

CITY OF CUPERTINO  
10300 Torre Avenue  
Cupertino, California 95014  
RESOLUTION NO. 6761

A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF CUPERTINO RECOMMENDING APPROVAL OF  
GENERAL PLAN AMENDMENT TO REALLOCATE AND REPLENISH  
DEVELOPMENT ALLOCATION, AMEND THE GENERAL PLAN LAND USE  
MAP AND DEVELOPMENT STANDARDS, COMPLY WITH STATE LAW AND  
REORGANIZATION AND IMPROVE PRESENTATION AND READABILITY

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The Planning Commission recommends that the City Council, in substantially similar form to the Draft Resolution attached hereto as Exhibit GPA, adopt the proposed General Plan Amendments.

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PASSED AND ADOPTED this \_\_\_\_ day of October 2014, at a Regular Meeting of the Planning Commission of the City of Cupertino by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

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Aarti Shrivastava  
Assistant City Manager

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Paul Brophy, Chair  
Planning Commission

CITY OF CUPERTINO  
10300 Torre Avenue  
Cupertino, California 95014  
RESOLUTION NO. 14-XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CUPERTINO  
APPROVING A GENERAL PLAN AMENDMENT TO REALLOCATE AND  
REPLENISH DEVELOPMENT ALLOCATION, AMEND THE GENERAL PLAN LAND  
USE MAP AND DEVELOPMENT STANDARDS, COMPLY WITH STATE LAW AND  
REORGANIZATION AND IMPROVE PRESENTATION AND READABILITY

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SECTION I: PROJECT DESCRIPTION

Application No: GPA-2013-01  
Applicant: City of Cupertino  
Location: Citywide

SECTION II: ENVIRONMENTAL REVIEW PROCESS

WHEREAS pursuant to City Council direction to initiate a project to replenish, reallocate and increase citywide development allocations in order to plan for anticipated future development activity while keeping with the community's character, goals, and objectives and to consolidate development requests by several property owners for amendments to the General Plan, under a comprehensive community vision, and

WHEREAS, pursuant to State Housing Law, the City Council has directed staff to update the Housing Element of the General Plan and make associated zoning amendments to comply with State Law; and

WHEREAS, immediately prior to the Council's consideration of this rezoning, and following the Commission's recommendation, the Council adopted Resolution No. XXX, adopting a General Plan Amendment covering the properties which are the subject of this rezoning ordinance; and

WHEREAS, the rezoning will be consistent with the City's General Plan land use map, proposed uses and surrounding uses; and

WHEREAS, the Rezoning application is part of the General Plan Amendment, Housing Element Update and Associate Rezoning, all as fully described and analyzed in the June 2014 General Plan Amendment, Housing Element Update, and Associated Rezoning Project Environmental Impact Report ("Draft EIR") (State Clearinghouse No. 2014032007), as amended by text revisions in the August 2014 General Plan Amendment, Housing Element Update and Associated Rezoning Project EIR Response to Comments Document ("Response to Comments Document") and the Supplemental Text Revisions dated October 8, 2014 (together, the "Final EIR");

WHEREAS, the Final EIR was presented to the Planning Commission on September 9, 2014 at a Planning Commission Study Session; and

WHEREAS, the Final EIR was presented to the City Council on October 7, 2014 at a City Council Study Session; and

WHEREAS, based on substantial evidence in the administrative record, the Planning Commission has recommended that the City Council certify that the Final EIR has been completed in compliance with the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*, and reflects the independent judgment and analysis of the City, adopt the Findings and Statement of Overriding Considerations for the Project, and adopt the mitigation measures for the Project that are identified in Findings; and

WHEREAS, the necessary public notices have been given as required by the procedural ordinances of the City of Cupertino and the Government Code, and the Planning Commission held a public hearing on October 14, 2014 to consider the project; and

WHEREAS, based on substantial evidence in the administrative record, on October 14, 2014 the Planning Commission recommended that the City Council certify that the Final EIR has been completed in compliance with the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*, and reflects the independent judgment and analysis of the City, adopt the Findings and Statement of Overriding Considerations, and implement all of the mitigation measures for the Project that are within the responsibility and jurisdiction of the City that are identified in Findings, in substantially similar form to the Resolution presented (Resolution 6760); and

WHEREAS, on October 14, 2014, the Planning Commission recommended on a X-X vote that the City Council adopt the General Plan Amendment (GPA-2013-01), in substantially similar form to the Resolution presented (Resolution no. 6761); authorize staff to forward the Draft Housing Element to the State Department of Housing and Community Development for review and certification (GPA-2013-02); approve the prioritized list of potential Housing Element sites in the event amendments are needed to the proposed Housing Element sites upon HCD review, in substantially similar form to the Resolution presented (Resolution no. 6762); approve the Zoning Map Amendments, Z-2013-03, in substantially similar form to the Resolution presented (Resolution no. 6763); approve the Municipal Code Amendments to make changes to conform to the General Plan and Housing Element and other clean up text edits (MCA-2014-01) in substantially similar form to the Resolution presented (Resolution no. 6764); approve the Specific Plan Amendments (SPA-2014-01) in substantially similar form to the Resolution presented (Resolution no. 6765); and

WHEREAS, upon due notice, the City Council has held at least one public hearing to consider the amendments to the Municipal Code be granted; and

WHEREAS, the City Council of the City of Cupertino is the decision-making body for this Resolution;

WHEREAS, prior to taking action on this Resolution, the City Council has exercised its independent judgment in carefully considering the information in the EIR and finds that scope of this Resolution falls within the previously certified EIR and that the rest of the amendments

proposed in the Resolution do not constitute a project under CEQA, are exempt and no further environmental review is required; and

NOW, THEREFORE, BE IT RESOLVED:

After careful consideration of the, maps, facts, exhibits, testimony and other evidence submitted in this matter, the City Council hereby adopts:

1. Amendments to the General Plan (Application No. GPA-2013-01) as shown in Exhibit GPA-1 and
2. Changes to the Land Use Map as shown in Exhibit GPA-2.

---

PASSED AND ADOPTED this \_\_\_\_ day of November 2014, at a Regular Meeting of the City Council of the City of Cupertino by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

APPROVED:

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Grace Schmidt  
City Clerk

---

Gilbert Wong  
Mayor, City of Cupertino





CUPERTINO

CUPERTINO

# COMMUNITY VISION 2040

Cupertino's General Plan for Community-wide Change, Mobility, Sustainability and Health  
Public Review Draft | October 2014



## **ACKNOWLEDGMENTS**

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Chapter 1  
**INTRODUCTION**





## PURPOSE OF COMMUNITY VISION 2040

Community Vision 2040 is a **roadmap to the future that encompasses the hopes, aspirations, values and dreams of the Cupertino community.** The underlying purpose of this document is to establish the policy and regulatory framework necessary to build a great community that serves the needs of its residents, maximizes the sense of connection between neighborhoods and enhances Cupertino as a great place to live, work, visit and play.

Community Vision 2040 provides a framework for integrating the aspirations of residents, businesses, property owners and public officials into a comprehensive strategy for guiding future development and managing change. It describes long-term goals and guides daily decision making by the City Council and appointed commissions. This document functions as the City of Cupertino’s State-mandated General Plan, and covers a time frame of 2014–2040. As such, the goals, policies and strategies contained in this document lay the foundation for ensuring there is appropriate land use and community design, transportation networks, housing, environmental resources and municipal services established between now and 2040.

Due to the breadth of topics covered in Community Vision 2040, conflicts between mutually-desirable goals are inevitable. For instance, increased automobile mobility may conflict with a safe, walkable community. This document reconciles these conflicts in the interest of building a cohesive community. Per State law, every goal and policy in this plan has equal weight. The City recognizes that the interests of residents of a particular street or neighborhood may need to be balanced with the overall needs and potentially greater goal of building a community. These are conscious choices that the City makes in the interest of building community.

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I-3	Purpose of Community Vision 2040
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I-10	Community Vision 2040 Implementation



*The Cupertino community was integral to the formation of **A Vision for Cupertino** through participation and input during numerous citywide workshops, meetings, hearings and online surveys*

## VISION STATEMENT

In order to prioritize goals and actions, the City developed an overarching vision statement based on extensive community input received during the 2013-14 General Plan Amendment process. This input culminated in **A Vision for Cupertino**, shown on the following page, which reflects ideas, thoughts and desires from residents, local business and property owners, study area stakeholders, elected and appointed officials, and other members of the Cupertino community.

This updated vision expresses the community's desires for Cupertino's future. It describes the community's overall philosophy regarding the character and accessibility of existing and new neighborhoods and mixed-use corridors. Ultimately, all goals, policies and strategies contained in this document must be consistent with the vision statement.

## GUIDING PRINCIPLES

The Guiding Principles (illustrated on pages 1-6 and 1-7) provide additional detail about Cupertino's desired future necessary to fully articulate the ideas contained in the vision statement. Similarly, the Guiding Principles were developed based on extensive community input.

## A Vision for Cupertino

Cupertino aspires to be a **balanced community** with quiet and attractive residential neighborhoods; exemplary parks and schools; accessible open space areas, hillsides and creeks; and a **vibrant, mixed-use “Heart of the City.” Cupertino will be safe, friendly, healthy, connected, walkable, bikeable and inclusive** for all residents and workers, with ample places and opportunities for people to interact, recreate, innovate and collaborate.



*Cupertino and the Santa Clara Valley seen from the Rancho San Antonio Open Space Preserve*



## Guiding Principles



### #1: Develop Cohesive Neighborhoods

Ensure that all neighborhoods are safe, attractive and include convenient pedestrian and bicycle access to a “full-service” of local amenities such as parks, schools, community activity centers, trails, bicycle paths and shopping.



### #2: Improve Public Health and Safety

Promote public health by increasing community-wide access to healthy foods; ensure an adequate amount of safe, well-designed parks, open space, trails and pathways; and improve safety by ensuring all areas of the community are protected from natural hazards and fully served by police, fire, paramedic and health services.



### #3: Improve Connectivity

Create a well-connected and safe system of trails, pedestrian and bicycle paths, sidewalks and streets that weave the community together, enhance neighborhood pride and identity, and create access to interesting routes to different destinations.



### #4: Enhance Mobility

Ensure the efficient and safe movement of cars, trucks, transit, pedestrians, bicyclists and disabled persons throughout Cupertino in order to fully accommodate Cupertino’s residents, workers, visitors and students of all ages and abilities.



### #5: Ensure a Balanced Community

Offer residents a full range of housing choices necessary to accommodate the changing needs of a demographically and economically diverse population, while also providing a full range of support uses including regional and local shopping, education, employment, entertainment, recreation, and daily needs that are within easy walking distance.



### #6: Support Vibrant and Mixed-Use Businesses

Ensure that Cupertino’s major mixed-use corridors and commercial nodes are vibrant, successful, attractive, friendly and comfortable with inviting active pedestrian spaces and services that meet the daily needs of residents and workers.

### #7: Ensure Attractive Community Design

Ensure that buildings, landscapes and streets are attractively designed and well maintained so they can complement the overall community fabric by framing major streets and offering desirable and active pedestrian spaces.



### #8: Embrace Diversity

Celebrate Cupertino's diversity by offering a range of housing, shopping and community programs that meet the needs of the full spectrum of the community, while ensuring equal opportunities for all residents and workers regardless of age, cultural or physical differences.



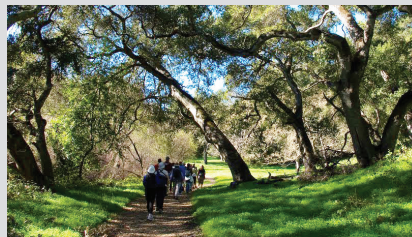
### #9: Support Education

Preserve and support Cupertino's excellent public education system by partnering with local school districts and De Anza College to improve school facilities and infrastructure, developing quality City facilities and programs that enhance learning, and expanding community-wide access to technology infrastructure.



### #10: Preserve the Environment

Preserve Cupertino's environment by enhancing or restoring creeks and hillsides to their natural state, limiting urban uses to existing urbanized areas, encouraging environmental protection, promoting sustainable design concepts, improving sustainable municipal operations, adapting to climate change, conserving energy resources and minimizing waste.



### #11: Ensure Fiscal Self Reliance

Maintain fiscal self-reliance in order to protect the City's ability to deliver essential, high-quality municipal services and facilities to the community.



### #12: Ensure a Responsive Government

Continue to be a regional leader in accessible and transparent municipal government; promote community leadership and local partnerships with local and regional agencies; and remain flexible and responsive to changing community needs.





Each chapter of Community Vision 2040 directly implements the vision statement and Guiding Principles that were developed through an extensive community process

## ORGANIZATION OF THE PLAN

California state law requires that each city and county adopt a General Plan for the “physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The role of the General Plan is to act as a community’s “constitution,” a basis for rational decisions regarding long-term physical development and incremental change. Community Vision 2040 expresses the community’s development and conservation goals, and embodies public policy relative to the distribution of future land uses, both public and private.

Every General Plan is also required to address a collection of seven “elements” or subject categories. The City has the authority to address these elements in whatever organization makes the most sense for Cupertino. The following table identifies how the sections of the plan address each State-required element.

COMMUNITY VISION 2040 CHAPTER	STATE-REQUIRED TOPICS OR ELEMENTS
1. Introduction	not applicable
2. Planning Areas	not applicable
3. Land Use and Community Design	Land Use
4. Housing	Housing
5. Mobility	Circulation
6. Environmental Resources and Sustainability	Conservation, Open Space
7. Health and Safety	Noise, Safety
8. Public Infrastructure	(optional element)
9. Recreation and Community Services	(optional element)

Each topical chapter, or “Element,” of Community Vision 2040 includes an introduction, background context and information, and a summary of key opportunities or objectives looking forward. They also include topical goals, policies and strategies that function in three unique ways:

- **Goal:** a broad statement of values or aspirations needed to achieve the vision.
- **Policy:** a more precise statement that guides the actions of City staff, developers and policy makers necessary to achieve the goal.
- **Strategy:** a specific task that the City will undertake to implement the policy and work toward achieving the goals.

## COMMUNITY VISION 2040 ADOPTION

Community Vision 2040 is a living document, and can be adopted or modified over time as community needs change. Each amendment needs to include a public review process and environmental impact analysis. Public review occurs prior to public hearings through community meetings, study sessions and advisory committee meetings. Public hearings allow the community to express its views prior to City Council approval.

