY USE THE FUNDS FOR OTHER TRANSPORTATION IMPROVEMENTS,..."

SOURCE: CONDITIONAL DEVELOPMENT PERMIT FOR FACEBOOK WEST CAMPUS
CITY OF MENLO PARK
MARCH 20, 2013

COMMENT:
COST OF PROPOSED MITIGATION MEASURES SHOULD NOT BE CONSIDERED NET INCOME TO THE CITY.

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cont.

"...\$66 MILLION OF PUBLIC IMPROVEMENTS TO BE BUILT AROUND THE CAMPUS AND IN THE CITY OF CUPERTINO....THESE INCLUDE \$50.2 MILLION OF ROADWAY, TRAFFIC, INTERSECTION, LANDSCAPE AND UTILITY IMPROVEMENTS, \$10 MILLION OF BICYCLE AND PEDESTRIAN FACILITIES, \$3.7 MILLION IN PARK LAND....IN ADDITION TO THESE ONETIME CAPITAL INVESTMENTS, APPLE WILL ANNUALLY SPEND \$35 MILLION ON A TRANSPORTATION DEMAND MANAGEMENT PROGRAM,...

SOURCE: ECONOMIC AND FISCAL IMPACTS GENERATED BY APPLE IN CUPERTINO
BY KEYSER MARSTON ASSOCIATES
PREPARED FOR APPLE
MAY 2013

COMMENT: THESE FUNDS ARE COST OF MITIGATION TO ADDRESS THE TRAFFIC IMPACT OF APPLE CAMPUS 2 AND THE LOSS OF PARK LAND

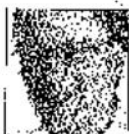
San Jose Mercury News • Thursday, May 3, 2012

LOCAL

Apple's taxes hit home for De Anza chief

When The New York Times did a big piece last weekend on Apple's tax strategy, the voice of the public sector was De Anza College President Brian Murphy, whose campus is a stone's throw from Apple.

Murphy saw Apple's tax policies — which could loosely be defined as keeping the bill low and lower — as symptomatic of the unfolding crisis in funding public education.



SCOTT HERHOLD
COLUMNIST

"I just don't understand it," he said. "I bet every person at Apple has a connection with De Anza. Their kids swim in our pool. Their children take classes here. They arrive east it every day for Pete's sake."

"But then, they do everything they can to pay as few taxes as possible," he told the Times.

Murphy knew he would only get a big reaction. He was suggesting that the policies of Silicon Valley's pre-eminent success weren't considered.

When I reached him, the silver-haired 37-year-old president said his mail was clogged with a few e-mails from Florida and Texas suggesting that his head was in the wrong place. But he was hardly ready to back down.



Murphy

"The real question is what kind of tax policy should the state have," said Murphy, who recently sent a memo to the faculty saying De Anza was facing a potential death spiral. "It's not about Apple as a unique corpora-

Lower taxes

The Times wrote that Apple's accountants had used legal — but innovative — techniques to move money through Nevada and Ireland, where taxes are lower than in California. The newspaper said the moves kept Apple's corporate tax rate to single digits.

The De Anza president acknowledges that Apple employees pay substantial taxes when they exercise stock options. And he understands that companies have a fiduciary duty to shareholders.

"The question is, what is the tax system through which they pay for the public services they use?" he said. "And what is the larger benefit that comes from a well-educated people?"

A California native and physician's son who headed the San Francisco Erlon Institute before he took the De Anza job in 2004, Murphy has urged his students to become more involved in politics. In that sense, he was the perfect voice of outrage for the Times.

Me? I understand that Apple operates on the profit motive. I have covered government too long to suppose that community colleges haven't wasted money. Like many public entities, they are adapting to a new and painful world.

Long-term view

But one thing I'm reminded of after talking with Murphy is that companies like Apple have both short- and long-term interests.

The short-term interest might lie in lowering taxes. The long-term interests lie in avoiding a country in which public education is crumbling.

(And since I know you'll ask, Don't you, Mr. Herhold, take full deductions on your taxes? I do. But I don't have an army of accountants or lobbyists to find a way to cut my bill.)

"It's not as though you have a neutral tax system," said Murphy. "What actually happens is that they (the companies) have so much power and influence that they help create the tax system that benefits them."

Bully for them. We can cheer that Apple has garnered so much profit, putting out good products that please so many people. But you have to thank Murphy for raising the hard question: What happens to the public while we celebrate?

Contact Scott Herhold at sherhold@mercurynews.com.

O'Brien: Facebook launches 'Facebucks' to get employees to like Menlo Park merchants

By Chris O'Brien

Mercury News Columnist

Posted: 11/17/2012 04:12:31 PM PST

Updated: 11/17/2012 04:12:37 PM PST

You see it all across Silicon Valley. Our largest tech companies booming, hiring thousands of new workers, and hoarding ever larger piles of cash.

At the same time, our local communities and governments are fighting to keep their heads above fiscal waters, cutting back on services, slashing employees, closing libraries.

With this disconnect growing, it's been heartening to see the way Facebook has embraced its role in its new hometown of Menlo Park. The latest example of Facebook's laudable efforts to increase its local economic impact arrives after Thanksgiving with a new program the company is launching called "Facebucks."

Facebook plans to distribute Facebucks, essentially \$25 gift cards, to employees to use at designated local merchants in downtown Menlo Park. While it's still uncertain just how much financial impact Facebucks will have, the symbolic importance is huge.

It's a good idea, and I applaud them doing it," said Menlo Park Mayor Kirsten Keith. "This kind of commitment is also unusual. We're very fortunate to have them here."

The Facebucks program was written into a larger development agreement the company signed with the city of Menlo Park earlier this year in exchange for being allowed to employ more people at its campus than the previous occupant, Sun Microsystems. Facebook agreed to pay millions of dollars to make up the difference between the sales taxes Sun generated, and the lower amount of taxes Facebook is projected to create.

This is a common misperception: that just by landing a big employer like Facebook, a town's coffers will fill with new tax revenues. If that were true, Silicon Valley's local governments would be the most prosperous on the planet. Instead, too often, they go begging.

Part of the issue is that the state of California only levies sales taxes on physical goods sold, not virtual ones. As our lives have become more digital, and as bookstores and records stores

have shuttered, local governments have taken hits.

Sun, because it sold servers, generated big sales tax revenue, part of which went to Menlo Park. By comparison, companies like Facebook generate little or no sales taxes on the ads they sell. Rather than trying to duck responsibility, or squeeze Menlo Park for other incentives, Facebook offered to pay millions over the next decade to make up the difference in sales tax collections.

But part of the economic promise of these big companies is that the thousands of employees they bring will move through their towns, spending money on coffee, meals and clothes, which in turn generate more sales taxes for local towns.

Yet the campuses occupied by many of the largest companies can also become islands that cater to an employee's every need. Many employees who take the train to Menlo Park then hop aboard a shuttle that takes them to Facebook's headquarters.

Why journey three miles to downtown Menlo Park when there's free coffee on campus?

"When we moved to Menlo Park, our employees had been very familiar with downtown Palo Alto," said Lauren Swezey, Facebook's sustainability and community outreach manager. "We wanted them to connect with downtown Menlo Park. We want them to get to know their new hometown."

Swezey said part of the goal is to get employees familiar with the shops in town. That same shuttle is available to whisk them back to downtown Menlo Park to shop or eat. Facebooks are an extra incentive for employees to make that trek. And the company plans to encourage teams of employees to hold meetings off campus, using Facebooks for meals.

Facebook has partnered with 15 local restaurants and shops who will accept the Facebooks cards. One of them is Menlo Velo Bicycles, owned by Rainer Zaechelein.

He said he's been pleased with Facebook's commitment to local merchants. Even before Facebooks launches, Zaechelein said the company has made his shop one of the primary vendors for providing parts and services to the fleet of bikes it keeps on campus. He's also been involved with efforts by Facebook to encourage employees to bike to work, and planning for upgrading bike trails.

As a result of those efforts, he's already seen an increase in customers who are Facebook employees. In addition to accepting Facebooks, merchants will offer additional discounts or deals. In the bike store's case, employees using Facebooks can get an extra 10 percent off bike accessories.

"I think it's a great thing for a company like that to give back to the community," he said. "I can say that even in the short amount of time Facebook has been there, I've seen more of an impact from them than I ever saw from Sun."

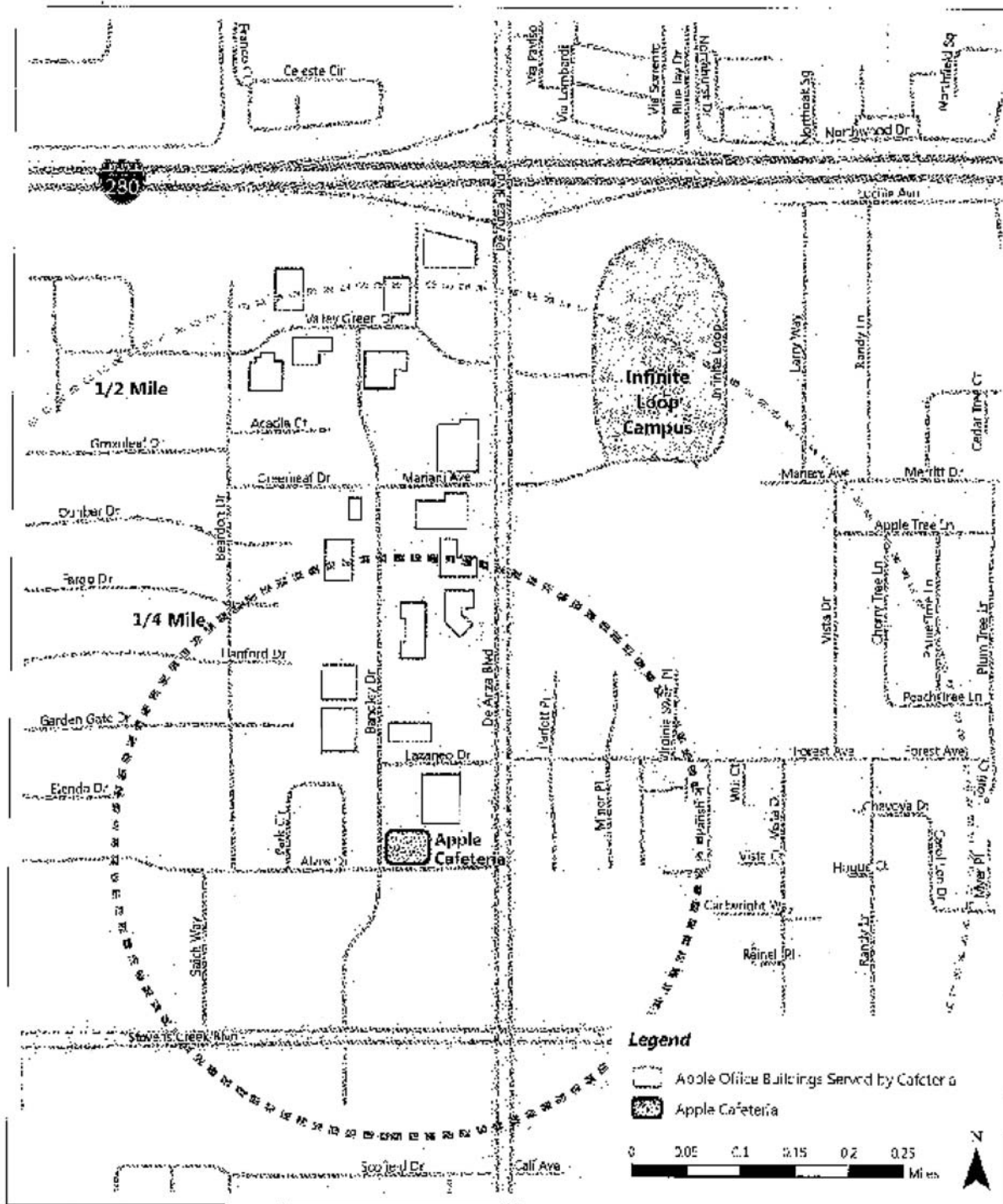
Facebook also agreed to invest in a number of physical improvements to local trails, and in efforts to reduce traffic impact. Held up against these much larger investments, the actual dollars (Facebook is still working out the final details of how many cards will be distributed, and how quickly) that flow from Facebooks are likely to be smaller. In the coming months, Swezey said the company will be monitoring the program closely, see how it is -- and isn't -- being used.

"We want to see this money spent," she said. "We don't want these to sit in someone's drawer where they're forgotten."

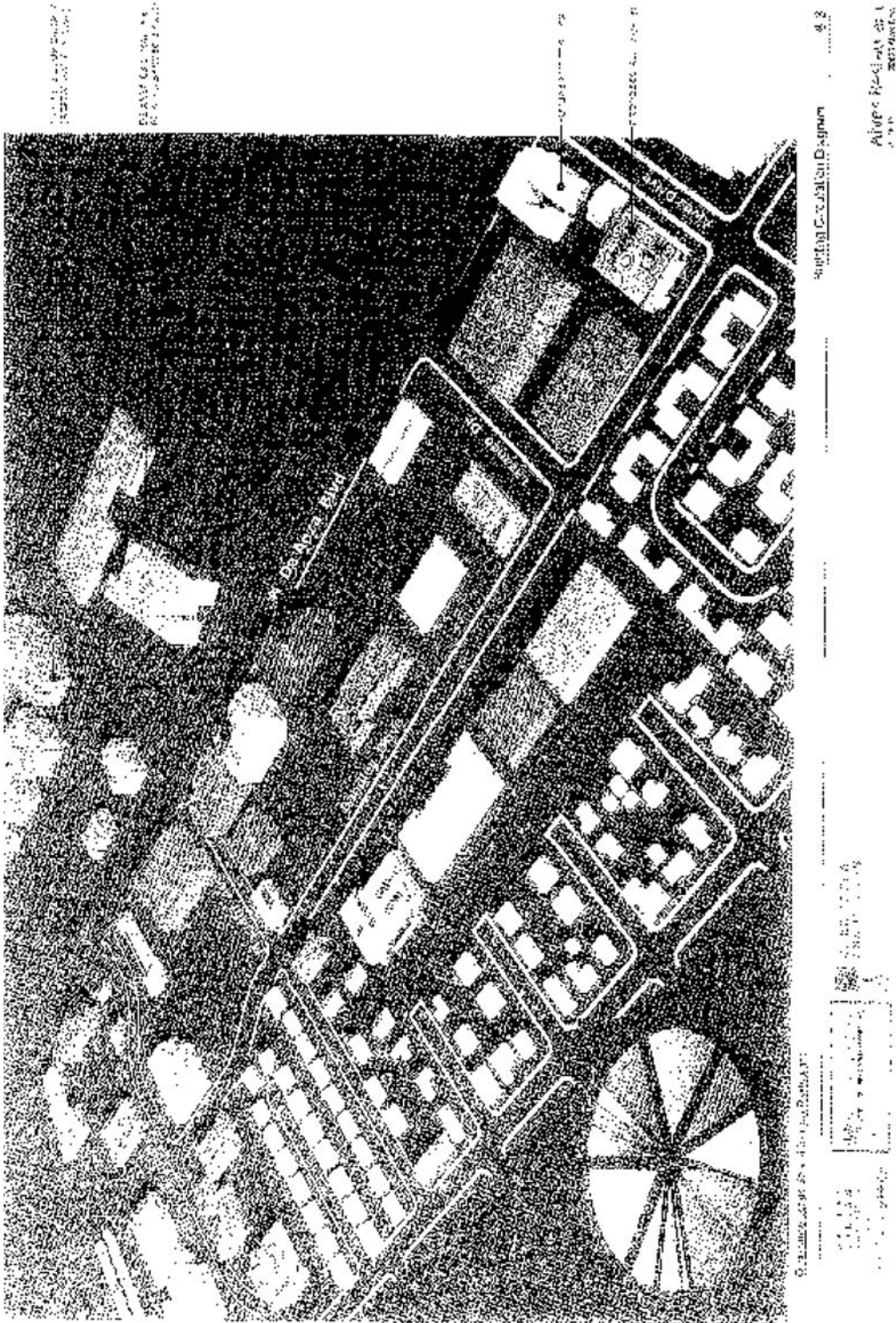
Whatever the ultimate numbers and direct impact of Facebooks, the program is reinforcing an important message that just can't be amplified loud enough: We need our biggest companies to take seriously their obligations to support local economies and governments.

They must understand that over the long run, the future of Silicon Valley depends on having both strong employers and healthy, thriving communities. We can't have one, without the other.

I also wanted to share some personal news. This is my last column for the Mercury News. In my 13 years covering Silicon Valley, I've lived through the dot-com bubble, energy deregulation, the housing meltdown, and the rise of Steve Jobs and Apple (AAPL). I've also seen an endless parade of fascinating characters and innovative technologies. It's been my honor to be one of the Mercury News' columnists the last four years and sincerely appreciate the many readers who have followed along, screamed at me on many occasions, and sometimes offered a pat on the back. All I can say is: "Thanks."



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cont.



Eateries Can't Compete with Google's Free Food

By Daniel DeBolt

Mountain View Voice

Friday, March 16, 2012

Since he started his North Bayshore sandwich shop with his brother 21 years ago, Victor Jadallah saw the neighborhood double in size, Sun Microsystems and Silicon Graphics rise and fall and the dot-com boom become the dot-com bust. But nothing really prepared him for Google.

Over the last five years the flow of customers to Country Deli has steadily declined by 10 percent a year, which Jadallah attributes to the displacement of his customers as Google comes to dominate the North Bayshore neighborhood.

"They feed their employees," Jadallah said of Google and its growing number of workplace cafes. "It's hard to compete with free."

From the car traffic, Jadallah estimates there are at least as many employees in the neighborhood as there were during the late 1990s dot-com boom, but he's only seeing a third of the business he saw then.

Illustrating the problem, the Country Deli had been catering regularly to the former Microsoft campus on Villa Street and Shoreline Boulevard, but that stopped last year when Google bought that campus too. And Google has not placed any orders to replace the lost catering business, Jadallah said.

He says he regularly hears from his customer that Google has bought their employer's building and they'll be leaving soon, such as the woman employed by Neuropace who gave him some bad news last week. The medical device company is on Shorebird Way where Google has bought most of the land for redevelopment into new Google offices.

"As you drive up and down the street these are all Google buildings now," Jadallah said. "All the businesses that used to be here, a slew of biotech companies, tech companies — some have moved out on their own but Google is basically inhabiting all these buildings."

Jadallah had some hopes that things would turn around until the "nail in the coffin" happened early last year. Google bought the building housing the Country Deli at 1674 North

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Shoreline Blvd. He said he was told by Google to relocate — his lease will not be renewed when it expires in four years. Jadallah said he asked a Google representative, his contact for the lease, if the Country Deli could serve as an official Google cafe. Jadallah said the reply was, "Not on my watch," from a Google real estate rep.

City records have since indicated Google's intent to build a cafe for employees directly behind the Country Deli at 1015 Joaquin Road.

"We've put our heart and soul into this, my brother and I," Jadallah said. "It's disheartening."

Moving Out

Jadallah said he asked Google to "help us relocate in some way," perhaps by lowering the rent, but received "no cooperation whatsoever." Because of this story, Google has resumed talks with Jadallah and he hopes to be able to get out of his lease before it expires in 2016, as it would be "a miracle" if he stayed in business until then, he said.

A Google spokesperson told the Voice that on more than one occasion Google has offered relocation assistance in the past for businesses in "similar situations."

"It's an expensive proposition to move and very difficult to find a location," Jadallah said. He has five employees, all of whom have families to support.

"This neighborhood was good to us for many, many years," Jadallah said. "It doesn't seem right that a landlord can just empty out all your customers and collect your rent."

It's not just the Country Deli that's noticed a decrease in business.

"Google is really killing us," said Dervis Yuksel, owner of Falafel and Kebab on Plymouth Avenue, which he says has seen a decline in business over the last three years as Google expands. He said he's spoken with nearby eateries Hon Sushi and Sunny Bowl, and "all of us want to move out." But Yuksel has 10 years left on his lease.

A New Downtown

The situation illustrates the challenges of planning a second downtown on North Shoreline Boulevard with outdoor cafes among the inviting spaces, as proposed by Google representatives and others during the city's general plan update. If the area continues to be dominated by Google, Jadallah said he doesn't see how restaurants, arguably the heart of any such community, could stay in business without a lunch crowd. Even if another 1,500 homes were built in the area, as Google has advocated, Jadallah notes that those residents would be mostly Google employees, who now number over 10,000 in North Bayshore.

A Google spokesperson said Google continues to be interested such a redevelopment plan for housing on North Bayshore with retail on the bottom floor.

"More than 2,000 Googlers and their families live and work in Mountain View, participating in the community and supporting local businesses and schools," said a statement from Google. "In addition to supporting the community through a variety of grants and sponsorships, we regularly engage with local vendors and contractors that are essential to helping the business run smoothly. As we continue to hire in Mountain View, we are committed to working closely with the city and the community through our growth."

The Google spokesperson added that Google cafes mostly serve breakfast and lunch, though dinner is also available at some of Google's cafes. Jadallah was skeptical that North Bayshore restaurants could survive on dinner business alone.

"How would I survive on a customer base that would not come in my store?" Jadallah said.

Construction Sales & Use Tax

Suggestions:

Development Agreement for Stanford Medical & City of Palo Alto

"The SUMC Parties shall use their best efforts to maximize the City's allocation of sales and use tax associated with Project construction and operation as follows:

(A) Designation of Project Site for Construction Period Sales and Use Tax Purposes

...the SUMC Parties shall use their best efforts to the extent allowed by law to:

- (i) obtain all permits and licenses necessary to maximize the City's allocation of construction use taxes derived from the Project;**
- (ii) designate, and require its contractors and subcontractors to designate, the Property as the place of sale of all "fixtures" furnished and/or installed as part of the Project;**
- (iii) designate, and require all of its contractors and subcontractors to designate, the Property as the place of use of all "materials" used in the construction of the Project;**
- (iv) require all contractors and subcontractors to allocate the local sales and use taxes derived from their contracts directly to the City.**

Development Agreement for Facebook/West Campus & City of Menlo Park

"A commitment to work with the City so that eligible portions of the sales taxes paid by certain qualifying contractors, subcontractors and material suppliers with respect to the construction of the West Campus project are allocated to the City;"

"A commitment to work with the City to maximize the City's capture of use tax arising from the purchase of furnishings, equipment and personal property for the initial occupancy of the new building on the West Campus;"

Source: Facebook West Campus Project – Development Agreement Term Sheet

John Tenanes, Director Global Real Estate/Facebook
January 16, 2013

A clause in the construction contract for the West Campus to require qualifying subcontractors (i.e. subcontractors for \$5 million or larger with subcontractors that have reseller sales tax permits) to get a sub-permit to designate Menlo Park as point of sale so that sales/use tax on materials is allocated to the City."

"Cooperation with Menlo Park to seek to have use taxes for large purchase orders (i.e. orders over \$500,000) for initial occupancy of West Campus to have use taxes allocated to the City

Source: City of Menlo Park City Council Meeting January 22, 2013
Staff Report #13-013

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cont.

Public Access

Calabazas Creek Linkage versus Calabazas Creek Trail

Calabazas Creek Linkage Proposed by Apple

The pedestrian route along North Tantau Avenue associated with Calabazas Creek (between Pruneridge Avenue and Vallco Parkway) will be an improved experience. The walkway itself will provide more comfort and safety, improved materials, planting, and marked bicycle lanes. New interpretative signage will be located adjacent to Creek view sheds at the North Tantau Avenue crossing, the I-280 overpass, and at the Vallco Parkway crossing.

Within the 50-foot zone adjacent to the Calabazas Creek right-of-way, planting follows guidelines and standards for land use near streams from both the California Native Plant Society and the Santa Clara Valley Water District's Qualifying Plant List. The project includes only local cultivars of native species along the Creek. Plans will be reviewed with the Santa Clara Valley Water District for final approval.

Source: Apple Campus 2
Project Description
April 2013
Page 14

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Site Connectivity, Linkages and Public Improvements

Exhibit A-6 Site Connectivity, Linkages and Public Realm Improvements

Source: Apple Campus 2
Project Description
April 2013
Page 17-18
Page 24

Comment: There is NO public access to landscaped part of Apple property

Suggestions: Adher to City of Cupertino General Plan, North Vallco Master Plan and South Vallco Master Plan for Calabazas Creek Trail.

Collaborate w Santa Clara County Valley Water District.

Apple Security Plan allows security of this area.

Facebook

(West Campus) connects via an underground tunnel with Facebook's East Campus on the other side of the expressway,

Source: Facebook Chooses Gehry
by Bonnie Eslinger
San Jose Mercury News
August 25, 2012

Public Access to West Campus landscaped areas adjacent to the Bayfront Expressway undercrossing easement.

Source: Facebook West Campus Project – Development Agreement Term Sheet
John Tenanes, Director Global Real Estate/Facebook
January 16, 2013

Public Access to the landscaped area in the vicinity of the undercrossing near Willow Road.

Source: City of Menlo Park City Council Meeting January 22, 2013
Staff Report #13-013

"The campus will include a parklike entrance off Willow road open to the public.
A tunnel beneath Bayfront Expressway will connect Facebook's two campuses.

Source: Facebook Gets OK to Build Second Campus
by Bonnie Eslinger
San Jose Mercury News
March 29, 2013

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"As part of the East Campus component of the project, Facebook is upgrading the existing undercrossing by making improvements to allow Facebook employees and members of the public to utilize the undercrossing via bicycle or foot to bypass the at-grade crossing of Bayfront Expressway. As part of the West Campus component of the project, the undercrossing would be further improved to allow use by the Facebook people mover system, in addition to bicycle and pedestrian use. To ensure bicyclists and pedestrian safety in the undercrossing, traffic control devices would be installed on both sides of the undercrossing for controlling ingress/egress of the people mover system into the undercrossing."

Source: City of Menlo Park Planning Commission meeting September 24, 2012
Planning Commission Staff Report
Page 6
Agenda Item #E2

City of Menlo Park City Council meeting October 30, 2012
Staff Report #12-161
Page 28
Agenda Item: #F-1

Samsung

PUBLICLY ACCESSIBLE OPEN SPACE: The privately owned open space within the project that is located along public rights-of-way and pedestrian sidewalks, walkways and plazas shall be publicly accessible. The applicant shall have the right to establish and enforce reasonable rules and regulation for the use of the open space. [PROJECT-SPECIFIC CONDITION]

Source: City of Mountain View
Findings Report/Zoning Permit for Application 113-12-R
April 26, 2013
Page 7

Cupertino

General Plan 2000-2020

Section 2 Land Use/Community Design

Open Space, Park and Trails

2) Calabazas Creek

There is an opportunity for a trail along Calabazas Creek that would the Valico

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cont.

planning area to Cupertino High School and Creekside Park. The Santa Clara Valley Water District's Clean, Safe Creeks and Natural Flood Protection Plan" calls for identifying recreation opportunities along the Creek as part of the flood protection project.

North Vallco Master Plan –Phase 1

The segment of Calabazas Creek that runs through the Study Area is intended to be improved as part of the Calabazas Creek Trail.

5. Walkability/Connectivity: Consistent with company security requirements, plan new development patterns and amenities to facilitate walkability and convenient connection in the study area and to adjacent areas.

- 5.2 ...Encourage the provision of facilities that provide connectivity between Apple campuses, and between North Vallco and City Center/Crossroads and De Anza College.

- 5.3 Creek trail access. Work with Apple and Water District staff to explore the possibility of trail access along Calabazas Creek, while evaluating flood protection, security and liability issues.

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South Vallco Master Plan/2008

Chapter 5: Circulation

There are opportunities to develop bike paths within the plan area and they may be studied including contacting the Santa Clara Valley Water District to discuss potential opportunities.

Calabazas Creek is an important element to the plan area in identity and connectivity. There may be opportunities within the plan area for new developments to connect to and support the implementation of pedestrian and bicycle connection along the Calabazas Creek trail. Subject to input from various community stakeholders, and surrounding landowners, and evaluating flood protection, security, and liability issues, the trail implementation may provide access to Vallco Parkway, Highway 280 underpass and Tantau Avenue.

Santa Clara Valley Water District

The Santa Clara Valley Water District (SCVWD) owns and maintains the Calabazas Creek right-of-way (including the segment within the project site). Through the Clean, Safe

Creeks and Natural Flood Protection Plan. SCVWD partners with cities and counties to incorporate trails, park, and recreation opportunities along creeks into existing or new flood control projects.

Apple Campus 2 Project Environmental Impact Report/June 2013

The impact of the Pruneridge Avenue closure:

"Pedestrians from the neighborhood in Santa Clara to the east of the project site who have a destination to the west of Wolfe Road (such as the Cupertino Village Shopping Center) would have to detour around the site using Tantau Avenue, Homestead Road and Wolfe Road to reach their destination."

"Although the impact cannot be directly and fully mitigated with the project, Apple could improve the condition resulting from the route closure by contributing funds to study potential off-site pedestrian and bicycle improvements that would partially mitigate the impact. There are currently two opportunities for trail connections in the vicinity: (1) Calabazas Creek trail and (2) along the drainage channel south of I-280 between the existing Apple Infinity Loop campus area and Valico Parkway."

"The first opportunity includes a publicly accessible multi-use path along the Calabazas Creek, to the north and south of Apple Campus 2 (although not through the Apple Campus due to security concerns). The southern segment would connect to the sidewalks and bicycle lanes on Valico Parkway and to the proposed I-280 trail (discussed below). The northern segment would connect to the sidewalks and bicycle lanes on Homestead Road. These connections would benefit Apple employees both for commuting and recreation, as well as the public. The connection of a bicycle/pedestrian entrance for employees only at the southern leg of the Calabazas Creek trail under I-280, could be added, if determined to be feasible."

"The second opportunity is an east-west multi-use path along I-280. The route would extend from Tantau Avenue to De Anza Boulevard and would run along the existing irrigation right-of-way along I-280 and along existing surface streets near the Valico Shopping Mall. If possible, the pathway should be built on the side of the sound wall opposite the freeway...."

Impact TRANS-31: The proposed closure of Pruneridge Avenue between Wolfe Road and Tantau Avenue would have significant impacts on pedestrian access because it would reduce accessibility for pedestrians and eliminate pedestrian facilities (City of Cupertino). (S)

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cont.

Mitigation Measure TRANS-31: Implement Mitigation Measures Plan-2 and Plan-3. The multi-use paths and the pedestrian improvements proposed as part of the project would lessen the impact, but would not mitigate the impact to less-than-significant level as the elimination of existing pedestrian facilities would still occur. (SU)

Comment: Mitigation Measures PLAN-2 and PLAN-3 do not address the impact. "To mitigate this significant impact the project would need to provide a pedestrian connection across the project site that is approximately the same length as the connection via Pruneridge Avenue. Such a pedestrian connection has been determined to be infeasible due to Apple's privacy and security requirements." **This pedestrian connection is the Calabazas Creek Trail.**

Apple's second "opportunity" of an east-west multi-use path along I-280 on the side of the sound wall opposite the freeway, from the Apple Campus 2 to the Infinity Loop Campus, would impact the privacy and security of the Cupertino residential neighborhood through which this pathway passes.

Main Street Cupertino

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cont.

General Plan

Trail Policy 2-73: Open Space and Trail Linkage. Dedicate or acquire open space lands and trail linkages to connect areas and provide for a more walkable community.

Trail Strategy: Trail Projects. Implement the trail projects described in this element.

Trail Strategy: Dedicated Trails or Easements. Require dedication or easements for trails, as well as their implementation, as part of the development process, where appropriate.

Consistency: ...the project is providing the necessary pedestrian pathway from Stevens Creek Boulevard to the future trail head north of Vallec Parkway.

Source: Main Street Cupertino Project Draft Focused Environmental Impact Report
October 2008

City of Cupertino Bicycle Pedestrian Transportation Plan

Bikeway 12: Alves Drive – Bandlely Drive – Lazaneo Drive – Forest Avenue – Amherst Drive

Construct bike path between Portal School and Portal Park to connect to Portal Drive

Work with Vallco Shopping Center to provide access through wall to Vallco Shopping Center

Attractors or Links: Vallco Shopping Center, Apple,...

Possible extension: Amherst Drive to Vallco Shopping Center

Bikeway 13: Greenleaf Drive – Mariani Avenue – Merritt Drive – Portal Drive

Attractors or Links: ...Apple, ...Vallco Shopping Center

Possible extension: Merritt Drive to Vallco Shopping Center

Source: Bicycle Transportation Plan
City of Cupertino
Bicycle Pedestrian Commission
Adopted May 3, 2011

Agenda Item #7: Bicycle/Pedestrian Connectivity Between Present and Future Apple Campuses

Minutes for his meeting unavailable

Source: Bicycle Pedestrian Commission
City of Cupertino
November 15, 2008

"Apple would improve existing security and maintain a high level of security on the proposed campus through operation of a private security division and use of security measures. Security measures include...the installation of metal, picket-style fencing around the entire site."

Source: Apple
Page 580

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cont.

"Because access to the interior of the site would be restricted (the site would be surrounded by a security fence), development of the project would preclude the future development of a trail along Calabazas Creek in this location. Therefore, the project would preclude the construction of a contiguous trail along the Calabazas Creek riparian corridor, which has the potential to serve as a recreational amenity in the City."

Comments:

Calabazas Creek is not part of the Apple property; Calabazas Creek is Santa Clara County Water District property, public property. The existing fence by Santa Clara County Water District restricts access to Santa Clara County Water District property. The security fence isolates the Santa Clara County Water District property from the Apple Campus 2. The Apple project does NOT preclude the construction of the Calabazas Creek Trail.

Calabazas Creek currently functions as a flood channel and is fenced by the SCVWD in part to address safety and security concerns....In addition, developing the creek trail within the site would compromise the project applicant's key security objective by permitting the public to traverse the site.

Source: Apple Campus 2 Project Draft Environmental Impact Report
Page 593

Comment:

The public is accessing public property. There is NO public access to landscaped portions of Apple property.

...the City considers the absence of a public trail through the site along Calabazas Creek to be a significant impact in the context of General Plan policies that promote the development of a trail segment along the creek (and the potential function of this trail as a recreation and commuting amenity.

Source: Apple Campus 2 Project Draft Environmental Impact Report
Page 594

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cont.

Impact PLAN-3: The proposed project would not fully implement policies in the Land Use/Community Design Elements of the General Plan related to the provision of a proposed trail Segment along Calabazas Creek, and this conflict would result in an environmental impact. (S)

"The proposed project would not implement the proposed trail segment along Calabazas Creek shown in General Plan Figure Z-1. Because access to the interior of the site would be restricted by a perimeter security fence, development of the project may preclude the future development of a trail along the creek segment within the project site...."

"...Calabazas Creek currently functions as a flood channel and is fenced by the SCVWD in part to address safety and security concerns."

"...Apple has raised concerns that the fundamental objective of a secure campus would be compromised with the provision of a public trail immediately adjacent to or through the project site. Because such a trail, depending on its design and associated landscaping, may not be completely visible from the street, the possibility of unauthorized access into the project site may be heighten...."

"In addition, the riparian corridor within the project site terminates at a culvert under I-280. If a trail at Calabazas Creek were provided, it would either terminate at the I-280 culvert or would require a crossing under or over I-280. A connection under I-280 would be a potentially costly engineering solution or would only operable during the dry season (i.e., unavailable during the winter months when Calabazas Creek experiences high water levels)...."

Source: Apple Campus 2 Project Draft Environmental Impact Report

April 2013

Page 152

Comments:

It would certainly be desirable that Apple participates in the design of the Calabazas Creek Trail to address its concerns.

It is assumed that Apple will construct its own fence on its own property adjacent to the SCVWD property of Calabazas Creek, resulting in dual fencing. Apple may elect to provide a security buffer zone on its property between the two fences.

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cont.

Apple is already planning to assist with the landscaping of the riparian corridor of Calabazas Creek and would be able to provide assistance with its design and associated landscaping to meet its security concerns.

One reason the trail sometimes closes during the winter months is for potential or actual flooding at places where the trail passes through a tunnel next to the creek, like at Highway 101

During closure of the trail due to seasonal concerns, direct the public to Apple's alternate Calabazas Creek Trail Route.

Freeway 280 should not be considered a obstacle. There is an existing culvert for Calabazas Creek under 280. The Stevens Creek Trail has utilized existing culverts and bridges as underpasses under Middlefield Road, Highway 85 and Highway 101. Facebook has proposed a tunnel under State Highway 84 to connect its East and West Campuses

San Francisco Bay Trail

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cont.

"Trail advocates want Chevron to let the (San Francisco Bay Trail) path traverse its refinery, finally linking Point Richmond and Point Molate. The company has refused, citing security reasons."

"...in an addendum to the engineering firm's report on the matter. The report states Chevron's security concerns could be addressed easily."

"...a fenced trail would improve security. It would be closed at sundown, and Chevron could install video cameras."

Source: Dustup Over Missing Link of Bay Trail
by Chuck Squatriglia
San Francisco Chronicle
April 2, 2007

Chevron will...give Richmond an easement to help complete the Bay Trail, a path that will eventually encircle the bay."

Source: Chevron, Richmond Settle Tax Dispute

by David R. Baker
San Francisco Chronicle
May 13, 2010

Agilent

See Agilent Security Fence Photo

The Proposed Project:

"would change the designation of a 1.1 acre portion of the site designed Park and Open Space, would reduce the acreage of land designated for future parks in the City."

**Source: Apple Campus 2 Project Draft Environment Impact Report
June 2013**

Comment:

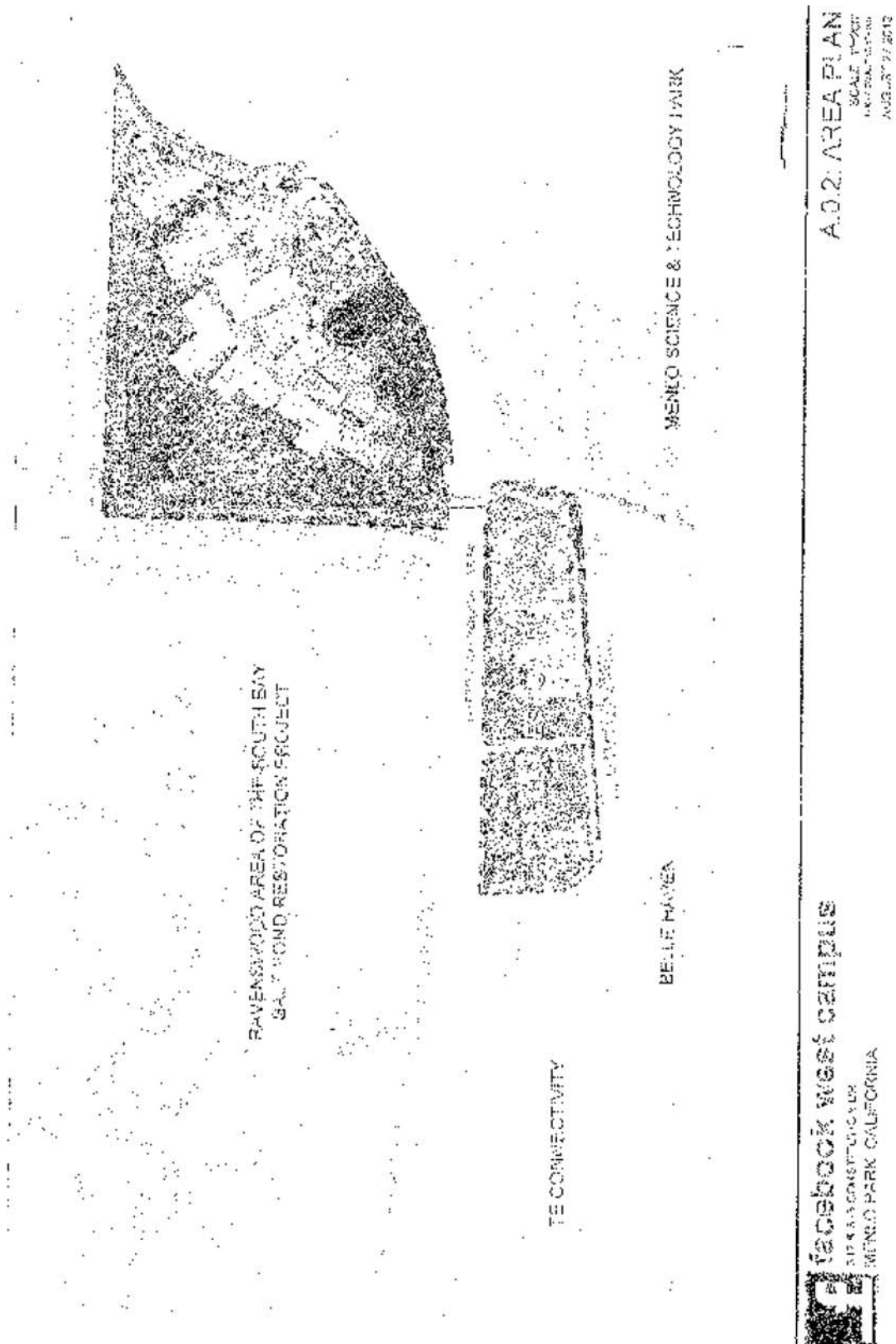
We would recommend that the Calabazas Creek Trail be located on maintenance road on the east side of the Creek; that a park be placed in Tantau Development Phase 2/Building 13 site to replace the 1.1 acre park.

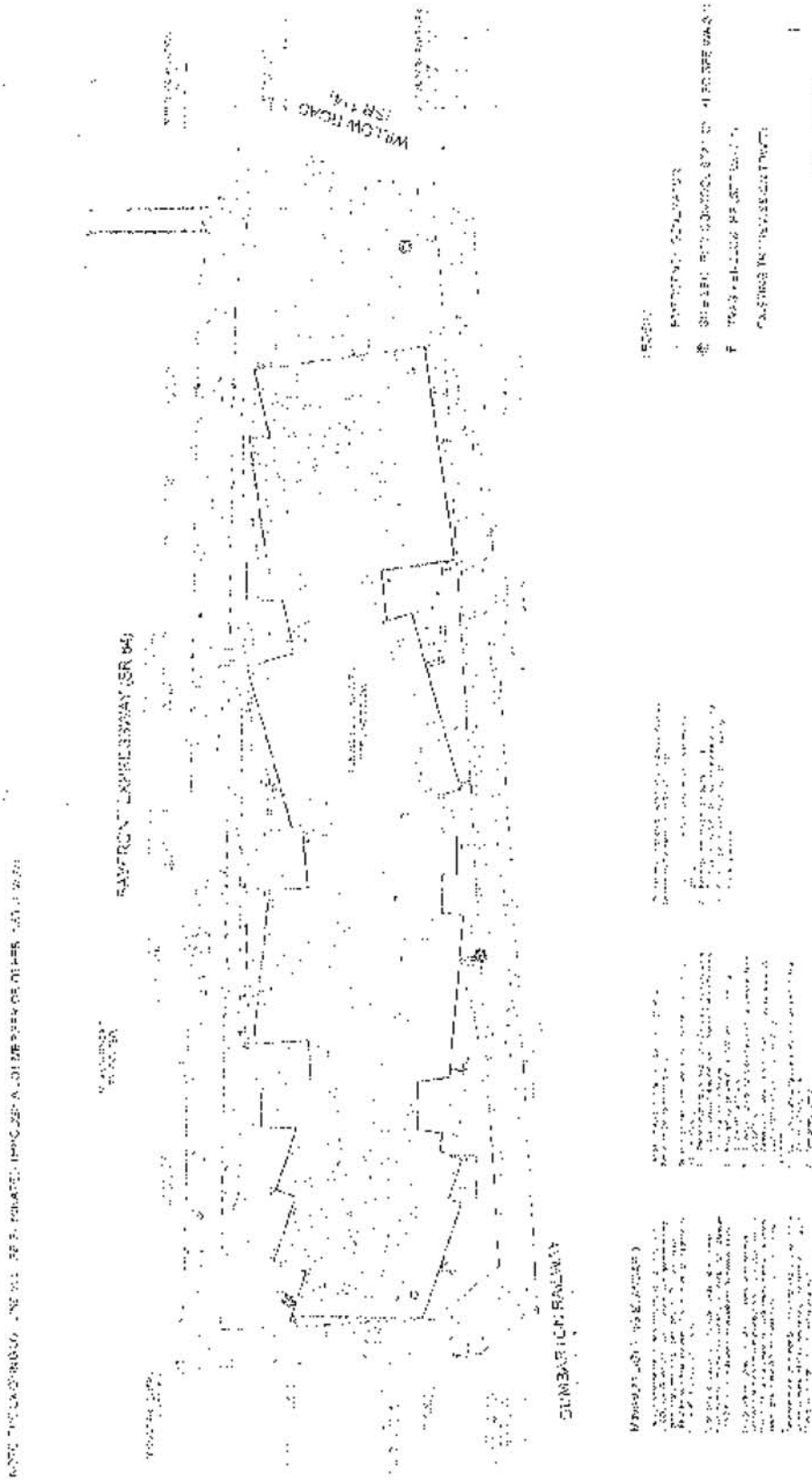
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cont.**



ATTACHMENT A



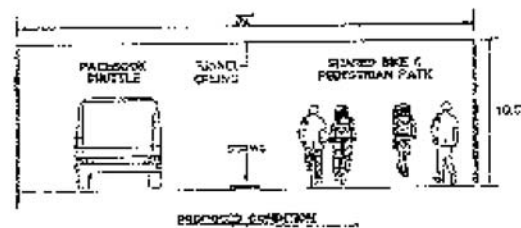
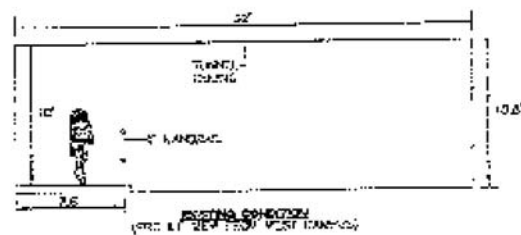




facebook west campus
3120 214 STREET, SUITE 200
MENLO PARK, CALIFORNIA
WA2.0: PROPOSED SITE PLAN
SCALE: 1"=100'
DATE: AUGUST 27, 2012



21
cont.



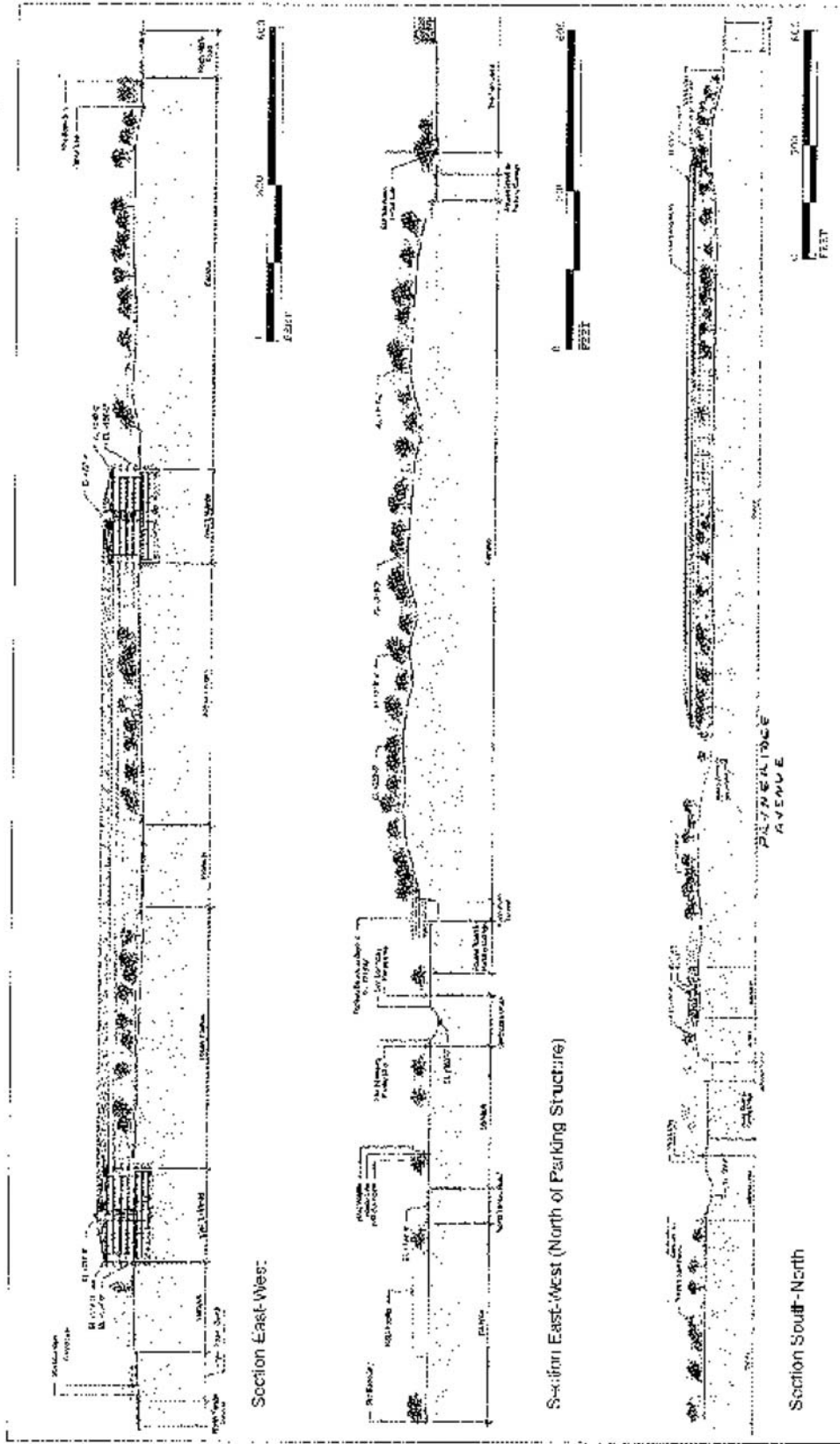


FIGURE III 6B

LSA

Apple Campus 2 Project EIR
Representative Sections

SOURCE: AECOM, APRIL 2013.
PROJECT: Apple Campus 2 Landscape Architecture (430-123)

[illegible]

06-113875

Apple Campus 2 Project EIR
Phase 2 Development - Plan and Section

Security

Pruneridge Avenue

Draft Environmental Impact Report considers only separate project alternatives:

RIR should consider the benefits of combining the proposed Project with no closure of Pruneridge Avenue by retaining Pruneridge Avenue at its present grade and extending the Apple Campus 2 over Pruneridge Avenue. Security fence would be the same.

