

From: [City of Cupertino Planning Dept.](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Vallco DEIR comments RE General Plan Requirements
Date: Friday, July 06, 2018 8:09:51 AM

From the Planning Department's general mailbox:

From: Kitty Moore [REDACTED]
Sent: Thursday, July 05, 2018 10:23 PM
To: City of Cupertino Planning Dept. <planning@cupertino.org>
Cc: Esq. Bern Steves [REDACTED]; Darcy Paul <DPaul@cupertino.org>; Rod Sinks <RSinks@cupertino.org>; Barry Chang <BChang@cupertino.org>; Savita Vaidhyanathan <svaidhyanathan@cupertino.org>; Steven Scharf <SScharf@cupertino.org>; City Attorney's Office <CityAttorney@cupertino.org>
Subject: Vallco DEIR comments RE General Plan Requirements

Planning Department,

The "Recognized Environmental Conditions" at Vallco outlined in the DEIR merit the immediate start of a Phase II Environmental Site Assessment with soil vapor testing included and then a Phase III ESA. There must be NO completion of the DEIR until both a Phase II and a Phase III is done and published. I do not want the same firm to conduct the Phase II and III studies as performed the Phase I study. It is imperative that further study be completed in a timely manner.

Vallco Specific Plan DEIR is missing most of the following items from the General Plan, emphasis has been added and comments in red where needed:

Goal LU-1: Create a balanced community with a mix of land uses that supports thriving businesses, all modes of transportation, complete neighborhoods and a healthy community

Table LU-1: Citywide Development Allocation Between 2014-2020: allocate a minimum 600,000 SF retail, 389 residential units, 2,000,000 SF office, 339 hotel rooms.

Table LU-1: Citywide Development Allocation Between 2014-2020: 389 residential units will be allocated to Vallco as a Priority Housing Element Site (see also HE-1.3.1 and Table HE-5).

Policy LU-1.4: Land Use in all Citywide Mixed- Use Districts. Encourage land uses that support the activity and character of mixed-use districts and economic goals.

Policy LU-1.X: Jobs/Housing Balance. Strive for a more balanced ratio of jobs and housing units. (No calculations provided)

Figure LU-2: Community Form Diagram: Maximum residential density for Vallco Shopping District Special Area is 35 units per acre. (This is inconsistent with the General Plan allocations and city wide totals).

STRATEGIES:

LU-19.1.1: Master Developer. Redevelopment will require a master developer in order remove the obstacles to the development of a cohesive district with the highest levels of urban design. (This was not included)

LU-19.1.2: Parcel Assembly. Parcel assembly and a plan for complete redevelopment of the site is required prior to adding residential and office uses. **Parcelization is highly discouraged** in order to preserve the site for redevelopment in the future.

LU-19.1.3: Complete Redevelopment. The “town center” plan should be based on complete redevelopment of the site in order to ensure that the site can be planned to carry out the community vision.

LU-19.1.4: Land Use. The following uses are allowed on the site (see Figure LU-2 for residential densities and criteria):

1. Retail: High-performing retail, restaurant and entertainment uses. **Maintain a minimum of 600,000 square feet of retail that provide a good source of sales tax for the City. Entertainment uses may be included but shall consist of no more than 30 percent of retail uses.**

2. Hotel: **Encourage** a business class hotel with conference center and active uses including main

entrances, lobbies, retail and restaurants on the ground floor.

3. Residential: **Allow** residential on upper floors with **retail and active uses on the ground floor.**

Encourage a mix of units for young professionals, couples and/or active seniors who like to live in an active “town center” environment. (This is discriminatory towards families with children, seniors with disabilities, and low income non-professional workers).

4. Office: Encourage high-quality office space arranged in a pedestrian-oriented street grid with **active uses on the ground floor, publicly-accessible streets and plazas/green space.**

LU-19.1.5: “Town Center” Layout.

Create streets and blocks laid out using “transect planning” (appropriate street and building types for each area), which includes a discernible center and edges, public space at center, high quality public realm, and land uses appropriate to the street and building typology.

LU-19.1.6: Connectivity.

Provide a newly configured complete street grid hierarchy of streets, boulevards and alleys that is pedestrian-oriented, connects to existing streets, and creates walkable urban blocks for buildings and open space. It should also incorporate transit facilities, provide connections to other transit nodes and coordinate with the potential expansion of Wolfe Road bridge over Interstate 280 to continue the walkable, bikeable boulevard concept along Wolfe Road.

The project **should also contribute towards a study and improvements to a potential Interstate 280 trail along the drainage channel south of the freeway and provide pedestrian and bicycle connections from the project sites to the trail.** (this is essentially a trail for Apple employees to traverse between campuses at the expense of Vallco)

LU-19.1.7: Existing Streets.

Improve Stevens Creek Boulevard and Wolfe Road to become more bike and pedestrian-friendly with bike lanes, wide sidewalks, street trees, improved pedestrian intersections to accommodate the connections to Rosebowl and Main Street. (These corridors have unhealthful noise and pollution levels; pedestrians and bicyclists should be protected with separation from the roadway with increased setbacks).

LU-19.1.8: Open Space.

Open space in the form of a central town square on the west and east sides of the district interspersed with plazas and “greens” that create community gathering spaces, locations for public art, and event space for community events.

LU-19.1.9: Building Form.

Buildings should have high-quality architecture, and an emphasis on aesthetics, human scale, and create a sense of place. Taller buildings should provide appropriate transitions to fit into the surrounding area.

LU-19.1.10: Gateway Character.

High-quality buildings with architecture and materials befitting the gateway character of the site. The project should provide gateway signage and treatment.

LU-19.1.11: Phasing Plan.

A phasing plan that lays out the timing of infrastructure, open space and land use improvements that ensures that elements desired by the community are included in early phases.

LU-19.1.12: Parking.

Parking in surface lots shall be located to the side or rear of buildings. Underground parking beneath buildings is preferred. Above grade structures shall not be located along major street frontages. In cases, where above-grade structures are allowed along internal street frontages, they shall be lined with retail, entries and active uses on the ground floor. All parking structures should be designed to be architecturally compatible with a high quality "town center" environment.

LU-19.1.13: Trees.

Retain trees along the Interstate 280, Wolfe Road and Stevens Creek Boulevard to the extent feasible, when new development are proposed.

LU-19.1.14: Neighborhood Buffers.

Consider buffers such as **setbacks**, landscaping and/or building transitions to buffer abutting single family residential areas from visual and noise impacts.

Policy LU-27.7: Protect residential neighborhoods from noise, traffic, light and visually intrusive effects from more intense development with landscape buffers, site design, setbacks, and other appropriate measures.

Policy M-1.2: Participate in the development of new multi-modal analysis methods and impact thresholds as required by Senate Bill 743. However, until such impact thresholds are developed, continue to optimize mobility for all modes of transportation while striving to maintain the following intersection Levels of Service (LOS) at AM and PM peak traffic hours:

- Major intersections: LOS D;
- Stevens Creek Boulevard and De Anza Boulevard: LOS E+;
- Stevens Creek Boulevard and Stelling Road: LOS E+; and
- De Anza Boulevard and Bollinger Road: LOS E+

(This policy is absolutely NOT met. See the traffic study.)

POLICY M-4.7: VALLCO SHOPPING DISTRICT TRANSFER STATION

Work with VTA and/or other transportation service organizations to study and develop a transit transfer station that incorporates a hub for alternative transportation services such as, car sharing, bike sharing and/or other services.

(Vallco is currently operating as a transit hub and park and ride according to the Vallco DEIR, this shall continue with ample parking provided for commuters).

Sincerely,

Kitty Moore

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