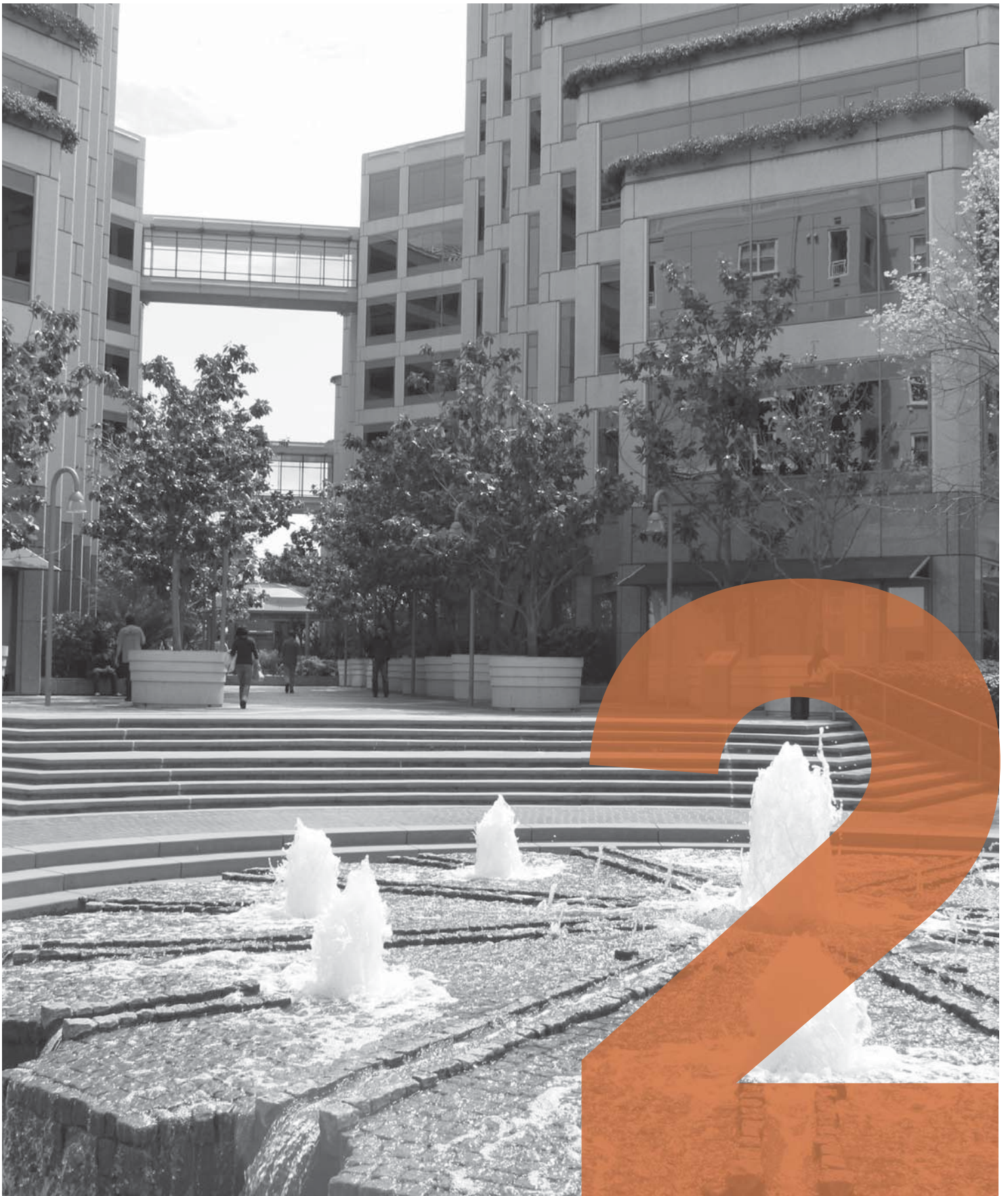
State law limits the number of General Plan amendments to four per year. Cupertino ordinances require that the City Council determine if a public hearing should be set to consider a General Plan amendment.

## COMMUNITY VISION 2040 IMPLEMENTATION

Community Vision 2040 is the foundation for planning in Cupertino. All physical development must be consistent with it. State law also requires that zoning be consistent with the plan. The various goals, policies and strategies are carried out through a myriad of City plans and approval procedures, such as special planning areas, use permits, subdivisions, the Capital Improvement Program and park planning.

The annual review of Community Vision 2040 provides the opportunity to evaluate the City's progress in implementing the plan and to assess if mitigation measures are being followed and if new policy direction should be considered.





Chapter 2  
**PLANNING AREAS**



INTRODUCTION

Cupertino benefits from having many established and vibrant areas—each with its own unique function, character, uses and services. Community Vision 2040 organizes the city into 21 distinct Planning Areas, divided into two categories:

- 1. Special Areas that are expected to transition over the life of the General Plan and
2. Neighborhoods where future changes are expected to be minimal

This chapter provides an overview of each Planning Area, including its current context and future vision. Specific goals, policies and strategies for each area are included in the various topical elements of the General Plan (e.g., Chapters 3 through 8).

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North Vallco Park
North De Anza
South De Anza
Homestead
Bubb Road
Monta Vista Village
Other Non-Residential/ Mixed-Use Areas
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Creston-Pharlap
Inspiration Heights
Monta Vista North
Monta Vista South
Homestead Villa
Garden Gate
Jollyman
North Blaney
South Blaney
Rancho Rinconada
Fairgrove





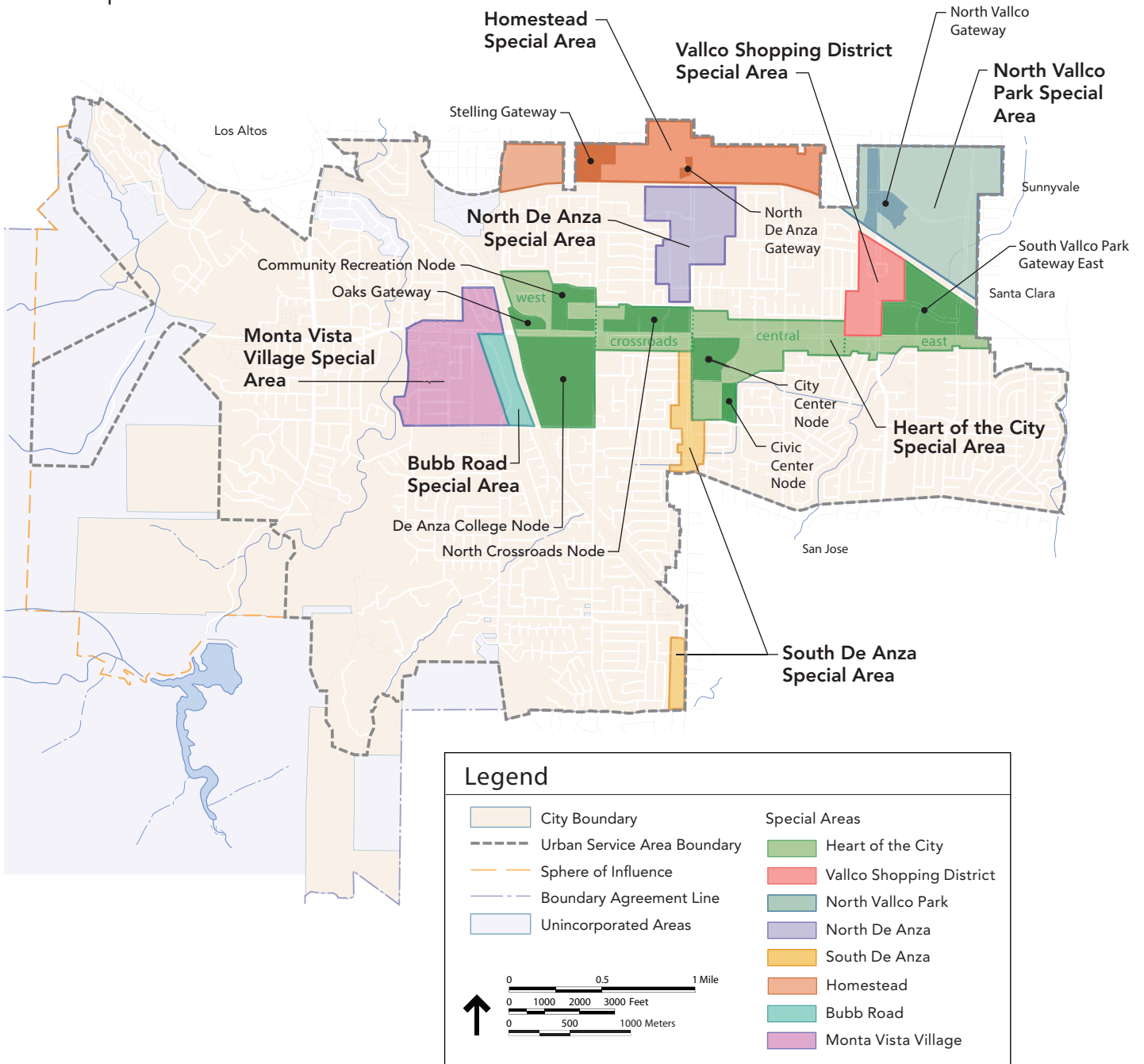
## SPECIAL AREAS

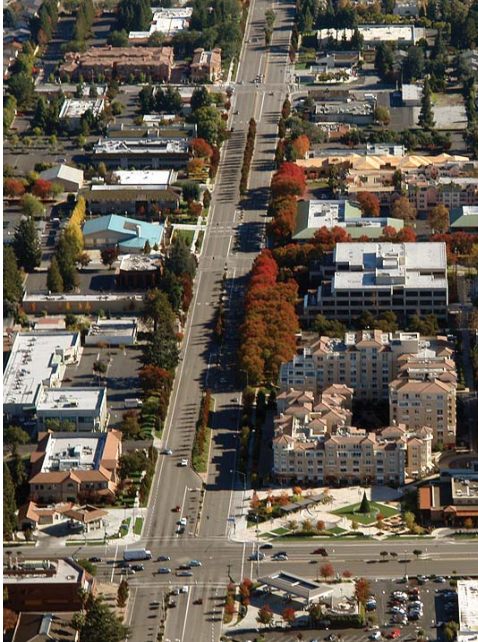
Cupertino is defined by its four major roadways: Homestead Road, Wolfe Road, De Anza Boulevard and Stevens Creek Boulevard. These major mixed-use corridors have been the center of retail, commercial, office and multi-family housing in Cupertino for decades. They act as the “spines” of the community—connecting residential neighborhoods to major employment centers, schools and colleges, civic uses, parks, highways and freeways, and adjacent cities. In order to support local and regional commercial, office and housing needs, each of these corridors must be improved. They should be enhanced with more pedestrian, bicycle and transit facilities; supported by focused development standards; and encouraged to redevelop in order to meet the current and future needs of the community.

As shown in **Figure PA-1**, there are nine Special Areas within Cupertino. Each Special Area is located along one of the four major mixed-use corridors in the city, which represent key areas within Cupertino where future development and reinvestment will be focused. The following is a summary of the location, major characteristics, uses and vision for each of the city’s nine Special Areas.

*Each major mixed-use corridor in Cupertino has a unique urban feel, streetscape design and land use characteristic. Above, from top to bottom, are Homestead Road, Wolfe Road, Stevens Creek Boulevard, De Anza Boulevard (north) and De Anza Boulevard (south).*

Figure PA-1  
Special Areas





*The Heart of the City is the key commercial, office and residential Special Area that functions as the “downtown” of Cupertino*



*The North Crossroads Node is a key commercial/retail destination along Stevens Creek Boulevard and includes many newer, smaller scale stores and restaurants*

## Heart of the City

### Context

The Heart of the City Special Area is a key mixed-use, commercial corridor in Cupertino. The area encompasses approximately 635 acres along Stevens Creek Boulevard between Highway 85 and the eastern city limit. Development within this Special Area is guided by the Heart of the City Specific Plan which is intended to create a greater sense of place, more community identity, and a positive and memorable experience for residents, workers and visitors of Cupertino. The Heart of the City Specific Plan area includes five specific subareas, each with unique characteristics, land uses and streetscape elements. The subareas include: West Stevens Creek Boulevard; Crossroads; Central Stevens Creek Boulevard; City Center; and East Stevens Creek Boulevard.

The West Stevens Creek Boulevard subarea is located between Highway 85 and Stelling Road. The primary use for this area is quasi-public/public facilities, with supporting uses including mixed commercial/residential. The De Anza College Node defines the southern half of the West Stevens Creek Boulevard subarea. Also included within this area are the Oaks Gateway and Community Recreation Node consisting of Memorial Park, the Senior Center, Sports Center and Quinlan Community Center.

The Crossroads subarea is located between Stelling Road and De Anza Boulevard and is the historic core of Cupertino. This area consists of specialty shops, grocery stores and restaurants that form a strong central focal point. The primary use in this area is commercial/retail, with commercial office above the ground level allowed as a secondary use. Limited residential is also allowed as a supporting use per the Housing Element. The North Crossroads Node encompasses the northern half of the subarea.

The Central Stevens Creek Boulevard subarea is located on the north side of Stevens Creek Boulevard between De Anza Boulevard and Torre Avenue, and on the north and south sides of Stevens Creek Boulevard between Torre Avenue and Portal Avenue. The primary use for this area is commercial/commercial office, with office above ground level as the secondary use. Residential/residential mixed uses are allowed as a supporting use.

The City Center subarea is located south of the Central Stevens Creek Boulevard subarea, between De Anza and Torre Avenue/Regnart Creek. The primary use for this area is office/residential/hotel/public facilities/commercial retail/mixed-uses. This subarea is further defined into the City Center Node and Civic Center Node. The City Center Node includes Cali Plaza. The Civic Center Node includes City Hall, Cupertino Community Hall, Cupertino Public Library, as well as the Library Plaza and Library Field.

The East Stevens Creek Boulevard subarea is located at the east end of the Heart of the City Specific Plan area and extends from Portal Avenue to the eastern city limit. The area is largely defined by the South Vallco Park Gateway immediately east of the Vallco Shopping District, which includes Nineteen 800 (formerly know as Rosebowl), The Metropolitan and Main Street developments. This area is intended as a regional commercial district with retail/commercial/ office as the primary uses. Office above ground level retail is allowed as a secondary use, with residential/residential mixed-use as a supporting use per the Housing Element.



*The City Center Node serves as a medium to higher scale mixed-use commercial, employment and residential center*



*The South Vallco Park Gateway area includes a mix of office uses, such as low rise Apple office buildings, as well as some of the city's newest mixed-use projects*





*The Heart of the City will continue to be a focus for citywide commerce, community identity and social gathering*



*The Civic Center Node will continue to serve as the center of City government with civic, library and recreational amenities*

## Vision

The Heart of the City area will continue being a focus of commerce, community identity, social gathering and pride for Cupertino. The area is envisioned as a tree-lined boulevard that forms a major route for automobiles, but also supports walking, biking and transit. Each of its five subareas will contribute their distinctive and unique character, and will provide pedestrian and bicycle links to adjacent neighborhoods through side street access, bikeways and pathways. While portions of the area is designated as a Priority Development Area (PDA), which allows some higher intensity near gateways and nodes, development will continue to support the small town ambience of the community. The Stevens Creek Boulevard corridor will continue to function as Cupertino's main mixed-use, commercial and retail corridor. Residential uses, as allowed per the Housing Element, should be developed in the "mixed-use village" format described later in the Land Use and Community Design Element.



## Vallco Shopping District

### Context

The Vallco Shopping District Special Area encompasses Cupertino’s most significant commercial center, formerly known as the Vallco Fashion Park. This Special Area is located between Interstate 280 and Stevens Creek Boulevard in the eastern part of the city. The North Blaney neighborhood, an established single-family area, is adjacent on the west side of the Vallco Shopping District. Wolfe Road bisects the area in a north-south direction, and divides Vallco Shopping District into distinct sub-areas: Vallco Shopping District Gateway West and Vallco Shopping District Gateway East. In recent years there has been some façade improvement to the Vallco Fashion Mall; however, there has been no major reinvestment in the mall for decades. Reinvestment is needed to upgrade or replace older buildings and make other improvements so that this commercial center is more competitive and better serves the community. Currently, the major tenants of the mall include a movie theater, bowling alley and three national retailers. The Vallco Shopping District is identified as a separate Special Area given its prominence as a regional commercial destination and its importance to future planning/redevelopment efforts expected over the life of the General Plan.

### Vision

The Vallco Shopping District will continue to function as a major regional and community destination. The City envisions this area as a new mixed-use “town center” and gateway for Cupertino. It will include an interconnected street grid network of bicycle and pedestrian-friendly streets, more pedestrian-oriented buildings with active uses lining Stevens Creek Boulevard and Wolfe Road, and publicly-accessible parks and plazas that support the



*New development in the South Vallco Park area should be pedestrian-oriented*



pedestrian-oriented feel of the revitalized area. New development in the Vallco Shopping District should be required to provide buffers between adjacent single-family neighborhoods in the form of boundary walls, setbacks, landscaping or building transitions.