See attached September 2011 letter in response to Environment Impact Report Scoping

Calabazas Creek Trail

Comments:

Calabazas Creek is not part of the Apple property; Calabazas Creek is Santa Clara County Water District property, public property. The existing fence by Santa Clara County Water District restricts access to Santa Clara County Water District property. The security fence isolates the Santa Clara County Water District property from the Apple Campus 2.

It is assumed that Apple will construct its own fence on its own property adjacent to the SCVWD property of Calabazas Creek and its fence, resulting in dual fencing. Apple may elect to provide a security buffer zone on its property between the two fences.

On both sides of the Santa Clara County Water District Calabazas Creek property there is a 50 foot setback. See

Site Plan – South
Figure III – 5b
Draft Environment Impact Report

To the northwest of Calabazas Creek, the 6-lane driveway with a security checkpoint to the parking structure creates an open buffer zone and there is elevated topography, the Corporate Auditorium and approximately 600+ feet of open space to the Main Building. See

Site Plan – South

"...in an addendum to the engineering firm's report on the matter. The report states Chevron's security concerns could be addressed easily."

"...a fenced trail would improve security. It would be closed at sundown, and Chevron could install video cameras."

Source: Dustup Over Missing Link of Bay Trail
by Chuck Squatriglia
San Francisco Chronicle
April 2, 2007

Chevron will...give Richmond an easement to help complete the Bay Trail, a path that will eventually encircle the bay."

Source: Chevron, Richmond Settle Tax Dispute
by David R. Baker
San Francisco Chronicle
May 13, 2010

22
cont.

Samsung

PUBLICLY ACCESSIBLE OPEN SPACE: The privately owned open space within the project that is located along public rights-of-way and pedestrian sidewalks, walkways and plazas shall be publicly accessible. The applicant shall have the right to establish and enforce reasonable rules and regulation for the use of the open space. (PROJECT-SPECIFIC CONDITION)

Source: City of Mountain View
Findings Report/Zoning Permit for Application 113-12-R
April 26, 2013
Page 7

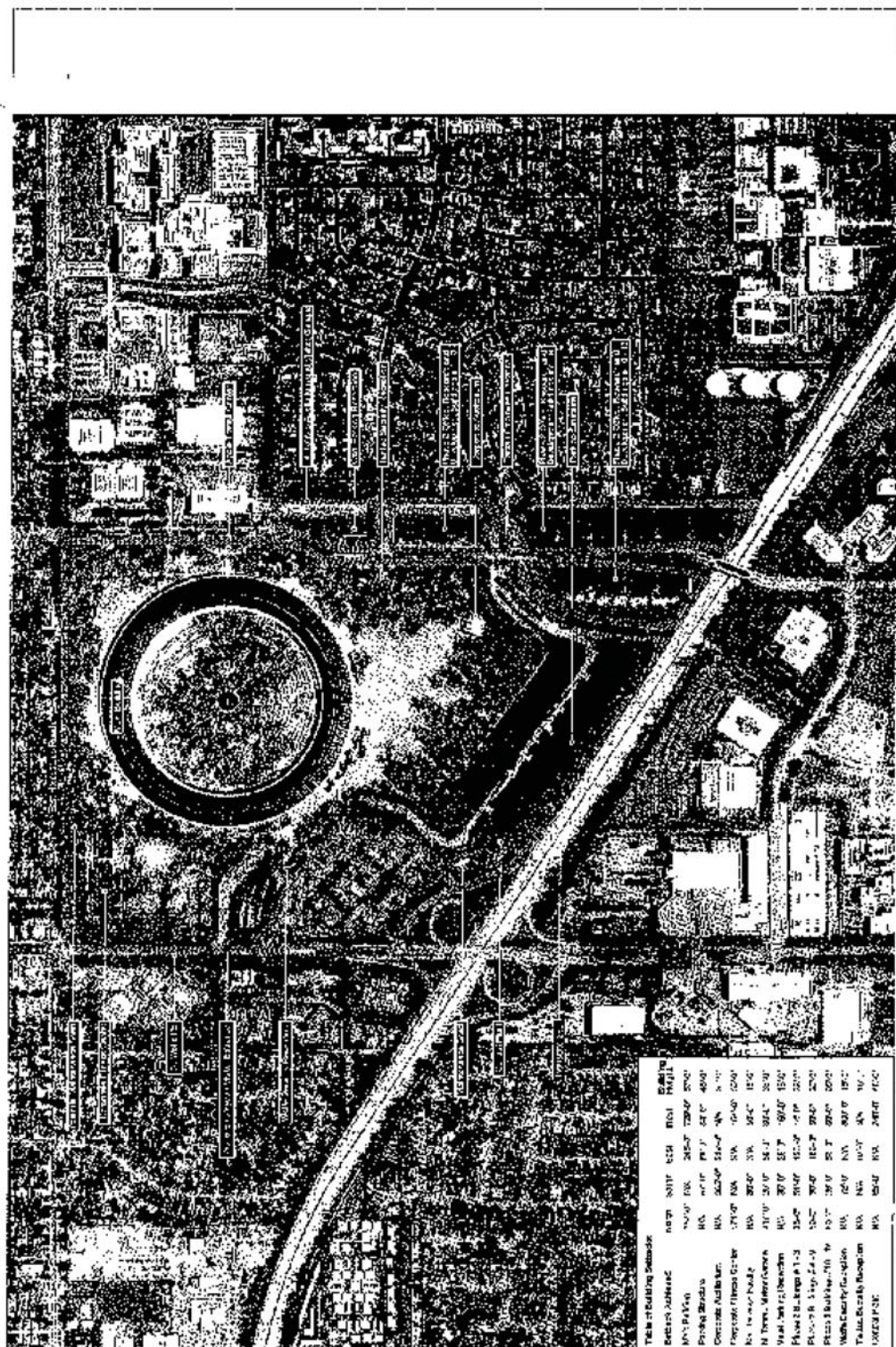


FIGURE III.4

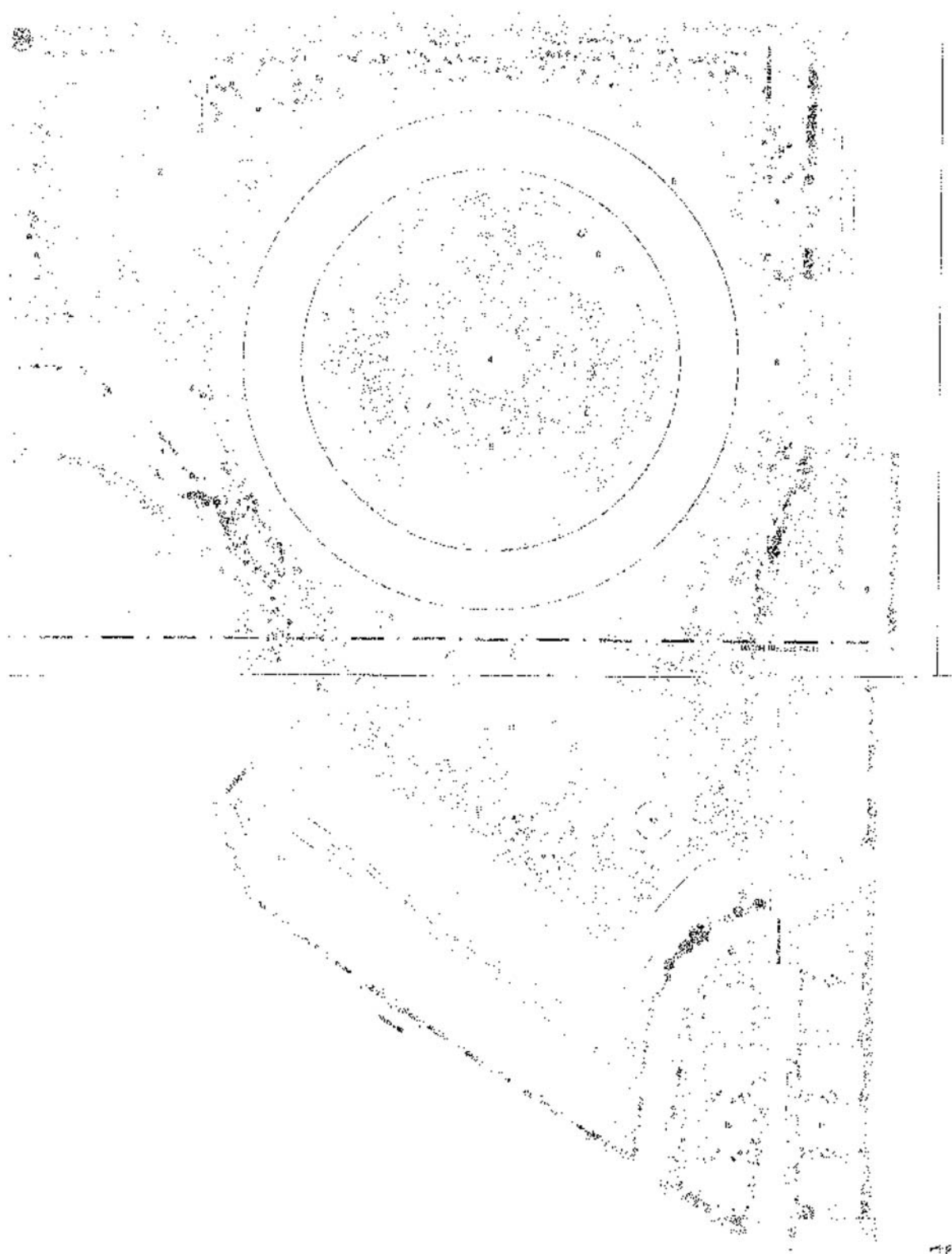
LSA

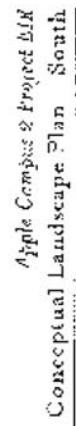
Apple Campus 2 Project Site / GROUNDWATER FENCE CHANGES



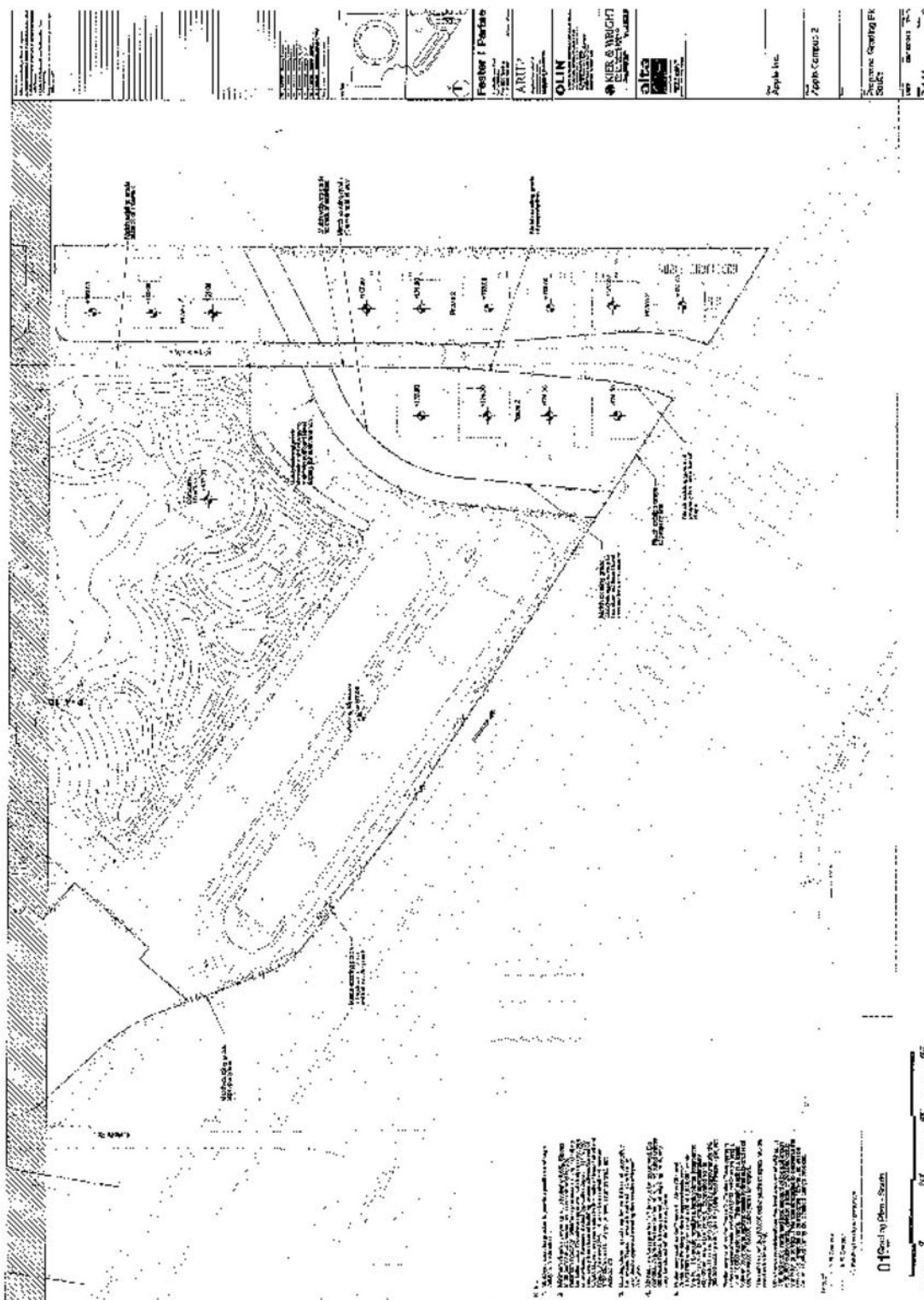
Apple Campus 2 Project EIR
Site Plan

SOURCE: APPLE, MAY 2013
FIGURE III.4 Apple Campus 2 Project EIR, IV.4.d (P.10.1)









Mountain View VOICE

JUNE 15, 2011 VOLUME 20 NUMBER 2

www.MountainViewOnline.com



Hitting the trail

Bicyclists exit from the newly open Portola-Lane Trail tunnel following the June 14 public dedication ceremony for the trail. See story, Page 2.

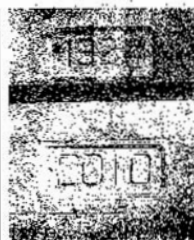
BICYCLING

San Rafael-Larkspur connection runs deep. Again.

By Sam Whiting
CHRONICLE STAFF WRITER

Starting at 5 p.m. Friday, bicyclists in Marin County will have one less headache and a lot less car traffic to deal with. The traffic will still be there, and so will the toll. But an old railroad tunnel that once through it has been dug out and daylighted, connecting San Rafael to the Larkspur ferry with a smooth, flat surface for riders and walkers.

The Cal Park Hill Tunnel, which starts at the railroad station at the south end of San Rafael and ends at the Larkspur ferry, is 1,000 feet long. But this is a precious 1,000 feet because it will not be closed to all the commuters. During rush hour, a



Mariners commencing the Cal Park Hill Tunnel opening in 1994 and its reopening.

cyclist will be able to beat a tourist from one side to the other, and that's while sticking to the tunnel's speed limit of 15 mph.

"This will be a major transportation corridor,"

says David Hoffman, director of planning for the Marin County Bicycle Coalition, which is lobbying to open a second, narrow rail route through the Alto Hill Tunnel, which separates Hill Valley from Corte Madera.

Use of the Cal Park Hill Tunnel is estimated to be 800,000 trips a year, which is a lot of bikes but probably not enough to get a \$47 million project done. The bike route was something of an afterthought to SMART (Sonoma-Marin Area Rail Transit), which owns the land and plans to return rail travel to the other portion of a tunnel that opened in 1984 and closed in the 1990s.

The afterthought is now the forefront, because



An old railway tunnel connecting San Rafael and Larkspur was daylighted with good lighting, cameras and smoothed walls to serve cyclists and pedestrians.

Tunnel to reopen

Tunnel from page 14

safer, less demanding for SMART has slowed. The train is 52 years away at best, and all that can be seen of the walled-off transit side of the tunnel is a monthly approach.

SMART and Marin County split the bill for the tunnel, which is LED-lighted and has a yellow stripe down the middle, a ventilation system for airflow and enhanced reception for cell phones. There are eight surveillance cameras and four emergency call stations. At one point it is steeper than a 5 percent grade, to make it wheelchair accessible. They've even smoothed one wall to

soften knuckle scrapes.

The bike commute from San Rafael to the ferry has been either a slip-fall over the ridge or an uphill slog, and about that goes past the dropout, past the water treatment plant, over broken glass and debris, and through a merge with cars coming from the Richmond-San Rafael Bridge onto East San Francisco Drake Boulevard.

The return commute is worse, as it climbs past the entrance to San Quentin State Prison to the crossroad where cyclists going uphill must pump through a left turn against the traffic lying off the bridge, without benefit of a stop light or even a sign. That is one side to avoid, and among those who avoid it is Erin Clarke, 27, office engineer for Jacobs Associates of

San Francisco, which managed the project.

"Everyone is getting on and off the 680 freeway, and it's just too fast," she says. "It's really scary for bikers."

For a month, Clarke commuted by ferry, then biked to the San Rafael side, where she worked out of a trailer. The ride got so bad that Clarke had her boss meet her on the Larkspur side and then took her spouse to her trailer.

But on Monday, Clarke ferried over, crossed the street to the push and rode it. Five minutes into the tunnel, she passed twin green border markers, delineating that she was exiting the city of Larkspur and entering the city of San Rafael. In another five minutes, she was at the north terminus, 1.5 miles from downtown San Rafael.

That's 10 minutes ferry to terminals, and that is on a 13-year-old mountain bike, weighed down by her steel toe Red Wing work boots.

The bike-lane approach from either end is longer than the tunnel itself. On the north end it angles off of Anderson Drive, takes a new pedestrian bridge over Bellam Boulevard, cuts under the Redwood Highway (Highway 101) and eventually empties onto Anderson.

Friday's opening ceremony will take place at the Larkspur end, and there is speculation that 100 to 200 people might be jockeying at the ribbon, hoping to be the first through. They won't be.

"I was the first bicyclist," Clarke says. "I made sure of it."

E-mail Sam Whiting at swhiting@sfchronicle.com.

Wednesday, December 6, 2000

23
cont.

DEVELOPMENT AGREEMENT/COMMUNITY BENEFITS

"Under State law (California Government Code Section 6584-65869.5), development agreements enable the City to grant a longer-term approval in exchange for demonstrable public benefits."

"Staff recommends that the City Council provide direction for negotiating the Development Agreement...based on the following parameters:

1. Provide a source of on-going revenue....
2. Provide one-time items in the form of public improvements or studies that would benefit the surrounding area.
3. Provide a mechanism for funding programs and services that meet on-going community needs.
4. Pursue a commitment to fund housing opportunities in the City and surrounding region.
5. Pursue a trip cap penalty amount that is severe enough to ensure compliance with the project description."

24

"The framework...are generally above and beyond mitigation measures associated with the EIR."

"The framework outlined above reflects the staff recommendation based on all of the various inputs received to date. The Council has the option of supporting the framework, modifying the framework, or proposing an alternative framework. Regarding of which option the Council chooses, it should provide direction to the negotiating team in order for negotiations to begin."

"At the conclusion of negotiation, the negotiating team will present a term sheet for consideration by the Council. After Council acceptance of the term sheet, staff will prepare the complete Development Agreement Agreement for public review by the Planning Commission and the City Council at respective public hearings....

Source: City of Menlo Park Council Meeting
February 14, 2012
Staff Report #12-029
Agenda Item #F1

"Under State law [California Government Code Section 6584-65869.5], development agrees enable the City to grant a longer-term approval in exchange for demonstrable public benefits."

"A Development Agreement is not something that the City can require an applicant to apply for, but is something that the applicant may choose to apply for if they are seeking vested rights in approvals and/or a project element that is non-standard or diverges from Zoning Ordinance or General Plan requirements."

"...public benefits that are defined through the Development Agreement do not have to be directly correlated to a project's impacts or follow a standard formula. For the purposes of this discussion, public benefit is typically viewed as a distinct topic than those inherent attributes of the project that may be considered positive, such as the projected sales tax revenue."

Source: City of Menlo Park Planning Commission
September 24, 2012
Staff Report:
Agenda Item#E2

24
cont.

"Under the terms of a tax sharing agreement between the City of Cupertino and Apple, Apple receives approximately 30% of the City's annual share of sales tax revenues directly generated by the company. The City sales tax figures presented in this report are net of the payments to Apple. Although the agreement is scheduled scheduled to expire in 2014 the analysis assumes it is extended into the foreseeable future, in consideration of a development agreement between Apple and Cupertino."

Source: Economic and Fiscal Impacts Generated by Apple in Cupertino
by Keyser Marston Associates
Prepared for Apple
May 2013
Footnote 15
Page 15

COMMENT:

MITIGATION MEASURES SHOULD NOT BE CONSIDERED DIRECT COMMUNITY BENEFITS

Community Benefits

As condition of approval to project

While Stanford estimates its benefits package to total about \$173 million, the City values the proposed benefits at about \$40 million. The main difference is Stanford's assertion that the Go Passes constitutes public benefits, while the City maintains that they are **mitigations required by state law.**"

Source: Stanford Hospital Expansion Sails Toward Finish Line
By Gennady Sheyner
Palo Alto Weekly
May 20, 2011

"While Stanford values the "community benefits" package at about \$173 million, the City says it's closer to \$43 million. Palo Alto officials argue that many of the benefits in the Stanford proposal, including the Caltrain passes, are **mitigations that hospitals are required to provide to get environmental clearance for the project.**

Source: Stanford Hospital Expansion Up for Final Vote
By Gennady Sheyner
Palo Alto Times
June 2, 2011

Comments: What are the mitigations required by state law for Apple to provide to get environmental clearance for the project.

PHOTO BY JEFFREY M. HARRIS

Facebook hands out \$200K to nonprofits

Largesse part of deal struck with city over workforce

By Bonnie Fishinger
fishinger@bayareanews.org

Facebook kicked off the new year by showering 42 nonprofits in Menlo Park and East Palo Alto with a total of \$200,000 in grants, according to company officials.

The financial largesse is part of a deal the social media company struck with the city of Menlo Park last year in exchange for permission to almost double the number of employees on its main campus at the intersection of Lafayette Expressway and Willow Road.

Although Facebook originally promised to create a \$400,000 foundation, Susan Gonzalez, the company's head of community engagement, said Monday that it kicked in an extra \$100,000 for a total community donation of \$500,000.

"We were pleased by the response," Gonzalez said, adding that more than 100 community groups applied for the funding. "We decided in order to address a lot of the requests we'd add \$100,000 to help accelerate the launch of the fund."

Menlo Park Council Member Kristin Keith, who is on the Facebook Local Community Fund board and participated in the grant allocation discussions, a org with East Palo Alto Council Member Laura Martinez and several Facebook employees, said it was "fantastic" to be able to give out the money.

"These are really needy organizations who will helpfully change people's lives," Keith said.

The grants, which range from \$2,500 to \$5,000, will help support everything

FACEBOOK'S NEW FOUNDATION GAVE A TOTAL OF \$200,000 TO 42 NONPROFITS IN MENLO PARK AND EAST PALO ALTO.

A Better Way	don
Baby Basics	Mouse Squad
Bayshore Christian Ministries	My New Net Shoes
Bella Haven Community Foundation	New Creation Home Ministries
Boys & Girls Clubs of the Peninsula	Nuestro Casa
College Spring	Peninsula Conflict Resolution Center
Community Legal Services in East Palo Alto	Peninsula Family Service
Community Overcoming Relationship Abuse	Peninsula Volunteers
East Palo Alto YMCA	Rebuilding Together
Humanca Hunger Program	Renaissance Entrepreneurship Center
East Palo Alto Tarnis & Tutoring	Rieses Center for Human Enhancement
East Palo Alto Kids Foundation	Roadrunners
Eternal Life Church	Rosario Rendu
FF Kids Foundation	Rosener House Adult Day Care
Foundation for a College Education	Saint Francis Conference of St. Vincent de Paul
Free at Last	Sejour to the Past
Georges' A-Garnes	St. Francis/Khan Academy Youth Club
Girls to Women	Star Vista
HIP Housing	Teen Talk Sexuality Education
Job Train	Youth Community Service
KARA	
Kiwanis Club Foundation	

Latin Community Foundation

from youth programs to food distribution to small business aid to school clothes for homeless kids. Organizations were notified about the grants last week, Gonzalez said.

Pelicia Matthews of A Better Way Foundation in East Palo Alto said the \$5,000 grant will make a world of difference for the three-year-old nonprofit and the at-risk kids it serves. The organization hopes to use the money to create an after-school technology program, she said.

"This gives us an opportunity to see what we can do," Matthews said.

Last month, Facebook's

28-year-old founder Mark Zuckerberg announced he was donating \$500 million in stock to the Silicon Valley Community Foundation to support health and education causes.

Keith said Menlo Park is fortunate to have Facebook. "I look around and I don't see other corporations doing this," she said. "It's pretty amazing."

The next round of funding will be distributed in June, according to Gonzalez. Interested nonprofits are asked to email info@venturesfoundation.org for additional information about the Facebook Local Community Fund and the grant program.

24
cont.

Community Benefits

NOT associated with any pending project or as a condition of approval to any project

* In August 2006 Goggle provide free wireless internet (WiFi) network in Mountain View. Goggle "This network is a way for us to give back to and engage with the community where our headquarter is....it has been tremendously rewarding to partner with the local government, the schools, the library, the neighborhood associations...to introduce the power of free, wireless Internet to the City." In addition to providing no cost WiFi service in the City, the agreement w Goggle calls for Goggle to pay the City an annual fee for use of the City's streetlight poles and equip the City's mobile library services with mobile wireless equipment.

Source: City of Mountain View

* In June 2011 Goggle gives \$ 1 million to the local elementary and middle schools, the Mountain View Whisman School District.

* November 11, 2011 Goggle invests in affordable housing in Mountain View, the \$23.5 million Franklin Street Family Apartments, a 51-unit rental development.

Source: Goggle Invest in Home Project
By Mike Swift
San Jose Mercury News
December 7, 2011

* On June 14, 2012 Goggle announced that it will donate \$1 million to the Mountain View Whisman School District. It's the second such grant that Goggle has given to the district.

Asked whether Goggle expected anything in return for its heavy investment in the district, the Manager of Community Affairs for Goggle, stated that the "company is hoping to hire talented individuals from its own backyard in years to come, and that investing in local education is a surefire way of ensuring the company can do just that....We want to continue supporting our hometown schools and ensure all students in Mountain View are getting a strong education."

Source: Goggle Donates \$1 Million to Local Schools
By Nick Veronin
Voice of Mountain View
June 15, 2012

* On June 4, 2013 (FaceBook)" has pledged as much as \$215,000 to overhaul a storefront in Belle Haven Center at Hamilton Avenue and Willow Road and to cover 75 percent of the rent until June 2016, according to a copy of an agreement presented to the Council."

Source: Facebook to Help Fund New Police Substation
By Bonnie Eslinger
San Jose Mercury News
June 7, 2013

City of Menlo Park City Council Meeting June 4, 2013
Agenda Item #F-3
City Manager Report #13-091

24
cont.

* A slew of upgrades around town for bicyclist and pedestrians are in the newly approved city budget, thanks to the efforts of activists and a little funding from Goggle.

The City's 2013-14 budget, approved last month, includes a long list of upgrades around town for those on foot and on bike, paid in part with \$435,000 from Goggle....

In a letter about the offer, Goggle real estate chief David Radcliffe said he was "delighted" the city had made such things a top priority this year and offered the city \$500,000 towards the cause....

The Google projects include \$50,000 for sorely needed downtown bike racks, \$150,000 to help extend the Permanente Creek Trail to Middlefield Road and \$160,000 towards creating a new bicycle transportation plan for the city...."

Goggle also agreed to donate \$75,000 to add flashing lights to three crosswalks on Shoreline Boulevard near downtown,...

"We're proud to call Mountain View home and are thrilled to work with the city to promote a more walkable and bike-friendly community," Radcliffe said in an email.

...and there's still \$65,000 in Goggle money that has yet to be spent on bike and pedestrian improvements.

Source: Mountain View Voice
by Daniel Debolt
July 5, 2013
Page 1

MENLO PARK

Facebook to help fund new police substation

The Menlo Park City Council this week approved a three-year lease for a new police substation in Belle Haven and publicly thanked Facebook for stepping up to help finance it.

The social networking company has pledged as much as \$215,200 to convert a storefront in the Belle Haven Center at Hamilton Avenue and Willow Road and to cover 75 percent of the rent until June 2016, according to a copy of an agreement presented to the council.

Menlo Park's main police station is on the city's west side, on Laurel Street. Officers who patrol the east side neighborhood of Belle Haven work out of a storefront near Willow Road and Newbridge Street, but the office is closed to the public.

In addition to being larger and more conveniently located, the new substation will be open to the public part of the time, police Chief Bob Jonsson said.

— *Bonnie Islinger, Staff*

FRIDAY, JUNE 7, 2013

No Closure of Pruneridge Avenue Alternative #2

Draft Environmental Impact Report considered only separate project alternatives:

EIR should consider the benefits of combining the proposed Project with No Closure of Pruneridge Avenue Alternative by retaining Pruneridge Avenue at its present grade and extending the Apple Campus 2 over Pruneridge Avenue by means of placing Pruneridge Avenue in a tunnel-like structure, i.e., Pruneridge Avenue Alternative #2

See attached September 2011 letter in EIR Scoping response: Pruneridge Avenue Alternative #2

Pruneridge Avenue Alternative

The initial Pruneridge Avenue alternative is that "Pruneridge Avenue would remain a public road."

"would reduce the amount of open space on the campus"

Comment:

The proposed alternative #2 would not affect the amount of open space.

would "require the implementation of separate security mechanisms on the portions of the campus north and south of Pruneridge Avenue."

Comment:

The proposed alternative #2 does not result in a divided north and south campus.

See section on Security

would "require the reconfiguration of buildings on the site, changes to the size and shape of some buildings, modified access points and other changes to reflect a divided campus."

Comment:

The proposed alternative #2 does not result in a divided campus.

Would "changes to the project grading and excavation plan..., resulting in a greater volume of off-hauled materials compared to the proposed project."

Source: Alternatives

Draft Environmental Report
Section VI
Page 597

Comments:
Pruneridge Avenue Alternative #2

Would not require the implementation of separate security mechanisms

Would not require the reconfiguration

Would require changes to the project grading and excavation plan but not necessarily a greater volume of off-hauled materials

Off-haul requirement = 900,000 cubic yards

Source: Conceptual Plan for Pruneridge Avenue Alternative
Figure VI-2

Proposed Phase 1 Project: Main Site and Auditorium Parking indicate approximate cut of 1,530,000 cubic yards and a fill of 1,610,000 cubic yards. This would result in a bank volume (comparing existing grade to final sub-grade) of approximately 80,000 cubic yards of import. Excavated soil is expected to expand (soil bulking) by approximately 5% (80,000 cubic yards), yielding balanced Phase 1 project.

Proposed Phase 2 Project: Tantau Development indicate approximate cut of 160,000 cubic yards and a fill of 10,000 cubic yards. This would result in a bank volume (comparing existing grade to final sub-grade) of approximately 150,000 cubic yards for export.

Source: Proposed Grading Plan North
April 15, 2013

Comment: 900,000 cubic yards of off-haul for proposed Pruneridge Avenue Alternative seems high compared to proposed project (Phase 1 > 0 and Phase 2 > 150,000 cubic yards).

Pruneridge Avenue Alternative #2 requires recalculation of any off-haul.

25
cont.

Comment: California Academy of Sciences in Golden Gate Park has a green roof, landscaping on its roof

Facebook West Campus has landscaping on its roof

Apple's Corporate Auditorium is underground. See Figure III - 11b
Corporate Auditorium - Representative Section, Draft Environment
Impact Report

25
cont.

The negative consequences as presented in Section VI Alternatives in the Draft Environment Impact Report of the separate Pruneridge Avenue Alternative are not applicable to the suggested Pruneridge Avenue Alternative #2 in which Pruneridge Avenue is retained and continues to be a public right of way and Apple Campus 2 is extended over Pruneridge Avenue by means of placing Pruneridge Avenue in a tunnel-type structure and Apple Campus 2 extends on the top of the tunnel.

Environmental Impact Report (EIR) for Apple Campus 2

Re: Closure of Pruneridge Avenue

Consideration of an alternative plan: Retain Pruneridge Avenue as a minor traffic connector and bike route as in the General Plan. Retention would allow the continuation of the recent change in the City of Santa Clara portion of Pruneridge Avenue, consisting of the conversion of 4 traffic lanes to 2 traffic lanes, a center turn lane and bike lanes. It would continue to be an east/west traffic connector, reducing traffic on Homestead Avenue.

25
cont.

Retention of Pruneridge Avenue would be accomplished by connecting the North and South sections of Apple Campus 2 by the construction of either a tunnel or a bridge. The bridge would be the best alternative since Apple plans to construct below grade parking; the excavated dirt would be used as a base for the bridge approaches. The bridge could be as wide as necessary to provide an extension of the campus, a parkway, a pedestrian walkway, and /or transportation corridor. Since security is a concern, the elevated surface area would not be accessible to

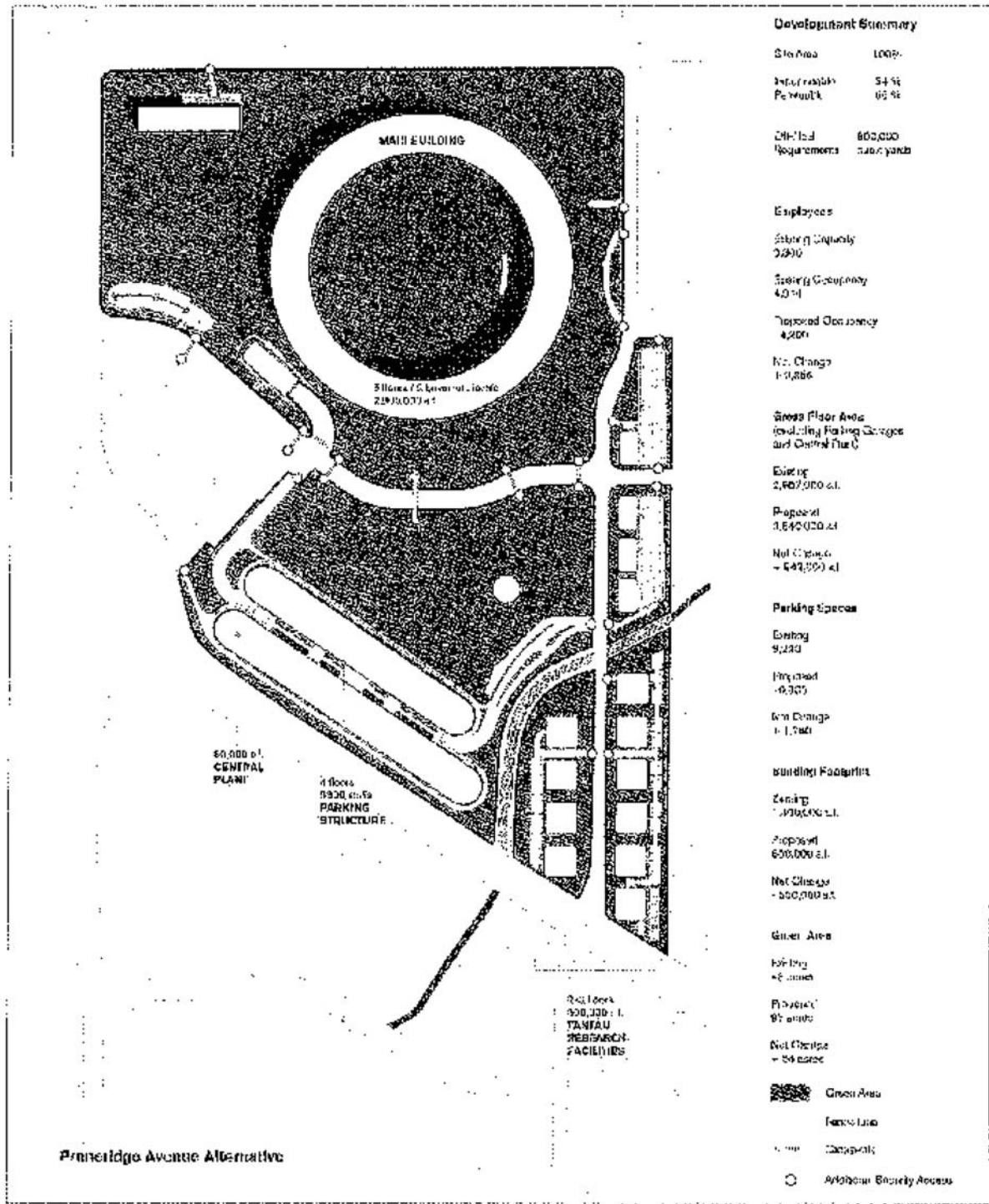
the public; security perimeter along Pruneridge Avenue would be a continuation of the security perimeter around the rest of the Apple Campus 2.

It would satisfy the project objectives of “creat(ing) a physically unified campus community that respects Apple’s security needs in part through perimeter protection.” The design could “provide an expanse of open and green space for Apple employees’ enjoyment,” another project objective.

The retained location of Pruneridge Avenue does not affect the Apple building.

The City and Apple would negotiate for the necessary air rights for the bridge; similar to the air rights regarding the Wolfe Avenue bridge between the west and east side of the Valico Shopping Mall.

Submitted by Darrel Lum on September 19, 2011



LSA

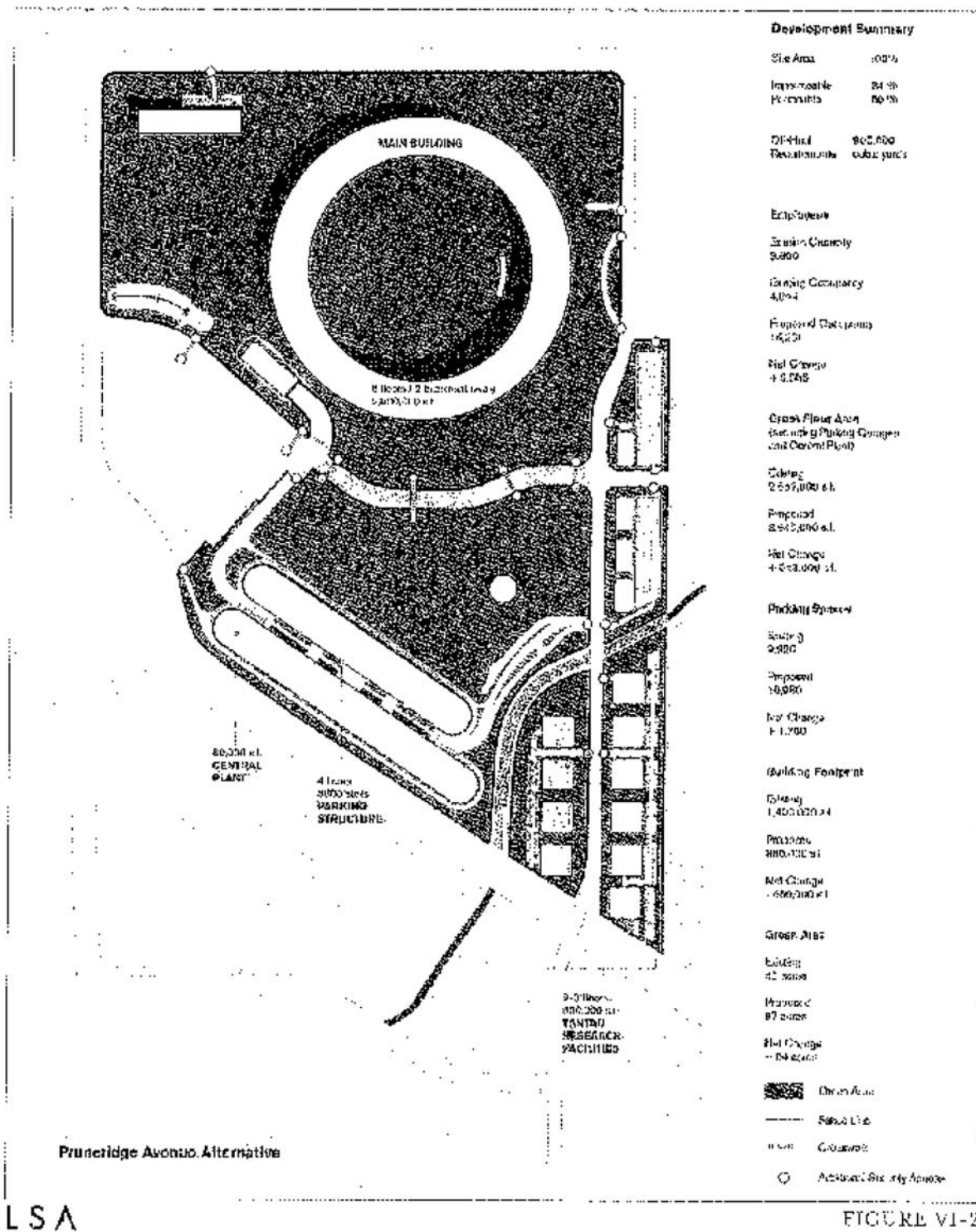
FIGURE VI.2

NOT TO SCALE

SOURCE: LSA, 2000, 2001

PROJECT: Apple Campus 2 Project, Fig. VI.2 (1/20/01)

Apple Campus 2 Project EIR
Conceptual Plan for Franeridge Avenue Alternative



26
cont.

10/11/2013 10:00 AM

SOURCE: APPRI, APRIL 2013.
 LSCX110: Apple Campus 2 (fig. 10/11/2013)

Apple Campus 2 Project EIR
 Conceptual Plan for Pruneridge Avenue Alternative

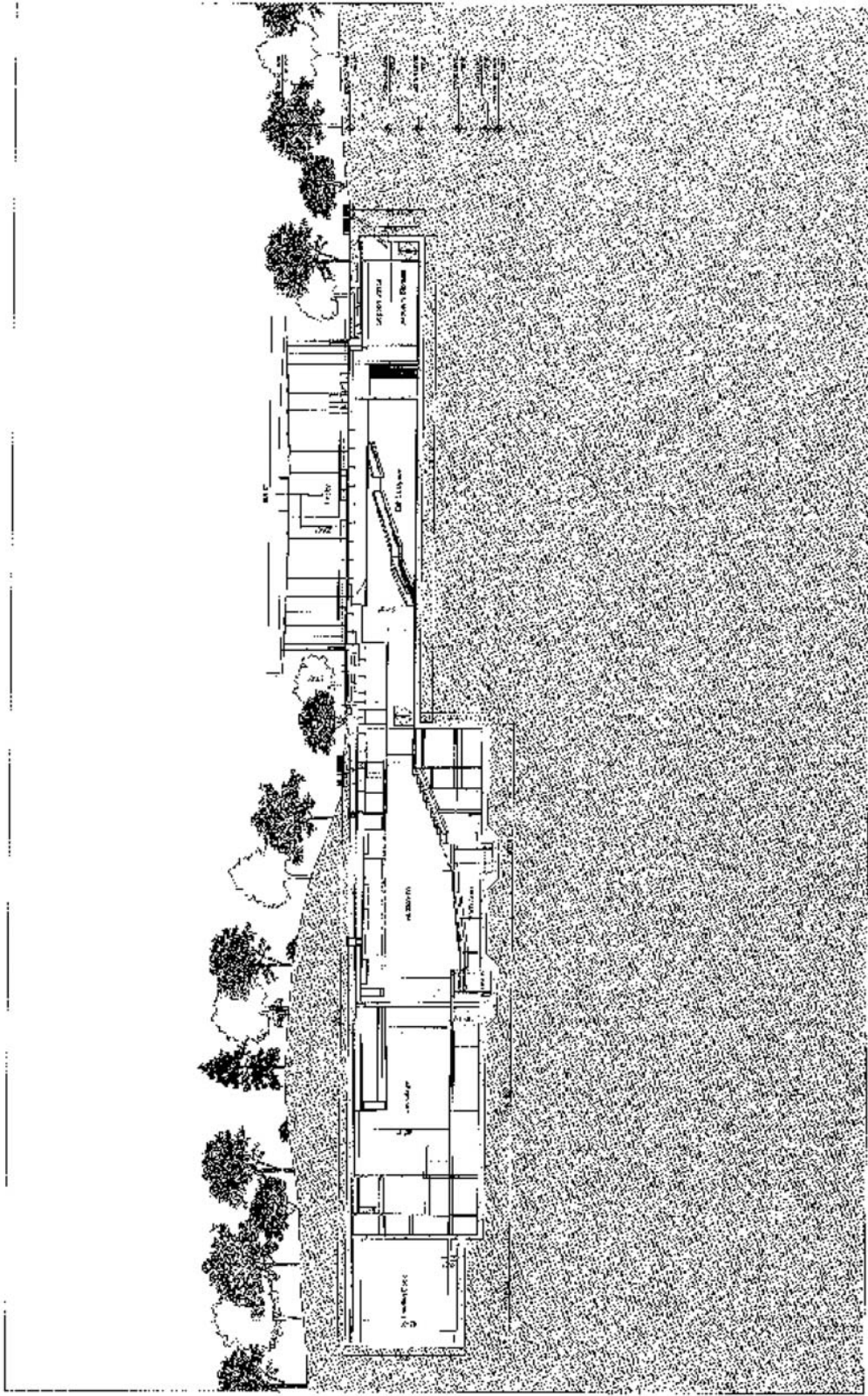


FIGURE III-11b

Apple Campus 2 Project EIR
Corporate Auditorium Representative Section



0 20 40
FEET

SOURCE: APPLE, APRIL 2013
EXCUTING Apple Campus 2, 656-750 Hillway (2013)

Figures from Draft Environmental Impact Report

Figure III - 4 Site Plan

Figure III - 5b Site Plan – South

Figure III - 6b Representative Sections

Figure III - 11b Corporate Auditorium – Representative Section

Figure III - 12b Phase 2 Development – Plan and section

Figure III - 15b Conceptual Landscape Plan – South

Figure VI - 2 Conceptual Plan for Pruneridge Avenue Alternative

Figure VI - 2 Modified Conceptual Plan for Pruneridge Avenue Alternative #2

Plan P 4-11 Proposed Grading Plan as of 4/15/13

From: Mark Matsumoto [<mailto:markm@cupertino-chamber.org>]
Sent: Wednesday, July 10, 2013 4:32 PM
To: City Council
Subject: Support for Apple Campus 2

Dear Mayor Orrin Mahoney and City Councilmembers,

The Cupertino Chamber of Commerce Board of Directors would like to submit their official letter of support for Apple Campus 2. We are excited about the benefits this project will generate not only for our local businesses and community, but for the entire Silicon Valley region. Thank you in advance for taking the time to consider our comments.

Best Regards,

Mark Matsumoto

Mark Matsumoto, Government Affairs Specialist
Cupertino Chamber of Commerce
markm@cupertino-chamber.org
(408) 252-7054 x14
20455 Silverado Ave
Cupertino, CA 95014

Please consider the environment before printing this email.

July 10, 2013

Mayor Orrin Mahoney and Cupertino City Council
Cupertino City Hall
10300 Torre Avenue
Cupertino, CA 95014

Re: Support for Apple Campus 2

Dear Mayor Mahoney and City Council Members,

The Cupertino Chamber of Commerce Board of Directors strongly support the Apple Campus 2 project. The timely and successful completion of this project is of critical importance to Cupertino and the Silicon Valley region from both an innovation-based and economic-development perspective.

Apple Inc. is a world leader in producing environmentally conscious, innovative and beautifully designed consumer electronics, software and personal computers. Their proposed 176-acre campus continues Apple's trend of taking a leadership role in every endeavor they undertake. Apple Campus 2 will feature groundbreaking design and an unprecedented commitment to environmentally sustainable principles. In addition, the campus will be a 21st-century workplace that will foster and shape the future of technology.

With approval of Apple Campus 2, Cupertino and the region will be the beneficiary of Apple's significant financial investment in our city. The new campus and Apple's continued presence in Cupertino are expected to generate:

- 24,000 jobs in Cupertino.
- \$100 Million funded by Apple for roadway, traffic and landscape improvements, community benefits and one time fees to the City of Cupertino.
- \$150 Million each year in sales for Cupertino small businesses including our hotels, restaurants and retailers from Apple employees and suppliers.
- \$8.6 Billion annually in sales from goods and services purchased by Apple from more than 700 companies in Cupertino, Sunnyvale and Santa Clara.
- \$57 Million in tax revenue each year to local governments in Santa Clara County to fund essential neighborhood and community services.

Apple Inc. has consistently and significantly supported the Cupertino community. Having the world's most iconic consumer-technology company build their centerpiece R&D campus in our town will greatly benefit the businesses and residents of Cupertino. This campus will make the city an even more attractive draw for future residents and those looking to make investments in our community.

We look forward to the future success of this project and we hope to work with you to help it become a reality.

Sincerely,



Kevin McClelland
2013 President
Cupertino Chamber of Commerce



Cupertino Chamber of Commerce

Your Partner in Silicon Valley

Cupertino Chamber of Commerce

20455 Silverado Avenue
Cupertino, CA 95014
Tel (408) 252-7054
Fax (408) 252-0638
www.cupertino-chamber.org

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Pacific Business Centers

Keiichiro Yoshida
Bay Club Silicon Valley

From: Sam Ashknaz [<mailto:sam@EDCCupertino.com>]
Sent: Monday, July 08, 2013 10:53 AM
To: City Council
Subject: Campus 2

Dear sir,

I sincerely support this project, This will bring lots of jobs and it will be good for local businesses too.
I think this is the best thing that has even happened for the city of Cupertino.
All the best!

Thanks,

Sam Ashknaz
Owner/Operator



Erik's DeliCafé

19652 Stevens Creek Blvd
Cupertino, CA. 95014
Ph: 408-973-9898
Fx: 408-973-0753



From: Maria Streeby [<mailto:Maria.Streeby@thecypresshotel.com>]
Sent: Monday, June 24, 2013 4:02 PM
To: City Council
Subject: Support Apple Campus 2

The Cypress Hotel and Park Place Restaurant support the Apple 2 campus and continued growth in Cupertino.
Thank you,
Maria Streeby

1

Maria X. Streeby
Director of Operations - San Francisco/Arizona
Kimpton Hotels
General Manager
Cypress Hotel
direct: 408-342-4805
maria.streeby@thecypresshotel.com

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From: Norene [<mailto:norene@scbtc.org>]
Sent: Thursday, June 20, 2013 9:11 AM
To: City Council
Cc: 'Neil Struthers'
Subject: Letter from Neil Struthers
Importance: High

Good morning,

Attached please find a letter of support for the Apple Campus 2 project and EIR from Neil Struthers for distribution to Mayor Mahoney and the Council Members.