*Improving circulation and connectivity, including pedestrian and bicycle mobility, is a key vision for future redevelopment within the Vallco Shopping District*

## North Vallco Park

### Context

The North Vallco Park Special Area encompasses 240 acres and is an important employment center for Cupertino and the region. The area is bounded by Homestead Road to the north and Interstate 280 to the south. The eastern edge is defined by the properties that line the eastern frontage of Tantau Avenue, and the western edge includes the commercial development west of Wolfe Road. The North Vallco Gateway is located within this Planning Area, and includes a medium-density multi-family residential project east of Wolfe Road and two hotels and the Cupertino Village Shopping Center west of Wolfe Road. Cupertino Village offers cafes and restaurants for nearby workers and serves as a village center for the residential uses in this area. The remainder of the Planning Area is defined by the new Apple Campus 2 development located on the east side of Wolfe Road.

### Vision

The North Vallco Park area is envisioned to become a sustainable office and campus environment surrounded by a mix of connected, high-quality and pedestrian-oriented neighborhood center, hotels and residential uses. Taller heights may be allowed in the North Vallco Gateway per the Land Use and Community Design Element and additional residential development may be allowed per the Housing Element.



*North Vallco Park includes a mix of uses, and will be envisioned to be transformed into a cohesive, pedestrian-scale neighborhood center*



*North De Anza is expected to remain a core office area within Cupertino, home to several larger corporate campuses*

## North De Anza

### Context

The North De Anza Special Area encompasses 150 acres and includes the portion of North De Anza Boulevard generally between Interstate 280 and Stevens Creek Boulevard. De Anza Boulevard bisects the area in a north-south direction. The area predominantly consists of office and campus uses with some commercial and hotel service uses. The street network in this area provides connections from the Garden Gate neighborhood to schools and services on the east side of De Anza Boulevard.

### Vision

The North De Anza area is expected to remain a predominantly office area. However, its designation as a Priority Development Area (PDA), and increase in foot traffic due to workers taking advantage of restaurants and services in the Heart of the City Planning Area, opens opportunities to locate higher density office uses along the corridor. This would include better connections to uses along Stevens Creek Boulevard in order to make the environment more pedestrian and bicycle-friendly. Streets in this area are envisioned to function as a walkable, bikeable grid that enhances connections for school children and residents from the Garden Gate neighborhood to Lawson Middle School and other services on the east side.

## South De Anza

### Context

The South De Anza Special Area encompasses the portion of South De Anza Boulevard between Stevens Creek Boulevard and Bollinger Road, and the western portion of South De Anza Boulevard between Highway 85 and Prospect Road. The South De Anza Boulevard Conceptual Plan establishes land uses, standards and guidelines for development and change of use for properties located within this Planning Area.

### Vision

The South De Anza area will remain a predominantly general commercial area with supporting existing mixed residential uses. The policies in this area are intended to encourage lot consolidation (in order to resolve the fragmented and narrow lot pattern), promote active retail and service uses, and improve bike and pedestrian connectivity to adjacent neighborhoods. For parcels that are not appropriately located or configured to accommodate successful retail, commercial and commercial/office uses may be allowed in accordance with the City Municipal Code.



*South De Anza is expected to remain a smaller scale commercial district with some mixed residential*



*The Homestead area includes a mix of low-rise to mid-rise residential, commercial, office and hotel uses that provide a transition between low density neighborhoods in Sunnyvale and more intense areas south of Interstate 280*

## Homestead

### Context

The Homestead Special Area is located in the northern portion of the city and includes residential, commercial, office and hotel uses along Homestead Road, between Interstate 280 and the Sunnyvale city limit. This major mixed-use corridor continues to be a predominantly mixed-use area with a series of neighborhood commercial centers and multi-family housing. The northern portion of this corridor is in Sunnyvale and is lined mostly with commercial and lower-intensity residential uses. Additional commercial uses include a hotel along De Anza Boulevard within the North De Anza Gateway. The Stelling Gateway, which consists primarily of commercial and residential uses, is also located in this area. Community facilities within the Homestead Planning Area include Franco Park and Homestead High School. The Apple Campus 2 project is located at the eastern end of this corridor in the North Vallco Park Planning Area and is a major regional employment center.

### Vision

The Homestead area will continue to be a predominantly mixed-use area with residential uses and a series of neighborhood centers providing services to local residents. Bike and pedestrian improvements in this area will provide better connections for residents and workers to access services. Tree-lined streets and sidewalks will provide an inviting environment and will link existing and new uses.



## Bubb Road

### Context

The Bubb Road Special Area is located south of Stevens Creek Boulevard between the Southern Pacific railroad tracks and Highway 85, on the north side of McClellan Road. This area is approximately 30 acres in size and consists primarily of low-rise industrial and research and development uses. The area is adjacent to Monta Vista Village to the west, Monta Vista North neighborhood to the south, and the mixed-use area of Monta Vista Village to the north. This area is one of the a few existing industrial areas in Cupertino.

### Vision

The Bubb Road area is envisioned to become a tree-lined avenue that is more bike and pedestrian friendly. It will have an improved street grid necessary to accommodate increased foot traffic from local workers, and school children from the northern and eastern sections of Cupertino who travel to the tri-school area. Allowed uses in the Bubb Road Planning Area consist of those described in the ML-RC ordinance. In addition, neighborhood commercial and limited residential uses will continue to be allowed. Non-industrial uses in this area should be carefully reviewed to ensure that they do not impact the operations of existing industrial uses in this area. Development directly abutting low-intensity residential use should provide appropriate landscape buffers and setbacks.

## **Monta Vista Village**

### **Context**

The Monta Vista Village Special Area is an older neighborhood which served as an attractive farming and second home community since the late 1800s. It includes several important points of historic interest. Uses in this area consist of mixed neighborhood commercial, small commercial office, and multi-family and single-family residential uses. The area was annexed by the City in the 1960s from the unincorporated Santa Clara County. Roadway and utility infrastructure in a portion of this area needs upgrading and improvements. Monta Vista Village has a small town character and provides necessary services to the adjacent Monta Vista North and South neighborhoods. The streets within this area serve as a travel route for school children to the tri-school area in Monta Vista (Lincoln Elementary, Kennedy Middle and Monta Vista High Schools).

### **Vision**

Monta Vista Village's small town character as a pedestrian-oriented, small scaled, mixed-use residential, neighborhood commercial and industrial area will be retained and enhanced with new development and redevelopment. Improved pedestrian and bicycle access within the Area and to adjacent neighborhoods will promote the concept of complete, connected and walkable neighborhoods and improve travel routes to the tri-school area in Monta Vista.



## Other Non-Residential/Mixed-Use Areas

### Context

In addition to the Special Areas described above, other Non-Residential/Mixed-Use Special Areas are located throughout Cupertino. These other Non-Residential/Mixed-Use Special Areas include the following: west side of Stevens Canyon Road across from McClellan Road; intersection of Foothill Boulevard and Stevens Creek Boulevard; Homestead Road near Foothill Boulevard; northwest corner of Bollinger Road and Blaney Avenue; and all other non-residential properties not referenced in an identified commercial area.

### Vision

Neighborhood centers within other Non-Residential/Mixed-Use Areas should be redeveloped using the “neighborhood center” concept described in the Land Use and Community Design Element. Areas not designated as “neighborhood centers” are encouraged to provide commercial uses with a traditional storefront appearance. Second-level areas may be commercial office or residential. Residential uses, if allowed per the Housing Element, should be developed in the “mixed-use village” format as described later in the Land Use and Community Design Element. Buildings are typically one to two stories in height, but may be up to three stories in some instances where it is allowed.



*Each of the city's 12 neighborhoods have a unique feel and character that needs to be protected in order to maintain Cupertino's great quality of life*

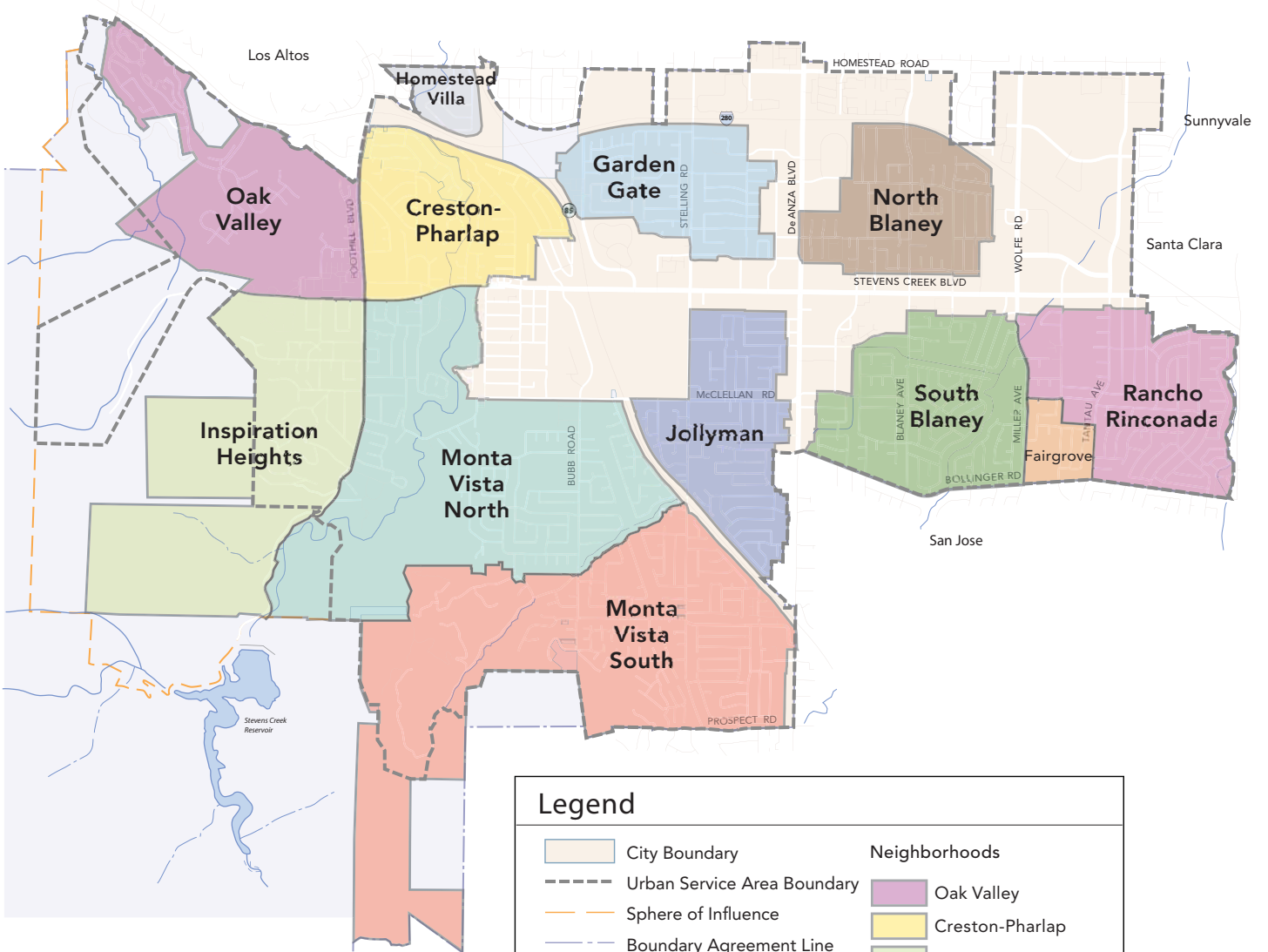
## NEIGHBORHOODS

Cupertino has a special community character which contributes to its unique quality of life and sense of place enjoyed by people who live and work in the city. Neighborhoods play a vital role in supporting this great community quality of life. While Cupertino has grown and expanded over the years, neighborhoods have continued to serve as unique and identifiable areas that have great pride for local residents. In order to maintain the unique character and vitality of Cupertino's neighborhoods, these areas must be served by needed community services such as schools, parks and neighborhood shopping. Connectivity within each neighborhood and to surrounding areas is also highly encouraged to promote social interaction and community engagement.

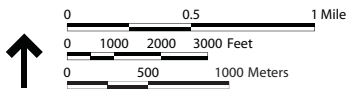
**Figure PA-2** highlights 12 identifiable neighborhoods within Cupertino. Each neighborhood is unique in its location, development pattern, identity and access to community services. Most of these areas are fully developed. However, as redevelopment opportunities arise, it is important that the policies outlined in the General Plan with respect to neighborhood preservation, connectivity, mobility and access to services are implemented.

The following is a summary of the location, major characteristics, uses and vision for each of the city's 12 neighborhoods.

Figure PA-2  
Neighborhoods



Legend	
	City Boundary
	Urban Service Area Boundary
	Sphere of Influence
	Boundary Agreement Line
	Unincorporated Areas
	<b>Neighborhoods</b> Oak Valley
	Creston-Pharlap
	Inspiration Heights
	Monta Vista North
	Monta Vista South
	Homestead Villa
	Garden Gate
	Jollyman
	North Blaney
	South Blaney
	Fairgrove
	Rancho Rinconada





*The Oak Valley neighborhood is predominately a single family area, with great access to open space areas*

## Oak Valley

### Context

The Oak Valley neighborhood is located in the northwestern corner of Cupertino in a natural hillside transition with plentiful private and public open space. The neighborhood is bounded by Interstate 280, the City of Los Altos, Foothill Boulevard, Stevens Creek Boulevard and Santa Clara County open space/quarry uses. The Oak Valley development, located west of the railroad tracks, is predominantly defined by single-family residential homes developed in the late 1990s or early 2000s. Oak Valley is primarily accessed from Cristo Rey Drive west of Foothill Boulevard. Development has been directed away from steep slopes, view sheds, riparian corridors and areas of tree cover and architectural styles complement the natural setting. Other uses in the Oak Valley area include the PG&E Monta Vista Electrical Substation, The Forum senior living community and skilled nursing facility, Maryknoll Catholic Seminary (in Los Altos) and the Gate of Heaven Cemetery. Housing in this neighborhood includes detached single-family homes and senior independent and assisted living units. This area is served by several amenities including Santa Clara County's Rancho San Antonio Park, Canyon Oak Park and Little Rancho Park.

The areas south and east of the Union Pacific Railroad include low to medium density residential development, mostly in the form of clustered residential, and development designed with residential hillside standards to ensure that the impacts to are limited. The neighborhood has access to limited services within walking distance including a small neighborhood center at the intersection of Stevens Creek and Foothill Boulevards.

### **Vision**

The Oak Valley neighborhood will continue to be primarily a detached, single-family residential area. The area is fully developed, but there may be limited growth at The Forum and Gate of Heaven sites. No other land use changes are anticipated in this area.

Development intensity in the detached single-family residential portion is governed by a development agreement that includes a use permit and other approvals. These approvals describe development areas, intensity and styles of development, public park dedication, tree protection, access and historic preservation. The theme of the approvals is to balance development with environmental protection by clustering development, setting it back from sensitive environmental areas and preserving large areas in permanent open space. Neighborhood connections and safe routes to Stevens Creek Elementary school on the east side of Foothill Boulevard will be enhanced with bike and pedestrian-friendly improvements along Foothill Boulevard and its key intersections.

## Creston-Pharlap

### Context

The Creston-Pharlap neighborhood is a single-family residential area that includes the last remaining unincorporated pocket within the Cupertino urban service area. The Creston portion was subdivided in the mid 1950s but has remained unincorporated. The surrounding Pharlap portion was generally subdivided between the mid 1950s to mid/late 1960s. This neighborhood is developed with single-family homes, including the Creston area which has been pre-zoned with a single-family designation. The Creston-Pharlap neighborhood is served by Stevens Creek Elementary School, Varian Park and Somerset Park. Also included in this neighborhood is the Sunny View Retirement Community, which is a residential care facility for the elderly that provides skilled nursing and independent living. Stevens Creek meanders through the neighborhood in a general north-south direction. This neighborhood is separated from the Oak Valley neighborhood by Foothill Boulevard. The Homestead Crossings neighborhood center and the neighborhood center at the corner of Stevens Creek Boulevard and Foothill Boulevard are located a short distance away and provide neighborhood serving uses.

**Vision**

The Creston-Pharlap area is largely developed and is anticipated to maintain its single-family character. The Creston portion will ultimately be annexed into the City of Cupertino with a single-family zoning designation to reflect the existing uses, consistent with the surrounding Pharlap portion. Potential trail connections within the Creston-Pharlap neighborhood may be considered to create trail linkages with the existing and planned trail system in the area. While this neighborhood does not include services within its boundary, the neighborhood commercial center at the intersection of Foothill and Stevens Creek Boulevards is within walking and biking distance to the southern part of the neighborhood. Bike and pedestrian-friendly improvements along Foothill Boulevard and its intersections will help enhance connections from the neighborhood to services on the west side.

## Inspiration Heights

### Context

The Inspiration Heights neighborhood is situated in the western foothills of Cupertino and offers uninterrupted vistas of the San Francisco Peninsula. The neighborhood is largely comprised of the undeveloped foothills along Cupertino's western and southern edge and extends north to Stevens Creek Boulevard and east to Foothill Boulevard/ Stevens Canyon Road. Larger lot residential hillside homes are nestled along the foothills and accessed primarily via private drives. The Inspiration Heights foothills portion can be characterized as an environmentally sensitive area given the topography, vegetation, urban wildlife interface and proximity to two inferred earthquake faults. The lower elevation portions are more urbanized and consist of smaller lot and duplex developments closer to Stevens Creek and Foothill Boulevards, which provide a transition with the adjoining neighborhoods on the valley floor. Stevens Creek County Park and the Fremont Older space, operated by the Mid-Peninsula Open Space District, are located to the south and west of the neighborhood. The neighborhood is also served by Monta Vista Park, located along the west side of Foothill Boulevard, and two small neighborhood service centers (one at the intersection of Foothill Boulevard and Stevens Creek Boulevard and the other at the intersection of Stevens Canyon Road and McClellan Road). Stevens Canyon Road is also a popular bicycle route for people accessing the open space preserves through this neighborhood.



**Vision**

The Inspiration Heights neighborhood will continue to be a low-intensity and hillside residential area. The lower elevation areas are largely developed; however, there remains some limited development potential in the foothills. Cupertino's hillsides are an irreplaceable resource that provides important habitat for wildlife, recreational opportunities for residents, and visual relief. Given the sensitive environmental conditions found in the hillsides, greater attention is needed in the review and consideration of any future development proposals within this neighborhood. Enhancing the bicycle and pedestrian environment along Foothill Boulevard and Stevens Canyon Road up to the southern edge of the city will help improve neighborhood connectivity to services as well as the environment for hikers and bikers who like to use the road to access open space areas to the south and west.

## **Monta Vista North**

### **Context**

The Monta Vista North neighborhood is located in the western portion of Cupertino and is generally bounded by Stevens Creek Boulevard to the north, Regnart Creek/Road to the south, Foothill Boulevard to the west and Highway 85 to the east. This neighborhood is directly adjacent to the Monta Vista Village Special Area. The Monta Vista North neighborhood encompasses the tri-school area of Lincoln Elementary School, Kennedy Middle School and Monta Vista High School, and also includes community facilities such as Blackberry Farm, McClellan Ranch Preserve, Linda Vista Park and Stevens Creek County Park. Located directly to the south of this neighborhood in the unincorporated county is the Fremont Older Open Space Preserve, operated by the Midpeninsula Open Space District.

Stevens Creek meanders through the western portion of the neighborhood through Blackberry Farm Golf Course and the privately owned and operated Deep Cliff Golf Course. Both golf courses are depressed in elevation in relation to the surrounding residential homes and are therefore subject to flooding. A number of Cupertino's historic and commemorative sites are located in this neighborhood near Stevens Creek. A former quarry site is also located near the southwest portion of the neighborhood. Much of the neighborhood east of Stevens Creek is located along the valley floor; however, the topography in the southwestern portion of the neighborhood consists of steep slopes and hilly terrain.

**Vision**

The Monta Vista North neighborhood is largely built out with the exception of the former McDonald-Dorsa quarry site and an adjacent 42-acre property currently under the same ownership. A portion of this undeveloped land may be considered for limited future low-density residential development, which could include trails that would connect the City's recreational facilities (McClellan Ranch Preserve and Linda Vista Park) to Stevens Creek County Park and the Fremont Older Open Space Preserve.

## **Monta Vista South**

### **Context**

The Monta Vista South neighborhood is located along the southern edge of Cupertino and is bounded by Regnart Road/Creek to the north, the City of Saratoga to the south across Prospect Road, the unincorporated County to the south and west, and Highway 85 and the City of San Jose to the east. The neighborhood can be divided into two general areas with very distinct characteristics. The west side of the Monta Vista South neighborhood is located in the southwestern foothills and zoned for residential hillside development. Lots in this area are primarily over one acre in size, in some instances up to 13 acres. The east side of the Monta Vista South neighborhood is located on the valley floor and is developed in a more traditional residential subdivision pattern with lots generally 6,000 square feet in size. Regnart Elementary School, Three Oaks Park and Hoover Park are located in the eastern portion of the Monta Vista South neighborhood. Also located at the southern edge of this neighborhood is the 37-acre Seven Springs Ranch that was listed on the California Register of Historic Places and determined eligible for the National Register in 2011.

**Vision**

The Monta Vista South neighborhood is envisioned to remain a residential area. There remains some limited subdivision potential within the residential hillsides, which would be subject to the City's hillside policies and standards. In the eastern portion of the neighborhood, no change is anticipated with the exception of the Seven Springs area at the south edge of Cupertino that may have potential for limited development. Given the historic designation of the Seven Springs Ranch property, any future development would be subject to compliance with the Secretary of Interior's Standards for Historic Resources.

## Homestead Villa

### Context

The Homestead Villa neighborhood is located at the northern edge of Cupertino at the northwest quadrant of Interstate 280 and Highway 85. The City of Los Altos is located to the west and north of this neighborhood, across Homestead Road. Housing within this neighborhood includes a mixture of traditional single-family homes, clustered homesites, townhomes, condominiums and duplexes. The area does not contain any public parks or schools; however, there is a private school located near the northeast corner of the neighborhood. The neighborhood is served by West Valley Elementary School and Cupertino Middle School across Homestead Road to the north, and Homestead High School to the east. The neighborhood is also served by the Homestead Crossing neighborhood center which currently includes coffee shops, a sandwich shop, personal service uses and a bank. Also located directly adjacent on the west, within the City of Los Altos, is a neighborhood shopping center that currently includes a pharmacy and specialty grocery store.

**Vision**

The Homestead Villa neighborhood is largely developed and is not anticipated to change in character. A trail along Foothill Boulevard is identified in the General Plan as a proposed trail linkage that will connect to Stevens Creek in Mountain View and points north. Bicycle and pedestrian improvements along Homestead Road will help the neighborhood connect to schools and services.

## Garden Gate

### Context

The Garden Gate neighborhood is located in the central portion of Cupertino and is predominantly defined by single-family residential homes with pockets of duplexes and apartments, including the Villages of Cupertino apartment site. Bounded by Interstate 280, Mary Avenue, the Heart of the City Special Area and the North De Anza Special Area, this area is served by several amenities including shopping and employment opportunities along Stevens Creek and De Anza Boulevards, Garden Gate Elementary, Mary Avenue Dog Park, Memorial Park and the Quinlan Community Center. A substantial portion of the neighborhood was originally developed in the early 1950s and was in unincorporated Santa Clara County until it was annexed to Cupertino in 2001. The remaining neighborhood near Mary Avenue was developed in the late 1960s. There has been substantial redevelopment of existing homes in the neighborhood since the 1990s with varying architectural styles and building sizes. Lot sizes are generally larger than other single-family residential neighborhoods in other parts of the city.



**Vision**

The Garden Gate neighborhood will continue to be mainly a residential area. Existing single-family residences will continue to develop in accordance with the R1 Ordinance, and there may be redevelopment of some existing apartment and duplex uses. No other land use changes are anticipated in this area. Bicycle and pedestrian-friendly improvements to Stelling Road will help strengthen connections to Quinlan Center and Memorial Park.

## Jollyman

### Context

The Jollyman neighborhood is located in the central portion of Cupertino, south of Stevens Creek Boulevard. This area is predominantly defined by single-family residential homes and is generally located on the valley floor with minimal changes in grade. Bounded by Highway 85, Stevens Creek Boulevard and De Anza Boulevard, this area is served by several amenities including a large park and several churches along Stelling Road. McClellan Road is a major east-west corridor through the area. The McClellan Square Shopping Center, located in the South De Anza Special Area, includes grocery stores, pharmaceutical services and a variety of small restaurants and neighborhood serving uses. Housing types located in this neighborhood include fourplexes, townhomes and apartments. Jollyman Park and Faria Elementary School are also located in the Jollyman Neighborhood.

**Vision**

The Jollyman neighborhood will continue to be a residential area. It is anticipated that there may be limited residential growth in this area on sites that may be subdivided. No other changes are anticipated in this area. McClellan Road is a key school route and is envisioned to become a bicycle and pedestrian route to improve the east-west connection to connect neighborhoods to the east and west to the tri-school area.

## South Blaney

### Context

The South Blaney neighborhood is located in the eastern portion of Cupertino, south of Stevens Creek Boulevard and east of De Anza Boulevard. This area is predominantly defined by single-family residential homes on the valley floor with minimal changes in grade. Bounded generally by Bollinger Road, Miller Road, De Anza Boulevard and Stevens Creek Boulevard, this area is served by several amenities including proximity to the Cupertino Library and two large parks: Wilson Park and Creekside Park. South Blaney Avenue is a major north-south corridor through the area. Two creeks run through this neighborhood. Regnart Creek has mainly a concrete channel and Calabazas Creek has a more natural channel. The De Anza Plaza Shopping Center, located in the South De Anza Special Area, includes a variety of small restaurants and neighborhood serving uses. Housing types located in this neighborhood include townhomes and duplexes that line Miller Avenue and Bollinger Road. Eaton Elementary School is also located in the South Blaney Neighborhood.

**Vision**

The South Blaney neighborhood will continue to be a residential area. It is anticipated that there may be limited residential growth in this area on sites that may be subdivided or redeveloped with multi-family uses. No other changes are anticipated in this area. Enhancements to De Anza Boulevard, Blaney Avenue and Bollinger Road with a bicycle and pedestrian route will improve the north-south and east-west connections in this neighborhood.

## **North Blaney**

### **Context**

The North Blaney neighborhood is located in the eastern portion of Cupertino, north of Stevens Creek Boulevard and east of De Anza Boulevard. This area is predominantly defined by single-family residential homes on the valley floor with minimal grade changes. Bounded generally by De Anza Boulevard, Highway 280, Stevens Creek Boulevard, and Perimeter Road, this area is served by amenities including Portal Park, which includes a number of recreational amenities such as a tot lot and a recreation building. The Junipero Serra drainage channel runs along the northern edge of the neighborhood along Interstate 280. North Blaney is a major north-south corridor through the area. The Portal Plaza Shopping Center, located in the Heart of the City Special Area, includes grocery facilities and a variety of neighborhood serving uses. Proximity to the Vallco Shopping Mall in the Heart of the City Special Area provides opportunities for shopping for this neighborhood within close walking distance. Housing types located in this neighborhood include duplexes, townhomes and apartments closer to the freeway. The North Blaney Neighborhood includes Collins Elementary School and Lawson Middle School.



**Vision**

The North Blaney neighborhood will continue to be mainly a residential area. It is anticipated that there may be limited residential growth in this area on sites that may be subdivided or redeveloped. No other land use changes are anticipated in this area. Bicycle and pedestrian enhancements to North Blaney Avenue will improve the north-south connection through the city. There is also a potential to improve the east-west pedestrian and bicycle connection along the Junipero Serra channel along Interstate 280.

## Rancho Rinconada

### Context

The Rancho Rinconada neighborhood is located in the southeastern portion of Cupertino, bounded by Stevens Creek Boulevard, Tantau Avenue, Lawrence Expressway, Bollinger Road and the Fairgrove Neighborhood. This area is predominantly defined by single-family residential homes with some duplexes and apartments. The area is served by several amenities including shopping and employment opportunities along Stevens Creek Boulevard, Sterling Barnhart Park, Sedgwick Elementary School, Cupertino High School, Lutheran Church of Our Saviour, Bethel Lutheran Church and Saratoga Creek. The neighborhood was originally developed in the late 1940s/early 1950s and the majority of the neighborhood was in unincorporated Santa Clara County until it was annexed to Cupertino in 1999. There has been substantial redevelopment of existing homes in the neighborhood since the 1990s with varying architectural styles and building sizes. Lot sizes are generally smaller than other single-family residential neighborhoods in the city. This area is served by the newly constructed Sterling Barnhart Park at the eastern end of the neighborhood. In addition, the Rancho Rinconada Park and Recreation District operates a swim and recreation center at the southern end of the neighborhood, which are available to the residents of the Rancho Rinconada area. Neighborhood centers serving the area are along Stevens Creek Boulevard and Tantau Avenue to the north.

**Vision**

The Rancho Rinconada neighborhood will continue to be mainly a residential area. Existing single-family residences will continue to redevelop in accordance with the R1 Ordinance, and there may be redevelopment of some existing apartment and duplex uses. No other major land use changes are anticipated in this area. This area has the potential for a future park along the Saratoga/San Tomas Creek Trail west of Lawrence Expressway.



*The Fairgrove neighborhood has a very unique character, consisting of 2020 Eichler-designed homes*

## Fairgrove

### Context

The Fairgrove neighborhood is located in the southeastern portion of Cupertino and includes the area bounded by Phil Lane to the north, Tantau Avenue to the east, Bollinger to the south, and Miller Avenue to the west. The neighborhood is zoned “R1e-Eichler Single Family” and consists of a group of distinct 220 Eichler homes built in the early 1960s. Hyde Middle School is located within the Fairgrove neighborhood.

### Vision

The Fairgrove neighborhood will continue to be mainly a low density single-family residential area. The City will continue to encourage application of the Eichler Design Handbook Guidelines in the Fairgrove neighborhood to preserve the neighborhood’s unique character and architectural identity.







## INTRODUCTION

The Land Use and Community Design Element is the keystone of Community Vision 2040. It unifies and informs the other Elements by providing an overall policy context for future physical change. It deals with the issues of future growth and helps define the desired balance among social, environmental and economic considerations, while enhancing quality of life in the community.

As Cupertino implements Community Vision 2040, it aspires to preserve and enhance the distinct character of each planning area to create a vibrant community with inviting streets and public spaces, preserved, connected and walkable neighborhoods, exceptional parks and community services, and a vibrant economy with a strong tax base.

This Element includes goals, policies and strategies that provide direction on land use and design principles that will shape future change in Cupertino. In turn, each of the other Elements in Community Vision 2040 support the land use and design assumptions included in this Element.

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## CONTEXT

### Development History

Cupertino was incorporated in 1955 and grew from a lightly settled agricultural community of 2,500 people into a mostly suburban community during Silicon Valley's expansion from the 1960s through the 1980s. Cupertino's attractive natural setting and close proximity to employment centers and regional transportation networks makes it a highly desirable place to live.

### Land Use and Transportation Patterns

Cupertino's land use pattern was largely built on a conventional suburban model, with predominantly single-family residential subdivisions and distinct commercial and employment centers. This development pattern was also heavily influenced by the topography of the area, with more intensive growth located on the valley floor and lower design residential on the foothills. The western area by the foothills is semi-rural with steep terrain, larger residential lots and access to open space. The pattern becomes more suburban immediately west of Highway 85 where residential neighborhoods have a more uniform pattern with smaller lots and older commercial and industrial areas along Stevens Creek Boulevard and Bubb Road. The land use pattern becomes more urban east of Highway 85, with a relatively connected street grid and commercial development along major boulevards such as Stevens Creek, De Anza, Homestead, Stelling and Wolfe. This area also has significant amounts of multi-family development in and around the major boulevards.