Thanks so much,
Norene

Norene Sakazaki
Santa Clara & San Benito Counties
Building & Construction Trades Council
2102 Almaden Road, Suite 101
San Jose, CA 95125
Phone: 408.265.7643 | Fax: 408.265.2080
norene@scbtc.org



Santa Clara & San Benito Counties Building & Construction Trades Council

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Glaziers 1621
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Laborers 67
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Millwrights 102
Operating Engineers 3
Painters District Council 16
Painters 507
Plasterers 300
Plumbers & Steamfitters 393
Roofers & Waterproofers 95
Sheet Metal Workers 104
Sign, Display 510
Sprinkler Fitters 483
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Affiliated with:
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California Labor
Federation, AFL-CIO
California Labor C.O.P.E.
South Bay AFL-CIO
Labor Council

June 7, 2013

The Honorable Mayor Orrin Mahoney
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

Re: Comments in Support of Apple Campus 2 EIR and Project

Dear Mr. Mayor Mahoney and Council Members:

On behalf of the Santa Clara & San Benito Counties Building & Construction Trades Council and its **25,000+** members who live and work in California, I am writing in support of the Apple Campus 2 application submitted by Apple Inc.

One reason for our support is that we are satisfied the Apple Campus 2 Project will create high-wage, highly skilled jobs that pay prevailing wages, Health Care and training which is consistent with the quality and standards of the Building Trades. The project implements the total redesign, replacement and reconstruction of a 176-acre infill site in Cupertino, California, including the construction of over 3 million square feet of state-of-the art building space incorporating the latest in green building technology. A project of this scope, quality and sophistication demands highly skilled labor that our California workforce is ready to provide.

Specifically, the construction of Apple Campus 2 is expected to generate hundreds of millions of dollars in construction wages and thousands of fulltime construction jobs over the projected 30 to 36 month construction period. Apple and the Building Trades have collaborated and Apple has confirmed these will be the highest quality union jobs paying prevailing wages, ensuring that all workers receive a level of compensation that promotes economy-wide sustainable economic growth. Additionally due to the indirect benefits of this construction-related economic activity, it is likely that over 9,000 new jobs are expected to be generated in Santa Clara County during the construction period.

Apple will create one of, if not the best office buildings in world and our members look forward to fulfilling the vision and legacy. In short, because the Apple Campus 2 Project will create a large number of highly skilled union jobs that pay prevailing wages, all while creating a facility that is unprecedented in terms of its environmentally sustainable design, the Santa Clara & San Benito Counties Building & Construction Trades Council and its 25,000+ members encourage the City of Cupertino to expeditiously approve the project as proposed so we can continue our regional and national economic recovery.

Sincerely,

Neil Struthers
CEO





10 Station Way
Los Gatos, CA 95030
PH 408.354.9300
Fax 408.399.1594

www.losgatoschamber.com

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June 20, 2013

Apple 2 EIR
Date Received

JUN 24 2013

Mayor Orrin Mahoney
City Council
Cupertino City Hall
10300 Torre Avenue
Cupertino, CA 95014

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KBC

Dear Mayor and Council Members,

The Board of Directors of the Los Gatos Chamber of Commerce strongly supports the Apple 2 campus project in Cupertino. Apple has proven itself as a global leader in technology and innovation, and with this campus will take a leading position for its environmental and sustainable ideas and spectacular design.

Apple has committed to substantial investments to your community and it is our opinion that the economic benefits of this project will spill over to other cities in our region. It will firmly support Silicon Valley's status as the center of the technology industry, while creating jobs and economic growth.

Our Board believes in the future success of this project and we look forward to working with you to help it become a reality, one that will help us all.

Sincerely,

Dianne Anderson

Dianne Anderson, President
Los Gatos Chamber of Commerce

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

From: Donna Austin [<mailto:primadona1@comcast.net>]

Sent: Wednesday, June 19, 2013 1:01 PM

To: City Council

Subject: Glendenning Barn

Mayor Orrin Mahoney, Vice-Mayor Gilbert Wong, City Council Members: Mark Santoro, Barry Chang, Rod Sinks

The Cupertino Historical Society and Apple collaborated on two options for the Glendenning Barn, which was preservation and relocation off site (city land) or preservation and relocation on site for use on the campus. It could be a working barn among the orchards on the campus or it can be part of a city project. We believe Apple is committed to the historic preservation of the barn and we support either option.

Donna Austin

President of the Cupertino Historical Society

From: Sam Ashknaz [<mailto:sam@EDCCupertino.com>]
Sent: Wednesday, June 12, 2013 4:34 PM
To: City Council
Subject: Support Apple Campus 2

We strongly support Campus 2, it is good for the region and local businesses.

Sam Ashknaz
Owner/Operator

 **Erik's DeliCafé**
19652 Stevens Creek Blvd
Cupertino, CA. 95014
Ph: 408-973-9898
Fx: 408-973-0753



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

From: barry jones [<mailto:barryjones2008@me.com>]

Sent: Wednesday, June 12, 2013 11:54 AM

To: City Council

Subject: Support Apple Campus 2 - VJONES Salon

VJONES Salon totally supports the new Apple Campus. We are enormously impressed with the design aspects and the tremendous attention to improving the environment that the design has encompassed. The scheme is truly world class and is a phenomenal example to all other corporate entities on how to work with Local Government to handle commercial growth and benefit the community in addition to creating extremely positive impact on the environment.

Barry Jones

CEO

From: Cupertino Chamber of Commerce [mailto:markm=cupertino-chamber.org@mail20.wdc03.rsgsv.net] **On Behalf Of** Cupertino Chamber of Commerce
Sent: Wednesday, June 12, 2013 11:14 AM
To: Orrin Mahoney
Subject: Apple Campus 2 Update



Register Your Support for Apple Campus 2!

Dear Chamber Member:

We are writing to update you on Apple Campus 2 and ask that you register your support today. Both the economic and environmental impact reports were released last week for Apple Campus 2 and the City is now accepting public comments. The Cupertino Chamber of Commerce has endorsed and strongly supports Apple Campus 2 given the critical importance of Apple and Apple Campus 2 to Cupertino and the Silicon Valley region from both an innovation and economic development perspective.

We ask that you email the City of Cupertino today to support Apple Campus 2, [click here](#). We also encourage you to attend the EIR Meeting on **June 26, 2013 at 6:30 p.m. at Community Hall** in support of Apple Campus 2.

With approval of Apple Campus 2, Cupertino and the region will be the beneficiary of Apple's significant financial investment in our city. The new campus and Apple's continued presence in Cupertino are expected to generate:

- 24,000 jobs in Cupertino.
- \$100 Million funded by Apple for roadway, traffic and landscape improvements, community benefits and one time fees to the City of Cupertino.
- \$150 Million each year in sales for Cupertino small businesses including our hotels, restaurants and retailers from Apple employees and suppliers.
- \$8.6 Billion annually in sales from goods and services purchased by Apple from more than 700 companies in Cupertino, Sunnyvale and Santa Clara.
- \$57 Million in tax revenue each year to local governments in Santa Clara County to fund essential neighborhood and community services.

To read Apple's Economic Impact on Cupertino, [click here](#). To review the Apple Campus 2 environmental impact report [click here](#).

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20455 Silverado Avenue
Cupertino, CA 95014

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Dear Rick,

Attached is a letter of support for the Apple 2 Campus. Can you please include it in the public comment section for the EIR and project?

1

Thank you~

--

Shiloh Ballard
Vice President, Housing & Community Development
Silicon Valley Leadership Group
408-501-7859
www.svlg.org

Celebrate 20 years of the Housing Action Coalition
Thursday, June 13th, 5:30pm at Madera Apartments in Mountain View
Details are here: <http://hacsc.org/you-are-invited>



Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA 95110
408-501-7864 Main Number
408-501-7861 Fax



2001 Gateway Place, Suite 101E
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DAVID PACKARD

June 11, 2013

Mayor and Council
City of Cupertino
10300 Torre Avenue
Cupertino, CA 94014

Dear Mayor Mahoney and Councilmembers,

On behalf of the Silicon Valley Leadership Group, I am writing to express our support for the development proposal for the new Apple campus on North Wolfe Road.

The Silicon Valley Leadership Group, founded in 1978 by David Packard of Hewlett-Packard, represents more than 375 of Silicon Valley's most respected employers on issues, programs and campaigns that affect the economic health and quality of life in Silicon Valley, including energy, transportation, education, housing, health care, tax policies, economic vitality and the environment. Leadership Group members collectively provide nearly one of every three private sector jobs in Silicon Valley and have more than \$3 trillion in annual revenue.

The Leadership Group believes that creating a climate that helps bring more high quality jobs to Silicon Valley and Cupertino is important and Apple's proposal is one way to further that goal. This is a special project for an iconic company that will ultimately create a unique, vibrant workplace for 10,000 employees in the heart of Silicon Valley. Apple is a homegrown company which has been headquartered in Cupertino for over thirty six years. It is wonderful that they want to continue to grow here in a significant way and contribute to the economic and cultural vitality of Cupertino.

Silicon Valley Leadership Group endorses projects which promote transportation alternatives, lower greenhouse gas emissions, and create jobs. Apple's proposal to build a new campus incorporates a Transportation Demand Management program that will lower the number of trips employees take. By using this program, which features shuttle buses, carpool matching services, and transit subsidies for employees biking or riding public transit to work, the proposal promises to reduce the rate of single-occupancy vehicle trips at their headquarters by over ten percent.

In addition to its transportation program Apple is including environmentally sustainable features on-site to minimize greenhouse gas emissions, reduce natural resource consumption, and improve the quality of the site. The proposal calls for an increase in green space from 36 acres to 112 acres, which will be landscaped with native grasses and 6,000 trees. The campus is designed to meet LEED silver certification and will include features such as 300 vehicle charging stations, a reduction of energy use by thirty percent when compared to typical commercial developments, plus 650,000 square feet of solar panels and fuel cells which will provide 100% renewable energy to power the entire campus.

Apple's new campus will prove to be one of the largest private developments ever built in Silicon Valley and will create a wealth of new jobs for the local economy. Construction on the new campus will create 9,000 jobs directly and could generate up to 4,000 additional jobs in Santa Clara County. After the campus is completed, expenditures by Apple and the 10,000 high-wage, highly skilled employees housed on campus will generate between 15,000 to 25,000 additional jobs in the local economy.

Apple's proposal is an innovative plan that promotes alternative transportation, creates an environmentally sustainable workplace, and generates thousands of jobs in the local economy. We support this proposal and thank you for your consideration of our comments.

Sincerely,

Carl Guardino
President & CEO

Letter
B13
cont.

KMVT Interview with Cupertino Mayor Orrin Mahoney regarding Apple Campus 2 Project Environmental Impact Report

Interviewer: Will the Environmental Impact Report on traffic affect apple projects? I read in the newspaper this week that the proposed new headquarters will generate significant unavoidable impacts including excessive congestion along Interstate 280 and unacceptable traffic problems. Does unacceptable mean that they can't have an Apple campus or will you accept it?

Mahoney: The first thing I'm going to say is that I can't comment on the Environmental Impact Report except for what I'm going to say which is its big. Because we're in the comment period and anything I say would have to be read into the record it's an official thing. The Environmental Impact Report did come out - it's about 660 pages. I have not read it yet and I've got about 45 days to read it like everybody else. I took it to a lunch group that I had the other day just to show them this thing and a guy said there's a CD in the back and I said oh that must be it - an electronic version of this - and no it's the technical appendices which is another 3,000 pages so this is 4,000 pages.

Interviewer: And you're going to read every word, right?

Mahoney: I will read a lot of it and we'll get it all presented to us and the Planning Commission will read it as well and our staff. Our staff has been working on this for several years ever since Steve announced it.

Interviewer: When I first heard of Environmental Impact Reports, I thought in my mind it was about whether wood ducks would be displaced or whether more rain would happen like the environment, but what kinds of things do they look at?

Mahoney: They do look at everything. I mean, literally will there be dust that's created when they tear down the old buildings and build it - traffic is certainly one of the things they look at. The project itself has a number of - well a lot of trees that are there that are going to be taken out and will be replaced with three times as many trees and it will be a much greener project overall, but everything in there gets studied. I'll just talk about environmental impact reports in general. You look at all the Environmental impacts and then you see which impacts can be mitigated, in other words, how can you do something to mitigate that and there are some that may end up being where you can't mitigate them and then you can have a statement of overriding concern that says in spite of this it's overall a good thing. It may have some really positive environmental impacts in a project just from a pure environmental point of view, forget about an

economic point of view, from a pure environmental point of view a project might have so many benefits that it might override some specific unmitigatable thing. That's how it works.

Interviewer: Is the new Apple UFO campus going to happen or is it just real soon now? So how long, ball park figure, will it be when can they start knocking down old buildings and putting up new ones?

Mahoney: On our agenda now, I just heard this today, Oct 1 we will have a joint meeting between the Planning Commission and City Council to review the Environmental Impact Report and all the comments. Then it'll go through the Planning Commission and then through City Council. The earliest we could make a decision would be late November or December of this year. It stretched out a little bit from Apple's original plan as they went and did some tuning on the project itself, but they're obviously eager to see it happen and we'll see what happens in the process.

Interviewer: Very famous video was the one of Steve Jobs coming to council and presenting the idea of the new campus. When I watched it, the impression I got was he was coming to the council and saying nice city you have here it'd be a real shame if Apple didn't build a campus in it. Is that the feeling you guys got?

Mahoney: It's really interesting. I took a couple of things out of that and since then - I got interviewed after that meeting on a couple of things and people asked how I thought he looked and I thought he looked frail I think was the term I used and since then if you read his biography that was his last public appearance and he was really, really ill. A couple of things that are interesting - in the day when people can work from anywhere and they don't have to be all together - it's amazing that company's still think it's important for people to be together. Apple thinks it's important, Facebook thinks it's important - they're all building these big new campuses. And for Apple to do it in Cupertino where it's an expensive place, the land they bought was expensive and whatever says first of all something about the people they want to attract and retain like to live there and like to be there and also I think it is the fact that they started here I think there's a personal connection.

From: Jamieson, David [DJamieson@kimcorealty.com]
Sent: Sunday, June 09, 2013 4:17 PM
To: Rick Kitson
Subject: Letter in Support of Apple II Campus - Cupertino Village LLC

Rick,

Attached is Cupertino Village LLC's letter in support of the Apple II Campus. I would like to kindly request that the letter be posted in the public comment section for the EIR and project for the 45 day comment period.

1

Best,

Dave

David Jamieson

Vice President Leasing & Asset Management | Western Region



75 Southgate Avenue | Daly City, CA 94015
o: 650-746-7502 | m: 617-970-8805
Broker License #: 01904048

May 16, 2013

The Honorable Orrin Mahoney, Mayor
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

RE: Support for Apple Campus 2

Dear Mayor Mahoney and Members of the City Council:

On behalf of Cupertino Village LLC, a subsidiary of Kimco Realty, I am writing to express our support for the Apple Campus 2 plan. The redevelopment of the former HP campus into a state-of-the-art research and development campus for one of the world's leading corporations is exciting for the entire Cupertino community.

Cupertino Village LLC is the owner/manager of the Cupertino Village Shopping Center located directly across Wolfe Road from the new Apple Campus 2 property. We strongly believe that the investment Apple is making in Cupertino will ensure that Cupertino continues to be a thriving, magnificent place to live and work for generations to come.

The plan itself will enhance the immediate neighborhood with extensive roadway improvements including safe, connective bike and pedestrian walkway routes to Cupertino Village and also to shopping districts south of Hwy 280. Local businesses will flourish with employees patronizing restaurants and retailers which will directly benefit many of our resident business owners. Apple's investment in Apple Campus 2 and the neighborhood is a great compliment to our planned re-investment and redevelopment at Cupertino Village which will benefit Cupertino residents, employees and the City as well. We and our retail tenants look forward to the Council's approval of the new campus and start of construction as soon as possible.

This is a once in a lifetime opportunity for the City of Cupertino. We look forward to having the Apple Campus 2 as a neighbor and offer our support of the plan.

Sincerely,



David Jamieson
Vice President Asset Management
Authorized Agent
75 Southgate Avenue | Daly City, CA 94015
o: 650-746-7502 | m: 617-970-8805



20560 Town Center Lane
Cupertino, CA 95014

Apple 2 EIR
Date Received

JUN 10 2013

Processed by KBG

June 7, 2013

Mayor Orrin Mahoney
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

RE: Approve New Apple Campus 2

Dear Mayor Mahoney:


As a small business owner in the City of Cupertino, I wanted to express my complete support for Apple's request for a new campus. I own and operate Bitter + Sweet, a coffee and desert bar in Cupertino.

As the home and headquarters city to Apple, residents in Cupertino feel a great sense of pride. The Apple Campus 2 plan is exceptional and will provide another point of distinction for the City. Allowing Apple to continue to prosper in Cupertino through the development of the Apple Campus 2 supports all businesses, small and large.

To have Apple requesting to grow in Cupertino demonstrates what a wonderful place our City is for business. I believe Apple contributes substantially to all small business owners in Cupertino through their employees, contractors and partners. With thousands of workers purchasing meals and services, small business, like mine, thrive. Many Apple employees frequent my coffee and dessert bar every week. They are wonderful customers - incredibly loyal and a pleasure to host in my café. My employees and I truly enjoy our frequent interactions with them.

Cupertino is synonymous with Apple. Resident and local business owners want to see this project built to keep Apple growing in the city where it was founded. I thank you for your support of the project.

Sincerely,


Janice Chua
Owner, Bitter + Sweet

From: Orrin Mahoney [<mailto:orrimahoney@comcast.net>]
Sent: Friday, June 07, 2013 10:02 AM
To: 'L.A. Chung'
Subject: RE: Reaction to the Apple 2 Campus draft EIR?

LA,

My only reaction so far is WOW, what a tome. In fact, we are not supposed to comment on it until after the official comment period closes.

Best,

Orrin

From: L.A. Chung [<mailto:lachung@patch.com>]
Sent: Thursday, June 06, 2013 3:56 PM
To: Orrin Mahoney
Subject: Reaction to the Apple 2 Campus draft EIR?

Hi, Orrin:

I've been juggling a couple of things and see that the draft EIR for the Apple2 campus came out this afternoon. I was wondering whether you had a reaction to it? I may be heavily relying on an old story on Cupertino Patch from an EIR scoping meeting.

I see the following had been issues, and am plowing my way through the draft now. Am wondering if there are any items that caught your attention?

Here are some of the highlights of issues residents said they want included in the EIR report (besides traffic):

- Closure of Pruneridge Avenue.
- Hazardous waste from demolition of the old Hewlett Packard buildings; residents said they want to make sure there are no "dust clouds" that might expose neighborhoods to toxic particulates, and they want to know how waste will be disposed of.
- Protection of nearby Calabasas Creek.
- Possible relocation of the Glendenning Barn, considered an historical landmark.
- Protection of the large street trees along Wolfe and Homestead roads.
- Noise abatement during construction and once the new campus is in use.
- Balance between the number of jobs, housing availability, and impacts on local schools.

Cordially,

--

L.A. Chung
Editor, covering Los Altos, Los Altos Hills, and Cupertino
losaltos.patch.com
650-201-1477 (*note: the phone number on the signature has changed!*)
www.twitter.com/losaltospatch

From: Ryan Carrigan [<mailto:ryanc@sjchamber.com>]
Sent: Thursday, June 06, 2013 2:18 PM
To: Rick Kitson
Subject: SJSV Support Apple Campus Project

Hi Rick,

Can we have our letter of support, previously sent to council, included in the public commentary for the Apple EIR?
Please let me know if this is a problem.

1

Thank you,
Ryan

Ryan Carrigan

Manager, Public Policy & External Relations
San Jose Silicon Valley Chamber of Commerce
101 W. Santa Clara St.
San Jose, CA 95113
p: 408-291-5275
ryanc@sjchamber.com
sjchamber.com



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Jim Dover
O'Connor Hospital

Douglas Graham
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Matthew Mahood
San Jose Silicon Valley
Chamber of Commerce

May 31, 2013

Mayor Orrin Mahoney
City Council
Cupertino City Hall
10300 Torre Avenue
Cupertino, CA 95014

Dear Mayor Mahoney and Councilmembers,

The San Jose Silicon Valley Chamber of Commerce strongly supports Apple's 176-acre site proposal for its Apple 2 Campus in Cupertino.

Silicon Valley is a global leader in job growth, number of patents issued, entrepreneurship and virtually every aspect of high tech innovation. But there's nothing permanent about our region's status as a global leader; others are working feverishly to supplant Silicon Valley's preeminent position in order to attain the prosperity and superior quality of life so many of our residents take for granted.

The Apple 2 campus has garnered worldwide attention for its environmentally-sustainable principles and breathtaking design. Not least, it is also an indelible affirmation by one of the world's most transformative companies that Silicon Valley is where they want to be for generations to come.

Apple has committed to extensive investments in roadways, intersection improvements, sidewalks, bike lanes and thousands of trees as part of this project. The campus' economic benefits, direct and indirect, are incalculably important for the entire region. It has been thoroughly studied and well thought out. We believe it is worthy of your support.

Our organization is heavily committed to this project's success, and we look forward to working collaboratively with you in the months ahead to help it become a reality.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew R. Mahood".

Matthew R. Mahood
President and CEO

From: [Orrin Mahoney](#)
To: [applecampus2](#)
Subject: FW: Apple
Date: Tuesday, June 11, 2013 10:12:06 AM
Attachments: [SKMBT_C45413053111280.pdf](#)

Letter
B19

From: Peter Pau [mailto:ppau@shpco.com]
Sent: Friday, May 31, 2013 12:26 PM
To: omahoney@cupertino.org
Subject: Apple

SAND HILL PROPERTY COMPANY

May 29, 2013

Honorable Orrin Mahoney
Mayor
City of Cupertino
10300 Torre Avenue
Cupertino, CA 95014

RE: Sand Hill Property Company's Support of Apple Campus 2

Dear Mayor Mahoney:

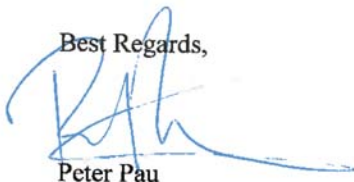
As you know, Sand Hill Property Company and its affiliates own and have developed many projects in Cupertino, and we have been a long term stakeholder in the community. I am sending you this letter in strong support of the Apple Campus 2 project.

We have collaborated with the Apple Campus 2 team to ensure that our plans for the Main Street development integrate with the new campus and surrounding neighborhood. Apple has produced a plan that links Main Street to their campus, which creates a walkable environment for the residents and visitors of Cupertino.

The investment Apple is making in the City of Cupertino is unparalleled by any company in the region or State of California. Apple's investment and commitment in our community also strengthens our ability to promote Main Street and fulfill the City's vision for this vibrant mixed use area. It is essential that the Apple Campus 2 project move forward as soon as possible as it supports the overall economy, services for Cupertino residents and virtually every business in the city in some way.

Sand Hill Property Company is very supportive of Apple's plan and the positive effect it will have on Cupertino. I urge the City Council to approve the project as expeditiously as possible as proposed.

Best Regards,



Peter Pau

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Letter ID	500078
Name	Shiloh Ballard
Address	2001 Gateway Pl
City, State Zip	San Jose, CA San Jose
Email	
Subject	Apple
Comment	On behalf of the Silicon Valley Leadership Group, we wholeheartedly support the project. It's a very exciting economic development opportunity. Thanks!

1

Letter ID	500075
Name	Steve Van Dorn
Address	1850 Warburton Ave
City, State Zip	Santa Clara, CA 95050
Email	Steve.vandorn@santaclara.org
Subject	Apple Campus 2
Comment	<p>The Santa Clara Chamber of Commerce strongly supports the Apple Campus 2 project. This project will enable Apple to remain in Cupertino and Silicon Valley. It will also enable Apple to add 7,400 new high quality jobs. Increase revenues of local businesses and support additional job growth throughout Silicon Valley. And enhance tax revenues to the City of Cupertino and other cities and public agencies.</p> <p>We urge and request the unanimous support of the Cupertino City Council.</p> <p>Regards, Steve Van Dorn President and CEO Santa Clara Chamber of Commerce</p>

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From: Megan Fluke Medeiros [<mailto:megan.fluke.medeiros@sierraclub.org>]
Sent: Monday, July 22, 2013 3:29 PM
To: Rick Kitson; City Council
Cc: Gary Latshaw; Katja Irvin; Gladwyn d'Souza; Gita Dev; Lola Torney; Eric Morley; Heyward Robinson
Subject: Sierra Club Comments on Apple Campus 2

Dear Mr. Kitson, Honorable Mayor, and City Council -

Please find the attached comment letter from the Sierra Club Loma Prieta Chapter on the Apple Campus 2 Project proposal. We would be happy to discuss our recommendations over the phone or in person if it would be helpful for you.

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Thank you,
Megan

--

Megan Fluke Medeiros
Conservation and Development Manager
Sierra Club Loma Prieta Chapter

3921 E. Bayshore Road, Suite 204
Palo Alto, CA 94303

(650) 390.8497 fax
(650) 390.9604 office
megan.fluke.medeiros@sierraclub.org



Sierra Club Loma Prieta Chapter
Celebrating 80 years of protecting the planet

3921 East Bayshore Road, Suite 204, Palo Alto, CA 94303 | loma.prieta.chapter@sierraclub.org
TELEPHONE: (650) 390-8411 | FAX: (650) 390-8497

July 22, 2013

Rick Kitson
Department of Public and Environmental Affairs
Cupertino City Hall
10300 Torre Avenue
Cupertino, CA 95014-3202

Re: Comments on Apple Campus 2 Project

Dear Mr. Kitson,

The Sierra Club Loma Prieta Chapter has been reviewing the Apple Campus 2 project since 2012 and understands that this proposal is a significant one for the region. The new campus will redesign several existing roadways within the City of Cupertino, generate more trips, and act as a new model for technology campuses everywhere. For these reasons and more, we have prepared this comment letter for the City of Cupertino to review and respond to.

The Sierra Club Loma Prieta Chapter has developed guidelines for evaluating projects like the Apple Campus 2 Project which focus on five key issues:

1. **Compact Development** to use valuable land more efficiently at a major transit hub
2. **Community and Economic Benefits** to assure a vibrant neighborhood with a sense of identity
3. **Pedestrian Priority** as the primary mode of transportation within the campus
4. **Transportation Alternatives** to provide realistic options for people and decrease automobile usage
5. **Energy / Resource Efficiency** targets for buildings and streets to meet high sustainability goals

Apple Campus 2 is using an exemplary community outreach process and we applaud the responsiveness of the project proponents. Additionally, there are many features of the Apple Campus 2 proposal that we are very supportive of including:

1. **The pedestrian, bicyclist, and transit user benefits** including bicycle and transit access improvements, shuttles for employees, daycare facility, bicycle share, car share, and other traffic demand management program features.
2. **The 2,500 new trees planted on campus** - This is important because trees are known to have many benefits to a community including filtering the air and soil, reduce the "heat island effect," muffle loud noises, and provide food.¹ We further appreciate Apple's plan to include fruit trees on site which will be used in the cafeteria.

¹ Savatree, <http://www.savatree.com/whytrees.html>.

3. **Renewable Energy** - By investing in one of the largest solar powered campuses in the world, Apple is a forerunner in “green” technologies that we hope will be replicated. Furthermore, by ensuring energy production and storage remains on site, the transportation and linkage to an offsite source reduces the amount of construction necessary, thus reducing the amount of greenhouse gases emitted.
4. **Nitrogen Deposition Fee** - We are so happy that Apple has elected to pay the Nitrogen Deposition Fee (page 257 of the DEIR). We request that Apple identifies the fee as mitigation for a cumulatively significant environmental impact. We also request that the fee be paid to Santa Clara Valley Habitat Agency. The Agency studies nitrogen deposition as a cumulatively significant environmental impact on endangered species, which the Sierra Club Loma Prieta Chapter supports.

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We have divided this letter into issues Apple can address and issues Cupertino can address. Transportation accounts for approximately 50% of greenhouse gas emissions in the Bay Area and reducing transportation demand is the most significant opportunity for our cities to meet California’s climate change goals, specifically AB32 and SB375. Therefore, our primary recommendations focus on reducing the transportation impacts of the project.

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We offer the following recommendations for Apple’s consideration:

1. **Increase mode-share split target to 45%** - The Sierra Club Loma Prieta Chapter recognizes Apple’s stated mode-share split target of 35% which is a solid goal but will likely be exceeded within the first year, and therefore is an underwhelming goal to strive for. As Silicon Valley leader, it is surprising that Apple is not striving to meet or exceed comparable sites like Facebook in Menlo Park (originally stated 40% but has seen increases due to measures) and Stanford (53% but has also seen increases). Rather than easily exceeding a low target, we encourage Apple to do what Apple does best and push the limit and set a high mode-share split target to work toward. By asserting a mode-share split of 45% or even higher, Apple will stand out as an aggressively “green” company serving as a role model for other companies and organizations.
2. **Adopt a “TDM First” Strategy** - Existing traffic demand management strategies, in general, considers TDM as a secondary mitigation measure after vehicle capacity enhancements have been exhausted. Development of a “TDM first” strategy would reverse this practice by requiring application of TDM actions and performance measures before considering capacity enhancements including additional parking and lane expansion. **Furthermore, this approach would minimize the overall cost of the project substantially, an obvious benefit to Apple.**

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TDM measures to be implemented before expanding road capacity can include, but is not be limited to:

- **Transit commuter benefits through a pre-tax payroll deduction.**
- **Free transit passes through VTA and Caltrain.**
- **Charge for parking on site** especially on non-rainy days where there should be very little excuse to drive. The money generated can be used for free transit passes for employees.
- **Real time parking cash out system.** If the commuters are offered subsidized parking, offer a cash-equivalent for those who opt to use alternative travel modes.²
- **Bicycle/pedestrian improvements from neighborhoods with clusters of Apple employee clusters** (within walkable or bikeable distance) to campus.
- **Organize car or vanpool options** including offering preferred parking for those who participate in the car/vanpool.

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² Sierra Club Loma Prieta Chapter, http://lomaprieta.sierraclub.org/sites/default/files/u66/SmartParking_White%20Paper.pdf.

- **Encourage driving and parking on alternate days.**
 - **Improve or at least maintain existing level of safety for bicyclists and pedestrians.** In particular, N. Tantau Ave. is a well-established bicycle-friendly street for north-south bicycle travel. This should be preserved. Some ideas to consider include the use of safety lights, painted bicycle lanes, and underground or over ground passageways.
 - **Do not paint pre-fixed directional lanes for any entrance/exit that is more than 2 lanes** nor exceed more than 3-lanes per entrance/exit and adjust the middle land to account for changes in flow at certain times of the day. For example, use a center lane as an entrance in the morning and as an exit in the evening.
 - **Only expand parking space and automobile capacity once all TDM measures have been exhausted.** The number of parking spaces is set to increase on Apple Campus 2 from an existing 9,200 to close to 11,000 (page 433 of DEIR). This will encourage employees to drive to work when Apple should first encourage employees to use commute alternatives. Having free, plentiful automobile parking does the exact opposite.
3. **Relocate existing “protected” trees on Campus 2 instead of eliminating them** - As stated on page 261 of the DEIR, the total number of trees on campus is set to increase by 2,494. However, the plan calls for 4,506 mature protected trees to be cut down due to road widening and the building of the campus. Mature trees have been found to remove more pollutants from the air than younger trees.³ Although potentially more work to relocate, the aesthetic and climate benefits are worth the investment. A core value listed in the Apple Campus 2 brochure sent out by Peter Oppenheimer mentions increasing the number of new and *mature* trees. By cutting down mature trees, Apple’s actions would be in opposition with that goal.
4. **Extend the recycled water delivery system or consider onsite grey-water re-use** - Given that water insecurity is likely to be a major issue in the future we urge Apple, the Cities of Cupertino and Sunnyvale, and other involved parties to extend the recycled water delivery system to serve this project. This project should serve as an example for major commercial development not yet served by alternative water supplies. We also recommend the consideration of onsite grey-water re-use.
5. **Expand riparian setback to 100 feet** - A 50 foot riparian setback is not sufficient. Although the established 50-foot buffer is considered adequate (from page 257 of the DEIR), many local cities within Santa Clara County have set a 100-foot riparian setback policy.^{4 5} There is room on the campus site to provide this setback and enhance the riparian corridor. Apple can change the design to accommodate the same building footprint without encroaching on this recommended setback. Apple, as a major local corporate icon should set an example for stream stewardship and riparian ecosystem protection.
6. **Add an Apple store and/or an Apple Museum for the community** - One idea we know the community would love is to include a way to generate sales tax for the city by adding a store to the new campus. Even if it is a “mini-store”, by designing it in such a way that looks iconic, it will attract tourists and locals alike which will establish a new form of revenue for Apple and for the City of Cupertino. This can help the City and Apple to continue investing in great infrastructure and “green” technologies. Moreover, as part of the project, Apple

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³ Indiana Urban Forest Council, http://www.in.gov/dnr/forestry/files/fo-UF_Aircleaners.pdf.

⁴ City of San Jose Envision 2040 General Plan, <http://www.sanjoseca.gov/DocumentCenter/Home/View/474>.

⁵ City of San Jose Habitat Plan, “Review of Setback Policies for Selected Santa Clara County Jurisdictions,” <http://www.sanjoseca.gov/documentcenter/view/11308>.

could work with the City of Cupertino to have a museum dedicated to some of the breakthrough products that Apple has produced. Such a museum could be located away from this research facility which should remove concerns over security at the new campus.

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7. **Make the exterior more interesting for the public** - The exterior of the facility is essentially planned to be unimproved. While employees and visitors can benefit from several interior “parks” and paths, there are no such facilities on the exterior for residents to enjoy. While it is understandable that Apple, Inc. does not want the facility to become an “attraction” for residents and visitors to our region, they could make the exterior more presentable to the public. For example, undulate the fence, add park benches, add public art, etc.

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We offer the following recommendations for the City of Cupertino’s consideration:

1. **Use taxes generated by Apple for additional bicycle and pedestrian improvements** between the campus and public transportation.
2. **Ask Apple for a no net trip increase.**
3. **Implement traffic impact fees** to be used toward future transportation improvements and updates in the vicinity of Campus 2. Impact fees are charges that local governments may assess on new development projects. The fees reimburse at least a portion of the costs incurred by local government to provide the public facilities needed to serve the new development. Impact fees may only be used to fund public facilities needs that are reasonably related to the new development. They may be used to pay the development's proportionate share of the cost of public facilities that benefit the new development; however, impact fees cannot be used to correct existing deficiencies in public facilities.
4. **Implement housing impact fees** - Housing impact fees are when developers pay a fee to offset the demand for affordable housing created as a result of their development. This action is becoming more prevalent throughout the Bay Area. For example, Mountain View has a \$10 per square foot of new development to go toward new rental projects.⁶ By asking Apple and other companies to pay a housing impact fee, it allows more funding for affordable housing to be built in the area.

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Thank you for taking the time to review and consider our recommendations. Please contact us if you have any follow up questions about this comment letter.

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Respectfully submitted,

Megan Fluke Medeiros, Conservation and Development Manager
Gary Latshaw, Cupertino Cool Cities Leader
Katja Irvin, Water Committee Chair
Gladwyn d’Souza, Sustainable Land Use Committee Chair
Gita Dev, Sustainable Land Use Committee Member
Lola Torney, Sustainable Land Use Committee Member

⁶ Nathan Donato-Weinstein, “San Jose Explores Housing Impact Fee, Other Options for Affordable Housing,” *Silicon Valley Business Journal*, March 11, 2013, <http://www.bizjournals.com/sanjose/news/2013/03/11/is-san-jose-eyeing-a-housing-impact-fee.html>.

From: James Fowler [<mailto:jfowler@apple.com>]

Sent: Monday, July 22, 2013 2:04 PM

To: Aarti Shrivastava; Piu Ghosh

Cc: David Brandt; Dan Whisenhunt; Foulkes Mike; Eric Morley; David A. Gold; Miles H. Imwalle; Jennifer R. Jeffers

Subject: Apple Comment Letter

Aarti and Piu - Per my phone Aarti, here is Apple's comment letter on the number of exit lanes from AC2 to Wolfe. Jim

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James C. Fowler
Associate General Counsel - Real Estate
Apple Inc.
1 Infinite Loop, M/S 4-DLAW
Cupertino, California 95014
Telephone: (408) 862-6012
Cell Phone: (408) 332-7885
Email: jfowler@apple.com

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July 22, 2013

City of Cupertino
Department of Community Development
10300 Torre Avenue
Cupertino, CA 95014
Attn.: Aarti Shrivastava

Re: Apple Campus 2

Dear Aarti:

I am writing on behalf of Apple Inc. to provide a brief comment on the Draft Environmental Impact Report ("DEIR") prepared for Apple Campus 2 ("AC2" or "Project").

Apple greatly appreciates the tremendous time, effort, energy, expertise and good judgment City Staff has put toward the Project, including in preparing the DEIR. The Staff's efforts have resulted in a much-improved Project. The DEIR is clearly written, thorough and will assist the public in understanding the Project. We are very grateful for the City's efforts during this process.

Apple is proud of AC2, particularly the efforts we have undertaken to minimize impacts to the environment and our surrounding neighbors. We believe the community will benefit not only from the short and long-term jobs generated by Apple's ability to remain in Cupertino, but also from the Project itself. We look forward to Apple's next phase of growing our operations at Apple Campus 2, and are delighted that we will be able to continue to call Cupertino our home.

While we support the analysis in the DEIR, one issue that is very important to operation of the campus is that the Wolfe Road exit includes three left turn lanes. Unfortunately, the DEIR concludes that providing three left turn lanes would potentially create a significant impact due to "weaving conflicts" and therefore recommends reducing the exit to two left turn lanes. We recognize the City's concerns, but we believe the issues can be appropriately managed. We request the City to consider a "trial period" mitigation measure, as described below.

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cont.

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City of Cupertino
July 22, 2013
Page Two

Weaving Impacts can be Minimized

The DEIR posits that the left most turn lane will have shorter queues and that some employees will use that lane, even though their ultimate destination is one of the I-280 on-ramps. That would require a merge across two lanes, potentially within a short distance. Impact TRANS-23 identifies this "weaving conflict" as a potentially significant impact on Wolfe Road and recommends reducing the original proposal from three lanes to two. We believe this type of conflict is unlikely to occur in the first instance and, in any event, can be managed.

Unlike a general public street, exiting the campus will be part of a daily commute pattern and there will be no confusion regarding which exit lane to utilize in order to access the correct I-280 on-ramp. As a result, most employees will queue correctly. We also note that, unlike a public street, everyone leaving will be co-workers, which we believe will moderate aggressive driving behavior. In addition, the issue can be further minimized by the following measures:

- Installing clear signage throughout the exit approach, including overhead signs, painted directions on lanes and appropriate lane striping
- Internal employee education
- Traffic monitors

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We propose the City allow the Project to open with three lanes, subject to a nine-month monitoring period. This monitoring could be conducted by an independent observer, at Apple's expense. The observer would assess and document the extent of weaving during the peak PM period. If after this initial period it appears weaving is in fact an issue, the City could require the elimination of one left turn lane. If the third lane remains open, the City could retain its discretion to close a lane at a later date, if issues arise.

Apple believes this approach not only eliminates any potentially significant impacts, but is also fair. As it stands, the DEIR assumes the worst will happen. We propose a middle ground that allows us to demonstrate weaving will not be a problem. If we are wrong the City has a remedy. This both mitigates the impact and accommodates Apple's operational needs.

Operational Impacts to Southbound Traffic on Wolfe Road

We appreciate the City endeavored to understand and review the potential operational impacts of two exit lanes vs. three exit lanes. The DEIR took an innovative approach and we find the analysis in Table V.I-14 informative. We also appreciate that the City recognized both options have their own impacts. In our view, the most meaningful data point is the difference in travel time, and we note that an increased travel time of 66 seconds for southbound traffic on Wolfe Road to travel nearly half a mile is not a

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City of Cupertino
July 22, 2013
Page Three

significant impact. We appreciate that Impact TRANS-23 only identified “weaving” impacts and did not identify a delay-related impact on Wolfe Road.

4
cont.

The exit configuration is something that will affect employees on a daily basis for many years, so it is important we get this issue right. As always, we appreciate your consideration of our concerns and anticipate that we can work to final resolution on this issue.

5

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Whisenhunt", is located below the "Sincerely," text.

Dan Whisenhunt
Senior Director
Apple Inc.

From: Tappan Merrick [<mailto:tapmerrick@yahoo.com>]
Sent: Sunday, July 21, 2013 9:05 PM
To: City Council
Cc: council@ci.sunnyvale.ca.us; BirdlandNeighbors@yahooogroups.com; Raynor Neighbors
Subject: Cupertino Village parking lot exits

Dear Mayor and Honorable Council,

One of our Sunnyvale neighbors approached me this evening in regards to traffic flow in and out of Cupertino Village (southwest corner of Wolfe and Homestead). He lives directly west of this shopping center, on Linnet Drive in Sunnyvale. He contacted me because he is aware that I am running for Sunnyvale's City Council, seat 3, in our November, 2013 elections and have been a long time neighborhood and city activist.

As we discussed this expansion of this shopping center, I began to understand many of his, and this small neighborhood's problems, because I too, sometimes shop there.

As was explained to me, the 1200 car two story parking lot to be built along the west side of the property, and also along Linnet, will dump traffic directly out onto Homestead Road, only. This is a non-metered exit which already has problems with exiting cars, partly because there is inadequate lane markings to accommodate both left and right hand turns. Running all of these extra cars out this one exit will create all sorts of ongoing problems, especially once the Apple II campus is built and occupied.

A better choice would be to funnel all these parked cars out the metered Pruneridge exit instead, making it much easier to go east, north and south, as well as traveling up to Wolfe and heading west on the left turn lights designed for such action.

Another problem exists at Heron, whose stop light is now managed by Cupertino, instead of Sunnyvale. West bound Homestead traffic will need a longer right turn lane. North and west bound traffic coming up along Heron may need additional timing and turn lane options for homeowners to be able to quickly get to work in the mornings. With all of the extra traffic along Homestead as a result of both the Apple and Cupertino Village cars, exiting with a left turn out of Linnet will probably be impossible.

He also advised me that these Sunnyvale neighbors, many within 300 feet of the parking structure to be built, were never notified of any of the meetings and neighbor outreach programs that are typical, and usually required of such events.

I would encourage Cupertino to begin a neighborhood outreach program regarding this project, and in conjunction with the Apple II Campus, reach a better solution than the one approved, apparently, in 2008.

Your attention to this matter is deeply appreciated by us Sunnyvale residents.

Respectfully submitted,

Tap Merrick
Tap Merrick for Council 2013
Seat 3
<http://www.tapmerrickforsunnyvale.org/>
1091 Firth Court,
Sunnyvale, CA 94087
FPPC# 1355565
408-249-2900

From: Ronald Moore [mailto:ronaldm124@aol.com]
Sent: Sunday, July 21, 2013 11:42 PM
To: City Council
Subject: APPLE CAMPUS 2 COMMENTS

I SUPPORT THE APPLE CAMPUS 2 FOR THE FOLLOWING REASONS:

I heartily support the approval of Apple's Application to build Apple Campus 2 in Cupertino. I think it will be beneficial, and will help Cupertino to be more prosperous.

When Steve Jobs appeared at the Cupertino City Council meeting on June 7, 2011, to announce his proposal, a woman in the audience made some negative remarks about it, and Mr. Jobs responded: "Do you want me to move my headquarters to another City?(Mountain View)" Any City would gladly welcome Apple to vacate Cupertino and locate in their City. For example Sunnyvale, especially, is licking it's chops. Please don't let that happen. Keep Apple here, in the City where it all began.

There will always be Naysayers, Philistines, (philistine-a person who is hostile or indifferent to culture and the arts, or who has no understanding of them: a definition from a dictionary), and People who simply make up statistics, or project unfounded facts about traffic, etc. Don't let them drive Apple out of Cupertino. It is likely that consolidating many of Apple's buildings scattered in Cupertino, Sunnyvale, Santa Clara, etc. into one area with an on-site parking lot will help alleviate some traffic problems in nearby Cities.

CUPERTINO HAS SOME UNIQUE OPPORTUNITIES

First of all, Cupertino has the documented right to claim to be the "Birthplace of the Personal Computer Industry." Apple Computer was started on April 1, 1976, by Steve Wozniak and Steve Jobs, and incorporated by them on January 3, 1977 in Cupertino, California. Apple's "Apple 2" computer was the first truly "Personal Computer." Also it was not a "kit", as many various previous attempts were (including Apple's innovative "Apple 1"), that had to be assembled and programmed, etc. The "Apple 2" was the first personal computer, complete out-of-the-box and ready to go. It was also the first to come in a plastic case and to include color graphics. The "Apple 2" was (and still is) an impressive machine. I still have mine. I have at least 14 Apple Computers and many other Apple peripherals and products, like my Apple Graphic Tablet, on which I did three drawings (Illustrations") at home for SRI. I was told by the Editors, they were the "first" computer Illustrations ever published, and they were in a report by SRI's "Long Range Planning Service."

Second, Apple is famous world-wide because of the Steves we adore, who are regularly known as "The Boys from Cupertino" in the news, books, and other references. So, Our "Little Cupertino" is also becoming known world-wide as a Landmark.

Third, Apple is Cupertino's largest source of retail tax revenue for Cupertino. Let's hope Apple, Inc. remains here. Besides hoping, let's do all that we can to encourage Apple to continue to keep it's Headquarters here in Cupertino, it's original Homeland.

Now, about Traffic. Apple already occupies most of the buildings in Cupertino and is spilling over into nearby cities. It is reasonable to assume that Apple will consolidate the scattered employees into the new Campus, and some Traffic will only change places and will not increase.

However Cupertino, like all cities needs Traffic (both types) to support the other businesses that it hosts in Cupertino, to keep them profitable viable, and staying open, for additional city retail tax revenue. New employees will likely join the patronizers of Cupertino's other businesses, on lunch hours and after work. We Cupertino's residents all need to support all of Cupertino's businesses. We also want other people to come and shop in Cupertino. It would be foolhardy to discourage the traffic of people coming to Cupertino to shop!

Speaking about supporting Cupertino's businesses, I hope for a new Store. As a shareholder, at a shareholder's meeting, I once asked Mr. Jobs: "Why don't we have an Apple Store in Cupertino?" He replied : "I get a lot of requests for stores. I don't think one here would get much Traffic" (However, in this case, what he was referring to is a marketing term: "Traffic" meaning customers who go into stores, and not to road traffic, He thought that not many people would actually visit an Apple store in Cupertino.) Besides my Apple II, as I have said I have fourteen Macintoshes. I know there is a company store on Apple Campus 1, but you can't buy Apple Hardware there; in fact you can't buy Apple hardware anywhere in Cupertino. We need Apple's Real "Flagship Store" to be here in Cupertino. I am happy to live in Cupertino and I would enjoy shopping at an Apple store here. It is annoying to have to go to Apple stores in other cities. I'm sure I'm not the only person in Cupertino who would go into an Apple store here.

When Mr. Jobs announced his plans for Apple Campus 2 at the Cupertino City Council, he said: "Many people will come from all over the world to look at this new building, especially Architects and Architectural students and Tourists" That is potentially the "Good" Traffic that Mr. Jobs said was needed that could be filling a Glorious New Apple Store in Cupertino: either in the Spectacular New Apple Campus 2, or in an Apple "Logo" Shaped Store, as viewed from the air, with classes and other events in the in the right leaning "Leaf." That store could be located in the proposed Main Street Project nearby, and could allay any Apple concerns for privacy. But if our many wishes are denied and there is no hope ever for an Apple store here, and Cupertino remains as Apple's Orphan, then imagine those hundreds, or maybe thousands of visitor's dismay, disappointment and then bewildered looks wondering "Why is it that there is no Apple Store here, or even nearby?", and for them to learn that they would have to travel about six miles away to the dinky Apple store at Valley Fair shopping mall on the border between Santa Clara and San Jose, California. Isn't that incredibly ironic and dumb? Come on! Apple. Let us buy Apples here in your Apple Orchard. OK, your Apricot Orchard, if you say so. We need your truly "Flagship Store" here in Cupertino, not in some other City.

I worked at Stanford Research Institute (SRI) in Menlo Park for thirty seven years (1955-1992) as a Creative Artist. In the late 1960's, (in my own late Thirties), I was Creating a Graphic, for one SRI Computer Scientist, that was showing a Bubble Chart illustrating how much memory would be needed by mainframe computers in the future. I remarked that: "I could hardly wait to have one" He asked; Have what?" I replied: "A Computer!" He looked at me and said: " You want a Computer on your Desk?" I said: 'Yes' He said: "Not in your Lifetime!" That Computer Scientist was also named Steve.

So. I Thank you, Steve Wozniak and Steve Jobs, for bringing to me what I wished for in my thirties, your excellent "Computers on my Desk" in my lifetime, since 1977! I will continue to buy more Apple products, now in my early Eighties and more, God willing!

CUPERTINO, DON'T MAKE A TERRIBLE MISTAKE. ALLOW APPLE CAMPUS 2.

Cupertino, don't miss the opportunity to capitalize on your illustrious history as "The Birthplace of The Personal Computer Industry, and the Home of Apple, Inc." We also need Statues of the two Steves: Steve Jobs and Steve Wozniak ("The Woz") by the excellent sculptor who did the wonderful statues of the two Navy Seals in Memorial Park. Those New Statues should be located in the "Main Street" project and located near a new Apple Museum, and a new Cupertino History Museum (also housing the Chamber of Commerce, my suggestion made at the Sandhill series), both to be housed in a Wooden Building, as opposed to other material. We wanted a warm feeling. as we citizens specifically asked for in the three Sandhill "Main Street" meetings by groups of volunteer citizens several years ago. (Please look at the entire specifications on the charts and notations of those meetings.)

Isn't there a Cupertino Chamber of Commerce here? I thought so! I never hear anything about them. What do they do? If there is one I hope that they support Apple Campus 2. Ah! I saw in the comments that the COC does support Apple Campus 2. Good for you!

To all of those involved: Please, don't delay APPLE'S CAMPUS 2 project any longer. The costs of labor, Materials, and many other elements continue to rise daily. Again, Don't delay! Let the good times roll on!

Sincerely Submitted, for the Good of Cupertino

Mr. Ronald Joseph Moore, Sr.
Cupertino, CA 95014-2318
1-408-253-1197
ronaldm124@aol.com

From: Keithddl527@aol.com [<mailto:Keithddl527@aol.com>]
Sent: Thursday, July 18, 2013 1:23 PM
To: City Council
Cc: Aarti Shrivastava; City Clerk; stippets@valleywater.org
Subject: New construction in rear of Apple parking lot, adjacent to Calabazas Creek

July 18, 2013

Dear City Council and Community Development Director,

Can you please supply the following Apple project application No., describe the public hearings that were scheduled regarding that applications review and then the permit number that allowed the construction shown at 10435 North Tantau Ave., in Cupertino?

Was this perhaps a Community Development Director's special administrative approval?

Was this new construction approved as part of a new development agreement with Apple?

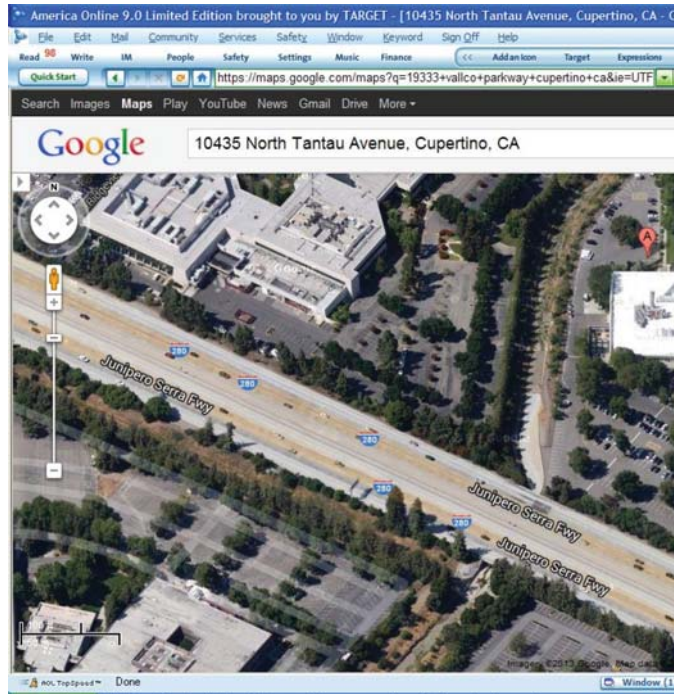
Please direct me to the documentation covering the approval process documents for this project and could you also direct me to any Santa Clara Valley Water District permits or approvals - which clearly show both City of Cupertino -and- SCVWD's set backs and easements were followed.

Were special exceptions granted to Apple to disregard any of these easements and set backs?

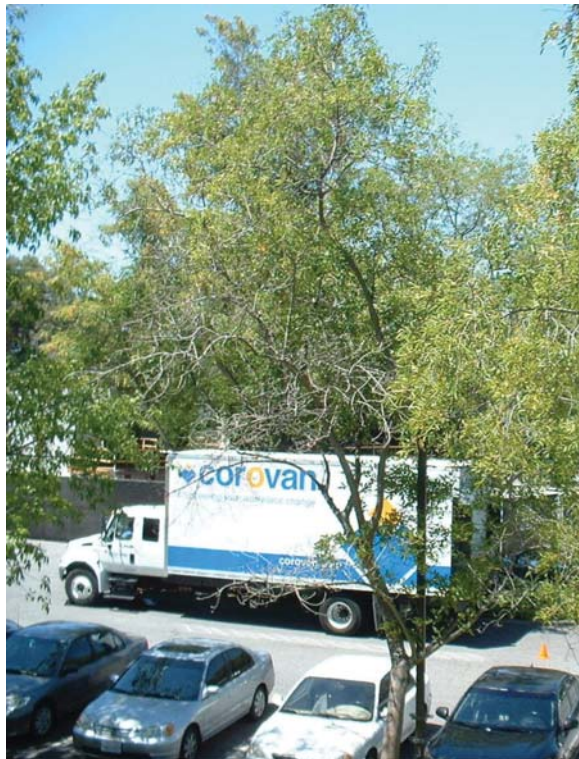
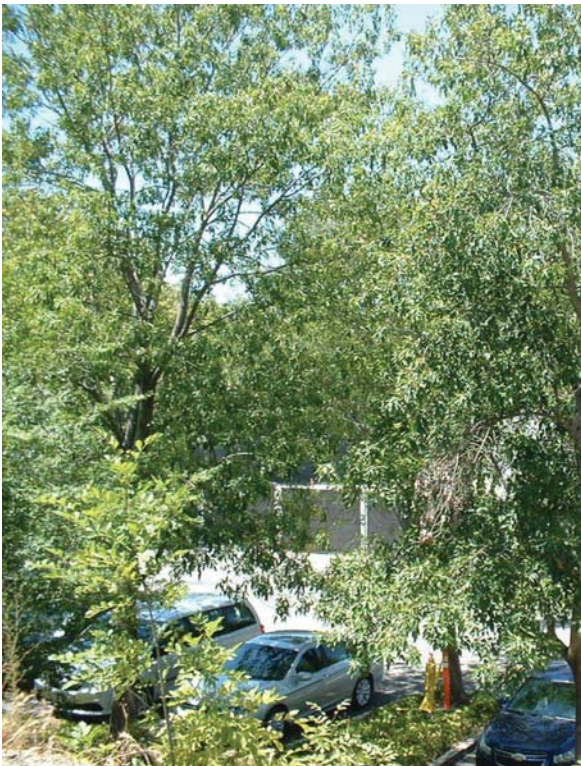
Who is the Santa Clara Valley Water district permitting contact for this specific project, it is Sue Tippets perhaps, or?

As the old office structure at this address, 10435 North Tantau Ave, is slated for demolition as part of the new Apple Campus 2 project, currently that application is at the EIR stage, why wasn't this new construction seen as requiring adequate public noticing, public hearings, to allow EIR mitigation impacts for the future development of a new city park and/or a creek riparian trail and/or a seasonal park in the SCVWD corridor where Calabazas Creek lies adjacent to this new construction?

Google maps shows that in early part of 2013: no development or construction was seen in Apple's rear parking lot, adjacent to Calabazas Creek and Tantau over pass:



As seen from North side of Tantau bridge, looking west, large concrete multi story structure can be seen:



From: Gary Beaupre [mailto:garybeaupre@comcast.net]
Sent: Monday, July 15, 2013 6:32 PM
To: City Council
Subject: Apple 2 Campus

Dear Cupertino City Council Members,

I attended the July 9th Sunnyvale Council Chamber meeting to hear the report on the Apple 2 Campus DEIR. I was very disappointed that there was no explicit discussion of what I consider to be the most basic of questions about the Apple 2 Campus project, which is: Is the project simply too big for the target location? The draft EIR talks about some impacts that are “significant”, “unavoidable” and “that cannot be mitigated to a less-than-significant level with feasible mitigation measures”. That statement clearly indicates that there will be a negative impact and there is every reason to believe that certain Sunnyvale residents (mostly Birdland residents) will have to live with those negative impacts for as long as they live in Sunnyvale.

1

As a 24-year resident of Birdland in Sunnyvale, one of the things I have come to value tremendously about where I live is the character of my neighborhood, and specifically my ability to quickly access the carpool lane on Highway 280 and be at San Jose airport or parked in San Jose downtown to attend a play at the Rep or to go to the Opera. Presently, those trips typically take me no longer than 15 to 25 minutes, even at busy commute times. I can only imagine how adding several thousand cars from the Apple 2 Campus to the Wolff/280 and Lawrence/280 on and off-ramps will make those trips into San Jose feel like a traffic congestion nightmare.

2

Appendix B, Traffic Impact Analysis of the draft EIR has an assessment of the current commute time traffic situations at various locations. For example, it states: “In the PM peak period, the queue from the ramp meter extended back six to seven cars onto Wolfe Road.” If a traffic analysis suggests that that queuing is not going to become absolutely horrendous with the addition of several thousands more cars from Apple 2 trying to access Highway 280 at Wolff Road, then that suggests to me the traffic analysis is fundamentally flawed.

3

In my opinion, the Apple 2 Campus building is too tall of a building (How many Birdland residents know that the top of the building will be 77 ft higher than Homestead?; i.e., a 57 ft tall building on top of a 20 ft tall earthen plateau), too large of a building (a 1500 ft diameter giant donut that may look outdated and ugly all too soon), too great a density of employees, resulting in too much additional commute time traffic, and it will lead to a fundamental change in the quality of life for many Birdland residents. I predict it will also lead to an unimaginable increase in traffic-related frustration, especially at Lawrence/280 and Wolff/280 at commute times. If the Apple 2 Campus project is approved as it, it will be impossible for those problems to ever be undone. This project will forever change the neighborhood character of southwest Sunnyvale and that change will be almost exclusively negative.

4

Back to my first question: How big is too big? Answer: The Apple 2 Campus is too big. It's time that people acknowledge that a project can simply be too big for a given location, and it's time for us to do something about it before it's too late.

5

Sincerely,
Gary Beaupre
1662 Grosbeak Avenue
Sunnyvale, CA 94087
garybeaupre@comcast.net
(408) 733-2845

From: Stan TheMan [stantheman0000@hotmail.com]
Sent: Thursday, July 11, 2013 12:01 PM
To: applecampus2
Subject: Apple Campus 2 size & road closure

This is in regards to the proposed Apple Campus 2 that replaces the old HP campus.

As a resident of Cupertino and a neighbor of this "Mothership" project, I'm concerned about the immense size of this project and the road closures both during construction and the permanent closures after completion.

The project is too big. Does Apple need that much space? The building alone will be bigger than the new 49ers stadium in Santa Clara.

As proposed, all of the existing buildings will be torn down. However nearly all the buildings are in excellent condition and most are currently occupied. Several buildings were built in the 1970s and 1980s, so there's little that they need to be brought up-to-date.

Many trees on the old HP Campus including its famed Redwood Grove are proposed to be removed. These trees should be preserved.

As a local resident, I'd like to know which road will be closed during the project. Is this information available yet?

After completion, Pruneridge Ave between Wolfe Rd & Tantau Ave is slated for complete closure due to the immense size of the "Mothership" project. I use this road & feel it will be much harder to get around because the alternatives are not as easy to travel. To the south, there the 280 freeway and Vallco nall, making access via Vallco Parkway not easy. To the north, there's Homestead Rd, which is already a busy road with Ranch 99 on the corner.

Lastly, a philosophical question. Does one office building have to be so big?

Stan
17-year Cupertino resident

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From: Sandra and Don [<mailto:sandrandon@comcast.net>]
Sent: Monday, July 08, 2013 11:23 AM
To: City Council
Subject: We support the new Apple Campus

Sandra and Don Boren support the new Apple Campus.
We love to see more cyclists around and sensible shuttle-bussing of employees.

1

Sandra and Don Boren

From: Russ Robinson [<mailto:russ1011@ix.netcom.com>]
Sent: Monday, July 08, 2013 11:13 AM
To: City Council
Subject: Apple 2 campus

Good morning,

I wish to register my support for the new Apple campus. I have reviewed the executive summary and agree with the approach and execution proposed. As a historian I am pleased the an effort is being made to relocate and preserve the historic Glenndenning barn.

I retired from Lockheed as real estate executive. While at Lockheed I was the project manager for the interior of a very large, state of the art building called Building 150. In todays parlance it could be called a green building. Many elements of the building were designed to be energy efficient and this new Apple campus incorporates many of the same features. I am very pleased to see such a well thought out proposal.

1

Russ Robinson
10825 W. Estates Dr.
Cupertino, CA 95014
408-253-2529
russ1011@ix.netcom.com

From: Thorisa Yap [mailto:ryladie99@yahoo.com]
Sent: Tuesday, July 02, 2013 11:59 AM
To: Aarti Shrivastava
Subject: Fw: [McBB] Apple 2 fortress - comment period

Dear Aarti
Here is the post that I need to share it with you..
Thank you,
Thorisa (Mrs. Yap)

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

From: Mama-saurus <mymysteryname@yahoo.com>
To: mcbb <mcbb@yahooogroups.com>
Sent: Tuesday, July 2, 2013 9:36 AM
Subject: [McBB] Apple 2 fortress - comment period

Looks like it is going to become even more difficult for Santa Clara and east Sunnyvale students to make it to McAuliffe on time due to an big increase in traffic from the new Apple campus.
The draft Environmental Impact Report is out on the Apple 2 campus to be built at the old HP campus - and which will hold 50% more employees then HP did at its peak.

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It is here: <http://www.cupertino.org/index.aspx?page=1107>

It appears to indicate that traffic, among other issues, will become even worse up/down Wolfe and along Homestead and Tantau, and/or trying to get on/off 280. Apple intends to shut down a portion of Pruneridge drive to all (incl. bicycles and pedestrians) traffic -- apparently Apple need more security than most of the military contractors that are here in the valley so they will fence off the property and close roads to provide a big boundary. I haven't read through all the impact areas, but am concerned about air quality right along 280 at Wolfe from the on-site power generation that is planned combined with increase in stalled traffic. Given wind patterns off the bay, it would seem that localize pollution will flow over to Cupertino High School and/or Lawson Middle.

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Only written comments are being accepted at this time, as dictated by the California Environmental Quality Act. There is a form to submit electronic written comments on the same City of Cupertino website or send an email. I would focus on mitigation ideas as it appears the Cupertino Council will approve anything that Apple puts forward. One mitigation idea that I am going to suggest is busing the school kids from Sunnyvale and Santa Clara to the district-wide schools (at Apple's minimal expense), thus taking many single family vehicles off the most impacted intersections. Added benefit is reducing the congestion at McAuliffe, Murdock-Portal, and CLIP sites.

4

The city of Sunnyvale will also hold a study session to discuss the draft EIR on July 9 at 6 p.m. in the council chamber at city hall, 456 W. Olive Ave.

5

Both Facebook and the 49ers made big donations to the communities/schools that they impacted, but I don't see any similar suggestions being made by Apple. If anyone knows otherwise, please share.

6

thanks
Ann

From: Rich Altmaier [mailto:richalt2@yahoo.com]
Sent: Monday, July 01, 2013 8:22 PM
To: City Council
Cc: Rich Altmaier
Subject: Apple Campus 2

As a long time resident of Cupertino, I feel Apple has brought a strong value to our city in terms of high tech jobs, attraction to other businesses, and notice as a place to be in technology. I think the proposed Campus 2 at the former HP site was be a world class facility and we should extend every effort to build it. It will bring notice to our community in a very positive sense. Although there may be slight increases in congestion, such as going from the HP site 8000 odd parking spaces to some 14000, let's expect and ask for good mitigation efforts. Let's also not forget the strong green sensibility of typical Apple employees to work to reduce congestion by using public transit and bicycles!

1

Thank you,
Rich Altmaier
22605 Salem Ave
Cupertino, CA 95014
408 973-1809

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

From: Rick Haffner [<mailto:haffrick@gmail.com>]

Sent: Monday, July 01, 2013 11:25 AM

To: City Council

Subject: Increased Traffic and Freeway Access Improvements related to Apple 2 and Main Street???

Dear Valued Council Representatives:

I would like to know what plans there are to enlarge and improve freeway access as the Apple 2 Campus and the Main Street projects are developed?

Currently I already find it nearly impossible to enter and exit my apartment community located adjacent to The Roasted Coffee Bean on Stevens Creek and Tantau during rush hours.

This has occurred since Kaiser was built and Apple has rented most of the office buildings along Tantau Ave. I'm sure the legions of silver Apple buses and vans cruising around the area have helped to minimize traffic - as opposed to single driver vehicles - but it was irresponsible planning for virtually no improvement in freeway access when the large hospital was built.

I trust that with such HUGE plans for development in this area that some SERIOUS consideration for the increased traffic is being considered. Otherwise I foresee major problems being created, (as like what occurred along 280 when Santana Row was developed with no increase in freeway access), in what is already a very congested section of the freeway and its on/off ramps during rush hours.

Please take a moment to drive personally in this area during rush hours yourselves. Stevens Creek and Lawrence Expwy. are already extremely congested.

Thank you for your service and dedication to representing all Cupertino residents.

Rick Haffner
19140 Stevens Creek Blvd. #D103
Cupertino CA 95014

From: William F. Bailey [mailto:williamfbailey@yahoo.com]
Sent: Sunday, June 30, 2013 1:45 AM
To: Santa_Clara_Neighbors_for_Responsible_Development@yahoogroups.com; council@ci.sunnyvale.ca.us; City Council
Cc: BirdlandNeighbors@yahoogroups.com; Raynor Neighbors; Sunnyvale Politics; NeighborsFirst Sunnyvale
Subject: Re: [Santa_Clara_Neighbors_for_Responsible_Development] Apple II Campus meeting last night

Tap,

I do appreciate your sending us the links to the Apple 2 campus development. In what follows, I'd like to speak as a resident of Santa Clara, and not as the Treasurer of [Santa Clara Plays Fair](#).

At some 5000 pages, Apple's giving us more info for their 176 acres than the 4400 pages that the San Francisco 49ers gave us Santa Clarans for the 17 (yes, seventeen) acres they're developing in our city.

Very briefly, when one looks at the potential "economic activity," the Apple campus is going to contribute far more to Cupertino - and to surrounding cities - than the 49ers will ever contribute to Santa Clara. The Apple DEIR notes that the Apple2 Campus will employ about 14,200 people at capacity. If those ~15K knowledge workers are grossing a median of \$50K/year, **then that's over \$700,000,000 a year in payroll alone.**

Those technical professionals will be doing far more of their own business - home improvement, household, groceries, leisure, major purchases - in the local area than stadium workers earning \$7,000 a year in Santa Clara can possibly do.

That's the major reason why the Apple campus is, to me, a clear winner for Cupertino and for its neighbors. (The 49ers' Stadium payroll amounts to [a stinking \\$17M a year](#) -- or a miserable 2.4% of the payroll of the Apple Campus at full capacity.)

Nonetheless, I had a lot of reservations originally. For me, the sticking point was the request that the City of Cupertino abandon Pruneridge Avenue at Wolfe Road.

It's true: The taxpayers of **Santa Clara Neighbors for Responsible Development** paid for that thoroughfare - just as we all waited over a decade and paid millions of dollars to have Tasman Drive link Milpitas with Sunnyvale. Yet, Tasman Drive, a major technology business corridor, will be cordoned off to thoroughfare east of Great America Parkway before the 49ers' game days.

That's an essential a loss to taxpayers - and it's being done *for a football game*, if you can imagine anything so blindingly stupid. But at least we Santa Clarans are going to sell a mess of cheeseburgers for the **\$1.2 billion dollars** that the 49ers' stadium will cost (Right?).

Anyway, I was not sympathetic to Apple originally, after the issue of blocking off Tasman Drive was dismissed offhand in our own 49ers' DEIR. However, the one graphic that changed my mind may be found on page 10-of-1407 of [Appendix B of the Apple DEIR](#).

1

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Note that the land mass of the Apple Campus 2 is almost evenly divided north and south of the current Pruneridge Avenue. If the southern parcel were a lot smaller than it is, then I'd demand of Apple Computer that Pruneridge stay put, and that they put guard shacks both north and south of Pruneridge.

2
cont.

But that's not the case, and I say that in spite of the fact that the absence of ingress/egress on an abandoned Pruneridge Avenue segment means more pressure on 280 and on Homestead Road. Also, I must add: The abandonment of Pruneridge at Apple 2 will cause "traffic calming" to the benefit of our neighbors in the southeastern corner of the City of Santa Clara. Personally, I like the slow drive to Vallco by way of Pruneridge Avenue. But as a resident of Santa Clara, I'd be willing to give that up because of what I saw in the DEIR link above.

Many thanks, Tap, for the Apple DEIR links. Compared to the peanuts that we Santa Clarans settled for out of the San Francisco 49ers, Cupertino is clearly getting the better deal here.

3

At the end of the day, the only similarity between Apple 2 and the 49ers's subsidized stadium is their shape.

William F. "Bill" Bailey
1009 Las Palmas Drive, Santa Clara

--0--

From: Tappan Merrick <tapmerrick@yahoo.com>
To: "council@ci.sunnyvale.ca.us" <council@ci.sunnyvale.ca.us>; Cupertino Council <citycouncil@cupertino.org>
Cc: "BirdlandNeighbors@yahoogroups.com" <BirdlandNeighbors@yahoogroups.com>; Raynor Neighbors <raynorshine@yahoogroups.com>; Sunnyvale Politics <SunnyvalePolitics@yahoogroups.com>; NeighborsFirst Sunnyvale <PutNeighborhoodsFirstInSunnyvale@yahoogroups.com>;
"Santa Clara Neighbors for Responsible Development@yahoogroups.com" <Santa_Clara_Neighbors_for_Responsible_Development@yahoogroups.com>
Sent: Thursday, June 27, 2013 4:54 PM
Subject: [Santa_Clara_Neighbors_for_Responsible_Development] Apple II Campus meeting last night

Dear Mayor Spitaleri, Honorable Council Members and neighbors,

The City of Cupertino hosted a meeting last night to discuss the proposed Apple II Campus and it's Draft Environmental Impact Report (DEIR). No questions were allowed. No comments were allowed to be given. No answers were given except that about 650 pages of the DEIR were available on line, and the rest apparently won't be available until September? Likewise, questions that were previously asked, or were being submitted as a result of last night's meeting, or might be asked in the future, won't be answered until the final EIR in September.

4

The meeting ended after some 15 minutes. They had CD's and flash drives (one per person) for you to take.

Public comments must be in to the City of Cupertino by July 22, at 5:30 PM. Contact them as indicated below:

Any interested person(s) may provide comments in one of the following ways:

You are encouraged to use the online comment form at: www.cupertino.org/applecomments

You may also send comments to:

Department of Community Development,
Re: Apple Campus 2, 10300 Torre Avenue, Cupertino, CA 95014
For more information on this project, visit www.cupertino.org/applecampus2.

Being a visual, paper oriented person I actually printed off all 5,000 or so pages of the DEIR. If you are so tempted, skip the air quality report of nearly 1400 pages of numbers.

The Keyser Marston "Economic and Fiscal Impacts Report..." dated May 2013, focuses in on how much money everyone's going to make working for Apple and how much revenue each of the Cities will earn. In short, it's a lot of money. no problems are addressed or answered.

I only did a brief review of the DEIR, looking for answers to the 20 some odd questions the neighborhood had asked as well as my own questions while meeting with Apple consultant representative Mr. Worley on April 23, 2013, and found no answers. though to be fair to Apple, they might have been hidden within each of the 5,000 pages, but if so, only one at a time.

I also reviewed the material to see what streets the DEIR reviewed in their traffic study. It did cover the "usual suspects" including Wolfe, Lawrence, Homestead and Tantau, provided limited studies of Quail, Inverness and Marion, and as best as I could see, totally ignored the following streets that might well be used as cut-through streets to avoid the main streets during rush hour: Dunford, Teal, Lochinvar, Swallow, Peacock, Nightingale, Lillick, Lorne, Halford, Henderson, and Norman to Bryant and out.

While I am only speculating (until I get through the DEIR), my guess is that the new 475 living unit Gateway complex at Lawrence and El Camino, and the, in the works Stratford School, at the now disappearing Raynor Activity Center are not included. Nor will a high density housing complex we can assume will be built to replace a 21 acre existing mobile home park on Henderson be included. The planned development of 420 acres at Lawrence and the train tracks, called Lawrence Station, is probably also not included.

It is my understanding that the City of Sunnyvale will review this DEIR at it's regularly scheduled July 9th meeting and public input is welcome (OK, maybe not welcome, but allowed) at that time. The meeting starts at 7 PM in the Sunnyvale City Council Chambers.

I would also encourage the neighbors to write into the Sunnyvale and Cupertino councils with their opinions. Their e-mail addresses are provided in the address section of this note.

I will try and provide notable updates as I work my way through the DEIR. At least Apple didn't use Hexagon Traffic Consultants.

Thanks for caring,

Tap Merrick
Candidate for Sunnyvale Council Seat 3
Tap Merrick for Council 2013
<http://www.tapmerrickforsunnyvale.org/>
FPPC# 1355565
1091 Firth Court
Sunnyvale, CA 94087
408-249-2900

4
cont.

5

6

7

From: Keithddl527@aol.com [<mailto:Keithddl527@aol.com>]
Sent: Friday, June 28, 2013 10:30 AM
To: Aarti Shrivastava
Cc: City Council; City Clerk
Subject: Where is the city's web site link for development projects?

Dear Community Development Director

Where **exactly** is/are the city's proposed new web site link(s) for all important community building projects; be they completed and approved, well along in the public review process, or brand new?

I speculate "new" development is posted under the "City News" heading link, but I wondered if any action was taken by our city staff to make special stand alone links on the city's web site where all development projects could be accessed found in one EASY TO FIND spot, perhaps by project name showing assigned city staff who are over seeing that project, with email links posted for easy dialog between residents/staff/developers?

Exactly what happened to that initiative to update the city's web site which was promised to the public, by the city council and city staff, now discussed over a year ago, as part of new investment in computer system upgrades in the building department for stream lining project applications submissions over the Internet?

I speculate that our public's "easy" access to review of all project applications was long forgotten as part of the huge investment of our public dollars in computer and software upgrades benefiting both city staff and developers with large project applications, but not for our residents wishing to perform required due diligence of those large projects with out searching through a disorganized city web site maze for long periods of time and simply giving up - the city's poorly designed web site is obfuscating the public's desire for transparency of all building applications from being easily reviewed.

Can you please review the city's public policy regarding timely posting and tracking of projects on the city's web site, in example the timely updating and tracking of large projects like Apple Campus, while they are navigating the public hearing process being posted in one easy to find place - or are you, our city staff and city council members, against public transparency?

Surely the biggest project in Cupertino's history, the Apple office project, is an adequate trigger to reconsider our public's ability to review all applications, including Apples, and that must be done by updating and adding new links on the city's web site to track each significant project application from start to finish - keep each project as a separate link, keep all posted dated available in a simple time line, do not delete prior postings, please "think" about designing in ease of access for the public to both find and then review that data over time.

Who exactly is in charge of the city's web site and can that person be the point person to take charge for getting this link update under way, administrated in a way that is truly helpful and respectful to our residents desire to be well informed and become participating citizens in our city's future?

Regards
Keith Murphy

Re: Apple Campus 2 Comments - Draft
EIR
26,2013
To whom it may concern,

June

The projected environmental impacts of the plan submitted for this new campus is totally unrealistic for today's reality. Already traffic and pollution are at alarming levels, this plan will only further exacerbate a very serious situation for many with far reaching consequences.

1

I feel strongly that Homestead, a roadway that is a relief from the already severely impacted Interstate 280, will not be readily available.

2

I am not a resident of Cupertino however Homestead offers an alternative to the very congested hours long commute along Interstate 280 that is already almost stop and go. Though I am not a fan of high rises everywhere, the amount of land that will be required for this design constitutes an unreasonable and wasteful demand of land and space currently benefitting thousands of residents of the Valley. The demand for space and the existence and need of the current relief roadway will only increase as time goes on. Do not approve this unrealistic and "regal" removal of a publicly owned roadway to appease the dream of a corporation.

3

Sincerely,

Yolanda Reynolds

(408)286-6310

Apple 2 EIR
Date Received

JUN 27 2013

Processed by

PC

From: Daiyun Chen [daiyun76@yahoo.com]
Sent: Friday, June 21, 2013 8:30 PM
To: applecampus2
Subject: Environment in mind

Hi,

We are concerned about the fate of the trees in and around the new Apple Campus. A couple of months ago, we met a man who claimed he was an arborist hired by Apple and that he planned to chop down 6000 trees on the Campus and around the streets with replacements of new trees. We don't know it has been confirmed by the Apple Campus 2 or not.

These trees have been living in our neighborhood for more than 40 years(?) - when we moved into this area in 1989, they were already quite big. And we enjoy so much of these beautiful trees - they give us shade in summer and they make our streets much enjoyable while walking along. Especially they improve our environment and give us clean air. Please let these trees happily live in our neighborhood with us and our children and children's children. Many thanks.

We can be reached either by e-mail or by phone: 408-739-5061

Best Regards,
Jia and Linda

From: Liling Wang [<mailto:li8wan@yahoo.com>]
Sent: Thursday, June 20, 2013 4:05 PM
To: City Council
Subject: Apple Campus 2

Dear Cupertino Council,

I am a Cupertino residents for 30 years and happy to see the city grew gradually from a farm city to one of the high technology centers of the world. We should thank Apple for their loyalty and determination to continue grow in Cupertino.

1

Per Environmental report, Apple Camput 2 will bring congestion to I-280. But did you remember that I-280 had always had congestion since 20 years ago. I was impressed that Apple has made many plans to improve local roadways and alternative options for employee transit.

2

Dear Councilmen,

I strongly support Apple campus 2 project developed in Cupertino. If Apple leave Cupertino, the city will lose a lot of businesses and become a city like Stockton. We can not afford to see Apple leave Cupertino. Please vote yes and keep Apple in Cupertino

3

A loyal resident,
Gina Wang

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

From: Donna Austin [<mailto:primadona1@comcast.net>]

Sent: Wednesday, June 19, 2013 12:52 PM

To: City Council

Subject: Apple Campus 2

Mayor Orrin Mahoney, Vice-Mayor Gilbert Wong, City Council Members: Mark Santoro, Barry Chang, Rod Sinks

As a private citizen of Cupertino, a parent, homeowner, and community activist, I want to go on record as totally supporting the Apple 2 Campus. The economic impact of the Campus 2 headquarters will create thousands of jobs, and provide a windfall of tax revenue for Cupertino. When I see the silver buses and shuttles and bikes all around Cupertino, I have great faith that Apple will mitigate the traffic issues facing this project. This is a great opportunity for Cupertino. Apple is a wonderful company that produces superior products.
Donna Austin

From: Barry Chang [mailto:councilbarry@gmail.com]
Sent: Tuesday, June 18, 2013 8:14 AM
To: Nancy Wood
Cc: Karen B. Guerin
Subject: Re: FYI Re: Apple Campus 2

Dear Bernard & Nancy,

Thank you very much for your input.

Barry

On Sat, Jun 15, 2013 at 1:00 PM, Nancy Wood <bernard291@sbcglobal.net> wrote:
Dear Council Members:

For your information, I attach copies of e-mail exchanged between Dan Whissenhunt, of Apple Computer and myself, concerning the proposed Apple Campus 2.

Bernard Wood

Dear Dan,

Thanks for keeping your communication/comment channel open regarding Apple Campus 2. My major concern remains the closure of Pruneridge Ave. between Tantau and Wolfe. This street is our major access to northbound I-280. Your campus 2 maps suggest there is ample room to accommodate a through link of Pruneridge Ave. on your property, if not at surface level, then perhaps over an overpass or through a tunnel that would preserve your privacy, yet enable vehicle and pedestrian communication between south- and north-parts of your campus.

Please keep me informed if such an alternative would be considered. The architect's drawing that accompanied your e-mail message suggests you would have ample space to include such a routing of Pruneridge Ave. through your campus.

Regards,

Bernard Wood

From: Apple Campus 2 <applecampus2@apple.com>
To: "applecampus2@apple.com" <applecampus2@apple.com>

From: gilshark@comcast.net [<mailto:gilshark@comcast.net>]
Sent: Monday, June 17, 2013 1:45 PM
To: City Council
Cc: applecampus2@apple.com
Subject: Apple 2 Campus

I have lived in the Cupertino, Sunnyvale area over 30 years.

I hear there may be some concerns on whether the City Council should approve the Apple 2 project.

Often times at various times of the day, in the area of existing Apple Cupertino facilities, I have not experienced any unacceptable traffic conditions. Apples employee busing program now and committed for Apple 2's future will continue to keep individual cars off Cupertino streets.

1

Apple has continued to keep me and I suppose, other Cupertino residents with their plans for the Apple 2 complex. Details for supporting the local economy with jobs, supporting local businesses, supporting local governments and neighborhoods services as well as supporting the local community such as I have never seen provided by any businesses in the past. No doubt that Apple has also provided complete commitments for the above to the City Council.

Jobs for those who build the new complex, revenue for local businesses who serve Apple and it's employees and property taxes alone are valid reasons to support what in my opinion will become the highlight point for Cupertino.

2

The image that one of the worlds top corporations has it's headquarters located in Cupertino will surely invite other companies to consider Cupertino as well.

For the above, I hope the Cupertino City Council will strongly support and go ahead with the Apple 2 project. There by answering the question, "how can we NOT support the approval"?

Earl G. Sharkey
20800 Homestead Rd. Apt 14A
Cupertino, CA 95014
Phone: (408) 221-0222
email: gilshark@comcast.net

From: Judy Gaffney [<mailto:judymgaffney@gmail.com>]
Sent: Monday, June 17, 2013 12:13 PM
To: City Council
Subject: Apple Headquarters

Hello

I would like to send my support for the approval of the Apple 2 headquarter building. I believe this is important to the city of Cupertino and also believe that since the Hewlett Packard Corporation existed on this site which is close to the same size of the Apple buildings had no major problems to the environment or traffic situation in the Cupertino area - there should be no problem approving Apple 2.

1

We're crazy not to give Apple our full and complete cooperation.

Thank you

Judy Gaffney
10553 John Way
Cupertino, CA 95014

From: Shaunak ⓘ [shaunakrules@gmail.com]
Sent: Saturday, June 15, 2013 10:56 AM
To: applecampus2
Subject: Apple campus comments.

The apple campus looks great. I may suggest a massive man made lake at the centre of the oval shaped building. Apart from that, you have my compliments.

1

-Shaunak, Kennedy Middle School, age 13.

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

From: Dolly Sandoval [<mailto:dolly@dollysandoval.com>]

Sent: Friday, June 14, 2013 7:26 AM

To: Rick Kitson

Subject: Apple 2 campus letter

Good morning

I would like you to add my letter to the public common section of the EIR for the Apple 2 campus.

It is really nice that this project is coming along!

Thanks much,

Dolly

Dolly Sandoval

Dolly Sandoval
10720 Alderbrook Lane
Cupertino, CA 95014

Letter
C21
cont.

June 14, 2013

Dear City Councilmembers:

I am writing you today in regards to the Apple 2 campus. I was pleased to receive a recent campus update in the mail from Apple with details of the new campus.

As you know, when I served on the city council Steve Jobs came and announced his intention to keep Apple here, in Cupertino, replacing the current buildings on the HP site. His announcement was met with enthusiasm and excitement even though (at that time) we didn't know what the campus would look like. Steve implied the design would be both environmentally sensitive and a beautiful one-of-a-kind building. Looking at the current design that is definitely true.

As a Mayor and councilmember, I was particularly pleased that Apple decided to expand in our city. As you are no doubt well aware of, many cities court companies like Apple in order to reap financial rewards. It is nice to know the substantial revenue generated by Apple helps to fund city programs and the jobs they create in our town will continue for many years into the future. The financial investment Apple is willingly making is tremendous, creating a shared benefit of a public/private partnership. The indirect dollars spent in our town will be equally beneficial to the city's coffers as well. The long term fiscal stability brought about by Apple's current presence and expansion is key to our city's future.

I am also thrilled at the greening of the former HP site. To flip the percentage of buildings to open space is awesome – showing that environmental sustainability is compatible with new construction – and can also look good. Jobs' vision of the Apple 2 campus complementing the greater surroundings comes through in the designs shown the public thus far. The example of putting nearly all the parking underground and in structures is smart – again, reinforcing the point that open space is important and should become business-as-usual.

I live on the side of town that will be most impacted by the Apple 2 campus. Traffic issues certainly need to be addressed. Having said that, though, myself and many of my neighbors are convinced that Apple's expansion in our city is both welcomed and needed.

Lastly, the 'buzz' Apple creates for Cupertino is priceless. When I was travelling in Barcelona a couple of weeks ago, a local asked where I lived and I answered "Cupertino". He stated he didn't know that town but definitely lit up when I replied 'home of the iPhone and Apple Computer'; Apple puts Cupertino on the world-wide map!

Thanks for your hard work on this and other pressing issues before the city.

Sincerely,

Dolly

Dolly Sandoval
Former Mayor, Councilmember,
City of Cupertino

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From: henry zoellner [<mailto:ozhenri@yahoo.com>]
Sent: Thursday, June 13, 2013 10:59 AM
To: City Council
Subject: AAPL II

June 13, 2013
Sirs/Tim/Apple Execs:

We are in favor of your plans to build a new campus on the HP land.

We have been homeowners for 50 years in the Westwood Oaks tract west of Lawrence Expressway and we are upset re the closing of Pruneridge Dr. for your new construction. Pruneridge Drive has been a convenient access to I 280, and points north and south for the last 50 years. We can see on your enclosure that there is ample room for your campus to allow for Pruneridge Dr. to remain with minimal modifications to your plans. That would relieve to some extent the traffic issues. It appears that it would be easy to provide access to the south section of the property by several attractive bridges or tunnel – that area having no structures shown on your map.

Sent to:

Cupertino City Council Members

The environmental report is correct (“not all rosy”) re the traffic problems at I280 and Wolfe Rd. Living in Westwood Oaks tract in Santa Clara east of Tantau, we rely primarily on Pruneridge Rd. for access in and out of the tract to the West. We object to the closing of Pruneridge. An easy solution would be to leave Pruneridge Rd. intact and use bridges or underpasses for the benefit of AAPL employees, since the plans seem to show no structures crossing the current roadway.

We could withdraw our objections if AAPL would prevail on the City to annex the area east of Lawrence to include the Westwood Oaks tract into the City of Cupertino. We want to secede from Santa Clara. The city of Santa Clara boundaries should not include property west of Lawrence Expressway anyway; an appendage to the city; bad planning 50-80 years ago. Santa Clara does not know we are here. The city has ignored our protests re the hated stadium, now up to \$1.3 Billion in taxpayer cost, while the 49ers coast on our money.

Westwood Oaks would add much to the Cupertino tax base, and Kaiser and Agilent would add to Cupertino industrial assets tax base.

Please consider our plea to be rid of the misplaced policies of the city of Santa Clara. A Cupertino address would add to local property values.

Respectfully

Henry and Sally Zoellner
3837 Hancock Drive
Santa Clara
Ph:408 515 6669

1


2

From: Vanya (Matzek) [vanya_matzek@yahoo.com]
Sent: Thursday, June 13, 2013 5:30 PM
To: applecampus2
Subject: bike lane/sidewalk on perimeter of Apple Campus 2

I note that the creation of Apple Campus 2 will eliminate the segment of Pruneridge Avenue between Tantau Avenue & Wolfe Road. Currently there is a convenient sidewalk & bike lane forming a loop from the intersection of Wolfe Road & Homestead Road clockwise along Homestead, south on Tantau, west on Pruneridge & north on Wolfe. It is unclear whether that loop will be maintained if Apple Campus 2 is built.

1

If Apple Campus 2 will include a public sidewalk & bike lane completing the loop from Tantau to Wolfe I support it; otherwise, not.

Vanya (Matzek) (408) 255-0108  =^..^=

A friend is someone who thinks you're a good egg, even tho you're slightly cracked.

From: Barry Chang [<mailto:councilbarry@gmail.com>]
Sent: Wednesday, June 12, 2013 5:51 PM
To: Darcy Paul
Cc: Karen B. Guerin
Subject: Re: Support Apple Campus 2

Hi Darcy,

Thank you.

Barry

On Wed, Jun 12, 2013 at 11:57 AM, Darcy Paul <dapaul@darcypaul.com> wrote:
Dear Council,

As a resident in the general vicinity of the future Apple campus, I would like to express my support for the upcoming campus. This is a very important element of our future economic vibrancy as a community. Obviously, a lot of time and effort has already gone into analyzing the various impacts of this project, and this of course is a good and necessary process to identify and mitigate potential issues. Thus far, it would seem that traffic congestion is going to be a major issue. Speaking as someone whose daily commute will be directly affected by the build and the subsequent usage of the campus, I'd very much like to see appropriate measures taken to ensure that congestion and the impacts of traffic are minimized and even eliminated. Still, this is not an issue that should preclude the project from happening, and it is in fact an opportunity to think about how best to design and implement structural elements which will shape our future community. From investments into our public-transit infrastructure, to design of local access routes which will minimize congestion, to utility and placement of a more local workforce, we certainly have the wherewithal and many tools at our disposal to address this and other issues that arise. Perhaps we'll see a fleet of electric shuttles commissioned. Still, regardless of specific manifestations, there is no doubt that this project will have many positive impacts. It's taking many good efforts to reap all the rewards of the hard work of a lot of people thus far, and I exhort you to continue these efforts with patience and clear thinking.

Thank you for your continued efforts in ensuring that this project is successful.

Regards,
Darcy

=====
Paul Law Group, A Professional Corp.
3235 Kifer Road, Suite 360
Santa Clara, CA 95051
=====

T: (408) 617-0800
F: (408) 617-0810
E: dapaul@darcypaul.com
.....

From: Keith Warner [<mailto:keith@pbcoffices.com>]
Sent: Wednesday, June 12, 2013 11:20 AM
To: City Council
Subject: Support Apple Campus 2

Dear Cupertino City Council,

As a Cupertino resident and business owner, I whole heartedly support Apple's Campus 2.

The economic impact on our city and community will be huge! And the economic impact of non-approval would be detrimental to business and residences alike.

Please support the Apple Campus 2!

Thank you in advance!

Keith

Keith Warner
Managing Partner
Pacific Business Centers
19925 Stevens Creek Blvd., Suite 100
Cupertino, CA 95014-2358

From: James Forsythe [mailto:jdforsythe767@sbcglobal.net]
Sent: Tuesday, June 11, 2013 11:45 AM
To: City Council
Subject:

I totally support the construction and
Beneficial Returns of the Apple Two campus.

1 Apple was and is the greatest event that ever happened to
Cupertino.

2

The proposed new Apple Campus will provide more
jobs, More income to the city and those fortunate enough to obtain
employment at the new site than all other opportunities of the entire
City.

3 Apple Computer is proposing to build a campus "at home" that will
be

The greatest boost to the City of Cupertino and its residents that
any and every City in the U S would roll out the "Red Carpet
Treatment" to entice this great opportunity to their City.

4 Cupertino is ideally in the hub of modern Freeways 101,85,and
280 easily handle the additional traffic created by work force of the
Campus.

1

5 The City of Cupertino will enjoy the tax base created by the Campus
without a great demand on housing, due to the being located in
the hub of freeways 101,85 and 280. A majority of the work will
choose to Commute from other cheaper residential areas
within a reasonable commute distance.

6 Industrious people are totally capable of adjusting to fit necessary
Circumstances. The thought of a work shift being from 8 to 4:30
is a "The Trojan Horse" not law, sensible or convenient for modern
society.

A work shift standard for Apple Computer based on 10 to 6:30 or
other possible hours would Alleviate the anticipated Commute
Impact Problem. Apple Computer has proved to be first and foremost
in solving any and all problems, usually before the problems occur.

Apple Computer is well known for complying and promoting local
convince.

James D "Jim" Forsythe FPE Retired
21893 McClellan Road
Cupertino Ca 95014

From: g7m5grigg@juno.com [mailto:g7m5grigg@juno.com]
Sent: Monday, June 10, 2013 10:47 PM
To: City Council
Subject: The New APPLE Campus2

I support the new APPLE campus and its location and have a couple of suggestions to make it even more beneficial to Cupertino and the communities around it.

1. *Remove the traffic signal at the intersection of Tantau Avenue and Pruneridge Avenue and replace it with a roundabout. I designed this signal and there was no need for it other than to try to interrupt traffic flowing from our industrial area into the residential area in the City of Santa Clara. I can't even say that it was successful in doing that. A roundabout would be more efficient than a traffic signal. Esthetically, it fits the theme of your headquarters building as well.*
2. *There appears to be a parking structure adjacent to the I-280 Freeway, although it isn't labeled. However, there is no direct access to Wolfe Road. Primary access is from Tantau Avenue. Therefore, access from I-280 would be circuitous, from Wolfe Road to Homestead Road to Tantau Avenue or from Wolfe Road to Vallco Parkway to Tantau Avenue. Another set of routes would be exiting I-280 at Lawrence Expressway and using Stevens Creek Boulevard to Tantau Avenue or using Lawrence Expressway to Pruneridge Avenue and cutting through the residential neighborhood. I can say from experience that the residents here are very sensitive to traffic issues. The extra vehicle miles of travel are also a negative impact.*

Glenn Grigg

Former Cupertino Traffic Engineer (retired).

From: Jane Yano [<mailto:janeyano@gmail.com>]
Sent: Saturday, June 08, 2013 8:52 AM
To: Mark Santoro; Orrin Mahoney; Gilbert Wong; Barry Chang
Cc: 'yaeko hirotsuka'
Subject: HP in Cupertino

To the Cupertino City Council:

I understand the revenue benefit the City of Cupertino will receive as a result of the new HP expansion.
HP is probably the only large semi-conductor industry in the city, but that shouldn't give them "their way."
Is the City willing to sacrifice it's citizens' and others' commuting needs to relent to large industry?

1

Blocking Pruneridge, a major thoroughfare for many who access Highway 280 from Wolfe Road, is not acceptable for those of us who live in the Westwood Oaks neighborhood. We, as well as many commuters, would have to turn left on Tantau to Stevens Creek and then on to 280. Currently, most people access 280 from Wolfe Road to 280 and Stevens Creek to 280 is the second access. Eliminating the Pruneridge/Wolfe Road access would create tremendous congestion on the Stevens Creek access.

2

HP should redesign the building so it allows Pruneridge to continue to Wolfe Rd. by including in its design an underpass as part of the building. . . a bridge type building. The entire building can still be where it's planned but include the underpass.
A solution for both commuters and HP.

3

I'm not one to protest a city's decision on most of its actions, but in this particular case, I'm forced to state my displeasure.
You'll see that Mr. Sinks is not listed among the "To" list. I sent him a separate email.

4

Yaeko Hiotsuka
Westwood Oaks resident
Cupertino Union School District

From: Jane Yano [<mailto:janeyano@gmail.com>]
Sent: Saturday, June 08, 2013 8:37 AM
To: Rod Sinks
Cc: 'yaeko hirotsuka'; 'Jane Yano'
Subject: New HP

Dear Mr. Sinks:

I understand the benefit of the revenue that the City of Cupertino will receive as a result of the new HP expansion. HP is probably the only large semi-conductor industry in the city, but that shouldn't give them "their way."

However, blocking Pruneridge, a major thoroughfare for many who access Highway 280 from Wolfe Road, is not acceptable for those of us who live in the Westwood Oaks neighborhood. We, as well as many commuters, would have to turn left on Tantau to Stevens Creek and then on to 280. Currently, most people access 280 from Wolfe Road to 280 and Stevens Creek to 280 is the second access. Eliminating the Pruneridge/Wolfe Road access would create tremendous congestion on the Stevens Creek access.

HP should redesign the building so it allows Pruneridge to continue to Wolfe Rd. by including in its design an underpass as part of the building. . . a bridge type building. The entire building can still be where it's planned but include the underpass. A solution for both commuters and HP.

Yaeko Hirotsuka
Westwood Oaks resident

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

From: Eddie Kuo [<mailto:steakfriesek@gmail.com>]

Sent: Thursday, June 06, 2013 1:20 PM

To: City Council

Subject: Apple Campus 2

Hello City Council, I would like to say that I fully give in my support to making Apple Campus 2 exist. It is such an environmental and energy efficient building that once it's build, other companies will be looking at it as an inspiration to make similar building with energy efficient and environmental safety qualities. Thank you.

From: Eno Schmidt [<mailto:enoschmidt@gmail.com>]
Sent: Thursday, June 06, 2013 2:27 PM
To: City Council
Subject: Support for the Apple Campus 2 project

Dear Cupertino City Council and Staff of Cupertino,

I want to take this opportunity to formally register my support for the Apple Campus 2 project. From the reports I have seen, Apple's staff has been working diligently to cooperate with the rules and regulations of the City of Cupertino, and at the same time the City Council and staff are working with Apple to help make the project a success for the citizens, City and Apple. Since I live in the Rancho Rinconado area of Cupertino and consequently very close to the planned Apple Campus 2 project, you will appreciate that I have been following the project with close interest. In my view the anticipated issues involving congestion, and concentrations of such large numbers of employees in one location all can be resolved through proper advance consideration all of which appears to be well underway.

1

With Apple already being the largest taxpayer and employer in the City, I would look forward to continued close cooperation between both parties. It is a real advantage to Cupertino to be able to retain and approve such a major project by an already good corporate citizen. Following the City Council's due deliberation and efficient approval, I look forward to the prompt start of construction and ultimately to the completion and use of one of the new "iconographic" architectural buildings in the Valley.

Thank you for your consideration.
Eno Schmidt
10558 Culbertson Drive
Cupertino, CA 95014

From: Gary Baum [<mailto:garybaumlaw@gmail.com>]
Sent: Thursday, June 06, 2013 9:24 AM
To: Piu Ghosh
Cc: Aarti Shrivastava
Subject: Fwd: Apple Campus & city-wide wifi

Piu,

For the record.

Thanks,

Gary

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

From: Carol Korade <CarolK@cupertino.org>
Date: Wed, Jun 5, 2013 at 11:33 PM
Subject: Fwd: Apple Campus & city-wide wifi
To: Gary Baum <garybaumlaw@gmail.com>, Cheryl Mannix-Smith <CherylM@cupertino.org>, Louis Sarmiento <LouisS@cupertino.org>, "Ellen J. Garber" <Garber@smwlaw.com>, "stamp@stamplaw.us" <stamp@stamplaw.us>

Begin forwarded message:

From: Gilbert Wong <gilbertswong@gmail.com><<mailto:gilbertswong@gmail.com>>>
Date: June 5, 2013, 11:18:08 PM PDT
To: David Brandt <DavidB@cupertino.org><<mailto:DavidB@cupertino.org>>>, Carol Korade <carolk@cupertino.org><<mailto:carolk@cupertino.org>>>, Rick Kitson <RickK@cupertino.org><<mailto:RickK@cupertino.org>>>
Subject: Fwd: Apple Campus & city-wide wifi

FYI

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

From: Margaret Reilly <margiereilly@gmail.com><<mailto:margiereilly@gmail.com>>>
Date: Wed, Jun 5, 2013 at 10:35 PM
Subject: Apple Campus & city-wide wifi

To: citycouncil@cupertino.org<<mailto:citycouncil@cupertino.org>>

Dear City Council Members,

I am a Cupertino resident and I remember watching the video of the City Council mtg. where Steve Jobs attended. During that meeting a council member asked Steve if Apple could provide city-wide wifi like Google does in Mountain View. He responded to that question a bit condescendingly... that Apple pays taxes and that's what taxes are for. Well, we now know that Apple doesn't pay it's federal taxes--or at least uses very creative ways to skirt them. I think the topic of Apple providing city-wide wifi should be brought up again. If nothing else, it would be interesting to see how they respond this time and maybe we might get this service--which would be great for everyone!