The suburban pattern is also reflected in building locations, with most of the older buildings set back from the street with parking lots in the front. Streets have also been historically widened to accommodate larger volumes of traffic, often to the detriment of other forms of transportation such as walking, biking and transit. In the last 20 years, the City

has made strides towards improving walkability and bike-ability by retrofitting existing streets to include bike lanes; creating sidewalks lined with trees along major boulevards; and encouraging development to provide a more pedestrian-oriented frontage with active uses, gathering places and entries lining the street.

As the City seeks to implement sustainability and community health objectives, future growth and retrofitting of existing infrastructure will create vibrant mixed-use, commercial, employment and neighborhood centers; pedestrian-oriented and walkable spaces for the community to gather; and distinct and connected neighborhoods with easy walkable and bikeable access to services, including schools, parks and shopping.

### **Historic Preservation**

The Cupertino area was originally settled by the Ohlone Indians, who lived in the Rancho San Antonio area for over 3,000 years. In 1776 the area was explored by Spanish soldiers during an expedition led by Colonel Juan Batista De Anza. The area was later settled by European immigrants who established farms on the valley's fertile land and enjoyed a thriving agricultural economy.

In the late nineteenth century, the village of Cupertino sprang up at the crossroads of Saratoga-Sunnyvale Road (De Anza Boulevard) and Stevens Creek Road. It was first known as the West Side. However, by 1898 the post office at the Crossroads needed a new name to distinguish it from other similarly named towns. The name "Cupertino" came from a local creek and winery owned by John T. Doyle, a San Francisco lawyer and historian. In 1904, the Cupertino name was officially applied to the Crossroads post office. At the same time, the Home Union Store at the Crossroads location was renamed the Cupertino Store and moved to the northeast corner of the Crossroads.

Many of Cupertino's pioneer settlers planted vineyards and wineries proliferated on Montebello Ridge, on the lower foothills, and on the flat lands below. The valley, which flourished with orchards, became known as "Valley of the Heart's Delight" and was visited by tourists who came by electric railway and later by rail car.

In the late 1940s, Cupertino was swept up in Santa Clara Valley's postwar population explosion. In 1954, Cupertino's leaders began a drive for incorporation due to concerns related to unplanned development, higher taxes and piecemeal annexations by other cities. In 1955, the incorporation was approved by an election on September 27, 1955. Cupertino became Santa Clara County's thirteenth City on October 10, 1955. Today, Cupertino is part of Silicon Valley, home to major world-renowned companies in the high technology sector.

## Hillsides

Cupertino's hillsides are an irreplaceable resource shared by the entire Santa Clara Valley. They provide important habitat for plants and wildlife; watershed capacity to prevent flooding in downstream areas; a wide vegetative belt that cleanses the air of pollutants; creates recreational opportunities for residents; and a natural environment that provides a contrast to the built environment. The City balances the needs of property owners in hillside areas with those of the environment and the community by allowing low-intensity residential and other uses in these areas, while requiring preservation of natural habitat and riparian corridors when selecting building sites.

## Neighborhood Preservation

Cupertino is a city with diverse and unique neighborhoods that vary in character and composition. As Cupertino matures, the city must continue to look at preserving and

enhancing its built environment. Cupertino's vision is to preserve the distinct character of neighborhoods; provide walking and biking connections to services including parks, schools and shopping; and revitalize neighborhood centers as community gathering places. The City will welcome citizens as partners in making sure that their neighborhoods are the kind in which they want to live in the future.

### Regional Land Use Planning

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) calls on each of the State's 18 metropolitan areas to develop a Sustainable Communities Strategy (SCS) to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks. Plan Bay Area, jointly adopted in 2013 by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), is the region's first Sustainable Communities Strategy to meet the requirements of SB 375 through the year 2040.

Plan Bay Area anticipates that the Bay Area's population will grow from about 7 million today to approximately 9 million by 2040 with employment growth of about 1.1 million jobs. The Plan provides a strategy for meeting 80 percent of the region's future housing needs in Priority Development Areas (PDAs). These are neighborhoods within walking distance of frequent transit service, offering a wide variety of housing options, and featuring amenities such as grocery stores, community centers and restaurants.

### Cupertino's Demographics

Cupertino's population has grown from 3,664 in 1960 to over 58,000 in 2010 per the U.S. Census Bureau. Most of the population growth has been from annexation of areas into the city and from tract development during the 1970s and 1980s. The city's population is projected to grow to

#### Priority Development Areas

In 2008, ABAG and the MTC created a regional initiative to allow local governments to identify Priority Development Areas (PDAs). PDAs are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. While PDAs were originally established to address housing needs in infill communities, they have been broadened to advance focused employment growth. PDAs are critical components for implementing the region's proposed long term growth strategy. The level of growth in each PDA reflects its role in achieving regional objectives and how it fits into locally designated priority growth plans. Cupertino's PDA area includes properties within a quarter mile of Stevens Creek Boulevard from Highway 85 to its eastern border and a portion of North and South De Anza Boulevards.

66,110 by 2040 (Plan Bay Area, 2013). The diversity of its population has grown and changed over the years. In 1960, 94 percent of the population was white while only 6 percent of the population comprised of other races per the U.S. Census. This statistic held fairly steady until 1980 when the population of whites steadily started to decline with only 91 percent being white. By 1990, the population of whites had plunged to 74 percent and the Asian population had increased to 23 percent. In the following decade, the white population continued to decline steadily to 50 percent, while Asian population stood at 44 percent. By 2010 the Asian population in Cupertino accounted for almost two thirds of the population (63 percent). A sizeable portion of the City's 2010 population, almost 50 percent are foreign born while only seven percent of the 1960 population was foreign born; indicating a large immigrant population.

The population of Cupertino is also growing older. Per the 1970 census, the median age in the city was 26. The 2010 census reveals that the median age in Cupertino has increased to 39.9. In 1970, only three percent of the population was 65 years or over in age; however, the 2010 census indicates that 12.5 percent of the population is 65 years or over.

With the changing demographic and ethnic values, housing needs are changing as more immigrant families care for parents in their homes, younger workers look for more affordable housing, close to services and employment, and the older generation looks to downsize from their single-family homes into smaller, single-level homes within walking distance to shopping and entertainment.

## **Climate Action Plan and Sustainable Development Principles**

A major challenge today is meeting the energy needs of a growing population while protecting the environment and natural resources. The Global Warming Solutions Act of



2006 (AB 32) and Executive Order S-3-05 set a target to reduce California's greenhouse gas emissions to 1990 levels by year 2020 and by 80 percent below the 1990 levels by year 2050. The City is in the process of completing its Climate Action Plan (CAP), which aims to achieve statewide and Bay Area emissions reduction targets.

The CAP is based on 2040 growth projections for Cupertino and identifies policies and strategies to reduce greenhouse gas emissions at a municipal and community-wide level. Similar to most neighboring cities, Cupertino has historically had an imbalance of land uses (housing, services and jobs) with a roadway infrastructure primarily dedicated to the automobile. When this imbalance is multiplied at a regional level, there are regional consequences including, traffic congestion, high housing costs, increased air pollution and lack of accessibility for the young, elderly and disabled.

### **Economic Vitality**

Cupertino is fortunate in its location in the heart of Silicon Valley. Despite its mostly suburban characteristics to the west and south, the city is home to a number of small, medium and large software, technology and biomedical companies. Community Vision 2040 includes more office growth to support a strong fiscal revenues and a stable tax base. In particular, policies focus on retaining and increasing the number of small, medium and major businesses in key sectors and provide flexible space for innovative startups that need non-traditional office environment. Policies for commercial areas seek to revitalize the Vallco Shopping District, and enhance commercial centers and neighborhood centers, which contribute to the City's tax base and serve community needs.

## Citywide Growth and Community Benefits

Cupertino's Community Benefit Program provides the city with important community benefits, such as new parks and public gathering places, civic facilities, land or space for public agencies, senior housing, cultural facilities, and public realm and environmental enhancements. These benefits contribute to the quality of life and general livability of our city. In addition, funds (cash-in-lieu contributions) can be set aside for the future provision of community amenities and affordable and/or special needs housing.

The Community Benefit Program enables the community to get amenities in return for allowing additional specified heights within key nodes and gateways along major corridors. On the other hand, it also provides certainty to the community as to what those additional heights might be and where they can be placed. In doing so, the Program plays a key role in serving our growing community. As Cupertino's resident and worker population increase, additional amenities will be necessary to maintain and improve the livability of the community. The Community Benefit Program is one of the key tools the City will use to help finance and achieve those amenities that maintain and increase our quality of life. Specifics about the Community Benefits Program elements are described later in this Element.

## LOOKING FORWARD

Maintaining and enhancing Cupertino's great quality of life is the keystone of Community Vision 2040. The City will look towards focusing future change within Special Areas that are located on Cupertino's major mixed-use corridors. These areas already have a mix of commercial, office, hotel and residential uses, and are located along roadways that will be enhanced with "Complete Streets" features (see Mobility Element), improved landscaping and expanded public spaces (e.g., parks and plazas). In turn, the City will also protect and enhance Neighborhoods throughout Cupertino to ensure these largely residential areas continue to support the community's great quality of life. As we look forward, the following are ways the City will address key challenges and opportunities facing Cupertino:

- 1. Planning for changing demographics.** The City needs to plan not only for existing families which form a larger percentage of our population, but also for the growing demographic of seniors and younger workers through new housing, services, shopping, entertainment and community facilities.
- 2. Local and regional land use planning and collaboration.** The City will take an active part in regional collaborative planning processes related to housing, transportation, sustainability, health, transportation and infrastructure financing in order to ensure local land use and transportation decisions are coordinated with regional efforts.
- 3. Integrating community health into land use planning.** The City will enhance and improve health of people who live and work in our community. This includes integrating land use and transportation networks to reduce reliance on auto usage and improving alternative choices for transportation by focusing growth and

change in corridors that support all modes of transit, providing neighborhoods with easy access to schools, parks and neighborhood centers.

- 4. Land use and economics.** The City will look to diversify the City's tax base, support and retain existing businesses, increase the vitality of aging commercial centers with redevelopment, seek to diversify shopping opportunities so that the community has the opportunity to satisfy their shopping needs within Cupertino.
- 5. Urban design, form and character.** The City will seek high-quality development to achieve desired physical environment in Planning Areas, including walkable, connected neighborhoods, inviting streets that allow for different modes of transportation, and vibrant and walkable special areas, and neighborhood centers in keeping with Community Vision 2040.
- 6. Preservation of natural environment and hillsides.** Cupertino is blessed with an abundance of natural resources, including hillsides, creek corridors, and sensitive animal and plant habitats along the foothills. Much of this land is preserved in low-intensity residential and agricultural uses or open space. As redevelopment occurs, the City will strive to preserve these natural areas through land use and building design decisions.
- 7. Economic Vitality and Fiscal Stability.** As Cupertino's population grows and ages, demands on community resources will increase. In order to maintain and enhance the community's quality of life, the City will ensure that existing businesses are encouraged to reinvest and grow in Cupertino, and that the city continues to attract new businesses and investment.

## CITYWIDE GOALS AND POLICIES

### Balanced Community

The City seeks to balance future growth and development in order to create a more complete community. This includes ensuring a mix of land uses that support economic, social and cultural goals in order to preserve and enhance Cupertino's great quality of life.

**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

#### Policy LU-1.1: Land Use and Transportation

Focus higher land use intensities and densities within a half-mile of public transit service, and along major corridors.

#### Policy LU-1.2: Development Allocation

Maintain and update the development allocation table (**Table LU-1**) to ensure that the allocations for various land uses adequately meet city goals.

#### Strategy LU-1.2.1: Planning Area Allocations.

Development allocations are assigned for various Planning Areas. However, some flexibility may be allowed for transferring allocations among Planning Areas provided no significant environmental impacts are identified beyond those already studied in the Environmental Impact Report (EIR) for Community Vision 2040.

# COMMUNITY VISION 2040

City of Cupertino

**TABLE LU-1  
CITYWIDE DEVELOPMENT ALLOCATION BETWEEN 2014-2040**

	Commercial (s.f.)			Office (s.f.)			Hotel (rooms)			Residential (units)		
	Current Built (Oct 7, 2014)	Buildout	Available	Current Built (Oct 7, 2014)	Buildout	Available	Current Built (Oct 7, 2014)	Buildout	Available	Current Built (Oct 7, 2014)	Buildout	Available
Heart of the City	1,379,605	2,129,605	950,000	1,212,931	1,712,931	500,000	180	444	264	1,336	1,500	164
Vallco Shopping District	1,207,774	625,355	(582,439)	-	1,000,000	100,000	-	375	375	-	600	600
Homestead	-	-	540,000	-	-	25,000	126	426	300	600	1,130	530
N. De Anza	51,372	76,372	25,000	2,266,206	2,466,206	200,000	123	223	100	49	219	170
N. Vallco	133,147	233,147	100,000	3,069,676	3,144,676	75,000	315	615	300	554	825	271
Other	589,329	773,424	184,095	1,115,006	1,230,237	115,231	-			18,873	21,277	2,404
Major Employers	-	-	-	109,935	709,935	600,000	-			-	-	-
S. De Anza	-	-	125,000	-	-	25,000	-			6	275	269
Citywide			1,341,656			2,540,231	744	2083	1339	21,418	23,944	4,408

**Strategy LU-1.2.2: Major Companies.** Reserve a development allocation for major companies with sales office and corporate headquarters in Cupertino. Prioritize expansion of office space for existing major companies. New office development must demonstrate that the development positively contributes to the fiscal well-being of the city.

**Strategy LU-1.2.3: Unused Development Allocation.**

Unused development allocations may be re-assigned to the citywide allocation table per Planning Area, when development agreements and development permits expire.

**Strategy LU-1.2.4: Neighborhood Allocation.** Allocate residential units in neighborhoods through the building permit process unless subdivision or development applications are required.

### **Policy LU-1.3: Community Benefits Program**

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At the discretion of the City Council, and as indicated in the Community Form Diagram (**Figure LU-1**), the City Council may approve additional heights over the base height standard in gateways and nodes identified in the Special Areas map in the Planning Areas chapter (**Figure PA-1**). In order to obtain additional height, a development should include the following community benefits:

1. Ground floor retail component; and
2. One or more of the following benefits equivalent to at least 15 percent of the increase in value of the site attributed to the increase in height:
  - a. Transportation and Mobility Improvements:
    - i. New or expanded bicycle and pedestrian facilities.
    - ii. Transit improvements and/or amenities including adaptive traffic signal management systems.



- iii. Participation in a community shuttle program (to provide connections to major employment and community nodes, including community facilities and shopping).
- b. Public Facilities: Provide land or space for public entities, such as the City or schools.
- c. Senior Housing: Provide at least 15 percent of housing for seniors, if the proposed project includes a residential component and is not already targeted towards seniors.
- d. Public Art and Cultural Facilities:
  - i. Construction of a new, or expansion to, a community facility (e.g., recreation center, teen facility, etc.)
  - ii. Construction of a new, or expansion of, a community gathering space (e.g., meeting/conference space, cultural center or museum).
- e. Parks and Open Space:
  - i. New publicly accessible park and/or open space within a project in excess of park dedication requirements.
  - ii. Dedication of land for a new or expanded park outside the project boundary in excess of park dedication requirements.
- f. Cash-in-Lieu Contribution: A Cash-in-Lieu contribution is a contribution made to the City by a developer or applicant and is equivalent to at least 15 percent of the profit attributed to the increase in height achieved through the Community Benefits Program. The funds

are allocated exclusively for purchase of land, capital improvements or operations related to items a, b, d, e, and towards the construction of affordable housing. All Cash-in-Lieu Contributions shall be made to the City.

**Strategy LU-1.3.1: Code Amendment.** Update the Zoning Code and applicable Specific and Conceptual Plans to codify the provisions of the Community Benefit Program.

**Strategy LU-1.3.2: Retail Component.** The retail component in the Community Benefit Program shall be the predominant use along the ground floor street frontage (for public or private streets), and shall be of sufficient depth and height to create a viable retail space(s).

**Strategy LU-1.3.3: Development Agreement.** Offers of Community Benefit must be above and beyond project design elements and on-site or off-site contributions required as part of project environmental mitigations or Federal, State or local requirements as part of the standard entitlement process. The details and conditions of the Community Benefit will be achieved through the Community Benefits Program and will be formalized through a Development Agreement.

#### **Policy LU-1.4: Land Use in all Citywide Mixed-Use Districts**

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Encourage land uses that support the activity and character of mixed-use districts and economic goals.

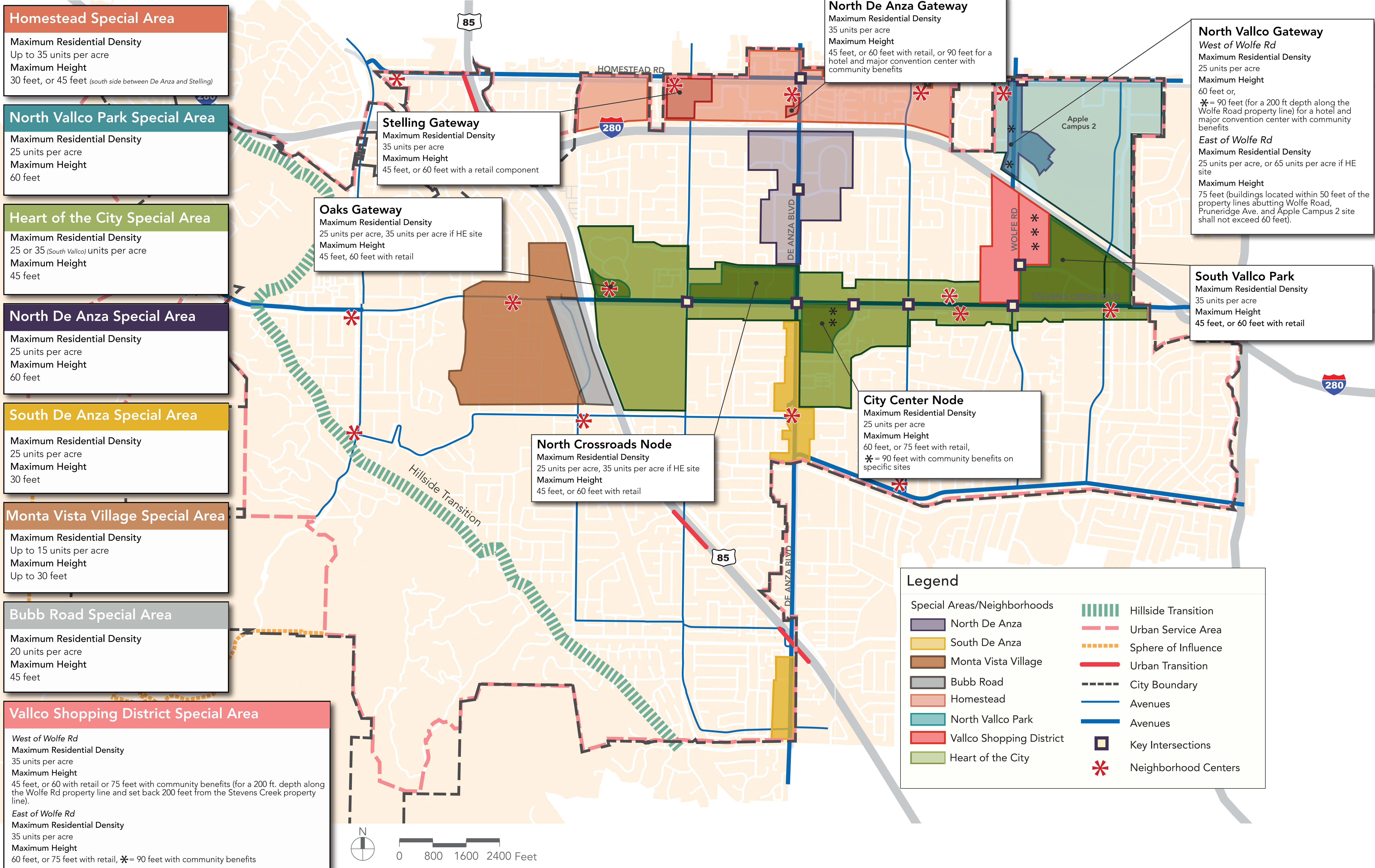
##### **Strategy LU-1.4.1: Commercial and Residential Uses.**

Review the placement of commercial and residential uses based on the following criteria:

1. All mixed-use areas with commercial zoning will require retail as a substantial component. The North De Anza Special Area is an exception.



Figure LU-1  
Community Form Diagram



**Homestead Special Area**  
 Maximum Residential Density  
 Up to 35 units per acre  
 Maximum Height  
 30 feet, or 45 feet (south side between De Anza and Stelling)

**North Vallco Park Special Area**  
 Maximum Residential Density  
 25 units per acre  
 Maximum Height  
 60 feet

**Heart of the City Special Area**  
 Maximum Residential Density  
 25 or 35 (South Vallco) units per acre  
 Maximum Height  
 45 feet

**North De Anza Special Area**  
 Maximum Residential Density  
 25 units per acre  
 Maximum Height  
 60 feet

**South De Anza Special Area**  
 Maximum Residential Density  
 25 units per acre  
 Maximum Height  
 30 feet

**Monta Vista Village Special Area**  
 Maximum Residential Density  
 Up to 15 units per acre  
 Maximum Height  
 Up to 30 feet

**Bubb Road Special Area**  
 Maximum Residential Density  
 20 units per acre  
 Maximum Height  
 45 feet

**Vallco Shopping District Special Area**  
 West of Wolfe Rd  
 Maximum Residential Density  
 35 units per acre  
 Maximum Height  
 45 feet, or 60 with retail or 75 feet with community benefits (for a 200 ft. depth along the Wolfe Rd property line and set back 200 feet from the Stevens Creek property line).  
 East of Wolfe Rd  
 Maximum Residential Density  
 35 units per acre  
 Maximum Height  
 60 feet, or 75 feet with retail, \* = 90 feet with community benefits

**Stelling Gateway**  
 Maximum Residential Density  
 35 units per acre  
 Maximum Height  
 45 feet, or 60 feet with a retail component

**Oaks Gateway**  
 Maximum Residential Density  
 25 units per acre, 35 units per acre if HE site  
 Maximum Height  
 45 feet, 60 feet with retail

**North Crossroads Node**  
 Maximum Residential Density  
 25 units per acre, 35 units per acre if HE site  
 Maximum Height  
 45 feet, or 60 feet with retail

**North De Anza Gateway**  
 Maximum Residential Density  
 35 units per acre  
 Maximum Height  
 45 feet, or 60 feet with retail, or 90 feet for a hotel and major convention center with community benefits

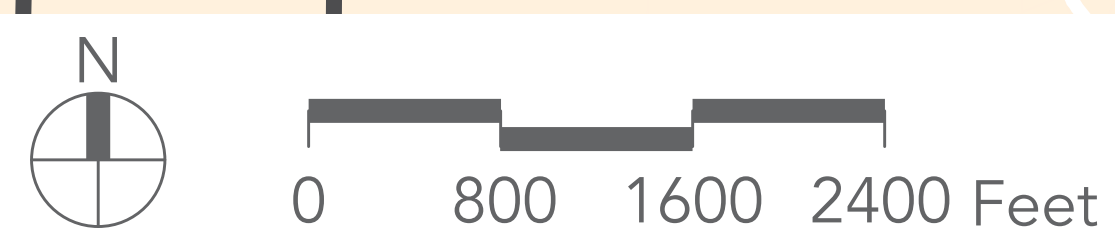
**North Vallco Gateway**  
 West of Wolfe Rd  
 Maximum Residential Density  
 25 units per acre  
 Maximum Height  
 60 feet or, \* = 90 feet (for a 200 ft depth along the Wolfe Road property line) for a hotel and major convention center with community benefits  
 East of Wolfe Rd  
 Maximum Residential Density  
 25 units per acre, or 65 units per acre if HE site  
 Maximum Height  
 75 feet (buildings located within 50 feet of the property lines abutting Wolfe Road, Pruneridge Ave, and Apple Campus 2 site shall not exceed 60 feet).

**South Vallco Park**  
 Maximum Residential Density  
 35 units per acre  
 Maximum Height  
 45 feet, or 60 feet with retail

**City Center Node**  
 Maximum Residential Density  
 25 units per acre  
 Maximum Height  
 60 feet, or 75 feet with retail, \* = 90 feet with community benefits on specific sites

**Legend**

Special Areas/Neighborhoods	Hillside Transition
North De Anza	Urban Service Area
South De Anza	Sphere of Influence
Monta Vista Village	Urban Transition
Bubb Road	City Boundary
Homestead	Avenues
North Vallco Park	Avenues
Vallco Shopping District	Key Intersections
Heart of the City	Neighborhood Centers





### Mixed-Use Urban Villages

Many of the City's Housing Element sites are located in major corridors to reduce traffic and environmental impacts and preserve neighborhoods (**Figure LU-1**). Housing Element sites, which are further identified and defined in the Housing Element, represent the City's priority for residential development. Residential uses on sites with mixed-use zoning should be designed on the "mixed-use village" concept discussed in below.

- 1. Parcel assembly.** Parcel assembly of the site is required. Further parcelization is highly discouraged in order to preserve the site for redevelopment in the future.
- 2. Plan for Complete Redevelopment.** A plan for complete redevelopment of the site is required in order to ensure that the site can meet development standards and provide appropriate buffers.
- 3. "Mixed-Use Village" layout.** An internal street grid with streets and alleys using "transect planning" (appropriate street and building types for each area), that is pedestrian-oriented, connects to existing streets, and creates walkable urban blocks for buildings and open space.
- 4. Uses.** Include a substantial viable, retail component. Retail and active uses such as restaurants, outdoor dining, and entries are required along the ground floor of main street frontages. Mix of units for young professionals, couples and/or active seniors who like to live in an active "mixed-use village" environment. Office uses, if allowed, should provide active uses on the ground floor street frontage, including restaurants, entries, lobbies, etc.
- 5. Open space.** Open space in the form of a central town square with additional plazas and "greens" for community gathering spaces, public art, and community events. The locations and sizes will depend on the size of the site.
- 6. Architecture and urban design.** Buildings should have high-quality, pedestrian-oriented architecture, and an emphasis on aesthetics, human scale, and creating a sense of place.
- 7. Parking.** Parking in surface lots shall be located to the side or rear of buildings. Underground parking under 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.
- 8. Neighborhood buffers.** Setbacks, landscaping and/or building transitions to buffer abutting single-family residential areas.

## Neighborhood Commercial Centers

Neighborhood Commercial Centers serve adjacent neighborhoods and provide shopping and gathering places for residents. Retaining and enhancing neighborhood centers within and adjacent to neighborhoods throughout Cupertino supports the City's goals for walkability, sustainability and creating gathering places for people. **Figure LU-1** shows the location of the Neighborhood Commercial Centers in Cupertino. The Guiding Principles of sustainability and health in Community Vision 2040 support the retention and enhancement of neighborhood centers throughout the community, and providing pedestrian and bike connections to them from neighborhoods. Mixed-residential use may be considered if it promotes revitalization of retail uses, creation of new gathering spaces, and parcel assembly. Housing Element sites represent the City's priority for residential development. Residential uses should be designed on the "mixed-use village" concept discussed in this Element.

2. All mixed-use residential projects should be designed on the “mixed-use village” concept discussed earlier in this Element.
3. On sites with a mixed-use residential designation, residential is a permitted use only on Housing Element sites and in the Monta Vista Village Special Area.
4. Conditional use permits will be required on mixed-use Housing Element sites that propose units above the allocation in the Housing Element, and on non-Housing Element mixed-use sites.

**Strategy LU-1.4.2: Public and Quasi-Public Uses.** Review the placement of public and quasi-public activities in limited areas in mixed-use commercial and office zones when the following criteria are met:

1. The proposed use is generally in keeping with the goals for the Planning Area, has similar patterns of traffic, population or circulation of uses with the area and does not disrupt the operations of existing uses.
2. The building form is similar to buildings in the area (commercial or office forms). In commercial areas, the building should maintain a commercial interface by providing retail activity, storefront appearance or other design considerations in keeping with the goals of the Planning Area.

#### **Policy LU-1.5: Parcel Assembly**

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Encourage parcel assembly and discourage parcelization to ensure that infill development meets City standards and provides adequate buffers to neighborhoods.

#### **Policy LU-1.6: Community Health through Land Use**

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Promote community health through land use and design.

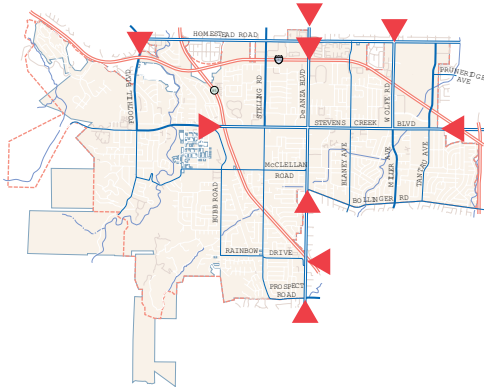


Figure LU-2: Gateways

## Community Identity

The City will seek to promote community identity and design consistency through the development review process and infrastructure master plans.

**GOAL LU-2**  
ENSURE THAT BUILDINGS,  
SIDEWALKS, STREETS AND PUBLIC  
SPACES ARE COORDINATED TO  
ENHANCE COMMUNITY IDENTITY  
AND CHARACTER

### Policy LU-2.1: Gateways

Implement a gateway plan for the city's entry points (**Figure LU-2**) and identify locations and design guidelines for gateway features. Look for opportunities to reflect the gateway concept when properties adjacent to defined gateways are redeveloped.

### Policy LU-2.2: Pedestrian-Oriented Public Spaces

Require developments to incorporate pedestrian-scaled elements along the street and within the development such as parks, plazas, active uses along the street, active uses, entries, outdoor dining and public art.



## Site and Building Design

The City will seek to ensure that the site and building design of new projects enhance the public realm (e.g., streets, parks, plazas and open space areas) and that there is a focus on integrating connections to adjacent neighborhoods, where appropriate.

**GOAL LU-3**  
ENSURE THAT PROJECT SITE  
PLANNING AND BUILDING DESIGN  
ENHANCE THE PUBLIC REALM  
AND INTEGRATE WITH ADJACENT  
NEIGHBORHOODS

### Policy LU-3.1: Site Planning

Ensure that project sites are planned appropriately to create a network of connected internal streets that improve pedestrian and bicycle access, provide public open space and building layouts that support city goals related to streetscape character for various Planning Areas and corridors.

### Policy LU-3.2: Building Heights and Setback Ratios

Maximum heights and setback ratios are specified in **Figure LU-1**. As indicated in the figure, taller heights are focused on major corridors, gateways and nodes. Setback ratios are established to ensure that the desired relationship of buildings to the street is achieved. Where additional heights above the base height are allowed, the Community Benefits Program provides direction on requirements and the process of how additional height may be allocated.

## **Policy LU-3.3: Building Design**

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Ensure that building layouts and design are compatible with the surrounding environment and enhance the streetscape and pedestrian activity.