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Margie

--

Law Offices of Gary M. Baum
19925 Stevens Creek Boulevard, Suite 100
Cupertino, CA 95014-2358
408-833-6246
garybaumlaw@gmail.com

From: Chandramohan [mailto:ch_mohan@yahoo.com]
Sent: Thursday, June 06, 2013 4:12 PM
To: City Council
Subject: Apple Campus 2

To
City Council,
Cupertino.

I am a resident Cupertino and own a home at 10240, Sterling Blvd, Cupertino. As a longtime resident I have seen the leaving of HP from our town and how it hurts our City finances. In view of the dwindling revenue due to such departures, coupled with the economic downturn, it has become imperative that we allow Apple to complete their Campus 2. .

Apple's new Campus will bring jobs, badly needed revenue to support our schools and of course the growing requirement for infrastructure updates. It is true that an increased flow of traffic and increase in population density will bring some discomfort to the residence. This calls for sacrifice of certain luxuries that a small town offers but the alternatives such as increase in taxes to the already high house taxes is frightening.

I would like to hereby register my whole hearted endorsement of the Apple 2 Campus project.

Thanks,

Chandramohan Mathu
10240, Sterling Blvd,
Cupertino, CA

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

From: Aditya GMAIL [<mailto:adityavarma106@gmail.com>]

Sent: Thursday, June 06, 2013 8:45 PM

To: City Council

Subject: Apple Campus 2

Dear Council.,

Apple is expanding a big way in Cupertino, which to me looks like Monopoly situation.

Cupertino real estate is on high peak, just because of Apple employ as they buy the property after selling Apple stock and take benefit of taxes. It's hard for common person to buy property in Cupertino.

I am against Apple Campus 2 construction. Hope my thoughts will be considered.

Best/Yash

Sent from my iPhone

Letter ID 500140

Name Geoff Paulsen

Address 10557 Rndy Ln

City, State Zip Cupertino, CA 95014

Email geoffpaulsen@yahoo.com

Subject General and specific

Comment Apple comments July 2013

I am very excited about this project and what it will do for Cupertino.

In general, the EIR is well thought out. However, it does not look far enough chronologically into the future, nor does it look far enough geographically into the Cupertino community. This will be Cupertino's landmark for a lifetime – probably several lifetimes. I would suggest that the building be taller – “padded up” to provide more parking underneath, and more stories (probably two) added to provide room for future growth - but especially to provide a prominent visible landmark for our community.

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I'm afraid the new building will get lost in the forest. The trees are wonderful, and the building as planned will look great from the air, but it needs to be seen between and above the trees as well.

Also, Apple also needs to open its doors to the community. There was a suggestion at a recent General Plan Amendment meeting that we have an Apple museum. What we really need is an Apple visitor Center, with a store, museum, and interpretive talks. This could be a destination for the world in so many ways – why limit ourselves when we have this great opportunity?

2

Specifically Regarding:

“PLAN 3b” (north-south trail Parallel to 280). I would recommend going beyond just a study to include public comment, design, and construction. This would be a great recreational and alternative transportation asset to Apple and well as to the Cupertino community.

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BIO-3 I recommend a mix of old and young (1 gallon) trees, since smallest trees grow faster in the long run, and will out-grow a large transplanted tree over time. I know that Apple has bought every 60” boxed oak that's available, but we do not need complete instant results, but rather an urban forest that will best endure in the long run.

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HYD-1; Every effort should be made to reduce urban runoff through state-of-the art method including swales, rainwater storage cisterns, and permeable surfaces.

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Trans: (all) “Widening roads to solve traffic congestion is like loosening your belt to cure obesity,” says Walter Kulash, a traffic engineer from Orlando, Florida. I agree. We have to look at long-range solutions, such as higher density housing (and accompanying better night life) near Apple, as well as alternatives such as high-speed dedicated bus-only lanes – not just on Stevens Creek, but even on 280 and 85. As a founding member of the Cupertino Bicycle/Pedestrian Commission, I am convinced that such road “Improvements” will would make our roads much more difficult and dangerous for serious cyclists.

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Table III-1 (Development Summary) A 56% reduction in square feet per employee. Just wondering – will it be a crowded work environment?

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The need for a park: “Most of the site would be surrounded by a security fence...” Apple's “fundamental objective for privacy, security, and the protection of intellectual property” (project description) is understandable, but it is contrary to the City's need for parks and open space. There is no reason why the fence line could not be modified to allow public access – much as urban buildings allow public access to their plazas. As a Cupertino Parks and Recreation Commissioner, I believe that not all parks have to be big – they can include smaller spaces for intimate conversation as well as solitude.

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Letter ID	500139
Name	Neighbor
Address	
City, State Zip	Santa Clara, CA Santa Clara
Email	
Subject	Traffic Concern
Comment	<p>I'm a resident of Santa Clara in the neighborhood of Westwood Oaks which is directly east of the proposed campus. I'm concerned with traffic on Pruneridge Ave. The current HP campus hasn't been fully occupied for probably over 10 years. But when it was fully occupied, Pruneridge traffic was very heavy. During evening hours, If you were going westbound on Pruneridge and wanted to turn left onto Wolfe, you had to wait through at least one red/green/red traffic light cycle and sometimes two cycles before you could get onto Wolfe - adding many frustrating minutes to what in the past had been a very quick drive. Similarly, going eastbound on Pruneridge to turn left onto or cross Lawrence, you had to wait through at least one traffic light cycle. That was the worst Pruneridge traffic has ever been.</p> <p>Now, Apple wants to add 40% more employees over current max occupancy. The traffic in the late 90s, early 2000s is the only data point we have (besides traffic models) to foresee what traffic will look like. Adding this many more commuters will undoubtedly have a very negative effect on nearby residential traffic, lowering our quality of life. This doesn't even include the fact that forever in the future after the proposed campus is built, each and every time we want to access 280 northbound, regardless of traffic, minutes will be added to our drive because of the closure of the segment of Pruneridge.</p> <p>Nearby Santa Clara residents have little say in this process though we will be impacted the most - as will the nearby Sunnyvale residents. In the case that our traffic concerns are not mitigated, Santa Clara residents do have an option. That option would be to close Pruneridge at the Santa Clara/Cupertino border east of Tantau - maybe keeping it open to foot/bike traffic. How would closing Pruneridge at the Santa Clara/Cupertino border affect surrounding traffic and affect this project?</p> <p>Thank you for your time.</p>

Letter ID	500138
Name	Dean Fujiwara
Address	1725 Linnet Ln
City, State Zip	Sunnyvale, CA 94087
Email	d.fujiwara@comcast.net
Subject	Traffic impact at Homestead and Linnet Lane and Heron Ave
Comment	<p>The community of 150 plus homes in the Serra Gardens neighborhood has only Heron Ave and Linnet Lane to get into and out of the community. No one has addressed the issue to make sure the citizens can leave and get back into their homes during rush hour and normal times. Please note that 3 commercial project along Homestead Road in the immediate area (Cupertino Village Shopping Center, Apple 2 Campus and Homestead Square Shopping Center) all will put additional traffic on Homestead Road. We at this time are already having a difficult time tiring to get into and out during rush hour. When these 3 projects gets completed it will be very difficult or impossible.</p> <p>The community does not support any of these developments if the traffic problem is not solved. We would like detailed plans to solve the problem before the Apple 2 project starts.</p> <p>Dean Fujiwara</p>

Letter ID	500137
Name	Ken Nishimura
Address	
City, State Zip	, CA
Email	nishimura.ken@gmail.com
Subject	General Comments Apple Campus 2 DEIR
Comment	<p>I have read the DEIR in connection with the proposed Campus 2 project ("Project") for Apple Computer, Inc., hereinafter referred to as "Applicant." This is a huge project with tremendous implications for the quality of life for those within Cupertino, as well as surrounding communities. Most of the comments are related in some way to transportation, as nearly all aspects of the project will have substantial impacts to the local transportation infrastructure. The comments are arranged in no particular order of importance or priority.</p> <p>1) Although Applicant has stressed the amount of green space the proposed Project will encompass, none of this will be publicly accessible and thus generates no public benefit. In fact, Applicant wishes to create a fort with security fencing encompassing the entire site. Nowhere in the City is there such a large block of land where the public will be enjoined from traversing. The size of this "fortress" will impede pedestrian access along the eastern edge of Cupertino.</p> <p>2) The closure of Pruneridge Avenue is troubling. Applicant states this is necessary for security. Removal of Pruneridge will remove a major bicycling and pedestrian thoroughfare in that region. Given the tremendous increase in vehicle traffic expected on Stevens Creek Blvd., Tantau Ave., and Homestead Ave. due to the Project, cyclists will be forced to negotiate congested roads made worse by the Project for east-west access. Applicant has not provided a meaningful mitigation for loss of this public right-of-way and benefit.</p> <p>Applicant should be required to provide a free and publicly accessible shuttle service from the intersection of Wolfe and Pruneridge to the intersection of Pruneridge and Tantau on a frequent basis. Such shuttle should be compatible with bicycles and be operated to provide a time-equivalent alternative to the walking path which will be removed with the closure of Pruneridge.</p> <p>3) Applicant has not proposed a meaningful solution to the impending traffic congestion should the Project go forth as proposed. The existing infrastructure will be overwhelmed by the traffic entering and exiting the site. Specifically, facilities to access I-280 from the campus are woefully undersized for the size of the Project. Applicant should consider rebuilding the I-280 interchange with Wolfe to include access to and from Tantau to provide for direct access to and from the proposed Project. As it is, the interchange at Wolfe will quickly saturate, causing spillover to the De Anza and Lawrence Expressway interchanges. The interchange at Lawrence is particularly troublesome as it is already at capacity and its design does not allow for easy expansion. Traffic will spill over onto Stevens Creek, Tantau, De Anza and Homestead roads leading to gridlock.</p> <p>4) Applicant proposes a number of various mitigations for Project impacts, but due to the multi-jurisdictional nature of the site, most mitigations are outside the jurisdiction of the City of Cupertino and hence, within the scope of this DEIR, cannot be assured of completion. Applicant therefore does not ensure that many of these critical mitigations will be put into place. Applicant must secure approval for each planned mitigation and the proposed impact of the Project and effectiveness of all proposed mitigations be taken as a whole. Applicant should not be granted credit for a mitigation for which they have not been granted approval, nor should the Project be approved based upon mitigations which have not been approved. At the very least, an occupancy permit should not be granted until all proposed mitigations which are included in the acceptance of the final EIR are in place.</p>

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- 5) Applicant's proposal for a pullout on Tantau increases the risk for bicyclists as vehicles will be attempting to pull off or onto the roadway in the path of cyclists continuing straight on Tantau. The plan does not indicate any stop or yield signs. Vehicles exiting the transit loop should have a stop sign. The left turn from NB Tantau into the transit loop poses a potential hazard to cyclists proceeding SB on Tantau, especially in the vicinity of large buses. A stop sign is required. The DEIR contains written description of a protected left turn out of the transit loop, but the drawings published earlier in connection with this Project (Perimeter Bicycle Strategy, dates 4/12/13), does not show this signal. Which is correct?
- 6) Applicant's proposal that TDM verification activities not be performed during periods of inclement weather is inappropriate. To the degree that compliance with TDM goals requires modes of transportation substantially impacted by weather (e.g. walking, cycling), Applicant needs to provide a meaningful and measureable TDM mitigation for days of inclement weather. Although the City has generally good weather, inclement weather is not unusual, nor should a transportation plan be designed based on 100% good weather. Unless an alternative inclement weather mitigation is included, the Project will generate unacceptable traffic during days of inclement weather. Applicant cleverly asks that this violation not be measured, but this request should be denied. Only through measurement of TDM effectiveness during periods of inclement weather will the City understand the true impact of the Project.
- 7) The proposed penalties for not achieving TDM goals are woefully inadequate. Given that a reasonable estimate for the cost of providing an Apple Shuttle seat is \$35/employee/day, the proposed penalty of \$5 is only 14% of the cost of correction. When the cost of the penalty is only a small fraction of the cost of the desired corrective action, the penalty becomes the default action and the desired objective is not met. The penalty should be increased tenfold to \$50/overage/day such that the Applicant has the economic incentive to meet the stated Project goals.
- 8) The stated incompatibility between a "trip cap" and employment growth is not true. A trip cap would require a concomitant improvement in TDM metrics commensurate with employment growth. While the Applicant can certainly desire unmitigated growth in trip volume, such growth is incompatible with the infrastructure and must be regulated. A trip cap meets these objectives.
- 9) Consideration should be given to metering traffic out of the Project. Metering lights, though initially derided, are now understood to improve efficiency and improve traffic capacity. Metering may be required to regulate the flux of vehicles out of the Project to prevent gridlock. Gridlock also is extremely inefficient with respect to GHG emissions as GHGs are emitted with no net useful activity.
- 10) Applicant does not indicate where parking for the Apple Shuttle buses would be located. Given the large number of buses involved, off-site parking and shuttling of buses to the Project could result in a significant traffic impact and GHG emissions. Where would be buses be fueled? Will large quantities of diesel fuel be stored on the Project site? How much diesel fuel will be stored on site for the emergency generators, and are adequate measures put into place to detect and contain leaks and spills?
- 11) Serious consideration should be given to the reduced density option as the Applicant has not shown means by which the desired Project can peacefully co-exist within the proposed infrastructure.

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Letter ID	500135
Name	Patricia Melcic
Address	3824 Pruneridge Ave
City, State Zip	Santa Clara, CA 95051
Email	patt.melcic@intel.com
Subject	NO – too large – need to bring down to ¼ size

Comment	Violates air quality standards -during construction and traffic afterwards- within one mile surrounding site	1
	280 Wolfe and Lawrence exits would be jammed- backed up onto 280 for miles – Lawrence already overloaded w/Kaiser traffic	2
	Concerned that the intersection of Pruneridge Ave. and Tantau was not included in the Transportation section (Table II-1: Summary of Impacts and Mitigation Measures from the EIR). Also, the Parking Structure entrance and Transit center are located on Tantau. This implies that almost all of the daily traffic associated with the proposal will be using Tantau and its associated tributary streets. Furthermore, there is no mention of what promises to be a significant traffic increase on Pruneridge Ave., itself, as commuters will likely use this route as an alternative to reach the proposed site and the aforementioned Parking Structure.	3
		4
		5
	Pruneridge (Tantau-Lawrence) – is residential calming street – single lane only - safety concern for bicycles/pedestrians prohibits more traffic	6

Letter ID	500134
Name	Jennifer Hodor
Address	1625 Nightingale Ave
City, State Zip	Sunnyvale, CA Sunnyvale
Email	jen_hodor@yahoo.com
Subject	Apple Campus 2 DEIR concerns
Comment	

I'm writing to voice grave concerns about the future Apple Campus that will soon be down the street from my Sunnyvale home. I have lived in my Nightingale home for over 30 years and have suffered from increasing traffic issues in the area around Wolfe and Homestead and I foresee that it will be made substantially worse by the new Apple traffic. I would like to inform Cupertino and Apple that Apple's current plans are _not_ acceptable to the adjacent Sunnyvale neighborhood. Specifically:

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1) As detailed in the environmental impact report, the entrance to the proposed corporate exercise facility will pose significant problems for residents on my street. The plan needs to be modified to increase the parking that will be made available on the campus to prevent from negatively affecting our neighborhood. Additionally, there is no need to provide pedestrian access at Nightingale to their facility as there is a crosswalk at the intersection approximately 100ft from the proposed entrance. The addition of a crosswalk at Nightingale will only encourage people to circumvent the traffic generated by the new facility, take short-cuts through my neighborhood and cause parking issues on my street. Since Apple has so much land on campus, it would be easy to ensure that access to the exercise facility is made internally to the campus rather than affecting adjacent communities.

2

2) Adding a corporate bus drop off on Homestead is going to increase traffic problems at an intersection that is already overburdened by the traffic from the Vallco shopping complex at that corner and the Kaiser facility down the road. Please keep any bus stops you create off of streets with residences and move them to either Wolfe or Tantau where they currently reside. A bus stop there will only further impede traffic, create additional noise for the nearby residences and likely cause traffic accidents.

3

2) Providing .77 parking spaces per employee is inadequate and not planning to accommodate for the majority of the employees is just plain foolish. Apple has the land on the campus, they should use it. And if it means Apple can't achieve 'acceptable' traffic levels surrounding the campus with the added commuter numbers, then the plan needs to be revised to have Apple pay for additional street development to mitigate the traffic problems.

4

3) Do not close Pruneridge road. Although the numbers of cars currently using the street are small, a lot of the traffic going through there will be diverted onto Homestead as people regularly exit 280 on Wolfe to get to their homes on the other side of the campus. The Wolfe/Homestead intersection traffic was already rated poorly per the EIR, and these individuals will now be utilizing Homestead, thereby increasing both the traffic and noise for people in my neighborhood. Increasing traffic by just a couple of percent, which this will do, will create nightmarish traffic patterns at this intersection. Already, cars cut through our neighborhood during commute hours to avoid waiting for 2-3 light cycles at the Homestead/Wolfe intersection. The traffic is already backing up at this intersection and their proposed plans are going to make it unbearable. Keeping it open would also minimize the number of commuters travelling down Homestead. The primary entrance for the former HP

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campus was put onto Pruneridge in order to minimize traffic concerns to our Sunnyvale neighborhood and did very well when the site was fully staffed.

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cont.

4) Since the Apple campus now extends to 280, ideally, I would like to see an entirely separate entrance on 280 that leads directly onto the Apple campus so that employee traffic is removed from current routes. Apple should be creating easy access to their facility by creating multiple access points and moving as much of it as possible onto their own campus.

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In summary, please compel Apple to move employee transportation plans onto their campus rather than the adjacent roads and increase the amount of parking they make available to employees. Apple has a corporate responsibility to address the needs of their commuting employees as well as the surrounding community and the current plans fail to adequately address these issues.

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Regards,
Jennifer Hodor

Letter ID	500133
Name	Martin Landzaat
Address	562 Carlisle Way
City, State Zip	Sunnyvale, CA 94087
Email	martin_landzaat@hotmail.com
Subject	Access to CUSD alternative schools
Comment	Many Sunnyvale residents that reside within the Cupertino Union School District (CUSD) have children that attend one of the alternative CUSD schools (McAuliffe, Murdock-Portal, and Faria). I have a child that currently attends McAuliffe and travel along Wolfe Rd. for school drop-off and pick-up. The Apple 2 campus will make it more difficult for Sunnyvale residents to travel to/from the CUSD alternative schools, especially McAuliffe and Murdock Portal. Please mitigate the impact of the Apple 2 project so traffic at Wolfe Rd. and I280 does not become burden for Sunnyvale resident that use CUSD alternative schools.

Letter ID 500132

Name Ronald Moore

Address 19967 Pear Tree Ct

City, State Zip Cupertino, CA Cupertino

Email ronaldm124@aol.com

Subject APPLE CAMPUS 2 COMMENTS

Comment

I SUPPORT THE APPLE CAMPUS 2 FOR THE FOLLOWING REASONS:
I heartily support the approval of Apple's Application to build Apple Campus 2 in Cupertino. I think it will be beneficial, and will help Cupertino to be more prosperous.

When Steve Jobs appeared at the Cupertino City Council meeting on June 7, 2011, to announce his proposal, a woman in the audience made some negative remarks about it, and Mr. Jobs responded: "Do you want me to move my headquarters to another City? (Mountain View)" Any City would gladly welcome Apple to vacate Cupertino and locate in their City. For example Sunnyvale, especially, is licking it's chops. Please don't let that happen. Keep Apple here, in the City where it all began.

There will always be Naysayers, Philistines, (philistine-a person who is hostile or indifferent to culture and the arts, or who has no understanding of them: a definition from a dictionary), and People who simply make up statistics, or project unfounded facts about traffic, etc. Don't let them drive Apple out of Cupertino. It is likely that consolidating many of Apple's buildings scattered in Cupertino, Sunnyvale, Santa Clara, etc. into one area with an on-site parking lot will help alleviate some traffic problems in nearby Cities.

CUPERTINO HAS SOME UNIQUE OPPORTUNITIES

First of all, Cupertino has the documented right to claim to be the "Birthplace of the Personal Computer Industry." Apple Computer was started on April 1, 1976, by Steve Wozniak and Steve Jobs, and incorporated by them on January 3, 1977 in Cupertino, California. Apple's "Apple 2" computer was the first truly "Personal Computer." Also it was not a "kit", as many various previous attempts were (including Apple's innovative "Apple 1"), that had to be assembled and programmed, etc. The "Apple 2" was the first personal computer, complete out-of-the-box and ready to go. It was also the first to come in a plastic case and to include color graphics. The "Apple 2" was (and still is) an impressive machine. I still have mine. I have at least 14 Apple Computers and many other Apple peripherals and products, like my Apple Graphic Tablet, on which I did three drawings (Illustrations") at home for SRI. I was told by the Editors, they were the "first" computer Illustrations ever published, and they were in a report by SRI's "Long Range Planning Service."

Second, Apple is famous world-wide because of the Steves we adore, who are regularly known as "The Boys from Cupertino" in the news, books, and other references. So, Our "Little Cupertino" is also becoming known world-wide as a Landmark.

Third, Apple is Cupertino's largest source of retail tax revenue for Cupertino. Let's hope Apple, Inc. remains here. Besides hoping, let's do all that we can to encourage Apple to continue to keep it's Headquarters here in Cupertino, it's original Homeland.

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Now, about Traffic. Apple already occupies most of the buildings in Cupertino and is spilling over into nearby cities. It is reasonable to assume that Apple will consolidate the scattered employees into the new Campus, and some Traffic will only change places and will not increase.

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However Cupertino, like all cities needs Traffic (both types) to support the other businesses that it hosts in Cupertino, to keep them profitable viable, and staying open, for additional city retail tax revenue. New employees will likely join the patronizers of Cupertino's other businesses, on lunch hours and after work. We Cupertino's residents all need to support all of Cupertino's businesses. We also want other people to come and shop in Cupertino. It would be foolhardy to discourage the traffic of people coming to Cupertino to shop!

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Speaking about supporting Cupertino's businesses, I hope for a new Store. As a shareholder, at a shareholder's meeting, I once asked Mr. Jobs: "Why don't we have an Apple Store in Cupertino?" He replied : "I get a lot of requests for stores. I don't think one here would get much Traffic" (However, in this case, what he was referring to is a marketing term: "Traffic" meaning customers who go into stores, and not to road traffic, He thought that not many people would actually visit an Apple store in Cupertino.) Besides my Apple II, as I have said I have fourteen Macintoshes. I know there is a company store on Apple Campus 1, but you can't buy Apple Hardware there; in fact you can't buy Apple hardware anywhere in Cupertino. We need Apple's Real "Flagship Store" to be here in Cupertino. I am happy to live in Cupertino and I would enjoy shopping at an Apple store here. It is annoying to have to go to Apple stores in other cities. I'm sure I'm not the only person in Cupertino who would go into an Apple store here.

When Mr. Jobs announced his plans for Apple Campus 2 at the Cupertino City Council, he said: "Many people will come from all over the world to look at this new building, especially Architects and Architectural students and Tourists" That is potentially the "Good" Traffic that Mr. Jobs said was needed that could be filling a Glorious New Apple Store in Cupertino: either in the Spectacular New Apple Campus 2, or in an Apple "Logo" Shaped Store, as viewed from the air, with classes and other events in the in the right leaning "Leaf." That store could be located in the proposed Main Street Project nearby, and could allay any Apple concerns for privacy. But if our many wishes are denied and there is no hope ever for an Apple store here, and Cupertino remains as Apple's Orphan, then imagine those hundreds, or maybe thousands of visitor's dismay, disappointment and then bewildered looks wondering "Why is it that there is no Apple Store here, or even nearby?", and for them to learn that they would have to travel about six miles away to the dinky Apple store at Valley Fair shopping mall on the border between Santa Clara and San Jose, California. Isn't that incredibly ironic and dumb? Come on! Apple. Let us buy Apples here in your Apple Orchard. OK, your Apricot Orchard, if you say so. We need your truly "Flagship Store" here in Cupertino, not in some other City.

I worked at Stanford Research Institute (SRI) in Menlo Park for thirty seven years (1955-1992) as a Creative Artist. In the late 1960's, (in my own late Thirties), I was Creating a Graphic, for one SRI Computer Scientist, that was showing a Bubble Chart illustrating how much memory would be needed by mainframe computers in the future. I remarked that: "I could hardly wait to have one" He asked; Have what?" I replied: "A Computer!" He looked at me and said: " You want a Computer on your Desk?" I said: 'Yes" He said: "Not in your Lifetime!" That Computer Scientist was also named Steve.

So. I Thank you, Steve Wozniak and Steve Jobs, for bringing to me what I wished for in my thirties, your excellent "Computers on my Desk" in my lifetime, since 1977! I will continue to buy more Apple products, now in my early Eighties and more, God willing!

CUPERTINO, DON'T MAKE A TERRIBLE MISTAKE. ALLOW APPLE CAMPUS 2.
Cupertino, don't miss the opportunity to capitalize on your illustrious history as "The Birthplace of The Personal Computer Industry, and the Home of Apple, Inc." We also need Statues of the two Steves: Steve Jobs and Steve Wozniak ("The Woz") by the excellent sculptor who did the wonderful statues of the two Navy Seals in Memorial Park. Those New Statues should be located in the "Main Street" project and located near a new Apple Museum, and a new Cupertino History Museum (also housing the Chamber of Commerce, my suggestion made at the Sandhill series), both to be housed in a Wooden Building, as opposed to other material. We wanted a warm feeling. as we citizens specifically asked for in the three Sandhill "Main Street" meetings by groups of volunteer citizens several years ago. (Please look at the entire specifications on the charts and notations of those meetings.)

Isn't there a Cupertino Chamber of Commerce here? I thought so! I never hear anything about them. What do they do? If there is one I hope that they support Apple Campus 2. Ah! I saw in the comments that the COC does support Apple Campus 2. Good for you!

To all of those involved: Please. don't delay APPLE'S CAMPUS 2 project any longer. The costs of labor, Materials, and many other elements continue to rise daily. Again, Don't delay! Let the good times roll on!

Sincerely Submitted, for the Good of Cupertino

Mr. Ronald Joseph Moore, Sr.
Cupertino, CA 95014-2318
1-408-253-1197 
ronaldm124@aol.com

Letter ID 500131

Name Patrick Robbins

Address 3895 Pruneridge Ave

City, State Zip Santa Clara, CA 95051

Email p.robbins@comcast.net

Subject Comments on Apple Campus 2 DEIR

Comment

In reference to the DEIR:
Page 212 - (4) Light and Glare Ref page 212-215. No assessment made of impact positive or negative on Santa Clara residences behind Plot 4. 1

Page 347. Roadway Intersections Studied: One intersection not assessed is the stop sign at Pruneridge Ave. and Giannini Drive. Though a minor intersection, it has seen increasing congestion. Back-ups have reached upwards Meadow Ave. to the west. This has also precipitated into driver frustration. I have witnessed at least three occasions where a frustrated motorist aggressively moves to the front of the congestion by moving into the center turning lane and racing forward. Though a minor intersection, it is not conceivable that there will be no impact to that intersection. 2

Page 401. Intersection 35. Moving from a C to a C- for both LOS AM and PM seems low when compared to current occupancy versus projected occupancy. 3

Page 437- Evaluation of Parking Garage Access. The North Tantau Parking Structure was minimally addressed. Focus was on Special Event Traffic. No discussion of daily usage and management of the of the 350 non-special event parking spaces. Mitigation of spillover parking into nearby neighborhoods could potentially open up the entire structure to employee parking. Needs to be addressed. 4

Page 454 - Noise for ST-5 Property line between Meadow Avenue and 10700 North Tantau Avenue 4. The measurement location, on the 4' berm, setback from both Tantau and Pruneridge not a representative location to assess the noise increase that the Santa Clara residences on Pruneridge will experience 5

Letter ID	500130
Name	Mary Brunkhorst
Address	849 Humewick Way
City, State Zip	Sunnyvale, CA 94087
Email	brunkhorst@aol.com
Subject	Traffic/Consequences
Comment	<p>I am greatly concerned about the traffic impact of the proposed Apple campus. The roads around the new campus simply cannot support any more traffic. The city streets and freeways near the campus were not designed to handle the level of traffic that is proposed. The Environmental Impact Report clearly indicates the negative impact the Apple Campus would have. Several proposals are outlined in the EIR. Even if all of the proposals to fix the roads were completed before the Apple campus opens, certain intersections will still operate at an unacceptable level. If the proposals are not implemented, the consequences to users of the roads will be severe.</p> <p>Current/Projected Traffic: Near the current Apple campus on De Anza Boulevard, traffic backs up onto I-280 and at the De Anza Boulevard/Infinite Loop intersection at the entrance to the Apple Headquarters. I-280 has multiple exit lanes that lead to De Anza Boulevard and help accommodate the Apple traffic. De Anza Boulevard can barely handle the traffic entering onto Infinite Loop.</p> <p>At the new campus, I-280 does not have the bandwidth to handle multiple exits onto Wolfe Road. The exit lane is also too short to allow a backup onto the freeway. Wolfe Road is simply too narrow to handle more traffic. Traffic currently backs up on Wolfe Road during commute hours, which is at capacity.</p> <p>Sunnyvale Impact: Sunnyvale, which shares the Wolfe Road/Homestead Road intersection with Cupertino, will be greatly affected. Wolfe Road and Homestead Road will see significant increases in traffic. Traffic along Wolfe Road is already heavy during commute hours as drivers head to or from I-280.</p> <p>Neighborhood Intrusion: The EIR mentions that commuters might use neighborhood streets to access the project site. The EIR does not mention that commuters will use neighborhood streets to avoid the traffic caused by the project site. Commuters trying to avoid the Wolfe Road/Homestead Road or Wolfe Road/I-280 traffic could turn onto Dartshire Way, or Inverness Way in Sunnyvale as they travel south on Wolfe Road. They could then access I-280 via De Anza Boulevard, but would do so on neighborhood streets.</p> <p>Pedestrian Impact: Adding lanes and light interchanges will increase the delay times at lights. Pedestrian crossings can greatly increase delay time at an intersection. Has the EIR considered the impact pedestrian traffic will have on the light timing?</p> <p>Pruneridge Avenue: Closure of Pruneridge Avenue is also a concern. This road is used regularly to access Tantau, Lawrence Expressway, and the shopping areas of Vallco and Cupertino Village. It also provides access to housing. Closure of this road will simply increase traffic on the surrounding roads, and may affect local businesses.</p> <p>Other Development Projects in Cupertino: There are too many projects under development in the Cupertino are near the proposed Apple Campus. All of these will affect the traffic, with much of the burden placed on nearby</p>

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cities. Has the Apple EIR fully considered the impact that each of these other projects is contributing to the traffic in the area? Have some of these other projects proposed the same fixes that Apple proposes to reduce their traffic impact? If so, the Apple proposals will not have the desired effect.

7
cont.

Changes to Roads Unlikely:

The "proposed" actions to address the increased traffic congestion do not seem feasible. These proposals require that several transportation agencies be involved. Does Apple have the authority to modify freeway ramps? Even if Apple pays for the changes, how long will the EIR and required safety studies take before construction starts? When would the reports and the construction be completed? And have the traffic impacts of the actual construction process for these road changes been considered in the EIR?

8

Consequences?

It seems unlikely that the proposals would actually be implemented, given the complexity and backlog of roadway projects in the state. What is the recourse if this project is approved based on the hypothetical completion of proposals that may never actually be implemented? What happens to Apple and Cupertino if this project moves forward without completing the changes needed to address the traffic issues?

9

Alternatives:

Of the Alternatives presented, the "Pruneridge Avenue Alternative" would be preferred, as it would keep Pruneridge Avenue open.

10

Summary:

It seems that even if all of the "proposals" to fix the roads were fully completed before the Apple campus opens, certain intersections will still operate at an unacceptable level.

11

The inconvenience to the community, to neighboring cities, to other commuters, to local residents, and to local businesses cannot be justified. It is simply irresponsible to continue to develop areas that are at or beyond capacity.

12

Thank you.

Letter ID	500129
Name	Nancy Wagner
Address	3894 Pruneridge Ave
City, State Zip	Santa Clara, CA 95051
Email	nancymba99@yahoo.com
Subject	Public comments on Apple Campus
Comment	<p>We are original owners of the home at the end of Pruneridge in Santa Clara. Our backyard borders Cupertino and Apple's property east of Tantau. Our family has lived in this house for 54 years. We have welcomed Apple as good neighbors, and have been working with Eric Morley from Apple on our concerns. So far, Eric has worked very hard to create a beautiful landscaping vision and a sound barrier wall at our border with the Apple property. Our concerns at this point are the following:</p> <ol style="list-style-type: none"> 1. Traffic. Since Apple has moved in, traffic has increased not only in volume and speed of vehicles, but also in size of vehicles, which includes very large buses and trucks. The new bus traffic is especially bothersome because they are loud. With the proposed increase in number of Apple employees projected to use the new campus, we really don't know how we are going to pull out of our driveway to get to work every day. We feel like Pruneridge is turning into Lawrence Expwy. 2. The Observation Circle at Tantau/ Pruneridge is the designated point where the rest of the world will be able to take a look at the Apple campus. This will further increase unwanted traffic. 3. Parking in front of our home. We currently (between passing cars) look out at our friends homes across the street - beautiful flowers and big trees. We don't want to look at parked cars. We fear this will only get worse. Although minor at this point, folks are using the sign in front of our home as a waiting point for being picked up. We now pick up little pieces of trash daily. 4. Proposed height of the buildings east of Tantau. The proposed buildings are approximately 50% higher than the current buildings. We look at these buildings daily as they border our property. We prefer to look at sky rather than buildings. The height of these buildings should not be allowed to be higher than they are currently. <p>We love and welcome progress. It's what this country is all about, and we feel honored to have Apple as our neighbor. Really, we are on the same page. However, this is a residential neighborhood, and it's all about quality of life for my 93 year old mom, my daughter and myself. We will remain involved with this project with quality of life as our primary mission and feel confident Apple will too. People first.</p>

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Letter ID	500128
Name	Sally Everett-Beaupre
Address	1662 Grosbeak Ave
City, State Zip	Sunnyvale, CA 94087
Email	s.e.beaupre@comcast.net
Subject	Apple 2 campus concerns
Comment	<p>I attended an informatioaln meeting of the Sunnyvale City Council chambers two weeks ago, and would like to add two more concerns to those I expressed in my previous comment form. (Those concerns were about the traffic impact on Sunnyvale residents and the change to the character of our residential area.). Two more issues brought up at the meeting were: 1) that the building's lighting may create a large amount of glare. (I would be very upset if there is a constant glow, making the night skies even less dark than they are now; that would be major pollution!). 2) I also wondered just how high a 4 story building that is on a 20-foot high earthen rise will appear to us..</p>

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Letter ID	500127
Name	Patrick Waddell
Address	3079 Arthur Ct
City, State Zip	Santa Clara, CA Santa Clara
Email	pat.waddell@smythwad.best.vwh.net
Subject	Apple's planned closure of Pruneridge Avenue
Comment	Apple's planned closure of Pruneridge Avenue will have major negative impact on Southwest Santa Clara

If the proposed closure of Pruneridge Avenue is permitted, it will force Santa Clara residents, who currently can access Interstate 280 Northbound at Wolfe Road to use the already overcrowded onramp at Stevens Creek Blvd. The level of congestion during commute hours is already on the verge of gridlock. Closing Pruneridge is likely to push it into gridlock.

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The DEIR glibly expects residents to take a non-intuitive detour via Vallco Parkway, which also feeds into congestion on Northbound Wolfe. Neither alternative is actually realistic for residents. Further, for bicyclists, the Tantau Avenue overpass over Interstate 280 is quite steep and a formidable challenge to casual bike riders.

2

Pruneridge is, and has been, a surprisingly congestion-free route for the over 30 years we have lived in our residence in Santa Clara.

3

Suggested alternatives:

The DEIR provides two alternative plans and dismisses each without much thought. Both should be reconsidered, along with a third which I would suggest.

4

The "Pruneridge Avenue Tunnel alternative" is dismissed due to the need to relocate the 27 inch sewer line, yet the proposed plan must do that as well. So that should not be the deciding factor.

5

The "Pruneridge Avenue alternative" could be built without impact to the planned buildings by simply curving Pruneridge to the South, once the existing buildings have been removed. The employee entrances currently planned on Wolfe could also be maintained, leaving less of a security issue along Pruneridge.

6

I would suggest a third possible alternative -- a variant on the "Pruneridge Avenue alternative" but with Pruneridge being placed in a shallow cut (15 to 20 feet deep at maximum), with wide terraces on either side, permitting fencing to be placed embedded in the landscaping (and might be two sets of fences for extra security). Apple employees would be able to pass overhead at almost grade level. Apple infrastructure would also be able to pass overhead. Apple employee entrances should remain as planned in the DEIR.

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Letter
C48

Letter ID	500126
Name	Dale Porter
Address	5069 Rio Vista Ave
City, State Zip	San Jose, CA San Jose
Email	pegret1@comcast.net
Subject	State of the Art Homeless Transition Center
Comment	<p>In conjunction with this elegant, massive project, Apple, in conjunction with the City of Cupertino, Santa Clara County and the State of California, should be required to construct and maintain a state of the art Homeless Transition Center that can serve as a working model for a center that will provide the following for homeless people in the United States. This project will include: restrooms to include bathing facilities, fresh water sources throughout the project, a vegetable garden capable of providing fresh, organic vegetables for the residents as well as a sales outlet or the public, recreation area for children, a forum for public presentations on homeless and homeless transition issues, a library and a career development and job skills training facility. The skills training component will focus on preparing participants for employment at Apple as well as the computer and other high technology industry in general. This project is only to be a microcosm of future projects to address the rapidly growing phenomena of homelessness in this country and will provide for a living space for five-hundred persons. A scale model exhibit will be located on the Apple Campus 2 and the actual site will be constructed in Santa Clara County. Also, please leave Pruneridge as it is.</p>

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Letter
C49

Letter ID	500125
Name	
Address	
City, State Zip	, CA
Email	
Subject	pruneridge ave and campus access
Comment	<p>1. i feel that taking away most of prune ridge ave. is not a good decision because many people who live ate the Hamptons apartments use it to go to work and school. the rear entrance to the hamptons is used a lot instead of the front way because it is closer to the elementary and middle schools. kids who bike to school will not be able to go onto tantau to go to school. instead they will have to go through the high traffic of wolfe, which for many children is dangerous.</p> <p>2. will apple leave its campus open to visitors? -from what i have seen, the new campus will have a lot of plants and trees, like a park. will people be allowed to visit?</p>

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Letter ID	500124
Name	A Local
Address	
City, State Zip	Silicon Valley, CA
Email	
Subject	Green means LEED certified
Comment	<p>There are many suggestions that this project is going to be "green", but these appear to be assumptions on many peoples' part rather than any full commitment. I did not see anywhere where Apple has committed to build a LEED certified (preferable Platinum) building. LEED is the only standard to judge whether a building is "green". So will Apple publically commit to making this building LEED certified at the highest level?</p> <p>Also, remind the many residents who comment about the open spaces, trees, and such -- that these environmental attributes are for Apple employees ONLY. The public will not be allowed to enjoy these features behind the perimeter security fencing. Leaving Pruneridge Avenue open for the public is apparently too dangerous for security, thus enjoying the park-like setting will be unavailable to the average Cupertino resident also (except elected officials perhaps).</p>

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Letter ID	500123
Name	Ruth Moore
Address	
City, State Zip	Cupertino, CA Cupertino
Email	ruthcmo@aol.com
Subject	Apple Campus 2
Comment	<p>The Apple Campus 2 concept was conceived in Cupertino, California and born in the United States of America by brilliant, inventive, futuristic, talented engineers and creative artists.</p> <p>Steve Jobs was a man of deep thought and action. I find it hard to believe that the plans that he made for this fantastic corporate building, his dream, are lacking in the necessary detail, which presently seems to be placing a hold on the procedure to build.</p> <p>All surrounding Silicon Valley cities will prosper from this extremely valuable idea. Apple is the corporation with the ability to introduce the forward ways for all to succeed. It was proven many years ago when Steve Wozniak and Steve Jobs pushed to force the then high ranking technical corporations to think about the personal computer. Many of them laughed and said "Not in your lifetime." Look what happened. And look at how many followed Apple's lead. Some even "borrowed" Apple's inventions.</p> <p>Most people who are agreeable to the plans usually do not say much; however, the protesters will and are voicing their opposition. The balance comes in the importance and need of all comments and feelings suggested to be analyzed. For example: Traffic - Yes, as Vallco Shopping Center will also function, as Valley Fair has. Environment - This plan has trees, blossoms, parks, walkways, open spaces, etc. People - Jobs and great economy, shopping and living areas. Many future plans bring traffic, environmental questions, and people, such as Shopping Malls, Theaters, Stadiums, Tourist Sights, Museums, Flea Markets, Farmers Markets, and many other things bring people to an area. I am proud to think that many would come to Cupertino for the newest, most beautiful and interesting Tech Company in this amazing valley. This is the future.</p> <p>I remember being amazed at Disney Land's General Electric Theatre which showed all the future plans. No one could believe it. Could it be possible for us to posses such innovative ideas, from homes with ultra modern appliances to 6 lane freeways ribboning the landscape?</p> <p>In 1962 Stevens Creek was a three lane road with blossoms all around. We welcomed schools, roads, stores, banks, churches, businesses, and the population grew.</p> <p>This Apple Campus 2, a beautiful future structure, is the Icing on Cupertino's Cake. Let us all light the candles of celebration as this is a very special honor for the whole valley.</p> <p>Thank you, Ruth Moore Cupertino resident since 1962</p>

Letter ID 500122

Name Harvey Checkman

Address

City, State Zip Cupertino, CA 95014

Email hcheckman@ieee.org

Subject Public Comments on AppleCampus 2DEIR

Comment My interpretation of the transportation issues from the EIR seems to be limited in solutions and mitigation.

However, one solution that would definitely aid both Apple and the Cupertino area in adding 10,000 plus employees to the area is not vacating Pruneridge Avenue. While the new Apple Campus is not in direct conflict with current route. In a major emergency Pruneridge is a critical route from West Cupertino/Sunnyvale to the Kaiser Medical Center where major disaster plans are implemented for major emergencies.

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Eliminating an important throughfare with 5 lanes of auto traffic (a center lane) plus wide bike lanes. plus adding the 10,000 additional employees will only contribute to gridlock to the entire area.

One alternative proposal to reroute Pruneridge to the south adjacent to 280. Envision going East to West and reroute the public route to the left route to the Ridge View Court and around to the Hampton Apartments on the West to Wolfe Road. Not only would the city not lose a major artery, but it could enhance the quality of life for both Apple employees and the residents, mitigate auto traffic, bike lanes, and pedestrians. Since the area of near 280 is envisioned for a park like setting this area could be shared by everyone. North of Pruneridge would be the Apple Secure Campus with fencing and all the security.

2

Such a solution resolves a list of problems including not vacating right of way by city, maintain a protective perimeter for Apple, protecting wild life and access to the creek, not eliminating traffic lanes, etc.

The TDM and Shuttle and bus programs need to be expanded as traffic increases. Mitigation should include stifling Apple employee growth if problems are not solved. While trip cap is desired a peak trip cap might be quantified and enforced until solutions are implemented. After the fact problem solving will be much more limiting. Settle milestones with required action.

3

Transportation for Seniors. Since the growing senior population has greater transportation needs including medical visits. A door to door shuttle should be implemented to help senior get to the Kaiser facilities.

4

Another mitigation suggestion for both transportation demands and quality of life is to hire locally. Cupertino, Sunnyvale, Santa Clara are an incredibly educated and, talent population. By promoting very local hiring, the traffic demands could lessen with Apple door-to-door shuttles. For each position filled by a resident, Apple would receive a credit. The new residences on Vallco Parkway is a case in point. Hiring current local residents reduces commute times for the entire area.

5

A quality of life issue for Sunnyvale and Cupertino residents is the current proposals simply degrade the quality of life with all the EIR factors to consider. Schools, parks, law enforcement, and ease of life are impacted by the new Apple Campus. Propose using a ribbon of land south of 280 for public access. See my Pruneridge rerouting proposal.

6

Letter ID 500121

Name Ann

Address

City, State Zip , CA

Email

Subject Hospital Impact / Cupertino HS Impact

Comment The draft EIR indicates that during operational and construction periods the facility could violate air quality standards. What does that impact look to the vulnerable population that would be at Kaiser Hospital. Which way would prevailing winds blow that excess emission, i.e. toward the Hospital or towards Cupertino High School or towards Birdland or Portal neighborhoods? How frequently during operation would this occur?

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Another question that needs to be answered is what is the additional time delay for a vehicle traveling to the Kaiser Hospital Emergency Room at peak travel hours? Already Homestead frequently experiences gridlock. What would be the extra time required to arrive at Kaiser starting from the intersection of Homestead/Hollenbeck? What would be the extra time required starting from Wolfe/Iris? These inquiries should be modeled explicitly.

2

As Santa Clara residents are forced to travel up Tantau (due to the planned closure of Pruneridge) in order to get to 280 and other areas of Cupertino, how will this increase traffic near the Cupertino High School at the critical morning peak hours/start of school?

3

Letter ID 500120

Name Ann

Address

City, State Zip , CA

Email

Subject Closure of Pruneridge

Comment The plan proposes removal of a section of Pruneridge Avenue. This is proposed despite the fact that it directly contradicts elements of Cupertino's General Plan by eliminating bike and pedestrian access along Pruneridge. Instead bicyclist and pedestrians will be forced on to the busier Homestead Road and possible even to the Sunnyvale side of Homestead, adding to the congestion.

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The text suggest that Apples' security requirements are SO great that bicyclist and pedestrians cannot be allowed on the grounds – though the only facilities south of the former road will be parking and power generation facilities. (And even though current Apple facilities in Cupertino do not have this type of perimeter.) And the dEIR calls it unmitigatable, but why?

2

Mitigation idea: I see a failure of creative thinking for which Apple is in theory known for. A tunnel cannot be built due to a sewer line, but why not a fly-over bicycle/pedestrian bridge be built reconnecting one end of Pruneridge to the other? Such a passage way could be fenced and secured to meet the security paranoi. The bridge could also be a public piece of artwork with the right design firm. The new Apple building is to be grand enough to attract architectural tourist and such a pedestrian bridge would provide a secure viewing area for students of architecture. Apple could work with BAAQMD's bicycle facility program to develop appropriate designs and since the bridge would traverse open land instead of a roadway, its construction should be simpler. This would greatly improve non-car accessibility in the area and improve alignment with Cupertino's General Plan.

3

Letter ID	500118
Name	Pingang Wang
Address	481 Norwood Cir
City, State Zip	Santa Clara, CA 95051
Email	pingang_wang@yahoo.com
Subject	Traffic at Pruneridge/Lawrence intersection
Comment	<p>Hello,</p> <p>We are residents of Enclave at Santa Clara. Our community is located on Pruneridge Ave near Lawrence Expy. This intersection is already crowded during traffic hours. We are concerned about extra traffic that the new Apple campus will bring in. Is there a plan to ease potential traffic congestion at that (Pruneridge/Lawrence) intersection ? We didn't see such a proposal in the materials submitted by Apple.</p> <p>Best regards, Pingang & Wen Wang</p>

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Letter ID	500117
Name	Jeremy Hubble
Address	869 Helena
City, State Zip	Sunnyvale, CA Sunnyvale
Email	jghubble@gmail.com
Subject	Homestead and Pruneridge
Comment	<p>1) Homestead. Some sections of Homestead currently have part time bike lanes. With the completion of the new campus, both car and bike traffic will likely increase on Homestead. This will pose a safety hazard for bicyclists, especially since some portions of the bike lanes allow parking during evening rush hour. Cupertino should work with the city of Sunnyvale to make sure that the bike lanes are full time (with no parking allowed) before the project is complete.</p> <p>2) Pruneridge. Pruneridge currently provides direct access to the Cupertino Village shopping center. With the closure of pruneridge, much of the traffic from Pruneridge will likely be diverted to Homestead. This will create additional bicycle/automobile conflicts, especially on weekends when the shopping center is very busy and many cyclists are riding on Homestead. Some actions should be made to mitigate this.</p> <p>3) Pruneridge bicycle access. Currently Pruneridge provides bicycle access connecting Cuperino Village and the nearby residential neighborhood to many points east (including a nice bike route to downtown San Jose.) The current Apple campus plans could easily accomodate a bike path connecting Cupertino Village and Pruneridge through the Apple campus. This would mesh well with the green nature of the Campus. It would also would maintain the existing connectivity. The current Infinite Loop campus has a public trail that connects the campus to the residential neighborhood and Lawson Middle school. It is important that the new campus maintain the bicycle connectivity. Done right, this could enhance the campus for both Apple and the community.</p>

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Letter
C57

Letter ID	500114
Name	Vincent Grande
Address	1127 Lochinvar Ave
City, State Zip	Sunnyvale, CA 94087
Email	vinniegrande@sbcglobal.net
Subject	New On and Off Ramp at Tantau
Comment	<p>As a Sunnyvale Birdland Resident, I have mixed feelings on this project.</p> <p>Obviously, the increased traffic congestion will and should be a priority of Apple to address.</p> <p>My suggestion is to create the Steve Jobs Rd Exit at Hwy 280. Where Tantau overpass is, build create an on ramp and off ramp that will feed nicely into Apple HQ and the other subsidiary building on Tantau.</p> <p>Has this idea been addressed? I think Apple and the City of Cupertino owes it to the residents who will be most impacted.</p> <p>Regards,</p> <p>Vincent Grande</p>

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Letter
C58

Letter ID	500113
Name	
Address	
City, State Zip	Sunnyvale, CA 94086
Email	
Subject	Traffic?
Comment	<p>I think this location is going to cause a significant amount of traffic congestion. Wolf already gets pretty backed up around commuting times and with this campus I can just see it getting much much worse. For those of us that actually live by this location and use Wolf/Homestead for daily commuting around town, I think it will be a headache.</p>

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Letter ID	500108
Name	David Mooso
Address	528 Hubbard Ave
City, State Zip	Santa Clara, CA
Email	
Subject	Noise levels along Pruneridge Ave
Comment	I looked at the noise level study. It appears Pruneridge Ave between Tantau and Lawrence Expressway has been left out of the study. I admit I may have missed it, but if I am correct then it seems that that should be part of the study because there most likely will be an impact on traffic and noise when the campus is built.