**Strategy LU-3.3.1: Attractive Design.** Emphasize attractive building and site design by paying careful attention to building scale, mass, placement, architecture, materials, landscaping, screening of equipment, loading areas, signage and other design considerations.

**Strategy LU-3.3.2: Mass and Scale.** Ensure that the scale and interrelationships of new and old development complement each other. Buildings should be grouped to create a feeling of spatial unity.

**Strategy LU-3.3.3: Transitions.** Buildings should be designed to avoid abrupt transitions with existing development, whether they are adjacent or across the street. Consider reduced heights, buffers and/or landscaping to transition to residential and/or low-intensity uses in order to reduce visual and privacy impacts.

**Strategy LU-3.3.4: Compatibility.** Ensure that the floor area ratios of multi-family residential developments are compatible with buildings in the surrounding area. Include a mix of unit types and avoid excessively large units.

**Strategy LU-3.3.5: Building Location.** Encourage building location and entries closer to the street while meeting appropriate landscaping and setback requirements.

**Strategy LU-3.3.6: Architecture and Articulation.** Promote high-quality architecture, appropriate building articulation and use of special materials and architectural detailing to enhance visual interest.

**Strategy LU-3.3.7: Street Interface.** Ensure development enhances pedestrian activity by providing active uses along

a majority of the building frontage facing the street. Mixed-use development should include retail, restaurant, outdoor dining, main entries, etc. Residential development should include main entrances, lobbies, front stoops and porches, open space and other similar features.

**Strategy LU-3.3.8: Drive-up Services.** Allow drive-up service facilities only when adequate circulation, parking, noise control, architectural features and landscaping are compatible with the expectations of the Planning Area, and when residential areas are visually buffered. Prohibit drive-up services in areas where pedestrian-oriented activity and design are highly encouraged, such as Heart of the City, North De Anza Boulevard, Monta Vista Village and neighborhood centers.

**Strategy LU-3.3.9: Specific and Conceptual Plans.**

Maintain and update Specific/Conceptual plans and design guidelines for Special Areas such as Heart of the City, Crossroads, Homestead Corridor, Vallco Shopping District, North and South De Anza corridors and Monta Vista Village.

**Strategy LU-3.3.10: Entrances.** In multi-family projects where residential uses may front on streets, require pedestrian-scaled elements such as entries, stoops and porches along the street.

**Policy LU-3.4: Parking**

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In surface lots, parking arrangements should be based on the successful operation of buildings; however, parking to the side or rear of buildings is desirable. No visible garages shall be permitted along the street frontage. Above grade structures shall not be located along street frontages and shall be lined with active uses on the ground floor on internal street frontages. Subsurface/deck parking is allowed provided it is adequately screened from the street and/or adjacent residential development.

## Streetscape Design

The City will seek to improve streetscapes throughout Cupertino with attractive landscaping, and complete and safe sidewalks.

### GOAL LU-4

PROMOTE THE UNIQUE CHARACTER OF PLANNING AREAS AND THE GOALS FOR COMMUNITY CHARACTER, CONNECTIVITY AND COMPLETE STREETS IN STREETScape DESIGN

#### Policy LU-4.1: Street and Sidewalks

Ensure that the design of streets, sidewalks and pedestrian and bicycle amenities are consistent with the vision for each Planning Area and Complete Streets policies.

#### Policy LU-4.2: Street Trees and Landscaping

Ensure that tree planting and landscaping along streets visually enhances the streetscape and is consistent for the vision for each Planning Area (Special Areas and Neighborhoods):

1. Maximize street tree planting along arterial street front-ages between buildings and/or parking lots.
2. Provide enhanced landscaping at the corners of all arterial intersections.
3. Enhance major arterials and connectors with landscaped medians to enhance their visual character and serve as traffic calming devices.
4. Develop uniform tree planting plans for arterials, connectors and neighborhood streets in keeping with the vision for the Planning Area.

5. Landscape urban areas with formal planting arrangements.
6. Provide a transition to rural and semi-rural areas in the city, generally west of Highway 85, with informal planting.

## Connectivity

The City will ensure that employment centers and neighborhoods have access to desired and convenient amenities, such as local retail and services.

**GOAL LU-5**  
ENSURE THAT EMPLOYMENT  
CENTERS AND NEIGHBORHOODS  
HAVE ACCESS TO LOCAL RETAIL  
AND SERVICES WITHIN WALKING OR  
BICYCLING DISTANCE

### Policy LU-5.1: Mixed-Use Villages

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Where housing is allowed along major corridors or neighborhood commercial areas, development should promote mixed-use villages with active ground-floor uses and public space. The development should help create an inviting pedestrian environment and activity center that can serve adjoining neighborhoods and businesses.

### Policy LU-5.2: Enhance Connections

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Look for opportunities to enhance publicly-accessible pedestrian and bicycle connections with new development or redevelopment.

## Policy LU-5.3: Neighborhood Centers

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Retain and enhance local neighborhood shopping centers and improve pedestrian and bicycle access to neighborhoods to improve access to goods and services.

## Historic Preservation

Cupertino has a rich and varied cultural history; however, only a few historic buildings and resources are preserved today. The City seeks to encourage preservation of these precious historic resources and encourage their enhancement in the future.

## GOAL LU-6 PRESERVE AND PROTECT THE CITY'S HISTORIC AND CULTURAL RESOURCES

## Policy LU-6.1: Historic Preservation

---

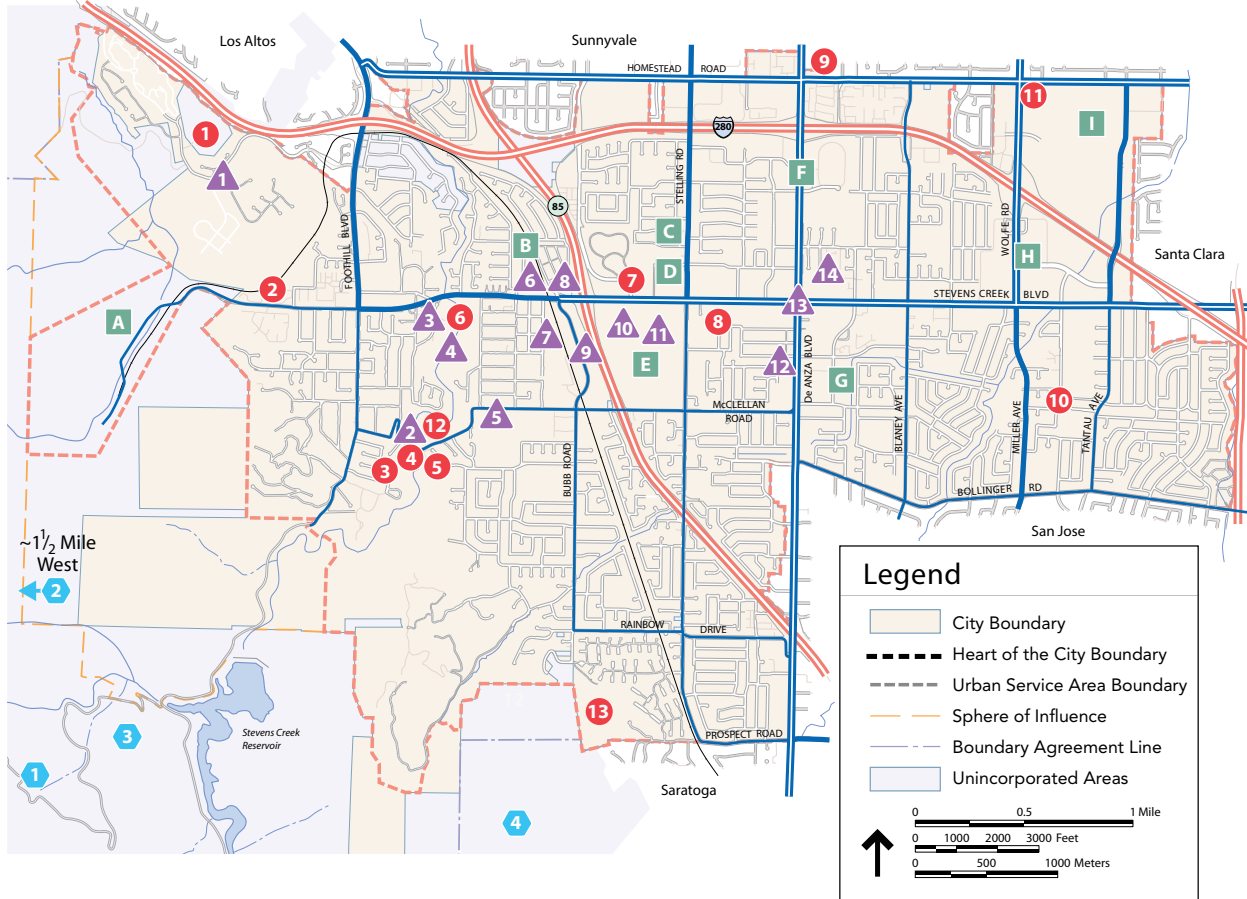
Maintain and update an inventory of historically significant structures and sites in order to protect resources and promote awareness of the city's history (**Figure LU-5**).

## Policy LU-6.2: Historic Sites

---

Projects on Historic Sites shall meet the Secretary of Interior Standards for Treatment of Historic Properties. In addition, a plaque, reader board and/or educational tools shall be provided on the site to explain the historic significance of the resource. The plaque shall include the city seal, name of resource, date it was built, a written description and photograph. The plaque shall be placed in a location where the public can view the information.

Figure LU-5  
Historic Resources



Historic Sites	
1	Maryknoll Seminary
2	Snyder Hammond House
3	De La Vega Tack House
4	Baer Blacksmith
5	Enoch J. Parrish Tank House
6	Nathan Hall Tank House
7	Gazebo Trim
8	Union Church of Cupertino
9	Old Collins School
10	Miller House
11	Glendenning Barn
12	McClellan Ranch Barn
13	Seven Springs Ranch

Commemorative Sites	
1	De Anza Knoll
2	Doyle Winery "Cupertino Wine Company"
3	Stockmeir Farmhouse
4	Elisha Stephens Place
5	Arroyo De San Joseph Cupertino
6	Hazel Goldstone Variety Store
7	Woelffl Cannery
8	Engles Grocery "Paul and Eddie's"
9	Apple One Building
10	Baldwin Winery
11	Le Petit Trianon and Guest Cottages
12	Interim City Hall
13	City of Cupertino Crossroads
14	St. Joseph's Church

Community Landmarks	
A	Hanson Permanente
B	Monta Vista Neighborhood
C	Cupertino Historical Museum
D	Memorial Park, Community Center, Sports Complex
E	De Anza College
F	De Anza Industrial Park
G	Cupertino Civic Center
H	Vallco Shopping District
I	Vallco Industrial Park

Sites of Historic Mention (outside city jurisdiction)	
1	Montebello School, 1892
2	Perrone Ranch Stone Cellar, now part of Ridge Vineyards
3	Picchetti Brothers Winery and Ranch
4	Woodhills Estate

## **Policy LU-6.3: Commemorative Sites**

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Projects on Commemorative Sites shall provide a plaque, reader board and/or other educational tools on the site to explain the historic significance of the resource. The plaque shall include the city seal, name of resource, date it was built, a written description and photograph. The plaque shall be placed in a location where the public can view the information.

## **Policy LU-6.4: Community Landmarks**

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Projects on Community Landmark Sites shall provide a plaque, reader board and/or other educational tools on the site to explain the historic significance of the resource. The plaque shall include the city seal, name of resource, date it was built, a written description and photograph. The plaque shall be placed in a location where the public can view the information.

## **Policy LU-6.5: Public Access**

---

Coordinate with property owners of public and quasi-public sites to allow public access of Historic and Commemorative Sites to foster public awareness and education. Private property owners will be highly encouraged, but not required, to provide public access to Historic and Commemorative Sites.

## **Policy LU-6.6: Historic Mention Sites**

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These are sites outside the City's jurisdiction that have contributed to the City's history. Work with agencies that have jurisdiction over the historical resource to encourage adaptive reuse and rehabilitation and provide public access and plaques to foster public awareness and education.



### Policy LU-6.7: Incentives for Preservation of Historic Resources

---

Utilize a variety of techniques to serve as incentives to foster the preservation and rehabilitation of Historic Sites including:

1. Allow flexible interpretation of the zoning ordinance not essential to public health and safety. This could include land use, parking requirements and/or setback requirements.
2. Use the California Historical Building Codes standards for rehabilitation of historic structures.
3. Tax rebates (Milles Act or Local tax rebates).
4. Financial incentives such as grants/loans to assist rehabilitation efforts.

### Policy LU-6.8: Heritage Trees

---

Protect and maintain the city's heritage trees in a healthy state.

**Strategy LU-6.8.1: Heritage Tree List.** Establish and periodically revise a heritage tree list that includes trees of importance to the community.

### Policy LU-6.9: Cultural Resources

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Promote education related to the city's history through public art in public and private developments.

# COMMUNITY VISION 2040

City of Cupertino

## Historic Sites



*Baer Blacksmith 22221  
McClellan Road – McClellan  
Ranch Park*



*Snyder Hammond House  
22961 Stevens Creek Blvd.*



*Old Collins School  
20441 Homestead Road -  
Cupertino De Oro Club*



*Gazebo Trim  
Mary & Stevens Creek Blvd. –  
Memorial Park*



*Glendenning Barn  
10955 N Tantau Avenue –  
Hewlett Packard*



*Maryknoll Seminary  
2300 Cristo Rey Drive*



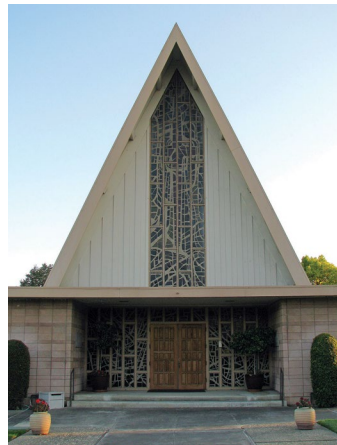
*Nathan Hall Tank House  
22100 Stevens Creek Blvd.*



*Miller House*



*De La Vega Tack House  
Rancho Deep Cliff Club House*



*Union Church of Cupertino*



*Enoch J. Parrish Tank House  
22221 McClellan Road –  
McClellan Ranch Park*

**Commemorative Sites**



*Elisha Stephens Place  
22100 Stevens Creek  
Boulevard – Existing Plaque*



*Le Petit Trianon and  
Guest Cottages  
1250 Stevens Creek Boulevard  
– Foothill-De Anza  
Community College,  
Listed on the National Register*



*Woelffel Cannery  
10120 Imperial Avenue –  
Demolished*



*De Anza Knoll*



*St. Josephs Church  
10110 North de Anza  
Boulevard*



*Apple One Building  
10240 Bubb Road*



*Doyle Winery  
“Cupertino Wine Company”  
Visible from McClellan  
Ranch Park (no photo  
available)*



*Arroyo De San Joseph Cupertino  
21840 McClellan Road –  
Monta Vista High School,  
State of California Historical  
Landmark #800*



*Interim City Hall  
10321 South De Anza  
Boulevard*



*Stocklmeir Farm House  
22120 Stevens Creek Road*



*The Crossroads  
Intersection at Stevens Creek  
Boulevard and De Anza  
Boulevard*



# COMMUNITY VISION 2040

City of Cupertino

## Commemorative Sites (continued)



Baldwin Winery  
1250 Stevens Creek Boulevard  
– Foothill-De Anza  
Community College



Engles Grocery  
"Paul and Eddie's"  
1619 Stevens Creek Boulevard



Hazel Goldstone Variety Store  
21700 Stevens Creek  
Boulevard

## Sites of Historic Mention



Perrone Ranch Stone Cellar:  
Ridge Vineyards  
17100 Montebello Road –  
Mid-Peninsula Regional Open  
Space District



Picchetti Brothers Winery  
13100 Montebello Road –  
Mid-Peninsula Regional Open  
Space District



Woodhills Estate  
Cupertino/Saratoga Hills,  
End of Prospect Road –  
Mid-Peninsula Regional  
Open Space District, National  
Register of Historic Places



Montebello School  
15101 Montebello Road

## Arts and Culture

Cupertino history and diversity provides a rich background for community art and culture. The City seeks to encourage support public art and the arts community through development.