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Letter ID	500107
Name	Art Cohen
Address	21275 Stevens Creek Blvd
City, State Zip	Cupertino, CA Cupertino
Email	alouis7@gmail.com
Subject	Apple Campus 2
Comment	Given the national prominence and spotlight of the development of the new Apple Campus 2, what new security enhancements are being recommended for the City of Cupertino? My interest is that of a business owner in Cupertino (Bluelight Cinemas) and resident of Cupertino, living just 2-3 miles from the new Apple Campus. I believe that the new Apple campus will thrust Cupertino City with new international fame that it may be an attractive national target (like New York, etc.). Has there been any allocation of funds by the City of Cupertino or Apple to install a City-wide public security camera system (similar to what they have in London or was in Boston). Overall I support the building of the new Apple Campus 2 and believe it to be a positive asset for the City of Cupertino and the Bay Area. The City of Cupertino is one of the safest and secure cities in the Bay . Promoting the City of Cupertino having an essential city-wide security system will be an asset to the City of Cupertino and to that of Apple , Inc. Since Apple is in-part bringing the international attention to the City of Cupertino ,I hope that in the building of the new Apple Campus, there could be allocation of funds to work with the City to build a camera security system for all of Cupertino .

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Letter ID 500106

Name Denia Phillips

Address Corporate Inn Sunnyvale, 805 E El Camino Real

City, State Zip Sunnyvale, CA Sunnyvale

Email denia@corpinn.com

Subject Project support - Birdland Traffic Concerns

Comment As the General Manager of a Sunnyvale Hotel, Corporate Inn Sunnyvale, I attended a public meeting at the Sunnyvale Council Chambers on Tuesday, July 10, 2013. The area of concern was traffic in the Birdland residential area and Wolfe Road. After reading the information provided and listening to the overview of traffic mitigation plans, it appears that Apple is more than adequately addressing the areas of concern. Our community stands to gain so much from this project; increased revenue to businesses and local government, increased home values and improved schools. Ideally, Sunnyvale would receive the same benefits that Cupertino has enjoyed by having Apple in their community. This is an exciting opportunity for Sunnyvale to support it's businesses and residents.

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Letter ID 500105

Name JAMES

Address

City, State Zip , CA

Email XCELLERANT10@GMAIL.COM

Subject Impact Study Incomplete

Comment The issue of how a circular design, while may be pleasing on land, may be extremely confusing to migratory flying animals. The circular design would be confusing these species because from the sky it would appear as a body of water. This would disrupt the flying pattern which could have a negative downstream effect on their feeding, mating, and overall survival.

Circular designs are typically not a problem for migratory/flying animals but one of this scale is unprecedented and under studied. This could also be a nuisance to the town as there could be a surplus of full time birds that home near this area causing excessive bird feces, noise, and disruption of local ecosystem.

It is also noteworthy that airports avoid circular design like this. Why? Because of it's effect on flying/migratory animals. Although the environmental study does mention this, it is not at all conclusive.

I would suggest looking at the impact in regards to of species protected by the Migratory Bird Treaty Act as well as the Endangered Species Act (ESA). It would be a shame if the story of the California Condor be repeated when it can be completely prevented.

<http://www.fws.gov/migratorybirds/regulationspolicies/mbta/compare.pdf>

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Letter
C63

Letter ID 500104

Name John Kilmer

Address 380 pruneridge ave

City, State Zip Santa Clara, CA 95051

Email Jkilmer@gmail.com

Subject Closure of Tantau

Comment I think that Apple is very short sighted in planning to close tantau to the hamptons to gain security? The traffic impact to the area will be quite significant. I for one will add a good 15 - 20 mins onto my commute to go around this inane roadblock.

This makes a absolutely no sense and will result in very angry neighbors to a new spaceship in the community. I have not seen one EIR traffic impact study around this and this will also hamper police/fire and ambulance response times.

Speaking for my neighbors this is an awful idea to secure only one side of the proposed castle and I'm completely against it.

John

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Letter
C64

Letter ID 500103

Name Elaine Manley

Address 1075 Hamshire Ct

City, State Zip Sunnyvale, CA 94087

Email elaine.manley@comcast.net

Subject 3 suggestions

Comment I am very excited about the new campus that is being built near our home. I've listened to several presentations and I think you've done a tremendous job. I ask that you please consider three things:

1. More parking on your site: Please increase your parking by another 700 to 1,000 spaces. While it's good to incentivize the employees to take public transit, it's also important to have enough facilities to make it convenient for them. It is much cheaper to build more parking now than to try to add to it later. Parking for visitors are included in this figure. You are creating one of the coolest buildings on the planet. People will want to come and see it. If you plan for enough parking for the visitors, then it's not a headache for anyone.

2. Homestead: Please do NOT put a median along Homestead. We can paint the street and make it look better but it's much better to have easier access to turn into the homes and streets along Homestead. Please don't create more times a person has to u-turn. Function is much more important than a small median for aesthetics. Paving and painting the clear lines on the street will be much more valuable and safer.

3. Height of your berms: In the Sunnyvale City Council pre-session, it sounded like your berms would be so high we couldn't see your building. You are creating something people want to see so please don't hide it. I know there is concern about glare but that can be handled with the type of material you put on the building. The design looks spectacular. Share it with those of us driving by it. I love beautiful buildings. It brings the entire area up. So please don't make the berms too high nor the trees so thick that we can't see your gorgeous building. Please make sure it's visible.

Thank you for considering these suggestions. I look forward to having you as a neighbor.

Sincerely,

Elaine Manley

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Letter ID 500102

Name Andy Frazer

Address 1624 Nightingale Ave

City, State Zip Sunnyvale, CA 94087

Email andyfrazerforcouncil@gorillasites.com

Subject Parking intrusion in Sunnyvale

Comment

I am concerned about the possible parking intrusion from the Apple Campus into the Birdland neighborhood of Sunnyvale.

Page 434 of the DEIR specifically mentions

There are several areas in the immediate vicinity of the project site where employees could attempt to park if proposed on-site parking facilities do not fully meet project-related parking demand or prove to be too inconvenient. These areas include: Nightingale Avenue, Meadowlark Lane, and Leighton Way north of Homestead Road.

This is where I live.

I collected responses from six residents of these three streets, which I have included below.

Apple needs to do everything possible to reduce traffic congestion in the area of Wolfe and Homestead, and to discourage employee parking outside the campus. If it turns out Sunnyvale needs to implement either residential permit parking or traffic or parking mitigation in Birdland, Apple needs to absorb the entire cost of it.

Thank you

Andy Frazer
1624 Nightingale Ave
andyfrazerforcouncil@gmail.com

----- Birdland residents' feedback -----

(1 of 6)
Yair Barniv
July 4, 2013

Dear Andy Frazer and the Sunnyvale Council,

I STRONGLY object to Apple's plans related to my Sunnyvale neighborhood!!!
I don't want them to convert my quiet Sunnyvale residential area into---effectively---an Industrial area! Playing with words isn't going to change reality. I chose to live in a RESIDENTIAL area---not an INDUSTRIAL one!

I can only guess that the City of Sunnyvale will be making some money out of that "deal", but I don't foresee ANY reduction in my own Sunnyvale's outrageous bills (water, garbage, sewer, etc.). I MUCH prefer that the City cuts its expenses and retirement benefits instead. My neighborhood does NOT require any additional "development"; it's getting worse all on its own already.

Truly yours,

Yair Barniv, 1526 Meadowlark Ln, Sunnyvale

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(2 of 6)
Carol Absalom
July 3, 2013

Hi Andy ...
I live on Nightingale and received your flyer. I am VERY much against this pedestrian access across Homestead to Nightingale and would like to know what I can do about it.

3

Thanks

Carol

(3 of 6)
Wang, Pearl
July 3, 2013

Andy –

Thanks for handing out the Apple Campus 2 environment impact reports. I'm your neighbor at 908 Inverness. It's very much a concern that some Apple employees may attempt to park around the neighborhood. Is there anything Apple is doing to assure they will achieve the 34% TDM participation rate? During rush hours, traffic is already very bad on Wolf around Homestead & Inverness, the Apple project will certainly make it worse. We shouldn't need to put up with the parking problems too.

4

Pearl Wang
Inverness Ave

(4 of 6)
Kevin Klenk,
June 31

Overall, I support the Apple project, but I have serious concerns/reservations w.r.t. the traffic impact. I had previously submitted a comment on-line (<http://ac2eir.commentmanagement.com/list/view.cfm?t=2&w=1&l=500029>) in this light. Subsequently, I spent several hours looking through the Environmental Impact Report (<http://www.cupertino.org/index.aspx?page=1178>) which mostly addresses my concerns. I say mostly, because nowhere was I able to see a plan to further correct/adjust the 280/Wolfe and 280/Lawrence interchanges if (or when) the documented measures prove inadequate.

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I seem to recall a recent Birdland alias post stating that \$500K will be set aside to do post-project traffic assessments and control measures on the Sunnyvale side of Homestead. While this is certainly encouraging, I don't have any way to judge how much is achievable with this amount of money, nor does it address the bigger concern of helping trafficking to/from/through the main traffic arteries of 280, Wolfe, and Lawrence.

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So in summary, my question to present to the Sunnyvale City Council and pass on to Cupertino/Apple is: To what extent is Apple willing to support post-project road improvements to the main traffic arteries of 280, Wolfe, and Lawrence if/when the proposed plan proves inadequate?

7

Respectfully submitted,

Kevin Klenk
7-year Birdland resident

From: Indranil Das
Sent: Monday, July 4, 2013
Subject: Apple Campus - Birdland neighborhood

Hello Council members:

I am a resident of the Birdland Neighborhood & although I am happy about the new iconic campus that Apple is bldg, I am concerned about a few things:

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1. Increased traffic on Wolfe and Homestead.

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2. Residential neighborhood parking spots in front of our home will be more freq used... which will be not only inconvenient but environmentally unsafe for us.

-- prime spots in front of our houses

-- unknown vehicles parked

-- blind spots while backing up creating hazards, accidents.

-- speeding issues specially on Nightinagle & Meadowlark Lanes.

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3. Noise and Air pollution etc.

-- I know Apple encourages Public Transport, Carpools, Buses, Bikes... we hope with 12000+ employees they take adequate measures to overcome the traffic/air/noise problem.

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Here are suggestions:

1. Apple should NOT open a People/Bike/Automobile entrance on Homestead Road. This will deter Apple workforce to park in Birdland neighborhood and avoid congestion on Homestead. Apple may only have an emergency exit on Homestead.

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2. Similar suggestion on Wolfe road too because there would literally be no room for traffic to enter/exit 280 N/S during peak hrs.

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3. Some kind of Approved & Controlled parking stickers issued for Birdland residents only to park in our neighborhood spots during peak hrs. between M-F.

-- everyone else can park for maximum 1 hr or so without a sticker.

-- traffic patrolling carts will be reqd in that case.

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We need to strike the right balance between the two.

8

Help appreciated.

Thanks,
Birdland Neighbor

Letter ID	500101
Name	Michelle Philips
Address	1578 Oriole Ave
City, State Zip	Sunnyvale, CA 94087
Email	michelle_philips@yahoo.com
Subject	Comments on DEIR (I live in Sunnyvale)
Comment	Cupertino City Council,

My name is Michelle Philips and I live on Oriole Avenue in Sunnyvale, a few blocks from the proposed Apple Campus. Although my street is not named in the DEIR, the ones that are represent routes that my family drives each and every day.

Our neighborhood already has experience in this area with the Kaiser left turn situation, and I have definitely encountered an increase in traffic from that one, although we were told it would not affect Birdland. Thus I am very concerned about the potential for what Apple's plans will bring to us, as I have read in the DEIR about parking on our streets if proposed onsite facilities are deemed inconvenient to employees, and they choose to use Birdland as a workaround. The projected pedestrian access point is also worrisome, as it would certainly encourage this behavior.

Hewlett-Packard's presence in our neighborhood was minimal to none. It is my hope that the Apple project can attain the same impact, and that our Birdland neighborhood will not suffer from its presence.

Regards,

Michelle Philips
1578 Oriole Avenue
Sunnyvale
S

1578 Oriole Avenue

Letter ID	500097
Name	Ann
Address	
City, State Zip	, CA
Email	
Subject	Mitigation of traffic - suggestion
Comment	<p>The employee population will be 200% of the current usage of the site and 40% higher than HP housed on the site at its peak (before all the other surrounding developments occurred). Currently, traffic at Homestead and Wolfe is terrible at peak hours; it becomes difficult to get to Kaiser Hospital via Homestead. The dEIR indicates there will be "unacceptable" conditions at five intersections, but lacks creative thought on methods to mitigate some of the impact.</p> <p>MITIGATION: The Apple 2 campus and those intersections most impacted by traffic divide Sunnyvale and Santa Clara homes in the Cupertino Union School District (CUSD) from the district-wide (lottery) elementary schools and from middle schools in the CUSD.</p> <p>By providing school busing of students in these areas to the appropriate schools, it is likely that 100 to 200 family vehicles could be removed from Wolfe and Tantau at the peak AM traffic hour. Less traffic, less emissions, less gridlock. Parents who don't have to drive their children to school may be more inclined to get themselves to work via other means than a single-occupancy vehicle. Also a potential benefit for Apple employees and their children in the area.</p> <p>At a collection point away from the neighborhood school (with each have their own traffic congestion), such as Panama Park in Sunnyvale, school buses could take children from the Ortega and Nimitz attendance areas to the Murdock-Portal, Christa McAuliffe K-8, and CLIP@Meyerholtz schools. Thus many vehicles would avoid the Wolfe/Homestead intersection.</p> <p>In Santa Clara, school buses could take children to Christa McAuliffe, CLIP, and Hyde Middle School, and thus avoid using Tantau to Stevens Creek (and reduce possibility of Tantau backing up to Homestead).</p> <p>Since CUSD already owns buses and employs drivers, the incremental cost to Apple to enable this activity would be small, estimate less than \$15,000 per bus per year if you look at rental rates. A very reasonable cost on the scale of this project.</p> <p>Apple should immediately start working with CUSD to see how to implement this and other traffic mitigation solutions.</p>

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Letter ID	500095
Name	David Mooso
Address	528 Hubbard Ave
City, State Zip	Santa Clara, CA 95051
Email	
Subject	Creek Trail
Comment	<p>If a creek trail was installed along Casabas creek as described in the DRAFT ENVIRONMENTAL IMPACT REPORT, as an alternative to a closing off Pruneridge to pedestrian traffic we would be more inclined to support the proposed Apple II campus. We like walking and running along Pruneyard.</p>

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Letter ID	500094
Name	U P
Address	
City, State Zip	San Jose, CA San Jose
Email	
Subject	Unacceptable Traffic
Comment	No company should be allowed to build such a big campus which is surrounded by residential area. Apple campus which will host up to ~13,000 employees in one location will cause a Traffic Nightmare for everyone using Wolf road, Homestead road, Lawrence expressway. Both Wolf and Lawrence 280 exits are single lane exits to reach 280 freeway. I can just foresee long lines at these exits getting in and getting out. Apple cannot guarantee that these exits will be expanded to meet such traffic capacity. City representatives from Cupertino, San Jose, Sunnyvale and Santa Clara should think about their residents and oppose this new Apple campus in entirety.

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Letter ID	500093
Name	David Mooso
Address	528 Hubbard Ave
City, State Zip	Santa Clara, CA Santa Clara
Email	
Subject	Traffic signal operations at Tantau/Pruneridge
Comment	I see an opportunity to improve traffic flows at the Tantau/Pruneridge. My recommendation is that when West Bound Pruneridge Left Turn (WB LT) has a green arrow that a North Bound Tantau Right Turn (NB RT) arrow should also come on. Do to an anticipated high volume of traffic coming & going from/to Lawrence Expy during commute hours and in general day to day operation of the campus.

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Letter ID 500092

Name Loran Stringer

Address

City, State Zip , CA

Email

Subject Traffic

Comment Perhaps you should be required to limit the number of cars entering and exiting the campus. One lane, no backup allowed at the entrance, or a toll for each car after say, 1000 each hour.
Larry

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Letter ID 500091

Name Michelle Connelly

Address 291 Lowell Dr

City, State Zip Santa Clara, CA 95051

Email slpmichell@aol.com

Subject apple campus 2 project

Comment I have two primary concerns about this project.
The first one is related to the obvious impact this project has on traffic congestion throughout the day. This project will make an already congested area worse all day, not just during commute. This has not be adequately addressed in the project. They can conduct their business as it is now with the buildings they already have and build something smaller on the old HP site they purchased without needing to close down a major access point to 280. (referring to Pruneridge Ave.)

The second, which is not mentioned in the impact report is regarding the second hand smoke we will all be exposed to when we are walking, biking or driving our cars in the area. Apple has a very strict anti-smoking policy for their employees. They require their employees to walk onto public property where they stand in "smoking clutches" and pollute the air. They also snuff out their cigarettes onto the sidewalk and leave them there to be washed into the gutters and eventually into the Bay. I have pictures of the employees smoking and littering. I have reported this problem to the City and it still continues. This is what is going on right now in the temporary building locations within the proposed construction zone. I am very concerned about the public health risk now and in the future. The second-hand smoke problem is bad enough with the number of apple employees already here. If this project is approved, the number of smokers will surely increase. It is already a smoke-filled toxic zone on Perimeter Rd. just about any time of day. It will only get worse around the whole site. Tantau Rd. is used as a bike access route for two schools (Cupertino HS and Hyde Middle School). School children are riding their bikes past these multiple smoking sites all along Tantau and Valco Parkway.

This project is anything but environmentally friendly.

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Letter
C74

Letter ID 500089

Name Sally Everett-Beaupre

Address 1662 Grosbeak Ave

City, State Zip Sunnyvale, CA 94087

Email

Subject Concerned about impact of Apple 2 campus on Sunnyvale

Comment

I live in Sunnyvale very near the corner of Homestead and Wolfe. I appreciate having received a card asking for feedback.

I welcome a dynamic company in my area; I think it will bring economic health, but I love even more the quiet and relative safety of the area. My questions are:

1) The Apple plans mention over and over that Apple is concerned to be a good citizen of Cupertino. It seems to me that Cupertino will receive all the benefits of your presence and few of the problems... the new Apple Campus is on the Sunnyvale side of 280 and that means the traffic, congestion, noise will all affect residents of Sunnyvale every day. It risks to totally change the character of our neighborhoods. Additionally, there is a lot of higher rise construction occurring on the other side of 280 at Wolfe; that is going to also going to impact Wolfe road. Therefore, I would like Apple to address its impact on Sunnyvale as well.

2) I cannot but dread the amount of traffic that will enter and leave Wolfe road all day long; there is enough already... we cannot handle 7000 people there, despite your efforts to encourage busses and bicycles... (Your employees lives are too busy for that to be viable for a significant enough number.) Is there a way to add an exit off the 280 freeway between Lawrence and Wolfe that directs your employees directly to your parking? and back onto the freeway afterwards? Still, I think Wolfe and Lawrence will be a nightmare coming from the other side of the peninsula too...

I'd appreciate any information that can assuage my fear of your impending (looming?) presence. I am also going to send these concerns to the Sunnyvale City Council.

Thank you,
Sally Everett-Beaupre
1662 Grosbeak Ave.
Sunnyvale, CA 94087

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Letter
C75

Letter ID 500080

Name Jon Ramos

Address

City, State Zip , CA

Email

Subject Comments on Apple's new and old campus

Comment

I attended the presentation tonight on the new Apple Campus 2 EIR (June 26th). The only comment that concerns me is where is the EIR report for the existing campus? What is Apple planning to do with the existing building? Is the property zoned for residential or business usage? When Cupertino has a meeting regarding the Apple campus, I expect the consultant to be on time. When the public attends a meeting you should have the EIR consultant on time (6:30pm), he should not show up at 6:55pm.

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Letter
C76

Letter ID	500077
Name	Ann Peterson
Address	7573 Orange Blossom Dr
City, State Zip	Cupertino, CA
Email	
Subject	
Comment	As a resident of Cupertino, I am particularly concerned about the many Apple buildings around town and which of these will be left empty. I think this will also have an impact on our city and the environment .

1

Letter
C77

Letter ID	500067
Name	Jeff Greef
Address	10235 Nile Dr
City, State Zip	Cupertino, CA 95014
Email	jg@jeffgreefwoodworking.com
Subject	Total carbon footprint of Apple 2 campus
Comment	<p>What will be the total carbon footprint for the development of the Apple 2 campus, including;</p> <ul style="list-style-type: none">1- Carbon from the offsite production of Portland cement for onsite concrete2- Carbon from the offsite production of structural steel for onsite assembly3- Carbon from the offsite production of architectural glass, including bending process, for onsite installation4- All other release of carbon into the atmosphere that otherwise would not have occurred had the project not occurred <p>Secondly- how many years will it take before the renewable energy systems installed onsite will offset the total carbon footprint for development of the Apple 2 campus, when all releases of carbon are considered which would not have occurred had the project not occurred?</p>

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Letter
C78

Letter ID	500066
Name	Mahesh Nihalani
Address	7938 Mcclelan Rd # 2
City, State Zip	Cupertino, CA Cupertino
Email	nihalanis@comcast.net
Subject	Apple Campus2
Comment	<p>I and my family ,have lived in Cupertino for the past 13 years and love this city and its people .We strongly support the construction of the new Apple Campus Cupertino is known Internationally only because of Apple being here.</p> <p>The building of Apple Campus 2 is vital to our city of Cupertino and the region as a whole since the economic impact for the community will be extremely positive. It will make Apple,which I am sure would be welcome with open arms by every City , State and Country, to continue to remain in Cupertino and also add an estimated 7,400 new high-quality jobs.</p> <p>Their being here will increase revenues of local businesses and support additional job growth throughout the region and also enhance tax revenues to the City of Cupertino and other cities and public agencies.</p> <p>I am also sure that Apple will work in good faith with the Community to mitigate,to the extent possible,any adverse environmental impacts.</p>

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Letter
C79

Letter ID	500064
Name	
Address	
City, State Zip	Sunnyvale, CA
Email	
Subject	Do not support this project.
Comment	<p>This area need more affordable housing instead of more office buildings. There are plenty of empty office buildings Apple can purchase and re-purpose for their needs.</p>

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Letter
C80

Letter ID	500063
Name	John Nelson
Address	
City, State Zip	, CA
Email	
Subject	
Comment	The roads in the area will not be able to handle the traffic. Especially the intersection of Wolfe and Homestead. This project needs to be down sized or divided up into small projects spread through out Cupertino.

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Letter
C81

Letter ID	500060
Name	Charles Hanson
Address	7617 Elderwood ct
City, State Zip	Cupertino, CA Cupertino
Email	cehanson@yahoo.com
Subject	Demolition
Comment	The EIR should also address the demolition of the. 26 HP buildings to ensure that the concrete is recycled on site, the glass, copper, conduit and other materials that can be reused are recycled.

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Letter ID 500059

Name

Address

City, State Zip , CA

Email

Subject

Comment It is clear that the City is in Apple's back pocket and is doing everything to ensure this campus is built! this is not a form for public comment as the City Council has already made their mind up about the project and will be voting for it. While I support a new campus, this one is horrible and doesn't fit within the structure of the city. cupertino is already looked down upon by surrounding cities with it's lack of appropriate city planning. this new structure, while bring in revenues to the city, will continue to make cupertino look unplanned and unstructured.

Letter ID 500058

Name Walter Li

Address 21470 Millard Ln

City, State Zip Cupertino, CA 95014

Email walter.li@gmail.com

Subject Significant Impact?

Comment The EIR states that the project plans to support 9,800 employees and has historically operated near this capacity, even though since about Aug 2011, when background data for this EIR were collected, only about 4844 employees worked there.
From this information, it seems logical to assume that since this site has historically been approved for 9800 employees, why will the same site with the new proposal from Apple be assessed with "significant impact" in this EIR report? If HP's business conditions as well as the economy situation continue to improve to the point that (assuming) HP will again have 9800 employees at this site, will the City of Cupertino not allow it to happen?
It seems to me that if Apple plans to have similar number of employees at the site as it has historically supported, what significant changes has this Apple project indicates that warrants a "significant impact" rating in the EIR?

Letter
C84

Letter ID	500054
Name	Marc Aronson
Address	10120 Westminster Ct
City, State Zip	Cupertino, CA 95014
Email	marc@mlaronson.com
Subject	Apple Campus
Comment	<p>I support the construction of the new Apple campus. I believe that Apple will work in good faith with the community to mitigate, to the degree possible, adverse environmental impacts. The economic impact for the community will be very positive.</p> <p>I do not nor ever have worked for Apple. Most of my high-tech electronics is non-Apple equipment. I have no investment in Apple stock. I simply see this as a tremendous opportunity for the community in which I have lived for 20+ years.</p> <p>Marc Aronson</p>

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Letter
C85

Letter ID	500048
Name	Jennifer Martin
Address	1028 Lochness Ct
City, State Zip	Sunnyvale, CA Sunnyvale
Email	
Subject	Traffic and Construction Concerns
Comment	<p>It is clear that Wolfe Road/Homestead and the neighboring streets will be severely impacted by traffic. It is of great concern that the Sunnyvale neighborhood will be used as "drive around" options for both current commuters and Apple employees who wish to bi-pass the increased levels of congestion on Wolfe, Homestead, etc. The main Sunnyvale "Thru" street, Quail, is highly used by kids going to Peterson and Laurelwood schools, attending soccer practice @ Raynor and Sunnyvale Alliance Field, etc. I would think for the sanity and relations between Apple, City of Cupertino and its neighboring cities as well as the employees themselves, a serious and concerted traffic plan be drafted and implemented to address the known "unacceptable" traffic levels that the City of Cupertino is fully aware of. In addition, it is a concern that Apple, City of Cupertino, and construction crew be respectful of its neighbors and not allow construction to begin earlier/later than the city ordinance.</p>

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Letter
C86

Letter ID	500045
Name	Mike Hammes
Address	10910 Northsky Sq
City, State Zip	Cupertino, CA 95014
Email	mike15.hammes@sbcglobal.net
Subject	Feedback for Apple 2 Campus
Comment	<p>Two Comments</p> <p>- What would the impact be on East bound Homestead if Apple employees decide to exit at De Anza Blvd and go down Homestead to the Wolfe/Tantau entrances. If the exit backup is too much on South bound 280 exit to Wolfe, you might see that occur</p> <p>- Currently there is a Kaiser site at the corner of Tantau and Homestead. Will steps be taken to make sure that Apple employees don't park there?</p> <p>Thanks Mike Hammes</p>

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2

Letter
C87

Letter ID	500044
Name	Aleksandr Movshovich
Address	363 MacKenzie Dr
City, State Zip	Santa Clara, CA 95051
Email	alek_mov@yahoo.com
Subject	Pruneridge street closing
Comment	<p>I don't think that Apple has the right to close the public street which I and my wife use daily. There are multiple ways for the company to achieve its goals without changing existing roads i.e. building underpasses or overpasses. It is also possible to allow local residents to cross the company property.</p>

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Letter ID	500043
Name	Edward Hirshfield
Address	734 Stendhal Ln
City, State Zip	Cupertino, CA CUPERTINO
Email	clairelouise@earthlink.net
Subject	Apple Campus2
Comment	<p>I strongly favor approval of the building permit for the Apple Campus2. I have lived in my current house since 1963. My home is located 1.1 miles from the proposed location. It is reasonable for the city to do what can be done to improve streets and other forms of transportation in the area. If there is still a perceived traffic problem, Apple can stagger working hours to relieve traffic density. I recommend that the building commission and city council approve the building permit as soon as possible to make the process as easy as possible for Apple. We need to encourage this process.</p> <p>Edward Hirshfield</p>

Letter ID	500042
Name	Linda Vanderhule
Address	8143 Park Villa Cir
City, State Zip	Cupertino, CA Cupertino
Email	lindavanderhule@gmail.com
Subject	Cell reception
Comment	<p>I live on the corner of Bubb and McClellan. AT&T is my cell provider. I had no cell coverage at my home for seven years. There is now an AT&T cell Tower on the Apple Campus. When that tower went on line Jan. 2012 I had very good cell service for until April 2013. The Apple people moved into the big building on the corner of Bubb and McClellan, Results Way. I now have NO CELL service at my home. Apparently Apple employees take priority on Cell coverage in Cupertino?????????????</p>

Letter ID	500039
Name	Gary Jones
Address	
City, State Zip	Cupertino, CA 95014
Email	
Subject	Apple Campus 2 - Vote for Approval
Comment	<p>Mine is only one single voice; but, here goes IMHO.</p> <p>I believe the Apple 2 Campus is an awe-inspiring tribute to success and growth for Silicon Valley and Cupertino. All local governments should embrace this progress and be nothing less than determined to make it a reality.</p> <p>As to Cupertino; it is my sincere hope that our City government approves this ambitious undertaking with judicious fervor. Once approved the City's monetary gain be primarily focused on creating a forward looking citywide human mobility plan of award winning quality while paying particular attention to using modern transportation systems and other forms of moving people around using environmentally sound planning such as safer bike paths, sidewalks, pedestrian crossings, and etcetera.</p> <p>Clearly we are no longer a community of farmers. Cupertino is a complex community of diverse interests with a momentum equal only to other emerging areas of modern society. Let's face the truth; the ship has sailed as to preserving the old.</p> <p>I say let's approve this project and step-up our game to match the inevitable.</p>

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Letter ID	500038
Name	Jun Xu
Address	905 New Haven Ct
City, State Zip	Cupertino, CA Cupertino
Email	
Subject	Support the Apple Campus2
Comment	<p>Dear committee,</p> <p>I read the report and felt the consideration should look what bring in by the new campus. The new campus is NOT using old technology or OLD mindset. This will not be the many over 10-year old cars on the local highway, even in California today than what the report cited; there are less family burning the woods in Cupertino than 10 years ago than what the report stated; there are better noise control on 280 and 85 than what was 10/20 years ago.</p> <p>As a long-term Cupertino resident, I believe the new campus will significantly improve the energy use efficiency, better traffic planning and local services than just spreading the office building around the cities or in Cupertino.</p> <p>For example such as the traffic, the google campus will only one major access of the freeway 101 to accommodate over 10K employees without much issue. The apple campus 2 has 3 major freeway accesses on highway280 (Lawrence, Wolfe, and DeAnza), it should be much easy to accommodate the changes (may not even increase, just changes from DeAnza exit to 3 major exits).</p> <p>Similarly for public service, it will help to better plan for the major site than spreading all around the city and let the employee to commute via shuttle or personal vehicles around the sites.</p> <p>Again, there are many positive impacts from the sites than even I can imagine if putting on the new thoughts and new technology mindsets. Free feel to contact with me if there are any concerns.</p> <p>Best regards,</p> <p>Jun</p>

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Letter
C92

Letter ID	500037
Name	Mary Sue Rosado
Address	1725 Kinglet Ct
City, State Zip	Sunnyvale, CA Sunnyvale
Email	svsujo@comcast.net
Subject	Apple Campus 2 impact on residential neighbors
Comment	<p>As a 42 year resident of Sunnyvale living near Homestead and Wolfe (and more specifically near to Linnet and Homestead) I am concerned about all the traffic that will be flowing up and down Homestead NOT JUST AROUND THE NEW Apple Campus. You must realize that you are surrounded by Santa Clara and Sunnyvale neighborhoods which will also be affected by everything that goes into the new Apple. At Linnet and at Heron we will need better turn lanes. In addition to all the revenue that Cupertino will be bringing in with their new venture, you need to take into consideration that, yes, property values will surely go up, but that means property taxes, too, for those of us who have loved living here for so many years, but are now on fixed incomes. Thanks for your attention, Sue and Joel Rosado</p> <p>Mary Sue Rosado</p>

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2

Letter
C93

Letter ID	500036
Name	Frank Bryan
Address	3655 Pruneridge Ave, Apt 9
City, State Zip	Santa Clara, CA 95051
Email	bryanfh@gmail.com
Subject	Pruneridge Closure
Comment	<p>I use Pruneridge Ave between Tantau and Wolf roads everyday for commuting.</p> <p>Closing this section of road as Apple suggests is not acceptable.</p>

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Letter ID	500034
Name	Sharon
Address	
City, State Zip	, CA
Email	
Subject	
Comment	Please do not allow the closing of the section of Pruneridge Avenue that passes through the planned Apple Campus. People in my neighborhood near Pruneridge and Tantau use it regularly when coming home on 280 Southbound. Apple expects that we will all happily go around their campus, which I consider the height of arrogance.

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Name	Ying Xia
Address	3859 melody ln
City, State Zip	Santa Clara, CA 95051
Email	rockcicak@yahoo.com
Subject	I really hate the idea of Apple's new campus
Comment	<p>As you can tell from my home address, I live very close to the proposed Apple new campus. I do not understand the crazy idea of Steve Jobs at all. Why put so many people all together in a huge building? What is the purpose of building such a giant in a high density residential area? Just try to build the hard-to-ignore monument for himself?</p> <p>If you choose building one like that in Utah, Alaska or maybe Siberia, you are free to do so. Right now, every time I pass by the proposed campus, the trees and tranquility there always make me smile. I could not image as soon as the constructions start, everything will be changed. Trees will be cut down. The noise and pollution to the environment. With thousands of Apple employees come from all around and gather at one spot to work, what about the worse-and-worse bay area traffic?</p> <p>For this reason, I will prey for Apple's business shrinks every second, its stock price drops a lot more, so it won't waste its money on this totally meaningless project!</p>

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Letter
C96

Letter ID	500032
Name	Richard Altmaier
Address	22605 Salem Ave
City, State Zip	Cupertino, CA 95014
Email	richalt2@yahoo.com
Subject	traffic conditions with Apple Campus 2
Comment	I am very satisfied the traffic mitigations proposed will make Campus 2 work very well for the community. I believe this Apple site will bring excellent jobs and civic pride to Cupertino. We have no reason to fear a few more cars than the current site. Plus Apple employees tend to be environmentally minded and will likely use bikes, buses and other traffic reducing methods. Let's get this site construction under way!

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Letter
C97

Letter ID	500030
Name	David Cookson
Address	919 E Homestead Rd
City, State Zip	Sunnyvale, CA 94087
Email	plkc@att.net
Subject	Hazmat
Comment	During removal of the current structures on the Apple project, Will continued air/ ground sampling take place to ensure that toxic dust, etc. is not released into the air?

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Letter
C98

Letter ID	500029
Name	Kevin Klenk
Address	
City, State Zip	Sunnyvale, CA 94087
Email	
Subject	Reservations about Apple Campus 2
Comment	While I support Apple's efforts to make a green campus, I have concerns about the effects of the very large campus on surrounding roads and neighborhoods. The Wolfe and Lawrence interchanges to 280 are already congested, and appropriate steps must be taken to handle/alleviate this congestion. Respectfully submitted, --Kevin, Sunnyvale Resident near Homestead and Wolfe

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Letter ID 500028

Name Willie LU

Address 1218 Bubb Rd

City, State Zip Cupertino, CA 95014

Email willie.ieee@gmail.com

Subject Notice of Opposition

Comment [Notice of Opposition]

I strongly oppose Apple Campus 2 DEIR project based on grounds as follows:

Ground 1: Huge amount traffics will damage the community and citizen's quality of life

Currently Apple has about 15 offices on Bubb Road. I took a research survey on traffics from 9:00am-10:00am from/to Kennedy Middle School to/from the Steven Creek Blvd on Bubb Rd, and showed that, five years ago, the average time is 3 minutes. Now, the time is increased to 9 minutes. If in the timeframe of 5:00pm - 6:30pm of weekday, the average time is increased to 13 minutes.

If the traffic model is moved from Bubb to Wolf or Tantau, the situation will be much worse as lots of traffics will happen in both peak times and lunch time.

These rapidly increased traffics will definitely damage the life quality of the Cupertino citizens and the fellow community, because we need to spend more time on the road, breathe more polluted airs and live in a more noised environment.

Research also shows that such large corporation should not be located in the area of highly populated residents, wherein Cupertino was well renowned for its world-class quality of living, residing and schooling. For example, Google is far from the resident areas, and Intel is totally away from resident zones.

Ground 2: Apple's credibility is shaky and citizens risk being fooled or misled on environment protections

Apple's Environmental Impact Report is mostly prepared by lawyers and other legal professionals, but general public is mostly not a lawyer. While Apple can commit on each detailed clause and/or term on paper, its credibility is shaky based on my personal research, experience, observation and dealings with Apple for long time. Apple has been infringing my patents for long time, though responded my letters several times, however Apple is fully knowledgeable and experienced on how to play the legal games with fellow citizens by taking advantages that Apple is a hundreds of billion dollars' company while general public of Cupertino Resident is only an individual person or family body. If we approve this project of Apple Campus 2, our citizens may most probably be fooled and misled on the protection of our environments, because once the environment is damaged, it is almost impossible to recover it and Apple can always play the legal games with us by its hundreds of billion dollars' reserve and its large group of legal teams.

CONCLUSION

When I moved to this city in around 2000, Cupertino was among the best areas of quality living, same standard as Saratoga or Los Altos. But now, Cupertino is quickly transitioning to a commercial-purpose city with too much traffics, pollutions, noises, strangers and constructions.

A city's prosperity should not rely on specific company's commitment. Instead, it should rely on its fellow citizens and its quality environments. I urge the city to remember this Law of Nature.

Respectfully submitted,

/wwlu/
Willie W. LU, Professor and Ph.D
A Cupertino Citizen since 2000
e-mail: office@willie.lu

This opposition is my personal view without representing any company or organization. The provision of this opposition shall not constitute a waiver of any right, privilege or defense.

1

2

3

Letter
C100

Letter ID 500025

Name Giselle Ballou

Address 1638 Grosbeak Ave

City, State Zip Cupertino, CA 94087

Email

Subject

Comment I'm excited and looking forward to a thriving company in our area and the jobs it will create , but a little concerned of the traffic it will create at the same time.
Giselle Ballou
Birdland homeowner

1

Letter
C101

Letter ID 500024

Name Cynthia Smyth

Address 10455 Heney Creek PI

City, State Zip Cupertino, CA 95014

Email cysmyth@comcast.net

Subject

Comment I am not only in favor of this tremendous development, but applaud it, This is an astounding environmentally sound effort that should set the example and the bar for all other future developments.

1

Letter
C102

Letter ID 500023

Name Milt Kostner

Address 530 Meadow Ave

City, State Zip Santa Clara, CA Santa Clara

Email Miltko@comast.net

Subject Environmental study

Comment I have backed up for thirteen years to the property to be modified by Apple and I have two concerns:

1. Traffic. Pruneridge will be eliminated from Tantau to Wolff. We will have to go around Apple for I280 access which north. Apples plans call for 14,000 employees plus additional visitors and commercial trucks. Can Homestead, Stevens Creek, Pruneridge (now two laned), Wolff and Tantau outside of the Apple boundary roads handle that load? Can the single lane I280 entrances and exits handle that load? It's easy for Apple to expand their boundary streets but what about Santa Clara, San Jose and Sunnyvale? Those huge buses might carry many Apple employees but they slow traffic and make wide turns.

1

2. Construction noise. We don't need Apples contractors to start work before 7 am and that includes backing up trucks with their OSHA required loud beeping. Nor loud working after 6pm. I don't watch much TV in the evenings but my neighbors do.

2

While not a major concern to me, having all that greenery behind tall berms without access does not do a thing for us Apple neighbors.

3

Milt K Kostner

Letter
C103

Letter ID	500022
Name	Heidi Johnson
Address	1153 Scotland Dr
City, State Zip	Cupertino, CA 95014
Email	HKJohnson@aol.com
Subject	Apple Campus 2 Landscaping
Comment	My apologies as I have not had a chance to review the landscape plans. I did however take a quick glance and noticed almost right away that there was an error. Douglas Fir is a tree that does not thrive in the valley. It prefers higher elevations e.g. The Santa Cruz Mountains. It should be replaced. It makes me concerned about the rest of the landscape plants. Has the landscape plan been reviewed for local conditions/micorclimates? I would be happy to help, but I am not available until after June. I am an adjunct faculty member in the Environmental Horticulture Department of Foothill College. At 6:30 PM on June 26th I will be administering a final exam so I can not come to the public meeting. FYI I have been working as a landscape designer in this area since the mid 80's, am a Certified Green Gardener, and serve as a volunteer Master Gardener. Thank-you.

1

Letter
C104

Letter ID	500116
Name	Richard and Beverly Olsen
Address	611 Hubbard Ave
City, State Zip	Santa Clara, CA 95051
Email	olsenric@sbcglobal.net
Subject	in favor of campus
Comment	We are generally in favor of this project and live two blocks away. We have heard speakers from Apple and we like their plan for a visitor's center. We would like to be informed about landscaping, noise and traffic issues, and access to I-280. We also want to be notified about the EIR and upcoming meetings. Thank you.

1

Letter
C105

Letter ID	500090
Name	Todd Beirido
Address	11529 Murano Cir
City, State Zip	Cupertino, CA 95014
Email	nospam@please.com
Subject	I will move.
Comment	If this development happens, i will move. Too many years of complete destruction to end up with a campus that engineers products made overseas.

1

From: Keithddl527@aol.com [mailto:Keithddl527@aol.com]
Sent: Monday, July 22, 2013 4:30 PM
To: Karen B. Guerin
Cc: City Clerk
Subject: Re: Apple Campus 2 draft EIR - my public comments for inclusion

July 22, 2013, time: 4:21PM

Karen

Please include my entire comment, which includes the forwarded email which was originally attached to my email and which you replied to, this is my complete comment regarding the Apple 2 Campus.

Thank you.

Keith Murphy
10159 East Estates Drive
Cupertino, CA 95014

In a message dated 7/22/2013 4:11:00 P.M. Pacific Daylight Time, KarenG@cupertino.org writes:

Thank you for your comment to the city of Cupertino on the Apple Campus 2 Draft Environmental Impact Report. I have forwarded your comment to be part of the official record.

During the public comment period that ends on Monday, July 22, 2013 at 5:30PM, please submit your comments directly to www.cupertino.org/applecomments.

From: Keithddl527@aol.com
Sent: Monday, July 22, 2013 2:13 PM
To: Gary Chao
Cc: City Clerk; City Council
Subject: Apple Campus 2 draft EIR - my public comments for inclusion

Apple Campus 2 draft EIR - "public comments"

Developer: **Apple Inc.**
Architect: **Foster and Partners**
Project Manager: **Gary Chao / Piu Ghosh**

July 22, 2013

Dear City Council, Mr. Chao and Mr. Ghosh

I have forwarded along with this email my prior comments which I would like to be included with my current comments as part of the public comment for the draft EIR for the Apple Campus 2.

1

Many of our residents are curious why fast-tracking of Apples EIR was not transparently mentioned at many prior public hearings, nor was the significance of Apple avoiding key EIR mitigation by applying as a California Leadership Development Project was not transparently explained to your constituents, let alone the impacts of fast tracking the EIR would have on the community at large, based on Apples own tightly timed application schedule?

2

Where is our city's web site link to the State's Environmental Leadership Act of 2011 legislation, for our community to easily find and then review this key legislation which Apple is evoking and applying for EIR/CEQA relief under?

2
cont.

The City of Cupertino should be proactive in posting any EIR/CEQA application documents to allow timely transparency & review by your constituents, precisely because Apple has applied for EIR relief under the Environmental Leadership Act of 2011 and I believe the lead agency is mandated by the "Act" to do this.

It is sad to read that the scheduling of Apples application coincides with a marked lack of ABAG/RHNA housing mitigation being in place, in the City of Cupertino, for Apple to mitigate themselves, as described on page 50 of Apple's own document, **"Application for Environmental Leadership Development Project, April 18, 2012."**

Please follow link: <http://opr.ca.gov/docs/AppleCampus2App.pdf>.

3

It is troubling to read that under future provisions of the Environmental Leadership Act of 2011, with Apple filing its application precisely at the time it did, Apple will also avoid future environmental mitigation, mitigation that is in our community's and surrounding cities perhaps higher interests, most importantly regarding housing of all types which is triggered by office space development, making Apple the largest contributor to a local housing disparity that our city has ever seen.

4

Apple is just one neighbor, a very big one, but their new office campus which they propose will have impacts on our community for many decades to come, like traffic, so why would our city officials want this one applicant to avoid key environmental, housing and traffic mitigation as proposed by various State agencies, due to CA's loop holes?

I have dire concerns of the desired vacancy, requested by Apple, of a public right of way called Pruneridge Ave, which currently bisects Apples two amalgamated parcels hoping to be one. Pruneridge Ave. provides a key transportation artery which will be of far greater importance to commuters when the Apple Campus is fully developed, but I fear that with Apple's general fear of the public as being a security problem, that Pruneridge Ave. will be vacated without showing real merit for doing so, despite viable options to retain the public road, if in an alerted state, being reworked into a tunnel or as a bridge.

5

The same general security fears which Apple loudly cry's wolf for any EIR mitigation it shows displeasure with, also impacts mitigation for both park and trail amenities in and around the project area, specifically for the Calabazas Creek and riparian corridor – property which is under the control of the Santa Clara Valley Water district, who support both trail and park developments by creeks when ever feasible, but Apple has other ideas (as shown in my forwarded email) by implementing new construction in a parking lot, which is not sanctioned until Phase 2, but preemptively built today to kill CEQA EIR mitigation which is in the public's best and higher interest.

6

I might understand fast tracking required under the current Act's requirements for Apple to be illegible for state economic benefits, but for Apple to predatorily schedule there application to avoid or suppress environmental, housing and traffic mitigation which the state of CA wishes to impose on the rest of our residents, and not made transparent by local officials, is disingenuous of both the City of Cupertino as the lead agency and Apple as the applicant, is bordering on malfeasance.

I am discouraged by our current City of Cupertino officials appearing to be in violation of the Environmental Leadership Act of 2011, by suppressing this applicant's EIR/CEQA documents of any kind, then suppressing the impacts imposed by the Environmental Leadership Act of 2011 itself at all prior public hearings, for example during the Housing Element Update and many General Plan amendments for approving more office footage allotments for corporations, then for the predatory timing of Apples Campus 2 application to suppress State environmental mitigation which will impact every resident's quality of life for many decades to come.

7

In my prior emails, I have tried to describe to our City of Cupertino's elected and appointed representatives that the city's web site is not user friendly, as the mandated access to key project application data, like the schedule of key public commentary periods and then for what issues they must comment on by a specific date, is very complicated to find, but more likely impossible to find, if one has to rely on the City of Cupertino's web site as it exists today.

I am dismayed that I still have no official response to my prior emails to adequately explain the new construction which many resident's discovered taking place in an Apple's back parking lot located by Calabazas Creek & Tantau Ave and Freeway 280 - as this type of predatory preempting of public oversight and fair EIR mitigation only supports the public's worst fears that EIR mitigation will not be adhered to by both the lead agency, the City of Cupertino, nor by the Applicant who desire economic stimulus support from out state with the added benefit of "fast tracking" of EIR for the Apple Campus 2 project, but who demonstrate an arrogant lack of willingness to follow the rule of law and who show contempt of their fellow neighbors.

Our city council, I suggest, have advocated there elected and then mandated duties to do the peoples work in a transparent fashion, as they legislatively found a way to avoid taking responsibility for controversial actions and decisions by creating the "administrative approval process", a privilege which the Community Development Director could abuse, setting a future course of perpetrated malfeasances by our public officials, obstructing any public transparency regarding project approvals - that's misdirection by the city council (of the public) by using the Community Development Director as their hypocrisy shield - the bucks stops in the powerful applicants pocket with no checks and balances to be seen for the public to seek relief from ... while our resident's elected representative government, once beholden to voters, is legislated out of existence, at the exact moment when - *you* - our city council, are needed to protect the public and community you serve.

Your resident's desire to ask you, our "elected" city council, exactly what are the breadth and scope of the new powers of "administrative approvals" which "the appointed" Community Development Director can do "in the name of the city council" and why can't those special approvals be posted for the public to review, *on the city's web site*, to solicit public comments regarding those administrative approvals in a timely manner before that project's approval is allowed to commence?

Surely there is no more important development project then the Apple Campus 2, one which cries out for changes to be made to the city's web site, if just to show the ethical transparency of the actions of all of our elected and appointed city officials, you who your constituency deeply invests all of their trust in.

I would respectfully request for our public official's to demonstrate a more ethical handling of both informing the public about development projects and for our public inquiries submitted to your agency in good faith, regarding project applications, specifically the Apple Campus 2, where the lead agency is the City of Cupertino, if you truly respect and desire to foster quality EIR mitigation for all Cupertino residents and stakeholders who you are appointed and then mandated to serve fairly.

Thank you.

Keith Murphy
Resident of Cupertino

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

From: Keithddl527@aol.com

Date: Thu, 18 Jul 2013 16:22:32 -0400 (EDT)

Subject: New construction in rear of Apple parking lot, adjacent to Calabazas Creek

To: CityCouncil@cupertino.org

CC: aartis@cupertino.org, cityclerk@cupertino.org, stippets@valleywater.org

July 18, 2013

Dear City Council and Community Development Director,

Can you please supply the following Apple project application No., describe the public hearings that were scheduled regarding that applications review and then the permit number that allowed the construction shown at 10435 North Tantau Ave., in Cupertino?

Was this perhaps a Community Development Director's special administrative approval?

Was this new construction approved as part of a new development agreement with Apple?

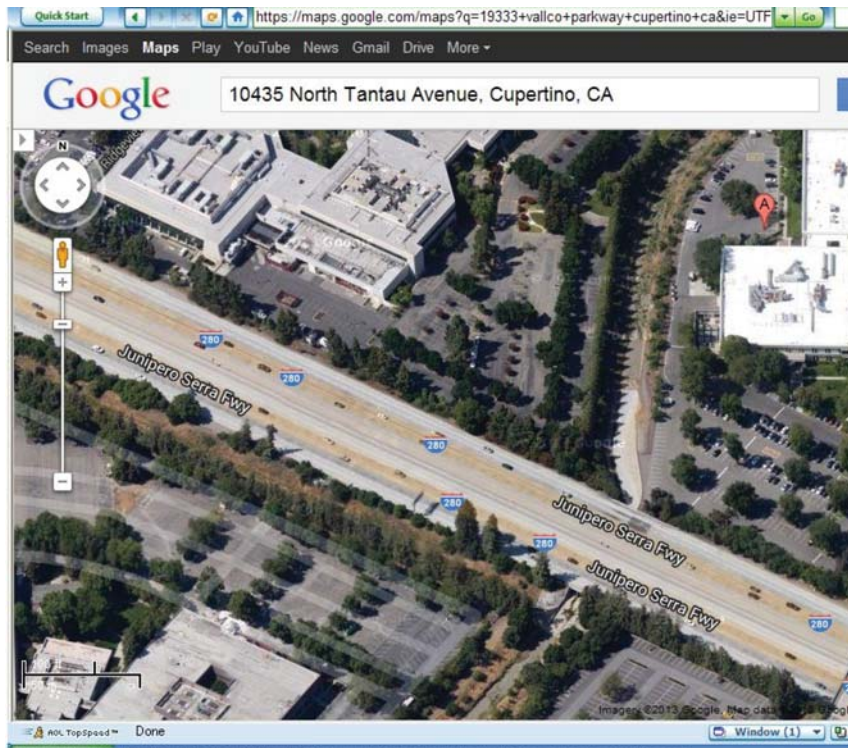
Please direct me to the documentation covering the approval process documents for this project and could you also direct me to any Santa Clara Valley Water District permits or approvals - which clearly show both City of Cupertino -and- SCVWD's set backs and easements were followed.

Were special exceptions granted to Apple to disregard any of these easements and set backs?

Who is the Santa Clara Valley Water district permitting contact for this specific project, is it Sue Tippets perhaps, or?

As the old office structure at this address, 10435 North Tantau Ave, is slated for demolition as part of the new Apple Campus 2 project, currently that application is at the EIR stage, why wasn't this new construction seen as requiring adequate public noticing, public hearings, to allow EIR mitigation impacts for the future development of a new city park and/or a creek riparian trail and/or a seasonal park in the SCVWD corridor where Calabazas Creek lies adjacent to this new construction?

Google maps shows that in early part of 2013: no development or construction was seen in Apple's rear parking lot, adjacent to Calabazas Creek and Tantau over pass:



As seen from North side of Tantau bridge, looking west, large concrete multi story structure can be seen:





As seen from North bound 280 freeway, at the culvert for the Calabazas Creek, looking North along the creek and to the right is the Apple property and new construction:

Here can be seen construction drainage run off dam walls:



And to the right, the new fenced off construction in the Apple parking lot:



Very disheartening to once again see that a titan size corporation will arrogantly over ride the EIR process, selfishly short circuiting the public hearing process required to obtain fair mitigation for all EIR impacts which the Apple Campus 2 will impose on our entire community and surrounding cities.

Upon the receipt of application and permit approvals for the City of Cupertino - where both legal review and then approvals had been granted - from both the City of Cupertino and the SCVWD, I would like to file a complaint with the State of California overseeing the draft EIR for the Apple 2 Campus, now being completed this month by the City of Cupertino, please consider this as one of my written submission, my public comment, as part of that EIR draft review process.

Thank you.

Keith Murphy
Cupertino Resident

Letter
C107

Letter ID 500150

Name Stephen Rohde

Address 927 E Homestead Rd

City, State Zip Sunnyvale, CA Sunnyvale

Email e68sm@yahoo.com

Subject Planted Median On E. Homestead Road

Comment Let me first state that my wife and I are not opposed to the new Apple Campus 2 across the street, or the closure of Pruneridge Avenue, which will significantly increase the traffic on E. Homestead Road from Lawrence Expressway to Wolfe Road.

1

However, the last Apple brochure shows a planted median running down Homestead Road. Since gates 5-6-7 of the old HP complex will be eliminated, someone in their great wisdom thinks that a turn lane is no longer necessary. Now, a tree line median may look nice, but did anyone consider the inconvenience to the Sunnyvale homeowners being able to get in or out of their own driveways? If you want to head east toward Lawrence Expressway you would have to go up to Wolfe to make the U turn. And each time to turn into your driveway you would have to go down to Tantau to make the U turn. This is absurd, and I am totally opposed to removing the turn lanes. If I have to go to all my neighbors to get a petition to stop this I will do it.

2

Also, it is bad enough that a median is planned, but the brochure shows trees planted in it. A tree planted in a small median in 10 years will have raised the pavement, and will have to be removed. Then there is the maintenance of pruning and watering etc. This is not a practical idea.

3

The best possible solution to the traffic problem would have been a direct off ramp from 280 into the Apple campus. With the closure of Pruneridge the traffic will dramatically increase on Homestead between Tantau and Wolfe with those people who want to access 280. So, put the money that would be spent on the planted median down Homestead towards a better solution to the traffic problem that will be created on Homestead.

4

Please reconsider the planned median on E. Homestead Road. It is not a good idea or worth the cost.

5

Letter
C108

Letter ID 500153

Name Ria Lo

Address

City, State Zip Sunnyvale, CA

Email

Subject one more comment

Comment Public easements along the four sides of the campus
One more comment: Given the very bad traffic impacts, I would suggest that Apple provide public easements to facilitate pedestrians and cyclists travel along the landscaped portions of its campus rather than on the busy streets. This means that the security fences will be moved further away from the road and closer to the spaceship so that the public can enjoy new pathways and get some payback for the terrible traffic.

1

Letter ID 500152

Name Mette Christensen

Address 10095 Judy Ave

City, State Zip Cupertino, CA 95014

Email silikonen@gmail.com

Subject Apple EIR Report Comments and Concerns

Comment Regarding the EIR report and comments/concerns about the Apple project.

As a close neighbor on Judy Avenue, my biggest interest and concern is the impact on the local area with the new Apple Campus, Main Street Cupertino and the current Loree businesses. How is the city making sure that all the traffic (bicycles, pedestrians and vehicles) will be managed and best served with different parties that have to work together for the local area to not end up as a traffic nightmare. With several buildings already occupied the local area has already seen an immense increase in traffic that has impact on day to day activities. This before the Main Street has even started to be implemented and the Apple Campus not close to even have the future number of employees.

With local businesses and residents so really close, I sincerely hope that the city will make sure to project manage and require developers to provide adequate infrastructure improvements to off set the immense impact to the local area around Tantau/Stevens Creek. Additionally, I would like to make sure that the city has a master plan that involves not only Apple and Main Street projects but take into account the Loree business and parking issues, high/middle and elementary school traffic issues in the Tantau/Stevens Creek area and impact to residents. This will have to work with pedestrian crossings, bicycle lane improvements, sidewalk implementation on the south side of Stevens Creek between Tantau and Judy Avenue, bus stops, red light flow etc. With the Santa Clara office building construction on the corner of Stevens Creek and 280 off ramp, impact will be immense and would be really appreciated if the city will make sure to update residents to overall plans for this area and not just count on developers making it happen.

Will the city provide traffic measures on surface streets outside of the Apple Campus impact area so that Judy and Bret will be provided with speed bumps to slow down the increased through traffic ? Even Calvert would benefit from speed reducing measures for through traffic.

Will the city leverage their impact on state and county traffic jurisdictions so that the on ramp on Calvert Avenue to south bound 280 can be changed according to the EIR and suggested measures to help improve traffic flow?

There are several sections where tree removal are listed as a potential impact. I have not been able to find further information about impact of tree removal and what trees located exactly where is listed. Could already be listed - but as mentioned this doesn't appear to be easy to locate. Either please point to location or explain what trees could be removed on Tantau due to widening of road close to Wallco Parkway intersection as well as on Tantau close to the Homestead intersection.

I would like to make sure that there is an easy way to contact the city with concerns, questions etc from now and throughout the construction in order for residents to get info, submit complaints and get clarification on issues that might arise. Currently, the Apple outreach neighborhood group has been responding to questions etc - however, going forward the city should have an easy access point so that its residents can reach a city office to get updates, submit complaints etc.

1

2

3

Please find below sections from the EIR Report linked to questions and concerns addressed above. some of the images that I wanted to include cannot be pasted into this form

4

Please make sure to contact me with any questions

Mette Christensen
10095 Judy Avenue,
Cupertino, CA 95014
408 348 3637

Int. 21. Wolfe Road/I-280 Northbound Ramps (Cupertino)
Int. 31. Tantau Avenue/Vallco Parkway (Cupertino)
Int. 36. Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) (CMP)

Impact TRANS-2: Under Existing plus Project Conditions, completion of the proposed project

would cause intersection #31 Tantau Avenue/Vallco Parkway to operate at an unacceptable level (change from LOS C to LOS E+) during the AM peak hour based on City of Cupertino

LOS impact thresholds. (S)

Mitigation Measure TRANS-2: At intersection #31 Tantau Avenue/Vallco Parkway, the project

sponsor shall construct an exclusive northbound through lane (for a total of one left-turn lane, one through lane, and one shared through/right-turn lane), and a receiving lane on the north side

of the intersection which would improve intersection operations to acceptable LOS C (26.1 seconds).

The proposed mitigation measure could have secondary impacts to the trees along the east side

of Tantau Avenue. The roadway would need to be widened to the east, to provide for a bike

lane to the right of the travel lane and the sidewalk adjacent to the bike lane. Secondary impacts

associated with the removal of trees that are protected under the City of Cupertino's Tree Protection Ordinance could occur with the identified mitigation measure. Impacts BIO-1 and

BIO-3 in Section V.D, Biological Resources in DEIR addresses these potential secondary impacts. (LTS)

5

Impact TRANS-3: Under Existing plus Project Conditions, completion of the proposed project

would cause intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) to

operate at an unacceptable level (change from LOS D to LOS F) during the PM peak hour

based on CMP guideline. (S)

Mitigation Measure TRANS-3: At intersection #36 Stevens Creek Boulevard/Calvert Drive/I-

280 Ramps (west), the project sponsor shall construct an exclusive eastbound right-turn lane

(for a total of three through lanes and one right-turn lane) and provide an eastbound right-turn

overlap phase. This would improve intersection operations to acceptable LOS E+. To accommodate

the added lane the existing buffer between the roadway and sidewalk would need to be eliminated and the sidewalk pushed closer to the existing fence on the south side of

Stevens Creek Boulevard. This mitigation measure would also require relocation of an existing streetlight, fire hydrant, and utility pole. This intersection is a CMP intersection and is located within the City of Santa Clara. It is also under Caltrans jurisdiction. The project sponsor would be required to coordinate with the City of Santa Clara and Caltrans to construct the identified physical improvement at the Stevens Creek Boulevard/Calvert Drive/I-280 Ramp (west) intersection. Since this intersection is outside of the City of Cupertino's jurisdiction, the City cannot guarantee that the improvement would be constructed. For this reason the impact would remain significant and unavoidable. (SU)

Int. 31. Tantau Avenue/Vallco Parkway (Cupertino): the addition of project traffic would degrade intersection operations from acceptable LOS C to unacceptable LOS E+ during the AM peak hour.

Int. 32. Tantau Avenue/Stevens Creek Boulevard (Cupertino): the addition of project traffic would degrade intersection operations from acceptable LOS D to unacceptable LOS E- during the PM peak hour.

Int. 36. Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) (Santa Clara): the addition of project traffic would exacerbate unacceptable LOS F operations during the PM peak hour.

The project would exacerbate unacceptable conditions or cause unacceptable operating conditions at the following intersections, and these changes would be considered a significant impact.

Int. 5. De Anza Boulevard/Homestead Road (Cupertino)

Int. 21. Wolfe Road/I-280 Northbound Ramps (Cupertino)

Int. 27. Tantau Avenue/Homestead Road (Cupertino)

Int. 31. Tantau Avenue/Vallco Parkway (Cupertino)

Int. 32. Tantau Avenue/Stevens Creek Boulevard (Cupertino)

Int. 36. Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) (CMP)

Int. 40. Stevens Creek Boulevard/Lawrence Expressway Ramps (east) (CMP)

Int. 41. Lawrence Expressway/I-280 Southbound Ramps (CMP)

Impact TRANS-6: Under Background plus Project Conditions, completion of the proposed project would cause intersection #27 Tantau Avenue/Homestead Road to operate at an unacceptable level (change from LOS D+ to LOS E) during the AM peak hour based on City of Cupertino LOS impact thresholds. (S)

Mitigation Measure TRANS-6: At intersection #27 Tantau Avenue/Homestead Road the project sponsor shall construct an exclusive right-turn lane from eastbound Homestead Road to southbound Tantau Avenue (for a total of one eastbound left-turn lane, two eastbound through lanes, and one eastbound right-turn lane), which would improve intersection operations to acceptable LOS D- (52.6 seconds).

With the mitigation measure identified above, secondary impacts associated with the removal of trees could occur. Trees are protected under the City of Cupertino's Tree Protection Ordinance. Impacts BIO-1 and BIO-3 in Section V.D, Biological Resources addresses these potential secondary impacts related to potential tree removal. (LTS)

Impact TRANS-7: Under Background plus Project Conditions, completion of the proposed

project would cause intersection #31 Tantau Avenue/Vallco Parkway to operate at an unacceptable level (change from LOS C to LOS E+) during the AM peak hour based on City of Cupertino LOS impact thresholds. (S)
Mitigation Measure TRANS-7: At intersection #31 Tantau Avenue/Vallco Parkway, the project sponsor shall implement Mitigation Measure TRANS-2 (add exclusive northbound through lane), which would improve intersection operations to acceptable LOS C (28.7 seconds). (LTS)
Impact TRANS-8: Under Background plus Project Conditions, completion of the proposed project would cause intersection #32 Tantau Avenue/Stevens Creek Boulevard to operate at an unacceptable level (change from LOS D to LOS E-) during the PM peak hour based on City of Cupertino LOS impact thresholds. (S)
Mitigation Measure TRANS-8: At intersection #32 Tantau Avenue/Stevens Creek Boulevard, the project sponsor shall construct a 100-foot exclusive southbound right-turn lane (for a total of two southbound left-turn lanes and one southbound right-turn lane), with associated improvements in the right-of-way, which would improve intersection operations to acceptable LOS D (46.8 seconds). (LTS)

Impact TRANS-9: Under Background plus Project Conditions, completion of the proposed project would exacerbate unacceptable operations of intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) during the PM peak hour based on CMP guidelines. (S)
Mitigation Measure TRANS-9a: At intersection #36 Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west), the project sponsor shall implement Mitigation Measure TRANS-3 (add exclusive eastbound right-turn lane), which would improve intersection operations to 112.2 seconds (LOS F). However, the Stevens Creek Boulevard/Calvert Drive/I-280 Ramps (west) intersection would continue to operate unacceptably. Providing a second right-turn lane would improve intersection operations to LOS E with 63.0 seconds of delay. However, there are right-of-way constraints that render a second right-turn lane infeasible, since there would be less than 7 feet of right-of-way available between the fence and curb on the south side of Stevens Creek after implementation of Mitigation Measure TRANS-3. At minimum, 11 feet of right-of-way are needed to accommodate a second right-turn lane.
Mitigation Measure TRANS-9b: The project sponsor shall expand the TDM program to reduce the severity of the impact per the TDM Program Expansion subsection. Increasing the TDM participation and associated alternative mode share from 28 percent to 34 percent would improve operations to LOS F (142.8 seconds) without implementation of TRANS-3; however it would not reduce the impact to a less-than-significant level. A robust monitoring program has been identified in the TDM Program Expansion subsection and shall be required to ensure that this TDM program mitigation measure is implemented and that the required trip reduction

is achieved. Details of the TDM program are discussed in the TDM Program Expansion subsection. (SU)

Impact TRANS-11: Under Background plus Project Conditions, completion of the proposed project would cause operations of intersection #41 Lawrence Expressway/I-280 Southbound Ramps to operate at an unacceptable level (change from LOS E to LOS F) during the PM peak

hour based on CMP guidelines. (S)

Mitigation Measure TRANS-11: At intersection #41 Lawrence Expressway/I-280 Southbound

Ramps, the project sponsor shall construct an exclusive eastbound through lane (for a total of one shared left-turn/through lane, one through lane, and one right-turn lane), which would improve intersection operations to acceptable LOS E+ (56.9 seconds). The mitigation measure would require the construction of a new retaining wall along I-280, since Calvert Road would need to be curved to properly align with two receiving lanes at the on-ramp. There is existing right-of-way to accommodate this mitigation measure. However, the measure would require widening the existing bridge that crosses the creek running parallel to the west side of Lawrence Expressway. Any widening of the bridge shall be designed to avoid impacts to the creek channel and riparian vegetation.

This intersection is a CMP intersection on a County expressway and portions are likely within

Caltrans right-of-way. The project sponsor would be required to coordinate with VTA, the County of Santa Clara, and other responsible agencies to construct the identified physical

improvement at the Lawrence Expressway/I-280 Ramps intersection. Since this intersection is

outside of the City of Cupertino's jurisdiction, the City cannot guarantee that it would be

Tantau Avenue Evaluation. The project would construct two new signalized intersections on

Tantau Avenue. The primary new signal would be the second major project driveway (#29), located approximately 700 feet south of the existing #28 Tantau Avenue/Pruneridge Avenue intersection.

Additionally, a signal is proposed at the egress point to the Transit Center north of the Pruneridge Avenue intersection (#28). The VISSIM analysis was used to evaluate two questions related to the

Tantau Avenue corridor:

„h How would the addition of the new signalized intersections on Tantau Avenue affect operations of the corridor?

„h How would the changes in lane-drops/additions affect corridor operations?

The VISSIM microsimulation results to these two items are discussed below.

Added Signalized Intersections. The results of the VISSIM analysis show that Tantau Avenue

would operate acceptably with the added intersections.

Tantau Avenue/Vallco Parkway Intersection. A significant amount of queuing would occur in

the southbound direction with the existing geometries at the #31 Tantau Avenue/Vallco Parkway

intersection. Adding a right-turn lane on southbound Tantau Avenue at Vallco Parkway would reduce

vehicle congestion and queuing on southbound Tantau Avenue. Table V.I-15

summarizes the travel time results without and with the recommended improvement for southbound vehicles from the Tantau Avenue main campus driveway to Vallco Parkway.
Table V.I-15: PM Peak Hour Travel Times on Southbound Tantau Avenue
Southbound Tantau Avenue Geometries at Vallco Parkway (#31)
Shared Through/Right-Turn Lane Dedicated Right-Turn Lane
8:24 4:21
Notes:
a Travel time from Tantau Avenue main campus driveway to west of Tantau Avenue/Vallco Parkway intersection.
Source: Fehr & Peers, May 2013.
There would be a substantial increase in travel time and delays without the addition of a dedicated southbound right-turn lane at the #31 Tantau Avenue/Vallco Parkway intersection.

Evaluation of Bicycle Facilities. Similar to the pedestrian enhancements, the project would provide several new facilities around and in the immediate vicinity of the project site to improve bicycle access. The main bicycle improvements would be located along Wolfe Road and Tantau Avenue between Homestead Road and Vallco Parkway as well as the north side of Vallco Parkway between Wolfe Road and Tantau Avenue. The bicycle improvements include:
„h Adding or providing buffered bike lanes;
„h Installing intersection crossing markings through major intersections along Wolfe Road;
„h Installing striped green bike lanes through critical areas of potential vehicular conflict; and
„h Installing bike boxes and/or two-stage turn queue boxes for:
› Southbound left-turns from Wolfe Road onto eastbound Pruneridge Avenue;
› Westbound left-turns from Pruneridge Avenue onto southbound Tantau Avenue; and
› Northbound left-turns from Tantau Avenue into the Tantau Security Reception opposite Pruneridge Avenue.
In addition, the project would modify the Wolfe Road and Tantau Avenue I-280 overcrossings to enhance bicycle crossings at the freeway interchange. The proposed project would maintain all existing bicycle facilities in the study area, with the exception of the bike lanes on Pruneridge Avenue. Bicycle access impacts due to the closure of Pruneridge Avenue are discussed in a later section. The proposed bicycle enhancements are considered adequate; no other mitigation measures are required.

Condition of Approval CA-TRANS-2: Apple shall fund neighborhood cut-through traffic monitoring studies and provide fees to implement needed traffic calming improvements to minimize neighborhood cut-through traffic. The City of Santa Clara and City of Sunnyvale Traffic Calming Programs should be considered when evaluating traffic calming measures.
Based on conversations with the two cities, Apple shall provide up to \$250,000 for the City of Santa Clara and up to \$500,000 for the City of Sunnyvale for neighborhood cut-through improvements and parking intrusion measures (see CA-TRANS-3).

Emacs!

Emacs!

The City of Cupertino has established that a significant impact would occur if the project would permanently increase ambient exterior noise levels by more than 3 dBA over levels existing without the project as measured at noise sensitive receptors in the project vicinity. The greatest increase in noise under existing conditions would be a 2.5 dBA increase in traffic noise levels along Tantau Avenue from Tandem Drive to Vallco Parkway under Existing Plus Project conditions. This increase would not be perceptible in an outdoor environment and is below the significance threshold of a greater than 3 dBA increase. Based on these results, project-related traffic noise levels would not result in a permanent significant increase in ambient noise levels compared to those existing without the project. Thus, project-related traffic noise impacts on off-site sensitive land uses would not exceed the City's significance criteria and would therefore be less than significant.

Stationary Noise. As discussed in the impact analysis discussion for the first significance criterion, above, noise levels from delivery loading and unloading activities at the proposed Phase 2 Buildings east of North Tantau Avenue would be similar to what is currently experienced at these land uses from existing delivery activity operations on the project site. All other project delivery loading and unloading areas would occur in the project's underground parking structures, and would therefore not affect sensitive receptors in the project vicinity. Therefore, project-related delivery loading and unloading activities would not result in a significant increase in ambient noise levels and this impact would be less than significant.

Similarly, noise from new mechanical noise sources, including the proposed Central Plant as well as HVAC systems would be reduced to below the existing ambient background noise levels (due primarily to distance attenuation and design features, such as walls, insulated doors, and noise attenuated ventilation shafts). Therefore, as project-related mechanical equipment stationary noise sources would not exceed existing ambient noise levels at receiving sensitive land uses, this impact would be considered less than significant.

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cont.

Emacs!

Letter ID 500151

Name Ria Lo

Address

City, State Zip Sunnyvale, CA 94087

Email

Subject

Comment

Thank you for the opportunity to comment on the Apple 2 DEIR. I am a resident of Sunnyvale's Chateau West neighborhood, which is two blocks away from the Apple 2 campus. I am also a professional planner with a PhD from the University of California, Berkeley in transportation planning. My main professional and research interests are sustainable transportation, walkability planning and multimodalism. I have seven basic comments outlined below, followed by some references for the numbers that I quote.

1. Spaceship design is interesting

I appreciate the interesting spaceship design of Apple 2 and believe that an iconic design is appropriate for Apple's Headquarters. It will also tend to provide a focal point for tourist traffic to the Silicon Valley area. This tourist interest and travel should be considered in both the transportation impact analysis as well as area-wide planning. In particular, there is a need to consider how to activate the street by creating a more visually interesting, engaging and human-scaled experience; and by reducing traffic and street widths. (The plans for expanding Cupertino Village, which is currently designed as a dowdy retail block inside a sea of parking, should also take this into account.)

At present, the DEIR is focused on commuter trips and overlooks effects on ambient traffic in terms of both tourist trips and more circuitous travel patterns created by the superblock campus.

2. Mode splits don't match parking provision

The DEIR indicates that 10,934 parking spaces will be provided. For a campus population of 14,200 employees, this represents an expectation that 23% of employees will use alternative modes (i.e. everything other than driving alone).

This rate of parking provision is a lot lower than the status quo rate of 28% alternative mode share and much lower than the DEIR goal of 34% alternative mode share. What this discrepancy means is that the proposal has too much parking. If the developer is provides this much parking, it will encourage more people to drive alone to work.

3. Mode splits are woefully unambitious

Authors of the DEIR suggest that the reader compare Apple's projected alternative mode share to that of the wider county. Much of Santa Clara County is lower density than this neighborhood and is completely inaccessible by public transit or walking. This comparison is therefore a ridiculously low bar to use!

Please instead compare Apple's goal of 34% alternative mode share to a couple of other corporate or research campuses in the vicinity:

- Stanford University achieves a 46% alternative mode share for faculty, staff and administrators, and an impressive 88% alternative mode share for students!
- Genentech achieves a 44% alternative mode share for its commuters.

4. Traffic and related impacts are completely unacceptable

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A failure of the city and company to aim for anything close to these levels will cause Apple great expense in terms of excessive parking costs. It will also produce unacceptable environmental impacts on the local community in terms of increased traffic volumes, increased traffic delay, air pollution emissions, loss of street life, community severance, loss of pedestrian amenity, and potential loss of life and limb from traffic safety impacts.

The LOS grades forecast in the DEIR are completely unacceptable. Apple proposed to address these problems by modifying roads through road widening.

Consider sending a small child across Wolfe Road. Even at pedestrian signals, the road is already excessively wide to the point that it produces community severance effects and serious safety concerns for more vulnerable road users. Widening this road even further is not an acceptable solution.

The mitigations are therefore simultaneously unrealistic and unambitious. It is NOT acceptable to widen roads that are already excessively wide, and to close roads that are used by the local community and business customers.

5. Current incentive to drive and the need for parking-cash-out

One mitigation that is currently inadequate is excessive free parking that gives Apple employees an incentive to drive to work.

This problem is partly created by the City of Cupertino which provides minimum parking standards for most developments and parking guidelines for Planned Developments that are based on the status quo parking ratio. As a result of high minimum parking standards and status quo guidelines, employers like Apple are discouraged from striving toward more ambitious mode shares since they have to construct parking at the status quo rate anyway. Also, employees are encouraged to drive alone to work; VTA transit ridership is undermined; and residents of both Cupertino and Sunnyvale suffer the consequences of poor regional access, poor air quality and pervasive traffic congestion.

In any case, Apple's current pricing structure for parking and alternative transportation is too inflexible and too low. For example, those who commute to Apple by bicycle receive a \$20 subsidy per month. By comparison, Genentech's parking-cash-out program provides \$4 per day (in 2006) to all employees who commute to work by alternative modes of any sort.

6. Cupertino Village south entrance should remain open

The mitigation strategy of closing the west entry to Cupertino Village will result in more extreme traffic on the north side of this shopping center along Homestead Road. Both entrances are extensively used by customers to Cupertino Village (particularly on weekends and evenings when Apple employees will not even be around).

It is important that the campus complements rather than undermines the success of local businesses. This entrance to Cupertino Village should remain open. Furthermore, Apple could allow Cupertino Village to share its parking lot (for a fee) on the west side of the campus on weekends.

This situation is exacerbated by the fact that Cupertino Village is also planning to undergo expansion. Has this cumulative effect has not been taken into account?

7. Pruneridge should remain open

Part of the existing traffic problem in this area is caused by superblock style which tends to siphon all traffic onto wide main roads, thereby reducing pedestrian amenity and safety.

Apple 2 proposes to exacerbate this problem by closing Pruneridge Road and creating an even larger superblock. This road closure is unacceptable because it reduces

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pedestrian, bicycle and vehicular connectivity in the neighborhood. It also increases the need for local residents to use cars in order to reach shops or services, thereby increasing ambient traffic conditions.

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cont.

References:

- * Stanford University mode shares are from Sustainability Tracking Assessment and Rating System <https://stars.aashe.org/institutions/stanford-university-ca/report/2012-06-29/OP/transportation/OP-16/> and <https://stars.aashe.org/institutions/stanford-university-ca/report/2012-06-29/OP/transportation/OP-15/>
- * Genentech mode shares are from the Genentech Annual Report 2013 http://ci-ssf-ca.granicus.com/MetaViewer.php?view_id=4&clip_id=660&meta_id=48906
- * Evidence to support the argument about too much free parking comes from Donald Shoup's book on The High Cost of Free Parking
- * Information on the Genentech Parking Cash-Out program comes from the website of Nelson Nygaard, where I used to work (disclosure)
<http://www.nelsonnygaard.com/Documents/Quals-Project-Profiles/NNproj-GENENTECH-Parking-and-Trans.pdf>

10

Letter ID	500149
Name	Sylvia Gallegos
Address	
City, State Zip	Cupertino, CA 95014
Email	
Subject	DEIR Comments/Questions RE: Apple Headquarters
Comment	<p>Mitigation Monitoring and Reporting Program The Cupertino Administration should recommend to the City Council that it establish a Citizen Oversight Committee for the Mitigation Monitoring and Reporting Program. The Committee members could be appointed by the City Council. The purpose of the Citizen Oversight Committee would be review (quarterly) the status of the implementation of the mitigation measures and monitor compliance with the conditions of approval. For example, the EIR proposes that "peak trip counts" trigger implementation of TDM measures. The Citizen Oversight Committee should review this data and status of the TDM measures.</p> <p>Reduced Density Project Alternative Did the City direct the EIR consultant to undertake the same Transportation Impact Analysis of the transportation impacts resulting from a Reduced Density Project Alternative so that residents and policymakers can directly compare the transportation impacts from the proposed project to the project alternative? IF not, why not? Many of the proposed mitigation measures for the transportation impacts are outside of the authority of the City and, thus, the impacts remain significant and unavoidable.</p> <p>Bicycle Transportation Facilities If the City desires to encourage alternative commute options for Apple (and other employers), has the City or will the City consider installing No Parking along Miller Avenue south of Stevens Creek Blvd. to Calle de Barcelona in order to install Class II bike lanes in both directions? You will not encourage Apple employees to commute by bicycle from the south of campus without dedicated bicycle transportation facilities there. It is currently dangerous to bicycle on Miller on that stretch.</p> <p>Will the City propose a condition of approval requiring Apple to charge for parking to provide an incentive for employees to bicycle or use a shuttle? The proposed bicycling commute target from 2% to 5% will not make an appreciable difference in reducing LOS impacts at the nearby intersections.</p> <p>TDM Measures Google has a fleet of vehicles (electric and hybrid) available on campus for those employees who use transit/shuttle to commute to work so that if these employees have to use a vehicle during the day for an emergency or other need (doctor visit), they still are not required to drive to work.</p> <p>Will the City Administration consider a TDM measure that involves Apple procuring park-and-ride lots away from the campus and using shuttles between the campus and these lots? (There appear to be shuttles for transit users, but not for drivers.)</p> <p>Open Space/Public Park How did the City determine that a 1.1 acre public park was adequate mitigation for the loss of open space resulting from the project? Is it a formula that is applied per acreage lost?</p> <p>Any public park established to mitigate the loss of open space from the project should be located in the vicinity of the project. (The mitigation measure should be relevant to the environmental impact, proportionate to the impact, and be in the vicinity.) The mitigation measure option to "agree to purchase, designate, and dedicate to the City 1.1 acres elsewhere in the City as Parks and Open Space . . . provided the land would be publicly accessible" should not be an option. Cupertino residents along Foothill Expressway, for example, should not benefit from a neighborhood park due to the impacts residents in east Cupertino are experiencing.</p>

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Letter ID	500147
Name	Wahila Wilkie
Address	6295 Shadygrove Ct
City, State Zip	Cupertino, CA 95014
Email	wahilaw@gmail.com
Subject	Traffic associated with new apple campus
Comment	<p>I am very concerned about the increase in traffic in the area around the proposed Apple 2 campus and the closing of a section of Pruneridge Ave.</p> <p>As mitigation for the traffic issue I suggest having Apple pay for electric school buses to serve all schools in the affected areas to reduce the number of cars on Wolfe and Tantau and compensate for the increased air pollution from addition Apple commuters.</p> <p>I also suggest that the closure of Pruneridge Ave. be denied and that Apple be required to purchase a piece of land in the area, pay for it to be converted to a park and donate that to the citizens of Cupertino.</p>

1

Letter ID	500145
Name	Marialis Seehorn
Address	1063 Kildare
City, State Zip	Sunnyvale, CA 94087
Email	mseehorn@juno.com
Subject	Apple Campus Population
Comment	<p>Access routes (N/S #280. Wolfe and Homestead Rds. cannot support access to some 14000 employees on a daily basis during commute hours without severe consequences. Even assuming 80% will use mass transit/bicycles, will require more than 1000 buses daily and 3000 additional cars resulting in traffic gridlock on #280, Wolfe and Homestead Rds. Birdland/Sunnyvale residents will be denied access to these conduits. Can't someone do the math???? Limit the Apple headquarter employee population to 4,000. Cupertino can still receive its tax revenue, but Sunnyvale residents will be able to get in and out of their neighborhoods.</p>

1

Letter ID	500144
Name	Robert Neff
Address	3150 Emerson St
City, State Zip	Palo Alto, CA Palo Alto
Email	robert@neffs.net
Subject	Bicycle facilities on Tantau in Apple Campus 2 DEIR
Comment	In regard to the Apple Campus 2 EIR.

In general I am concerned with bicycling issues on Tantau and Pruneridge. I bicycle on these roads daily to commute to work, and to get around Cupertino, Sunnyvale, and Santa Clara.

1

First of all, Tantau is an important connecting street in the bicycle network going from Sunnyvale and Santa Clara into Cupertino. It is a relatively quiet street, but it makes the connection across highway 280 without a freeway interchange, so it is very suitable for bicycling. Beyond the Apple Campus 2 site it continues as Tantau (in Cupertino) and Quail (in Sunnyvale), connecting onto low volume neighborhood streets which are ideal for bicycling. It is important to maintain Tantau as a low-stress street for bicycling.

Currently there are bike lanes on Tantau from Homestead to Stevens Creek.

2

The plan suggests removing bike lanes where Tantau crosses Calabazas Creek, replacing them with a shared bike/ped facility at that point. This is a bad idea, and a definite downgrade for the bike facility. I think it would be better to either narrow or reduce lanes, widen the bridge, or add a pedestrian bridge on one side so that bike lanes could be maintained the full length of Tantau, and not abruptly introduce a shared bike/ped lane in the middle of that section. Even a minimum, 5 foot bike lane and 5 foot sidewalk would be better than the proposed 10 foot shared space. This proposal is illustrated in Figure III-17c, page 57 in the Plan Description document.

A second comment is that at the corner of Homestead and Tantau, going south on Tantau, the lane is constricted by the pork-chop island at that point. This is illustrated in Fig III-20c. Any cyclists going through that, either from Quail onto Tantau, or turning left from Homestead must share the lane all the way through the intersection. It would be better to remove or reduce the width of the pork-chop island on SW corner, so that both a traffic lane and a bike lane could fit at that point. This would make the intersection safer for bicyclists heading south on Tantau from that point. This would be a beneficial improvement for bicyclists using the site, and for other cyclists as well.

3

It is worth considering modernizing that intersection by completely removing the right turn pork-chop island from Homestead onto Tantau. This generally makes intersections safer for both pedestrians and cyclists, and the pork-chop does not add much efficiency in heavy traffic situations.

Letter ID	500143
Name	Tammy Mongelli
Address	686 Grand Coulee Ave #4
City, State Zip	Sunnyvale, CA 94087
Email	Notaro1214@aol.com
Subject	Apple Campus
Comment	We do not want any more traffic where the Apple Campus is going to be located. It is already congested as it is!! Apple needs to bus in their people and provide busing for our schools!! Where are all of these people going to go?? Otherwise, go to another city on the east side.

Letter ID	500142
Name	Ray Crump
Address	21701 Stevens Creek Blvd #634
City, State Zip	Cupertino, CA Cupertino
Email	raaaaaydon@aol.com
Subject	
Comment	<p>As a person involved with the development of Cupertino starting back in 1958 I am seriously concerned that we do our best when we make major changes/additions to the community. I know we've prized the creation our 2 local school boys started and would hope that this major project will be a positive creation.</p> <p>Traffic/Circulation...that is my concern. I'm not an expert on traffic so I'll leave the solutions needed to the experts and the cities of Cupertino and Sunnyvale to solve the dilemma. Obviously highways outside the jurisdiction of the cities will need to be considered and may require cooperation. I do remember when Vallco was proposed that one requirement involved an overpass being created to accommodate anticipated traffic. It appears there will need to be some creative solutions and I look forward to their implementation.</p> <p>I trust Apple would not want to create a situation that is not in the best interest of the entire community.</p>

Letter
D1

COMMENT CARD

The information you provide is a public record and will be shared.

Name Randy Smith
Address P.O. Box 221175
City Carmel Ca. Zip 93922
Email _____
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

The DEIR is complete regarding the Apple Campus 2
Apple will provide thousands of local jobs

1

Apple 2 EIR
Date Received

JUN 26 2013

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Name Dennis Garrington
Address P.O. Box 553
City Cupertino CA. 95015 Zip 95015
Email DGARRINGTON@CBS.ORG
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Unmatched monetary investment in Cupertino

The DEIR investigated every aspect with
tried & tested methods

The DEIR is complete in evaluation
Apple will create new jobs including good
local construction jobs



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Cupertino needs to say Yes to Apple



1

COMMENT CARD

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Name ARVID STANZ
Address 3801 Pasadena Ave
City Sacramento Zip 95821
Email ARSTYSON@yahoo.com
Comment subject(s) Apple



CUPERTINO

To view the DEIR
please visit
[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Create A substantial number of new jobs, local jobs
would be great
we need to say yes

1



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COMMENT CARD

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Name DAVID JAMIESON
Address 75 SOUTH GATE AVENUE
City DRIY CITY Zip 94015
Email djamieson@kimcorealty.com
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

I AM IN SUPPORT OF THE PROJECT AND BELIEVE
IT WILL BE A GREAT VALUE TO THE AREA &
COMMUNITY.

1



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Letter
D5

COMMENT CARD

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Name AL SOUSA
Address 325 Digital Drive Morgan
City Morgan Hill CA Zip 95037
Email asousa@oe3.org
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

This is a great project it will create
current jobs and future jobs. We must
go on with the project. Apple is willing to
make an investment in the community
we should work with them to get
this project off the ground
asap.

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Letter
D6

COMMENT CARD

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Name R. T. Parmley
Address 10319 Brittany Ct
City Cupertino Zip 95014
Email _____
Comment subject(s) _____

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CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Having an underground tunnel between the
two campuses with moving sidewalks, conveyance
vehicles etc, would help reduce
above ground traffic



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Letter
D7

COMMENT CARD

The information you provide is a public record and will be shared.

Name D. RADISIC
Address 10673 CULBERTSON DR.
City CUPERTINO Zip 95014
Email deskops@gmail.com
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

BUILDING THE APPLE CAMPUS 2 PROVIDES THE LOCAL COMMUNITY
WITH SEVERAL OUTSTANDING ADVANTAGES. THE MAIN DRAW BACK IS THE
CERTAIN EFFECT ON RUSH HOUR TRAFFIC. HOW WERE THESE CONCERNS
STUDIED AND ADDRESSED IN THE BUILDING OF APPLE 1 CAMPUS?
COULD THE SAME METHODS BE EMPLOYED?

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COMMENT CARD

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Name Tapan (Tap) Merrick - candidate for Sunnyvale Council
Address 1091 Fifth Court
City Sunnyvale Zip 94089
Email tapmerrick@yahoo.com
Comment subject(s) Apple II campus DEIR



CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

My initial review found that the two hour meeting I had with
Mr. Worley on 4/23/13, where numerous neighborhood questions
were asked, have yet to be answered.

1

Likewise, the DEIR failed to conduct traffic
studies for the following Sunnyvale (hillsland)
roads: Sutton, Lockwood, Waller, Pearson, Nightingale
Trail, Lillick, Halford, Henderson, Norman. All are
potential cut-through streets.

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Letter
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[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

Name E. Castro
Address 762 N. 11th St.
City San Jose CA Zip 95128
Email _____
Comment subject(s) _____

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Any thing that will bring new jobs to the area
is a benefit to the community and if people
Apple has benefited local & people all around
the world, I am glad to be a part of
this Campus

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please visit
[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

Name Jim Reed, IP of Public Policy, San Jose Silicon
Address 101 W. Santa Clara St., Valley Chamber
City San Jose Zip 95113
Email jmr@sjchamber.com
Comment subject(s) _____

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Great project! Thoughtfully concerned residents' &
neighbors' concerns taken into account, environ-
mentally-friendly, & mitigations can address
the critical issues raised in the EIR.

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AppleCampus2

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JUN 26 2013

Name MARK Van Den Heuvel

Address 2350 Lundy Place

City San Jose

Zip 95131

Email mark

Comment subject(s) _____

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

The investment by Apple in the community of Cupertino
is unmatched by any company in the region

The environmental impact report studied and analyzed
every aspect of the project using sound, well-
reasoned methodologies.

this project will help the community
and working families. Move it Forward.



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CUPERTINO

To view the DEIR
please visit
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Name JOSUE GARCIA

Address 2331 BARRINGTON CT

City HAZARD CA

Zip 94030

Email JOSUE@PCFPCG.ORG

Comment subject(s) APPLE

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

I will really like to support the
project, it will bring lots of jobs to
our community

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The information you provide is a public record and will be shared.

Name Jose Espinosa Processed by _____
Address 165 Blossom Hill Rd space 313
City San Jose Zip 95123
Email Jose95123@Hotmail.com
Comment subject(s) _____



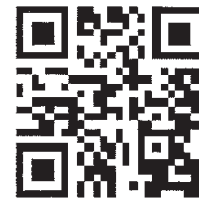
CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

The investment by Apple in the community
of Cupertino is unmatched by any
company in the region.
Cupertino needs to say yes to
Apple Campus 2

1



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COMMENT CARD

The information you provide is a public record and will be shared.

Name LARRY WATSON
Address 3736 PAYNE AVE
City SANJOSE, CA Zip 95117
Email LWATSON@SBCGLOBAL.NET
Comment subject(s) Apple project



CUPERTINO

To view the DEIR
please visit
Cupertino.org/
AppleCampus2

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Apple is going to BRING so MANY needed JOBS

1



Apple 2 EIR
Date Received

JUN 4 2013

Processed by _____



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COMMENT CARD

The information you provide is a public record and will be shared.

Name _____
Address _____
City _____ Zip _____
Email _____
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

My concern is traffic & the 280 interchange @ Wolfe
The traffic on Wolfe during commute hours is already
terrible. The 280 on ramp is only one lane & the
traffic backs up. The EIR indicates that
traffic will be @ unacceptable levels.
How will this be dealt with?

1



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COMMENT CARD

The information you provide is a public record and will be shared.

Name _____
Address _____
City _____ Zip _____
Email _____
Comment subject(s) I am a Cupertino resident who
opposes any closure of Pruneridge Ave

Draft EIR
Reviewed

JUN 28 2013



CUPERTINO

To view the DEIR
please visit
[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

I did not hear any mention in tonight's overview about
keeping ALL major roads open for people to go to Kaiser
for either medical appointments or the hospital. The closure
of a part of Pruneridge Avenue could delay
a person traveling to Kaiser, which is a
major regional medical center. It is
my strong feeling that Pruneridge needs to
remain open as a public street to maintain
traffic.

1



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COMMENT CARD

The information you provide is a public record and will be shared.

Name Trorisa Yap
Address 18880 Pandegast Avenue
City Cupertino CA Zip 95014
Email Ryladie99@yahoo.com
Comment subject(s) Apple2 Campus



CUPERTINO

To view the DEIR
please visit
[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Great presentation.
We Support the Apple Campus 2.
(My family and I)
Thank you.



1



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COMMENT CARD

The information you provide is a public record and will be shared.

Name Jim Riley
Address 325 Digital Drive
City Morgan Hill Zip 95037
Email JRiley@DF3-ORG
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
[Cupertino.org/
AppleCampus2](http://Cupertino.org/AppleCampus2)

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):

Apple will create a substantial number of new
jobs including 9,000 new, local &
construction jobs.



1

Apple 2 EIR
Date Received

JUN 16 2008



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COMMENT CARD

The information you provide is a public record and will be shared.

Name Lidia Blair
Address 3613 Londonderry Dr.
City Santa Clara Ca Zip 95050
Email lblair@sbccglobal.net
Comment subject(s) _____



CUPERTINO

To view the DEIR
please visit
Cupertino.org/
[AppleCampus2](#)

1

I have the following comments about the Apple Campus 2 Draft Environmental Impact Report (DEIR):
Hello, my name is Lidia Blair Owner of pizza Party
Restaurant located on 3581 Homestead Rd. Santa Clara.
As a business owner, I do support the Apple campus 2 project.
I strongly support Apple to continue to remain in
Cupertino. Apple to add an estimated 7,400 new
high-quality jobs; Increase revenues of local businesses
and support additional job growth throughout the
region; and enhance tax revenues to the City of
Cupertino and other cities and public agencies.



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Apple is the second largest technology employer
in the silicon valley. We are thankful and proud.
Lidia

1

Apple 2-EIR.
Date Received

JUN 26 2013

Processed by

www.cupertino.org/AppleComments

The City of Cupertino welcomes your comments about the Draft Environmental Impact Report (DEIR) for the proposed Apple Campus 2. Please be aware that all comments and information provided through this process will be viewable by the public, accessible on our website and part of the public record. Comment cards may be turned in at the Cupertino Senior Center, Quinlan Community Center and City Hall.

From: Shankar T [<mailto:sankart@yahoo.com>]
Sent: Wednesday, July 17, 2013 3:05 AM
To: City Council
Subject: Support for Apple campus 2

Letter
E1

Folks,
My address is 3876 Baldwin Drive, Santa Clara, CA.

With the promise of Apple landscaping development and plan, myself and my family is supporting this proposal.

Thanks
Kumar, Sathya and Parthiv

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

From: Rick Robledo [<mailto:rick.robledo@gmail.com>]
Sent: Wednesday, July 17, 2013 7:13 PM
To: City Council
Subject: Apple campus

Letter
E2

I'm in support for the new apple campus. I believe it will bring new opportunity for many , in addition to revenue to the city of cupertino. Yes go forward in making the city of Cupertino a landmark.

From: stanley lee [<mailto:leestanley88@yahoo.com>]
Sent: Wednesday, July 17, 2013 5:08 PM
To: City Council
Subject: Apple Campus 2

Letter
E3

Dear City Councils,
I strongly support present version of the Apple Campus 2.
I am a Cupertino Resident and the owner of the corner building , 1698 S. Wolfe Rd, Sunnyvale, CA.
located at the corner of Homestead and S. Wolfe Rd, directly across from Apple Campus 2.
thanks
Stanley Lee D.D.S. 7/17/13
PO box 2449
Cupertino, CA. 95014

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

From: Wayne Lee [<mailto:waynejlee@mac.com>]
Sent: Tuesday, July 16, 2013 10:24 PM
To: City Council
Subject: Apple Campus 2

Letter
E4

As a current and proud resident of Cupertino for 23 years, I support the construction of the Apple Campus 2. Apple has clearly put Cupertino on the map around the world.

Last year I completed the Grand Slam of tennis (US Open, French Open, Wimbledon and Australian Open) as a spectator over a 6 year period. I never expected to see so many of the young generation walking around proudly flashing their iPhone and more recently iPad. And suprisingly some of them knew where Cupertino was because of Apple.

It would be a shame if Apple would ever leave Cupertino and the State of California. Apple belongs in Silicon Valley and the city of Cupertino.
The financial impact going forward can only be a major plus for the city.

Wayne Lee

*Letter
E5*

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

From: Reilly Vince [<mailto:vreilly331d@yahoo.com>]
Sent: Tuesday, July 16, 2013 7:44 PM
To: City Council
Subject: aple

I am a resident of Cupertino for the past 22 years and have followed the history of our city close. I think that Apple plans for building in our city is very good for all of us. I would like to see more information on how they plan to handle traffic. It seems to be the number one topic.

*Letter
E6*

From: Adolfas Melinauskas [<mailto:adolfas@yahoo.com>]
Sent: Monday, July 15, 2013 3:01 PM
To: City Council
Subject: supporting Apple Campus

We totally support Apple Campus. It will be a big revenue producing project. Plus Apple will employ many technical people which is good for Cupertino and other communities. Let's keep the project going full speed ahead and not be influenced by negative neighbors.
Victoria & Al Melinauskas

*Letter
E7*

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

From: Valerie Kiadeh [<mailto:valeriebk@yahoo.com>]
Sent: Monday, July 15, 2013 6:07 PM
To: City Council
Subject: Apple

Dear Council Members

Apple is one of the best things happening in Cupertino right now. Please support the construction of Apple Campus 2. I think it will bring value to our properties and prestige to our community.
Hoping for smooth sailing,
Valerie Kiadeh
Cupertino resident

*Letter
E8*

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

From: Robert Adzich [<mailto:robertadzich@me.com>]
Sent: Monday, July 08, 2013 3:38 PM
To: City Council
Cc: applecampus2@apple.com
Subject: Apple Campus 2

As a lifetime resident of Cupertino, I would like to formally express my utmost support for the new Apple campus. I strongly feel that the new campus design is not only aesthetically beautiful, but will be a landmark building for generations to come. I can think of no other iconic building proposed or built in the last century that rivals this new Apple building.

Please proceed with the approvals as soon as possible to get this fabulous new city landmark started as soon as possible.

Thank you,

Robert Adzich
10164 Carmen Rd
Cupertino, CA 95014

*Letter
E9*

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

From: Robin Anderson [<mailto:robinola@me.com>]
Sent: Monday, July 08, 2013 10:56 AM
To: City Council
Subject: Support for Apple Campus 2

I just want to share my full support for Apple's Campus 2.

I think it is great they have taken great pain and effort in planning to build a green campus and remain in Cupertino.

We, as a city, have benefited greatly from their presence and will continue to do so in the future.

Robin Anderson

*Letter
E10*

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

From: Rebecca Schapp [<mailto:rmschapp@yahoo.com>]
Sent: Thursday, July 04, 2013 8:52 AM
To: City Council
Cc: Thomas Schapp
Subject: Apple Campus 2 support

Dear City Council members,

My husband and I reside in the City of Cupertino and we support the arrival of the Apple Campus 2. We have lived in the City for 33 years and raised our family here. Apple has always been an important part of our community.

We are very excited about the landscaping, bicycle, pedestrian facilities, and the parkland improvements which Apple will be making. Our City needs more of this especially as we move towards a more just and sustainable world in the future.

Apple has and will make it's mark. It will be good for the City of Cupertino to join forces and begin the development of it's newly planned City center at Stevens Creek Boulevard and Tantau Avenue.

Thanks so much for working hard to make our City a better place to live and work.

Sincerely,
Rebecca and Thomas Schapp

*Letter
E11*

From: Phyllis Pei [<mailto:ppeirn@gmail.com>]
Sent: Monday, July 01, 2013 9:06 PM
To: City Council
Subject: Apple Campus 2

Hi, I am a Sunnyvale resident living directly across from Apple Campus 2 right off of Homestead. I welcome Apple's presence, and feel that more businesses will thrive because of the jobs and dollars Apple will pump into the local economy. I believe Apple has taken care to address the environmental issues and the naysayers are just wasting everyone's time. We can't build a perfectly fail-safe, no risk environmental plan. Yes, I understand the tradeoffs of economy vs risks, and Apple has addressed both with a balanced approach. I have lived and worked in "dying" towns and that blight does not enhance the environment in any way. I hope the Cupertino Council members will be rational enough to not pander to the extremists.

Sincerely,
Phyllis Pei, RN
1689 Meadowlark Lane
Sunnyvale, CA 94087
ppeirn@gmail.com

From: Dennis Houlsby [mailto:rdhoulsby@gmail.com]
Sent: Monday, July 01, 2013 10:44 AM
To: City Council
Subject: Apple Campus 2

Dear Sir/Madam,

We, the Houlsby Family, at 10255 Mira Vista in Cupertino, fully support the Apple 2 campus. It will be a great addition to our community and will be a state of the art structure that we can be proud of. I believe that Apple will be a good community partner and will actively work with the city to mitigate any negative effects of the increased traffic expected near the campus during rush hour.

Regards,
The Houlsby's

From: sandra james [mailto:sandyljames@sbcglobal.net]
Sent: Monday, July 01, 2013 1:09 PM
To: City Council
Subject: Apple 2 Campus

I am definitely in favor of the Apple Campus 2; please approve without delay. The benefits this important development will bring to Cupertino and the surrounding area are enormous.

Sandra L. James
Former Mayor
City of Cupertino

From: pwschasker@comcast.net [mailto:pwschasker@comcast.net]
Sent: Monday, July 01, 2013 1:24 PM
To: City Council
Subject: Apple 2 Project of Expansion

As a long time resident and homeowner in Cupertino, I heartily support the significant building plans and economic growth that Apple stands ready to implement.

Cordially,
Phil Schasker

From: Daruwalla, Nina [<mailto:Nina.Daruwalla@cbnorcal.com>]
Sent: Thursday, June 27, 2013 10:22 AM
To: City Council
Subject: APPLE CAMPUS 2 SUPPORTER

Dear City Council Members,

I am in support of the Apple Campus 2, and available to work on any task force required – Safety Issues – Traffic Mitigation ideas-projects etc. to make sure its done with great thoughtfulness for the good of the City of Cupertino!

Thank you,
Nina

Nina Daruwalla, Realtor,
10105 S De Anza Blvd,
Cupertino, CA 95014.
Email: Nina.daruwalla@cbnorcal.com
<http://www.ninadaruwalla.com>
<http://www.camoves.com/nina.daruwalla>
DRE # 01712223
Digital Marketing Specialist
A Public Safety Commissioner with The City of Cupertino

On Wed, Jun 26, 2013 at 7:00 PM, Kathy Matulewicz <kathymatz@msn.com> wrote:
We are long time residents of Cupertino. We currently live 2 blocks from Apple Campus 1 and have found Apple to be a good neighbor. We have reviewed the plans and reports concerning the new campus and give Apple our whole hearted support. Apple has consistently been a good neighbor and is concerned about the community. Please vote yes to pass their plan.
Matthew and Kathy Matulewicz
10574 Orange Tree Lane
Cupertino, CA 95014

On Wed, Jun 26, 2013 at 5:09 PM, Jayne Ham <jayne.ham@gmail.com> wrote:
City of Cupertino:

I am a long time resident and business owner in the City of Cupertino (35+ years). I am very excited with the prospect of the new Apple campus. I am certain that it will increase our overall revenue base and improve our city overall. It will definitely put us "On the Map" and move our city in the right direction. I have reviewed Apple's project proposal and feel that any negative impacts would be minimal. I hope you will support the success of this project for our city.

Thank you for your consideration.

Jayne Ham
11713 Dorothy Anne Way
Cupertino, CA 95014

--
Jayne Ham

jayne.ham@gmail.com

*Letter
E18*

From: Agnes Smith [<mailto:maragn34@gmail.com>]
Sent: Wednesday, June 26, 2013 4:49 PM
To: City Council
Subject: Apple Campus

Please note this this haushold totally supports construction of the Apple Campus. We will read the environmental report and plan to comment on it as appropriate.

Thank You

*Letter
E19*

On Wed, Jun 26, 2013 at 11:50 AM, <mpicchetti@comcast.net> wrote:
Dear council members,

I support the Apple construction project as is without modification--- Thank You---Michael Picchetti

*Letter
E20*

On Wed, Jun 26, 2013 at 7:40 PM, Marilyn Wendler <marilynwendler@aol.com> wrote:
I would like to express my support for the new Apple campus. We are fortunate to have a major employer bringing jobs and assets to our community, and I see nothing but benefit for Cupertino.

Regards,

Marilyn Wendler
20113 Northcrest Square
Cupertino

*Letter
E21*

From: Jim Remedios [<mailto:jremedios@gmail.com>]
Sent: Wednesday, June 19, 2013 9:54 AM
To: City Council
Subject: Support for Apple Campus 2

Dear City Council,

My name is Jim Remedios and I have been a resident of the Cupertino since 1998 and have grown up on the Peninsula and in the Silicon Valley. This e-mail is to let you know of my support for the Apple Campus 2. I feel that it will be essential to keep the economy robust of not only Cupertino, but of the Silicon Valley as a whole.

Please allow Apple Computer to move forward with its plans to develop the Apple Campus 2 site. I worked for Hewlett-Packard at that site for almost 18 years. It is a terrific location. I was very disappointed when I first heard about HP leaving that site. I am grateful to Steve Jobs and Apple for wanting to save that site and not only keep, but also grow jobs in Cupertino. Please let them do so. We will all benefit.

Yours very truly,
Jim Remedios
jremedios@gmail.com

Letter
E22

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

From: Ken Huang [mailto:yoyo_koken@yahoo.com]
Sent: Monday, June 17, 2013 10:47 PM
To: City Council
Subject: Formal support for Apple Campus 2

Hi,

We are one of the many families of Cupertino who love this city for everything it has to offer. We are here to show our 200% support for Apple Campus 2. This will be good combination with the Main Street project to take this city to a whole new level.

Please approve this project.

Ken Huang

Letter
E23

From: Kathy Matulewicz [kathymatz@msn.com]
Sent: Saturday, June 15, 2013 6:30 PM
To: applecampus2
Subject: Approval of Apple Campus 2

We are long term residents of Cupertino and live on Orange Tree Lane, about a 5 minute walk to Apple Campus 1. Apple has been a good neighbor. We have reviewed the plans for Apple Campus 2 and fully support the plans they have submitted and request your approval.

Matthew and Kathy Matulewicz

Letter
E24

From: Elisa Hickey [<mailto:mrshickey@apple.com>]
Sent: Thursday, June 13, 2013 9:39 AM
To: City Council
Subject: Re: Apple Campus 2

Registering support for Apple Campus!

Letter
E25

From: [Amar Gupta](#)
To: [applecampus2](#)
Subject: Apple Campus 2
Date: Monday, June 17, 2013 7:23:58 PM

We are fortunate to have Apple consider building a mega complex in Cupertino. Please make whatever concession they need to make this happen. Apple is a great company. Let us not drag them into lengthy discussions on seemingly minor issues., but welcome the overall benefits they bring to this area and help make Apple Campus2 happen in a timely manner.

Amar Gupta

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

From: Debbie Bergantz [<mailto:dbergantz@gmail.com>]
Sent: Thursday, June 13, 2013 9:31 PM
To: City Council
Subject: Apple Campus 2

Dear City Council Members,

I have been a Cupertino resident for the past 20 years. I would like to give my full support for the new Apple Campus 2. I believe this new building will add new jobs and more tax base for Cupertino.

Thank you and again I hope you vote in favor of the new Apple Campus.

Sincerely,

Debbie Bergantz

From: Jason Tsai [<mailto:jenqtsai@msn.com>]
Sent: Tuesday, June 11, 2013 7:56 PM
To: City Council
Subject: Apple Campus 2

Dear City Council Members,

My wife and I would like to fully support Apple Campus 2 construction in Cupertino. Apple is a great company that we can proudly say to friends and families. We are proud to live in this city for more than 10 years. The construction and new jobs inside the new ring building will provide plenty of opportunities for future growth. These jobs are highly skilled workers with advanced degrees. This new opportunity will help the business inside Vallco Mall and its surrounding area. As part of the proposed plan, the new Campus will have lots of open space and trees surrounding the ring structure. It's going to be a beautiful campus.

We urge you to be supportive of this great opportunity.

Sincerely,

Jason Tsai & Mei-Li Kao

7636 Elderwood Ct
Cupertino, CA 95014

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

From: Betty Howard Mail [<mailto:bettyhoward@yahoo.com>]
Sent: Saturday, June 08, 2013 10:47 AM
To: City Council
Subject: Apple2

I can't imagine anyone being against the campus, look at all the revenue and jobs it will bring to the city of Cupertino.

From: Carlos McEvilly [<mailto:carlos.mcevilly@gmail.com>]
Sent: Friday, June 07, 2013 10:10 PM
To: City Council
Subject: Support the Apple Campus 2 project

Hi,

Please add me to your list of supporters of the Apple Campus 2 project. As a Cupertino homeowner and parent I am glad that we have such a great company in our midst doing wonders for the world and for our local economy.

Carlos McEvilly

From: bigez7@comcast.net [<mailto:bigez7@comcast.net>]
Sent: Thursday, June 06, 2013 1:47 PM
To: City Council
Subject: APPLE CAMPUS 2

I STRONGLY SUPPORT APPLE IN THEIR PLAN TO BUILD APPLE 2 IN CUPERTINO. APPLE HAS BEEN A RESPONSIBLE NEIGHBOR UP TO NOW AND I SEE NO REASON THAT THEY SHOULD NOT CONTINUE TO DO SO IN THE FUTURE. IN ADDITION, THEY WILL ADD MILLIONS TO THE CITY'S TREASURY AND MORE THAN MAKE UP FOR THE LOSS OF HP.

From: Edwin Kang [mailto:edwin_kang@hotmail.com]
Sent: Thursday, June 06, 2013 7:35 PM
To: City Council
Subject: Please support Apple Campus 2

Dear Cupertino City Council,

I am a Cupertino city resident @ Arata Way. I am writing to urge you to pass the Apple Campus 2 project plan. This project will increase Cupertino property values as a whole, increase city revenue and increase employment opportunities. It is good for small businesses, home owners and city of Cupertino a win-win for surrounding communities and Apple!

Thanks,
Edwin

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

From: betsyeskeldson@gmail.com [<mailto:betsyeskeldson@gmail.com>]

Sent: Thursday, June 06, 2013 10:10 PM

To: City Council

Subject: Apple Campus 2

I would like to express my approval of the proposed campus that Apple has planned in Cupertino. I feel very proud to have Apple remain in Cupertino with such a magnificent building. I hope you will be approving this addition to our city.

Betty Eskeldson
23500 Cristo Rey Dr., 211C
Cupertino, CA 95014

From: fan jiao [<mailto:jiaofan@gmail.com>]

Sent: Thursday, June 06, 2013 1:09 PM

To: City Council

Subject: Support Apple Campus 2

Dear City Council,

As a Cupertino resident of 31 years, I support Apple Campus 2 for its environmentally sound design, and Apple continuing to contribute the city in terms of employment and tax \$\$.

Fan Jiao
21438 Krzich Place
Cupertino 95014

From: gilshark@comcast.net [<mailto:gilshark@comcast.net>]
Sent: Monday, June 17, 2013 1:45 PM
To: City Council
Cc: applecampus2@apple.com
Subject: Apple 2 Campus

I have lived in the Cupertino, Sunnyvale area over 30 years.

I hear there may be some concerns on whether the City Council should approve the Apple 2 project.

Often times at various times of the day, in the area of existing Apple Cupertino facilities, I have not experienced any unacceptable traffic conditions. Apples employee busing program now and committed for Apple 2's future will continue to keep individual cars off Cupertino streets.

Apple has continued to keep me and I suppose, other Cupertino residents with their plans for the Apple 2 complex. Details for supporting the local economy with jobs, supporting local businesses, supporting local governments and neighborhoods services as well as supporting the local community such as I have never seen provided by any businesses in the past. No doubt that Apple has also provided complete commitments for the above to the City Council.

Jobs for those who build the new complex, revenue for local businesses who serve Apple and it's employees and property taxes alone are valid reasons to support what in my opinion will become the highlight point for Cupertino.

The image that one of the worlds top corporations has it's headquarters located in Cupertino will surely invite other companies to consider Cupertino as well.

For the above, I hope the Cupertino City Council will strongly support and go ahead with the Apple 2 project. There by answering the question, "how can we NOT support the approval"?

Earl G. Sharkey
20800 Homestead Rd. Apt 14A
Cupertino, CA 95014
email: gilshark@comcast.net

Letter ID	500115
Name	Matthew Barr
Address	107 Lisa Dr
City, State Zip	Brandenburg, KY 40108
Email	15barr@insightbb.com
Subject	Apple Campus 2 Project
Comment	Hello, I am in full support if this project, it will allow so many jobs to be opened up. Apple will be able to grow and prosper with this new facility therefore, getting the city of Cupertino even more tourism. This facility is very very energy efficient and truly beautiful in design. Like everything else apple creates. It will be a shining beacon for all state of the art technological facilities. I urge you to go forward in this project and allow apple to build this beautiful facility.

Letter
E36

Letter ID	500109
Name	Valerie Szymanski
Address	10921 Lucky Oak St
City, State Zip	Cupertino, CA 95014
Email	vjszymanski@gmail.com
Subject	New Apple Campus Environmental Impact Report
Comment	I support Apple's plan to remove raze existing buildings to move forward with their plan for the new Apple campus. This building project will bring additional jobs and revenue to Cupertino.

Letter
E37

Letter ID	500099
Name	Robert Adzich
Address	10164 Carmen Rd
City, State Zip	Cupertino, CA Cupertino
Email	robert@adzich.com
Subject	Apple 2 Campus
Comment	<p>As a lifetime resident of Cupertino, I would like to formally express my utmost support for the new Apple campus. I strongly feel that the new campus design is not only aesthetically beautiful, but will be a landmark building for generations to come. I can think of no other iconic building proposed or built in the last century that rivals this new Apple building.</p> <p>Please proceed with the approvals as soon as possible to get this fabulous new city landmark started as soon as possible.</p> <p>Thank you,</p> <p>Robert Adzich 10164 Carmen Rd Cupertino, CA 95014</p>

Letter
E38

Name	Rekha Puthalath
Address	
City, State Zip	Cupertino, CA 95014
Email	rputhalath@hotmail.com
Subject	Support for Apple Campus 2
Comment	<p>I would like to give my whole hearted support for the Apple campus 2 as it means the advent of a better economy locally and otherwise; new job creations - not just the technical fields(which Cupertino can provide amply), but many others including the city of Cupertino; putting Cupertino on the map as "A happening City"; and as an example for housing an Environment friendly yet futuristic Campus of a Visionary Company.</p> <p>I am sure that a partnership between a great city and company will benefit both, and the world!</p>

Letter ID 500088
Name Samuel Ashknaz
Address 19652 Stevens Creek Blvd
City, State Zip Cupertino, CA 95014
Email sam@edccupertino.com
Subject Apple Campus 2
Comment Apple Campus two is the best thing will ever happen for Cupertino.
It will create lots of jobs, and will be good for local bussines.

*Letter
E39*

Letter ID 500086
Name Jeffrey Wurtz
Address 1135 Derbyshire Dr
City, State Zip Cupertino, CA 95014
Email jdwurtz@aol.com
Subject Comments on Apple Campus 2
Comment I've lived in Cupertino for 38 years and think it's a great community.

I wholeheartedly support the new Apple Campus 2 as a welcome addition to the city. It will provide many new jobs for the area, and it will increase the tax revenues for the city.

*Letter
E40*

Letter ID 500082
Name Alice Jacob
Address 1095 Queen Anne Dr
City, State Zip San Jose, CA 95129
Email elizabeth70@hotmail.com
Subject I support the construction of a new Apple campus
Comment I would like the new Apple campus to be a landmark and a magnet for job creation not only for Cupertino, but for the greater Bay Area as well. I hope that our current crop of graduates can land jobs as a result of Apple's expansion and small businesses around the city will benefit from its construction. The campus will also be a boon to both city and state tax revenues, and will be instrumental in keeping them stable. I hope the city council will approve the construction of the campus so it can become a beacon for innovation and a magnet for creativity in the Silicon Valley.

*Letter
E41*

Letter ID 500079
Name neil struthers
Address 2102 almaden rd
City, State Zip San Jose, CA 95125
Email neil@scbtc.org
Subject apple project
Comment my family supports this project...this is an unprecedented investment in our community (in the Billions). the jobs that this project will create for the construction industry is what will put thousands of construction workers back to work after the worst economic cycle the construction industry has ever seen.

*Letter
E42*

Letter ID	500047
Name	Ramchander Gopalswamy
Address	902 September Dr
City, State Zip	Cupertino, CA Cupertino
Email	ram.gopal0101@gmail.com
Subject	Apple Campus 2 DEIR
Comment	<p>Dear Council Members,</p> <p>As residents of Cupertino, we are honored to have among st us the great world famous innovative company called "Apple". I would like to register my support for the new upcoming Apple Campus 2 given its importance to our city & the surrounding cities from both an innovation and economic development perspective.</p> <p>Regards, Ram Gopal</p>

Letter
E43

Letter ID	500041
Name	Desimir Radisic
Address	10673 Culbertson Dr
City, State Zip	Cupertino, CA Cupertino
Email	desko08@gmail.com
Subject	Apple Campus #2
Comment	<p>Dear Sir/Madame, as a long resident of the City of Cupertino I am very pleased to have an opportunity to express my opinion about such reputable company as Apple Computer is. I sincerely think the City should do everything in their power to make Apple feel at home by providing guidance with minimum disturbance. I am very sure, should our neighboring cities such as Mt. View (home of Google), City of Sunnyvale (Lockheed Martin and many more) or City of Palo Alto (home of HP) had the same opportunity they would gladly offer substantial assistance to reduce bureaucracy to a minimum.</p> <p>The Apple Campus #2 will give our City new value. It will place The City of Cupertino with other outstanding places on Earth. The City of Cupertino will have one of the most remarkable masterpiece of architectural creativity that our children will enjoy for generation to come.</p> <p>Our vote is: YES, speed it up as much as you can.</p> <p>One of the Spanish proverb says: "Three things never return".</p> <p>1. spent arrow; 2. Spoken word 3.Lost opportunity. The opportunity is here. Don't procrastinate.</p> <p>Thank you. Sincerely yours, Family D. Radisic, (email. desko08@gmail.com)</p>

Letter
E44

Letter ID	500027
Name	Jack Kang
Address	18760 Arata Way
City, State Zip	Cupertino, CA 95014
Email	
Subject	Apple Campus 2
Comment	<p>Dear Cupertino City Council,</p> <p>I am a resident of Cupertino city. I am writing to urge you to pass the Apple Campus 2 project plan. This project will increase Cupertino property values as a whole, increase city revenue and increase employment opportunities. It is good for small businesses, home owners and city of Cupertino!</p> <p>Thanks, Jack</p>

Letter
E45

Letter ID	500026
Name	Debbie Jen
Address	18760 Arata Way
City, State Zip	Cupertino, CA 95014
Email	jen.debbie@gmail.com
Subject	Apple Campus 2 - Please support
Comment	<p>Dear Cupertino City Council, I am a resident of Cupertino city. I am writing to urge you to pass the Apple Campus 2 project plan. This project will increase Cupertino property values as a whole, increase city revenue and increase employment opportunities. It is good for small businesses, home owners and city of Cupertino a win-win for surrounding communities and Apple!</p> <p>Thanks, Debbie</p>

Letter
E46

From: Olsonteddy [<mailto:olsonteddy@aol.com>]
Sent: Monday, July 22, 2013 11:36 AM
To: City Council
Subject:

Letter
E47

I have been a resident and home owner in Cupertino since 1970 and have been an Apple user at work and home. I fully support the new facility for what it can bring to the city.

Thank you.

C. Olson

From: Helen White [<mailto:helenwhite420f@gmail.com>]
Sent: Monday, July 22, 2013 10:35 AM
To: City Council
Subject: Apple Campus 11

Letter
E48

I am in favor of Cupertino accepting the plans for the Apple II.

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

From: gorska@gorska.com [<mailto:gorska@gorska.com>]
Sent: Monday, July 22, 2013 10:22 AM
To: City Council
Subject: I support Apple Campus 2!

Letter
E49

I support Apple Campus 2!

Sincerely,

Caryl Gorska
10103 Senate Way
Cupertino, CA 95014

Letter
E50

From: Vena Tambellini [<mailto:vena.tambellini@yahoo.com>]
Sent: Saturday, July 20, 2013 8:47 AM
To: City Council
Subject: I support the New Apple Campus

Dear City Council,

I totally support the new Apple campus! It is a beautifully designed building and Apple has always been a valued company and neighbor to Cupertino.

Best Regards,
Vena Tambellini
vena.tambellini@yahoo.com

Letter
E51

From: ingbudge@aol.com [<mailto:ingbudge@aol.com>]
Sent: Friday, July 19, 2013 9:36 AM
To: City Council
Subject: Apple

I support Apple to expand in Cupertino.
Budge Ing
801 September Drive
Cupertino

Letter
E52

From: Yogesh Petkar [<mailto:petkary@yahoo.com>]
Sent: Wednesday, July 17, 2013 1:39 PM
To: City Council
Subject: Support for Apple Campus 2

Hello Cupertino City Council Members,

I am a resident of Cupertino city for past 3 years and I support Apple Campus 2. Following are my details
Yogesh Petkar
10633 Mine Ct,
Cupertino, CA 95014

Hope Apple can break ground of their new campus soon.

Thanks
Yogi

Letter
E53

-----Original Message-----
From: Jane Tso [<mailto:kkjtsa@aol.com>]
Sent: Monday, July 15, 2013 8:02 PM
To: City Council
Subject: Support Apple Campus 2 project

Our family support Apple campus 2 project to be build in Cupertino. We live in 19942 Portal Plaza,
Cupertino.
Jane Tso

Letter
E54

From: Robert Hoose [<mailto:hoose22@att.net>]
Sent: Monday, July 15, 2013 3:23 PM
To: City Council
Subject: apple 2

this campus is a good thing for cupertino .

Letter
E55

From: Alan Tan [<mailto:alan.tz.tan@gmail.com>]
Sent: Monday, July 15, 2013 2:18 PM
To: City Council
Subject: support Apple campus 2

To whom it may concern:

This email is to register my personal support for Apple Campus 2 project.

Alan Tan

Letter
E56

From: Tomas Lampo [<mailto:tlampo@apple.com>]
Sent: Monday, July 15, 2013 1:52 PM
To: City Council
Subject: Support for Apple Campus 2

Hello,

I live in Cupertino, and would like to formally register my support for Apple Campus 2.

Please let me know if I need to provide additional information.

Warm regards,

Tomas Lampo □
tlampo@apple.com

Letter
E57

From: Steve Leu [<mailto:amcoca@sbcglobal.net>]
Sent: Thursday, July 11, 2013 9:39 PM
To: City Council
Subject: Apple Compus 2

To City Council,
My family supports the construction of Apple Campus 2 in Cupertino,
and hope it will start construction ASAP.
Thanks.

Steve Leu
19991 Merritt Dr.
Cupertino, CA 95014

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

From: Sara grafton [<mailto:sara.grafton@gmail.com>]
Sent: Thursday, July 11, 2013 7:00 PM
To: City Council
Subject: Apple 2 Campus

Letter
E58

Hello,

I am emailing to share my support of the Apple 2 campus.

Best Regards,
Sara Grafton
Cupertino resident

From: ninadartworks@gmail.com [<mailto:ninadartworks@gmail.com>] **On Behalf Of** Suzanne Dabadghav
Sent: Thursday, July 11, 2013 8:40 AM
To: City Council
Subject: supporting the project.

Letter
E59

To Whom it May Concern,

My husband and I both are in support of the Apple Campus 2 and look forward to progress updates.

Suzanne and Ninad Dabadghav

Cupertino Residents

--

Suzanne Dabadghav
sdabadghav@gmail.com

From: steven campbell [<mailto:campe777@gmail.com>]
Sent: Wednesday, July 10, 2013 12:52 PM
To: City Council
Subject: Apple Campus 2

Letter
E60

I am in full support of campus 2. I support them being in Cupertino.

From: Stefan Bengtsson [<mailto:stefan@nafets.nu>]
Sent: Wednesday, July 10, 2013 11:30 AM
To: City Council
Subject: Apple Campus 2

Letter
E61

Hi,

We're renting a house on Bret Avenue since a few years, in close proximity to where the new Apple campus is planned. We are very much supporting the new campus and hope to get Apple as neighbors soon!

Best regards,
/Stefan

Letter
E62

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

From: Steve Hicks [<mailto:shicksvine@aol.com>]
Sent: Wednesday, July 10, 2013 9:55 AM
To: City Council
Subject: Apple Campus

Dear Council,

I support the new Apple complex. It needs to get done. How could you not support it and have it go someplace else!

Steven Hicks
10933 Canyon Vista Dr.
Cupertino, Ca 95014

Letter
E63

From: Sheela Sreekanth [<mailto:sheela@gmail.com>]
Sent: Wednesday, July 10, 2013 10:53 AM
To: City Council
Subject: Support Apple Campus 2

Formally registering my support for Apple Campus 2.

Thanks & Regards,
Sheela Sreekanth.

Letter
E64

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

From: rooshabh varaiya [<mailto:varaiya@comcast.net>]
Sent: Monday, July 08, 2013 4:50 PM
To: City Council
Subject: Apple campus

I support the Apple campus project in Cupertino; it is the same site where I began my career with HP 40 years ago; it would be great for Apple and Cupertino residents and businesses.

You can reach me at 408-219-2513 (cell or email).

Thanx/Rooshabh Varaiya

Letter
E65

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

From: rogercarl@att.net [<mailto:rogercarl@att.net>]
Sent: Monday, July 08, 2013 10:49 AM
To: City Council
Subject: Apple new campus

Apple new campus

My name is Roger Carl I am 58 years old I have lived in Cupertino for 53 years and have always thought of Apple as a great and loyal neighbor! I support all they are doing and the matter in which they are doing it! Apple is the best thing ever to happen to MY town ☺

Letter
E66

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

From: Mary [<mailto:mary@ashpolepublishing.com>]
Sent: Thursday, July 04, 2013 11:22 AM
To: City Council
Subject: Re:Apple project

I as a Cupertino resident and homeowner support the upcoming Apple building project.Mary
T.Hawkes,R.D.H.

From: Mukesh Garg [<mailto:thegargs@gmail.com>]
Sent: Tuesday, July 02, 2013 1:35 PM
To: City Council
Cc: Mukesh Garg
Subject: Apple Campus 2

Letter
E67

Hi,
I am Cupertino resident and a home owner. I recently reviewed Apple Campus 2 plan. I think
this is very good for Cupertino City and its residents in all respect. We should approve this.
Thanks,
--mukesh
--
Mukesh Garg | thegargs@gmail.com

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

From: Poyangtien [<mailto:poyangtien@yahoo.com>]
Sent: Tuesday, July 02, 2013 9:58 PM
To: City Council
Subject: Support apple 2 campus

Letter
E68

Please register me as a supporter for apple 2 campus project in Cupertino.

I am a residence in Cupertino, address is 20550 Blossom Lane, Cupertino.

Thanks!
Paul

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

From: Raaj Prasad [<mailto:raajp5@yahoo.com>]
Sent: Tuesday, July 02, 2013 8:54 PM
To: City Council
Subject: Apple Campus 2

Letter
E69

I am a Cupertino resident and support the Apple Campus 2 project.

Thanks.

Letter
E70

From: richard whittington [mailto:rwhitt6313@att.net]
Sent: Monday, July 01, 2013 2:44 PM
To: City Council
Subject: Apple Campus 2

Just to register my name, Richard Whittington (Cupertino Citizen) as a supporter for this possible up-coming project. _____ Thank you, Richard D. Whittington

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

From: pcheng4567@yahoo.com [mailto:pcheng4567@yahoo.com]
Sent: Monday, July 01, 2013 2:25 PM
To: City Council
Subject: Support Apple Campus 2

I strongly support Apple Campus 2 construction in Cupertino.

Philip Cheng
7654 peach bloom drive
Cupertino, Ca95014

Letter
E71

From: Rajiv Marwah [mailto:rajivmarwah@yahoo.com]
Sent: Monday, July 01, 2013 10:16 AM
To: City Council
Subject: we support the new Apple campus

Rajiv Marwah
10744 Deep Cliffe Dr
Cupertino
CA 95014

Letter
E72

From: Naeem Zafar [mailto:naeem@bitzermobile.com]
Sent: Friday, June 28, 2013 12:18 AM
To: City Council
Subject: apple campus

Please accelerate the OK for this beautiful project 0 it will support our city and is good for Cupertino

Nz
18416 Chelmsford drive Cupertino CA

.....
Naeem Zafar | President & CEO | 408-218-1920 | naeem@bitzermobile.com | Twitter @naeem | skype nz2020 | www.BitzerMobile.com

Letter
E73

Letter
E74

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

From: Mary Reilly [<mailto:maryreilly1@me.com>]
Sent: Friday, June 28, 2013 12:11 AM
To: City Council
Subject: I support Apple Campus 2

I'm a Cupertino resident and I support Apple Campus 2. Please allow construction to start soon!

Thank you for your consideration,

Mary Reilly
Pruneridge Ave, Cupertino CA

Letter
E75

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

From: Patrick Allen [<mailto:patallen@me.com>]
Sent: Thursday, June 27, 2013 10:59 AM
To: City Council
Subject: Support Apple

My dear elected officials , I'm writing you in support of the new Apple, inc. campus. Please help them in anyway you can to speed their planed new offices.

Best regards,
Pat and Charlene Allen
10191 Vista Drive
Cupertino , CA

Sent from my iPad

Best regards

Pat Allen
Patallen@mac.com

Letter
E76

From: Pam Milam [<mailto:pam.milam@gmail.com>]

Sent: Thursday, June 27, 2013 11:54 AM

To: City Council

Subject: We support the new apple campus and their desire to remain in Cupertino. Cupertino is Apple!!! Pam and Bill Milam

Letter
E77

From: Carmichael Paul [<mailto:carmichael123@comcast.net>]

Sent: Thursday, June 27, 2013 9:10 AM

To: City Council

Subject: Support Apple Campus II

From: migdat [<mailto:migdat@aol.com>]
Sent: Thursday, June 27, 2013 8:22 AM
To: City Council
Subject: apple campus support

apple campus support

Letter
E78

From: mpicchetti@comcast.net [<mailto:mpicchetti@comcast.net>]
Sent: Wednesday, June 26, 2013 11:51 AM
To: City Council
Subject: Apple Construction-yes

Dear council members,

I support the Apple construction project as is without modification--- Thank You---Michael Picchetti

Letter
E79

From: Andrew Park [<mailto:hitokirikensan@gmail.com>]
Sent: Tuesday, June 25, 2013 10:04 AM
To: City Council
Subject: Support for Apple Campus 2

I would like to register my support for Apple campus 2

Letter
E80

-----Original Message-----
From: Linda Pickering [<mailto:picksnomoss@aol.com>]
Sent: Thursday, June 20, 2013 8:56 PM
To: City Council
Subject: Regarding Apple campus

We have been in the Cupertino area for over 50 years we will be living right across the street from the Apple campus our opinion is that They will make great neighbors. Don and Linda Pickering

Letter
E81

-----Original Message-----
From: Liliana Wilson [<mailto:lew12@mac.com>]
Sent: Thursday, June 20, 2013 5:28 PM
To: City Council
Subject: I support the Apple 2 Campus

Thank you so much,
Lily Wilson
Cupertino, CA

Letter
E82

Letter
E83

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

From: Long Nguyen [<mailto:longnguyen95014@yahoo.com>]

Sent: Thursday, June 20, 2013 3:07 PM

To: City Council

Subject: Apple Campus 2

Dear Sir/Madame:

I am supporting this project and can not wait to see the completion.

Long Nguyen
10685 larry way
Cupertino, ca 95014

Letter
E84

From: Lever Wang [<mailto:lever.wang@gmail.com>]

Sent: Thursday, June 20, 2013 2:59 PM

To: City Council

Subject: We support Apple Campus 2!

We support Apple Campus 2. Please register me and my family of 4 as the strong supporters of Apple Campus 2.

We have lived in Cupertino for more than 30 years.

Thanks,

Lever, Nina, Stephanie, Samantha Wang

Letter
E85

On Sat, Jun 15, 2013 at 9:10 PM, frankvavak <frankvavak@att.net> wrote:

Dear City Council

I support the Apple 2 Campus project

Frank Vavak

Letter
E86

On Fri, Jun 14, 2013 at 10:55 AM, Dave Russell <daverussell1@mac.com> wrote:

Dear Cupertino City Council,

I have been a home owner-resident of Cupertino since the year 2000, and worked in the city since 1988. I support the Apple Campus 2 project, and prefer that you approve Apple's plans to begin construction with all due energy.

Sincerely,

David M. Russell
22790 Mercedes Road
Cupertino, CA 95014

*Letter
E87*

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

From: Jun Nishimura [<mailto:jun609@icloud.com>]

Sent: Monday, June 17, 2013 3:45 PM

To: City Council

Subject: Apple Campus 2

To the Cupertino City Council

I feel it is our privilege to keep Apple Inc. in the city.
Please try to keep the company in our neighbor.

Jun Nishimura
Cupertino, CA

*Letter
E88*

From: Karlye Adair [<mailto:adairfootspecialist@yahoo.com>]

Sent: Sunday, June 16, 2013 7:21 PM

To: City Council

Subject: Support Apple Campus 2

We are so excited to have Apple campus in Cupertino. The many jobs and benefits brought to our community. We welcome them with open arms.

Karlye Adair
Adair Foot Specialist
adairfootspecialist.com

*Letter
E89*

On Wed, Jun 12, 2013 at 2:08 PM, V. Dean Skeels <dsskeels@comcast.net> wrote:
I support the Apple 2 campus !

V. Dean Skeels

*Letter
E90*

From: Larry Dean [<mailto:LDean95014@comcast.net>]

Sent: Wednesday, June 12, 2013 5:46 PM

To: City Council

Subject: Support Apple Campus 2

Dear Council Members – I heartily support the new Apple Campus project.

Best regards,

Larry Dean

From: Mark Vernon [<mailto:markv@ridgewine.com>]
Sent: Wednesday, June 12, 2013 11:19 AM
To: City Council
Subject: Support Apple Campus 2

Letter
E91

I have been working in Cupertino since 1987 and I love the city.

I strongly support the Apple Campus 2 project.

Mark Vernon | *President & COO*

RIDGE
VINEYARDS



markv@ridgewine.com

p.o. box 1810
Cupertino, CA 95015

From: john bruzus [<mailto:jbruzus@yahoo.com>]
Sent: Wednesday, June 12, 2013 11:26 AM
To: City Council
Subject: Support Apple Campus 2

Letter
E92

I support the new Apple Campus 2

John Bruzus

From: Humphrey Chow [<mailto:hwchow@gmail.com>]
Sent: Tuesday, June 11, 2013 9:32 PM
To: City Council
Subject: Apple Campus 2

Letter
E93

To Whom It May Concern:

I support Apple Campus 2

Sincerely,
Humphrey Chow

-----Original Message-----
From: Jane Tso [<mailto:kkjtso@aol.com>]
Sent: Tuesday, June 11, 2013 9:56 AM
To: City Council
Subject: Apple campus 2

Letter
E94

I support Apple campus 2 project.

From: Janet Verson [mailto:jverson@gmail.com]
Sent: Tuesday, June 11, 2013 11:09 AM
To: City Council
Subject: New Campus for Apple

*Letter
E95*

Dear City Council:

I am a resident of Cupertino and would like to formally endorse the new campus for Apple.

Sincerely,

Janet Verson

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

From: Edward M Jones [mailto:tedjones24@icloud.com]
Sent: Monday, June 10, 2013 5:07 PM
To: City Council
Subject: Apple Campus 2

*Letter
E96*

I support Apple Campus 2.
Ted Jones
23500 Cristo Rey Dr. Unit 327F
Cupertino, CA 95014

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

From: Betty Eskeldson [mailto:betsyeskeldson@gmail.com]
Sent: Monday, June 10, 2013 4:28 PM
To: City Council
Subject: Apple Campus 2

*Letter
E97*

I am excited about the new Campus that Apple wants to build in Cupertino. I think it will be a wonderful addition to our city to continue making Cupertino a draw for the world. I hope it will be supported by our City Council.

Betsy Eskeldson, 16 year Cupertino resident

From: Elena Seremeta [mailto:eseremeta@gmail.com]
Sent: Monday, June 10, 2013 11:32 AM
To: City Council
Subject: Apple Headquarter

*Letter
E98*

My name is Elena Seremeta, I live in Cupertino, 10691 Hale Place and I want to register for my family support for Apple Campus 2.

Best Regards,
Elena Seremeta

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

From: Diana Loreda [mailto:loredode@aol.com]
Sent: Sunday, June 09, 2013 1:07 PM
To: City Council
Subject: I support new apple campus

*Letter
E99*

Make it happen. Resident Amelia ct cupertino. Diana

*Letter
E100*

From: Jerry McLeod [mailto:jmcleod_1@yahoo.com]
Sent: Saturday, June 08, 2013 6:56 AM
To: City Council
Subject: I wish to pledge my support of the new Apple campus Regards Jerry McLeod

*Letter
E101*

From: joseph eppel [<mailto:jeppel@pacbell.net>]
Sent: Saturday, June 08, 2013 2:54 PM
To: City Council
Subject: Apple Campus2

06/08/2013

As residents of Cupertino, we fully approve of the plan for the new Apple Campus in our city and urge City Council to approve the project without further delay. Apple has been a good corporate citizen and deserves our appreciation and speedy approval of their latest submission to the Council so they may move forward with the construction of their new campus.

Joseph and Elizabeth Eppel

*Letter
E102*

-----Original Message-----
From: Svetlana Kokoshvili [<mailto:Sveta@kvitka.com>]
Sent: Friday, June 07, 2013 1:12 PM
To: City Council
Subject: Apple Campus

I love the idea of the apple campus and I think it would be very beneficiary to the city of Cupertino as a whole. Just my two cents.

*Letter
E103*

From: Bahram Vazindel [<mailto:loardbaron@yahoo.com>]
Sent: Friday, June 07, 2013 2:06 PM
To: City Council
Cc: applecampus2@apple.com
Subject: Apple Campus 2

To Whom It May Concerned,

I fully support Apple Campus 2 project.

Thanks,

Bahram Vazindel
18861 Barnhart Avenue
Cupertino, CA 95014

*Letter
E104*

-----Original Message-----
From: Warmke, Doug [<mailto:doug.warmke@mentor.com>]
Sent: Thursday, June 06, 2013 12:53 PM
To: City Council
Subject: Apple Campus 2

Hi City Council,

I strongly support Apple Campus 2 in Cupertino.

Thank you,
Doug Warmke
10066 Spanish Oak Court
Cupertino, CA 95014

From: chirag patel [<mailto:ccpatel@yahoo.com>]
Sent: Thursday, June 06, 2013 12:52 PM
To: City Council
Subject:

I support Apple 2 Campus.

*Letter
E105*

From: Anand D'Souza [<mailto:anandds29@gmail.com>]
Sent: Thursday, June 06, 2013 12:51 PM
To: City Council
Subject: Re: Apple Campus 2

Hi:
I formally support the creation of Apple Campus 2 in Cupertino.
Anand

*Letter
E106*

From: Alex Pashintsev [<mailto:apashintsev@hotmail.com>]
Sent: Thursday, June 06, 2013 12:42 PM
To: City Council
Subject: RE: Apple Campus 2

I do cast my support!
Alex Pashintsev
22690 San Juan rd,
Cupertino, CA

*Letter
E107*

-----Original Message-----
From: David Eberhardt [<mailto:sawdustdave@comcast.net>]
Sent: Thursday, June 06, 2013 12:19 PM
To: City Council
Subject: Apple Campus 2

Please cooperate and assist Apple to build a world class campus.

David and Loreta Eberhardt
10320 Las Ondas Way, Cupertino

*Letter
E108*

From: Bob / Donna S [<mailto:donrpty@sbcglobal.net>]
Sent: Thursday, June 06, 2013 12:35 PM
To: City Council
Subject: Apple headquarters

My family is in favor of allowing the building of the new Headquarters here in Cupertino.
The city would have to be stupid not to want to maintain the relationship it has with Apple.

*Letter
E109*

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

From: Gary Jones [<mailto:gjoneshome@yahoo.com>]
Sent: Thursday, June 06, 2013 12:21 PM
To: City Council
Subject: Apple Campus 2

I support the building of Apple Campus II.

Gary E Jones
Cupertino, CA

*Letter
E110*

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

From: David Kopels [<mailto:slepok@me.com>]
Sent: Thursday, June 06, 2013 12:19 PM
To: City Council
Cc: Kopels Barbara
Subject: Apple Support

My name is David Kopels and my family has lived in Cupertino for the past 35 years. We strongly support the Apple Campus 2 project.

David Kopels
10161 Bilich Place
95014

*Letter
E111*

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

From: DIANE BEAUDET [<mailto:beaudetgirls@me.com>]
Sent: Thursday, June 06, 2013 12:16 PM
To: City Council
Subject: Go Apple...

Can't wait to see the new building completed.
Apple is a great business to have in our community.
Diane Beaudet

*Letter
E112*

From: akash@agarwalhome.com [<mailto:akash@agarwalhome.com>] **On Behalf Of** Akash Agarwal
Sent: Thursday, June 06, 2013 1:48 PM
To: City Council
Subject: Register Support for Apple Campus 2

As a life-long resident of Cupertino, I'd like to register my support for Apple Campus 2.

Thanks,
Akash Agarwal
VP of Marketing, StudyCloud Inc.

*Letter
E113*

From: Gopakumar Pillai [<mailto:hgopakumar@hotmail.com>]
Sent: Thursday, June 06, 2013 2:37 PM
To: City Council
Subject: Support for Apple Campus 2

Hi,
I am a resident of Cupertino and would like to support Apple Campus 2 in Cupertino.

Disclaimer: I am not an employee of Apple

--Gopakumar Pillai

*Letter
E114*

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

From: carbone.cupertino@gmail.com [<mailto:carbone.cupertino@gmail.com>]
Sent: Thursday, June 06, 2013 2:33 PM
To: City Council
Subject: Apple campus 2

Letter
E115

To whom it concerns:

Please approve Apple campus 2. We've been waiting for the construction which is way over due. I believe we as residents all want it to happen.

Many thanks for your concern.

Cheers,
-Diana

From: Balakrishnan Thyagarajan [<mailto:bathyaga@gmail.com>]
Sent: Thursday, June 06, 2013 3:27 PM
To: City Council
Subject: Support Apple Camus 2

Letter
E116

Hi,

I live in Cupertino and my name is Balakrishnan Thyagarajan. I would like to register by support for Apple Campus 2

Thanks
Bala

From: Gino Guglielmelli [<mailto:ginojgug@yahoo.com>]
Sent: Thursday, June 06, 2013 4:40 PM
To: City Council
Subject: apple campus-2

Letter
E117

I support the construction of the new Apple campus on Homestead Rd. in Cupertino-Sunnyvale.

Gino Guglielmelli. 1621 Waxwing Ave Sunnyvale. ginojgug@yahoo.com.

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

From: Dipesh Maini [<mailto:dipeshmaini@yahoo.com>]
Sent: Thursday, June 06, 2013 8:12 PM
To: City Council
Cc: applecampus2@apple.com
Subject: Support for Apple Campus 2

Letter
E118

I support Apple Campus 2 in Cupertino

THanks

Dipesh Maini

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

From: gcn md [<mailto:grace.nadolny@gmail.com>]
Sent: Thursday, June 06, 2013 9:01 PM
To: City Council
Subject:

Letter
E119

We wholeheartedly support the apple campus project as outlined.

Sincerely
Grace Nadolny MD and Greg Hilbrich
10547 Manzanita Road
Cupertino CA 95014

Letter
E120

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

From: erosiak@comcast.net [<mailto:erosiak@comcast.net>]
Sent: Thursday, June 06, 2013 9:35 PM
To: City Council
Subject: New Apple Campus

I am sending this in support of Apple Computer and the new campus they are proposing.

Apple has been an excellent corporate neighbor and deserves approval of their plans. It is good for Cupertino and we urge you to approve Apple's plans.

Sincerely,

Ed & Linda Rosiak
Cupertino, CA

Letter
E121

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

From: Cynthia Kollerer [<mailto:cgkollerer@gmail.com>]
Sent: Thursday, June 06, 2013 11:43 PM
To: City Council
Subject: Apple Campus 2

I have been a Cupertino resident for 35 years and fully support the proposed new Apple Campus.

Letter
E122

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

From: Aykut [<mailto:aykutyararbas@yahoo.com>]
Sent: Thursday, June 06, 2013 11:45 PM
To: City Council
Subject: Apple campus 2 support

I willingly support Apple 2 campus.

Aykut Yararbas

20030 Rodrigues ave apt k
Cupertino ca 95014

Letter
E123

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

From: George Crosby [<mailto:georgecrosby@me.com>]
Sent: Thursday, June 06, 2013 1:21 PM
To: City Council
Subject: Apple Campus

I'm 100% for building the Apple Campus.

Regards
George Crosby
23500 Cristo Rey Drive
Cupertino

Letter ID	500110
Name	Robert Hoose
Address	10394 Bret Ave
City, State Zip	Cupertino, CA 95014
Email	hoose22@att.net
Subject	Apple 2
Comment	The last thing we need is Apple moving out of Cupertino.

Letter
E124

Letter ID	500100
Name	
Address	
City, State Zip	, CA
Email	
Subject	Home Town Support - Apple Campus 2
Comment	I am in full support fot Apple Campus 2! Looks great and will be a great asset for Cupertino.

Letter
E125

Letter ID	500085
Name	John Zirelli
Address	650 Martin Ave
City, State Zip	Santa Clara, CA 95050
Email	jzirelli@recology.com
Subject	Support of Apple II Campus
Comment	<p>I support the Apple II campus in the City of Cupertino. As the General Manager of Recology Cupertino and past President of teh Cupertino Chamber of Commerce, their new corporate headquarters will benefit all of the residents and businesses.</p> <p>Apple is a great corporate partner in teh community, scholls and local organizations.</p>

Letter
E126

Letter ID	500084
Name	Maxim Zaika
Address	sdf, sdfgh
City, State Zip	Cupertino, CA 95015
Email	mak.zaika2013@gmail.com
Subject	
Comment	Это классно!!!! [Translation: "This is cool!!!!!"]

Letter
E127

Letter ID	500081
Name	GA Salinas
Address	
City, State Zip	Laredo, TX
Email	
Subject	
Comment	The Apple project has the world watching. New opportunity to showcase new technologies!

Letter
E128

Letter ID	500062
Name	Andrew Park
Address	20488 Stevens Creek Blvd, #1515
City, State Zip	Cupertino, CA 95014
Email	hitokirikensan@gmail.com
Subject	I support Apple Campus 2
Comment	Subject says it all. Have a good day!

Letter
E129

Letter ID	500056
Name	MAJED AS
Address	saudi, makkah
City, State Zip	makkah, CA 12345
Email	majed.mas@hotmail.com
Subject	ma
Comment	I love you so much, Apple and always keep together forever

Letter
E130

Letter ID	500053
Name	carol wong
Address	10925 n wolfe Rd
City, State Zip	Cupertino, CA 95014
Email	carol@statemicro.com
Subject	
Comment	We support Apple Campus 2

Letter
E131

Letter ID	500052
Name	Jane Tan
Address	11790 Ridge Creek Ct
City, State Zip	Cupertino, CA 95014
Email	jtan888@gmail.com
Subject	
Comment	I'm fully supporting the new Apple Campus 2 project in Cupertino. It's great to have such a great company located in our city

Letter
E132

Letter ID	500051
Name	Lever Wang
Address	1165 Candlelight Way
City, State Zip	Cupertino, CA 95014
Email	lever.wang@gmail.com
Subject	We support Apple Campus 2
Comment	Hello, We support Apple Campus 2. Please register me and my family of 4 as the strong supporters of Apple Campus 2. We have lived in Cupertino for more than 30 years. Thanks, Lever, Nina, Stephanie, Samantha Wang

Letter
E133

Letter ID	500040
Name	Stella Qu
Address	
City, State Zip	Cupertino, CA 95014
Email	
Subject	
Comment	Apple is the glory of America today. And the Silicon Valley here at California. Even more so, Cupertino, where technology flourishes day and night. Being a resident of Cupertino is a true honor, especially because we are able to witness the growth of Apple. Through the rapid growth of Apple, we all benefit from the great causes that affect us greatly here and now. And I really have to say, I am so proud of Apple, proud of being part of the Apple community, and proud of being able to live so close to it. I have high hopes for you to rise to the next level. Apple Campus 2, agreed. Thank You. Stella Qu

Letter
E134

Letter ID 500035
Name paulette Altmaier
Address
City, State Zip Cupertino, CA cupertino
Email paltmaie@yahoo.com
Subject Apple Campus - let's be a can-do city!
Comment I am strongly supportive of this project, and I am NOT an Apple employee. We need to support visionary projects, and be a can-do city! This project will make us proud, let's go for it!

*Letter
E135*

Letter ID 500031
Name Robert Stern
Address 11000 Via Sorrento
City, State Zip Cupertino, CA 95014
Email sternrc@mac.com
Subject Approval of Apple Campus 2 Development
Comment I wholly endorse Apple's proposed development of a second campus in Cupertino.

*Letter
E136*

From: Myke and Diane Luu [<mailto:mluufamily@gmail.com>]
Sent: Monday, July 22, 2013 1:40 PM
To: City Council
Subject: I SUPPORT APPLE 2

Please speed up approval of APPLE Campus 2 in Cupertino.

Put Cupertino on the map!

DO NOT LET APPLE MOVE TO ANOTHER CITY, PLEASE.

THANK YOU,

LUU FAMILY

*Letter
E137*

From: Diane A Nguyen [<mailto:dianeanhdao@gmail.com>]
Sent: Monday, July 22, 2013 1:34 PM
To: City Council
Subject: I support APPLE Campus 2

I support APPLE Campus 2. Please speed up the approval and construction process so that APPLE can stay in our city, Cupertino.

Sincerely,
Diane Nguyen
10428 GLENCOE DR
CUPERTINO CA 95014
408-718-3057

*Letter
E138*

From: Guna suriya [mailto:guna_suriya@yahoo.com]
Sent: Monday, July 22, 2013 12:16 PM
To: City Council
Subject: I support for Apple Campus 2

*Letter
E139*