**GOAL LU-7**  
PROMOTE A CIVIC ENVIRONMENT  
WHERE THE ARTS EXPRESS AN  
INNOVATIVE SPIRIT, CULTURAL  
DIVERSITY AND INSPIRE COMMUNITY  
PARTICIPATION

### Policy LU-7.1: Public Art

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Stimulate opportunities for the arts through development and cooperation with agencies and the business community.

#### Strategy LU-7.1.1: Public Art Ordinance

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Maintain and update an ordinance requiring public art in public as well as private projects of a certain size.

**Strategy LU-7.1.2: Gateways.** Promote placement of visible artwork in gateways to the city.

**Strategy LU-7.1.3: Artist Workspace.** Encourage the development of artist workspace, such as live/work units, in appropriate location in the city.

*Note: see the Recreation and Community Services Element for policies related to programming.*

## Economic Development and Fiscal Stability

The City will seek to identify strategies and programs that support and retain local businesses, attract new businesses and investment, and ensure the long-term fiscal health of the City.

### GOAL LU-8

MAINTAIN A FISCALLY SUSTAINABLE CITY GOVERNMENT THAT PRESERVES AND ENHANCES THE QUALITY OF LIFE FOR ITS RESIDENTS, WORKERS AND VISITORS

#### Policy LU-8.1: Fiscal Health

Maintain and improve the City's long-term fiscal health.

#### Policy LU-8.2: Land Use

Encourage land uses that generate City revenue.

**Strategy LU-8.2.1: Fiscal Impacts.** Evaluate fiscal impacts of converting office/commercial uses residential use, while ensuring that the city meets regional housing requirements.

#### Policy LU-8.3: Incentives for Reinvestment

Provide incentives for reinvestment in existing, older commercial areas.

**Strategy LU-8.3.1: Mixed-use.** Consider mixed-use (office, commercial, residential) in certain commercial areas to encourage reinvestment and revitalization of sales-tax producing uses, when reviewing sites for regional housing requirements.

**Strategy LU-8.3.2: Shared or Reduced Parking.** Consider shared or reduced parking, where appropriate as incentives to construct new commercial and mixed-use development,

while increasing opportunities for other modes of transportation.

**Strategy LU-8.3.3: Infrastructure and Streetscape**

**Improvements.** Consider infrastructure and streetscape improvements in areas, such as the Crossroads or South Vallco area to encourage redevelopment as a pedestrian-oriented area that meets community design goals.

**Strategy LU-8.3.4: High Sales-Tax Producing Retail Uses.**

Consider locations for high sales-tax producing retail uses (such as life-style and hybrid commodity-specialty centers) provided the development is compatible with the surrounding area in terms of building scale and traffic.

**Policy LU-8.4: Property Acquisition**

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Maximize revenue from City-owned land and resources, and ensure that the City's land acquisition strategy is balanced with revenues.

**Policy LU-8.5: Efficient Operations**

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Plan land use and design projects to allow the City to maintain efficient operations in the delivery of services including, community centers, parks, roads, and storm drainage, and other infrastructure.

**GOAL LU-9**

PROMOTE A STRONG LOCAL ECONOMY THAT ATTRACTS AND RETAINS A VARIETY OF BUSINESSES

**Policy LU-9.1: Cooperation with Business**

Establish and maintain a cooperative relationship with the business community to support innovation and take advantage of economic development opportunities.

**Strategy LU-9.1.1: Economic Development Strategy Plan.**

Create and periodically update an Economic Development Strategy Plan in order to ensure the City's long-term fiscal health and stability and to make Cupertino an attractive place to live, work and play.

**Strategy LU-9.1.2: Partnerships.** Create partnerships between the City and other public and private organizations to promote the development of innovative technology and businesses in the community and facilitate growth and infrastructure improvements that benefits residents and businesses.

**Strategy LU-9.1.3: Economic Development and Business Retention.** Encourage new businesses and retain existing businesses that provide local shopping and services, add to municipal revenues, contribute to economic vitality and enhance the City's physical environment.

**Strategy LU-9.1.4: Regulations.** Periodically review and update land use and zoning requirements for retail, commercial and office development in order to attract high-quality sales-tax producing businesses and services, while adapting to the fast-changing retail, commercial and office environment.



**Strategy LU-9.1.5: Incubator Work Space.** Encourage the development of flexible and affordable incubator work space for start-ups and new and emerging technologies.

**Strategy LU-9.1.6: Development Review.** Provide efficient and timely review of development proposals, while maintaining quality standards in accordance with city codes. Look for a solution-based approach to problems while being responsive to community concerns and promote positive communication among parties.

### **Policy LU-9.2: Work Environment**

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Encourage the design of projects to take into account the well-being and health of employees and the fast-changing work environment.

**Strategy LU-9.2.1: Local Amenities.** Encourage office development to locate in areas where workers can walk or bike to services such as shopping and restaurants, and to provide walking and bicycling connections to services.

**Strategy LU-9.2.2: Workplace Policies.** Encourage public and private employers to provide workplace policies that enhance and improve the health and well-being of their employees.

## Regional Cooperation and Coordination

The City will work with regional agencies to coordinate with regional plans and address community priorities by participating in the planning process.

### GOAL LU-10 PROMOTE EFFECTIVE COORDINATION WITH REGIONAL AND LOCAL AGENCIES ON PLANNING ISSUES

#### Policy LU-10.1: Regional Decisions

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Coordinate with regional and local agencies on planning, transportation, economic development and sustainability issues to ensure that the decisions improve fiscal health and the quality of life for Cupertino residents and businesses.

#### Policy LU-10.2: Regional Planning Coordination

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Review regional planning documents prior to making decisions at the local level.

#### Policy LU-10.3: Neighboring Jurisdictions

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Collaborate with neighboring jurisdictions on issues of mutual interest.

#### Policy LU-10.4: Urban Service Area

---

Work with neighboring jurisdictions to create boundaries that are defined by logical municipal service areas.

**Strategy LU-10.4.1: Tax-sharing agreements.** Consider entering into tax-sharing agreements with adjacent jurisdictions in order to facilitate desired boundary realignments.

### **Policy LU-10.5: Annexation**

---

Actively pursue the annexation of unincorporated properties within the City's urban service area, including the Creston neighborhoods, which will be annexed on a parcel-by-parcel basis with new development. Other remaining unincorporated islands will be annexed as determined by the City Council.

### **Access to Community Facilities and Services**

The City will seek to improve connectivity and access to public facilities and services, including De Anza College.

## **GOAL LU-11 MAINTAIN AND ENHANCE COMMUNITY ACCESS TO LIBRARY AND SCHOOL SERVICES PROVIDED BY OTHER AGENCIES**

### **Policy LU-11.1: Connectivity**

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Create pedestrian and bicycle access between new developments and community facilities. Review existing neighborhood circulation to improve safety and access for students to walk and bike to schools, parks, and community facilities such as the library.

### **Policy LU-11.2: De Anza College**

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Allow land uses not traditionally considered part of a college to be built at De Anza College, provided such uses integrate the campus into the community, provide facilities and services not offered in the City and/or alleviate impacts created by the college.

## Hillsides

The City seeks to establish clear hillside policy in order to provide for the realistic use of privately-owned hillside lands, while preserving natural and aesthetic features.

### GOAL LU-12 PRESERVE AND PROTECT THE CITY'S HILLSIDE NATURAL HABITAT AND AESTHETIC VALUES

#### Policy LU-12.1: Land Use Regulations

Establish and maintain building and development standards for hillsides that ensure hillside protection.

##### **Strategy LU-12.1.1: Ordinance and development review.**

Through building regulations and development review, limit development on ridgelines, hazardous geological areas and steep slopes. Control colors and materials and minimize the illumination of outdoor lighting. Reduce visible building mass with measures including, stepping structures down the hillside, following natural contours, and limiting the height and mass of the wall plane facing the valley floor.

**Strategy LU-12.1.2: Slope-density formula.** Apply a slope-density formula to very low intensity residential development in the hillsides. Density shall be calculated based on the foothill modified, foothill modified ½ acre and the 5-20 acre slope density formula. Actual lot sizes and development areas will be determined through zoning ordinances, clustering and identification of significant natural features and geological constraints.

**Strategy LU-12.1.3: 1976 General Plan-Previously designated Very Low Density: Semi-Rural 5-acre.** Properties previously designated Very Low-Density Residential: Semi-Rural 5-acre per the 1976 General Plan may be subdivided utilizing that formula. Properties that have already been

since subdivided in conformance with the above designation have no further subdivision potential for residential purposes.

**Strategy LU-12.1.4: Existing lots in Foothill Modified and Foothill Modified 1/2-acre Slope density designations.**

Require discretionary review with a hillside exception for hillside or R1 properties if development is proposed on substandard parcels on slopes per the R1 and RHS zoning.

**Policy LU-12.2: Clustering Subdivisions**

---

Cluster lots in major subdivisions and encourage clustering in minor subdivisions, for projects in the 5-20-acre slope density designation. Reserve 90 percent of the land in private open space to protect the unique characteristics of the hillsides from adverse environmental impacts. Keep the open space areas contiguous as much as possible.

**Policy LU-12.3: Rural Improvement Standards in Hillside Areas**

---

Require rural improvement standards in hillside areas to preserve the rural character of the hillsides. Improvement standards should balance the need to furnish adequate utility and emergency services against the

**Strategy LU-12.3.1: Grading.** Follow natural land contours and avoid mass of grading of sites during construction, especially in flood hazard or geologically sensitive areas. Grading hillside sites into large, flat areas shall be avoided.

**Strategy LU-12.3.1: Roads.** Roads should be narrowed to avoid harming trees and streambeds.

**Strategy LU-12.3.3: Trees.** Retain significant specimen trees, especially when they grow in groves or clusters and integrate them into the developed site.

## Policy LU-12.4: Hillside Views

---

The Montebello foothills at the south and west boundary of the valley floor provide a scenic backdrop, adding to the City's scale and variety. While it is not possible to guarantee an unobstructed view of the hills from every vantage point, an attempt should be made to allow views of the foothills from public gathering places.

**Strategy LU-12.4.1: Views from Public Facilities.** Design public facilities, particularly open spaces, so they include views of the foothills or other nearby natural features, and plan hillside developments to minimize visual and other impacts on adjacent public open space.

### **Strategy LU-12.4.2: Developments near Public Space.**

Located private driveways and building sites as far as possible from property boundaries adjoining public open space preserves and parks to enhance the natural open space character and protect plant and animal habitat.

## Policy LU-12.5: Development in the County Jurisdiction

---

Development in the County, particularly if located near Cupertino's hillsides and urban fringe area, should consider the goals and policies in Community Vision 2040.

**Strategy LU-12.5.1: County Development.** Development in these areas should be compatible with Cupertino's hillside policies of low-intensity residential, agricultural or open space uses. Preservation of the natural environment, clustering sites to minimize impact and dedication of open space are encouraged. Visual impacts, access, traffic and other impacts, and service demands should be assessed in consultation with Cupertino's goals and policies.

**PLANNING AREA GOALS AND POLICIES**

As outlined in the Planning Areas chapter, Community Vision 2040 organizes the city into 21 distinct Planning Areas, divided into two categories: (1) Special Areas that are expected to transition over the life of the General Plan and (2) Neighborhoods where future changes are expected to be minimal. The following goals, policies and strategies are specific to the Planning Areas and provide guidance for future change in accordance with the community vision.

**Figure LU-1** shows maximum heights and residential densities allowed in each Special Area.



*The City Council may grant height increases above the maximum base height standard in certain areas if a project includes community benefits*

## Special Areas

Special Areas are located along major mixed-use corridors and nodes that have access to a variety of different forms of transportation. Future growth in Cupertino will be focused in these areas to manage growth while minimizing traffic, greenhouse gas and health impacts on the community. The discussion for each Special Area outlines goals, policies and strategies related to land use, building form, streetscape, connectivity, open space, landscaping, and the urban/rural ecosystem in order to help implement the community vision for these areas.



## Heart of the City Special Area

The Heart of the City will remain the core commercial corridor in Cupertino, with a series of commercial and mixed-use centers and a focus on creating a walkable, bikeable boulevard that can support transit. General goals, policies and strategies will apply throughout the entire area; while more specific goals, policies and strategies for each sub-area are designed to address their individual settings and characteristics.

### GOAL LU-13

ENSURE A COHESIVE, LANDSCAPED BOULEVARD THAT SUPPORTS ALL MODES OF TRANSPORTATION, LINKS ITS DISTINCT AND ACTIVE COMMERCIAL AND MIXED-USE SUB-AREAS AND NODES, AND CREATES A HIGH-QUALITY, DISTINCT COMMUNITY IMAGE AND A VIBRANT HEART FOR CUPERTINO

#### Policy LU-13.1: Heart of the City Specific Plan

The Heart of the City Specific Plan provides design standards and guidelines for this area, which promote a cohesive, landscaped boulevard that links its distinct sub-areas and is accessible to all modes of transportation.

#### Policy LU-13.2: Redevelopment

Encourage older properties along the boulevard to be redeveloped and enhanced. Allow more intense development only in nodes and gateways as indicated in the Community Form Diagram (**Figure LU-1**).

## **Policy LU-13.3: Parcel Assembly**

---

Encourage the assembly of parcels to foster new development projects that can provide high-quality development with adequate buffers for neighborhoods.

## **Policy LU-13.4: Neighborhood Centers and Activity Areas**

---

A majority of the commercial development allocation should be devoted to rehabilitating neighborhood centers and major activity centers with a focus on creating pedestrian-oriented, walkable and bikeable areas with inviting community gathering places. Land uses between the activity centers should help focus and support activity in the centers. Neighborhood centers should be retrofitted and redeveloped using the “neighborhood concept” discussed earlier in this Element.

## **Policy LU-13.5: Land Use**

---

The Heart of the City area allows a mix of retail, commercial, office and residential uses. Specific uses are provided in the Heart of the City Specific Plan. See **Figure LU-1** for residential densities and criteria.

## **Policy LU-13.6: Building Form**

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Buildings should be high-quality, with pedestrian-oriented and active uses along the street.

## **Policy LU-13.6: Streetscape and Connectivity**

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Create a walkable and bikeable boulevard with active uses and a distinct image for each subarea.

**Strategy LU-13.6.1: Streetscape.** Provide active uses along the street frontage, bike lanes, sidewalks that support pedestrian-oriented activity, improved pedestrian crossings at street intersections, and attractive transit facilities (e.g., bus stops, benches, etc.).

**Strategy LU-13.6.2: Street trees and landscaping.** Create a cohesive visual image with street tree plantings along the corridor, but with distinct tree types for each sub-area to support its distinct character and function.

**Strategy LU-13.6.3: Connectivity.** Properties with a block should be inter-connected with shared access drives. Provide pedestrian paths to enhance public access to and through the development. New development, particularly on corner lots, should provide pedestrian and bicycle improvements along side streets to enhance connections to surrounding neighborhoods.

**Strategy LU-13.6.4: Traffic calming.** Evaluate options on Stevens Creek Boulevard to improve the pedestrian environment by proactively managing speed limits, enforcement, and traffic signal synchronization.

**Policy LU-13.7: Neighborhood buffers.** Consider buffers such as setbacks, landscaping and/or building transitions to buffer abutting single-family residential areas from visual and noise impacts.

### **West Stevens Creek Boulevard Subarea**

**GOAL LU-14**  
CREATE A PUBLIC AND CIVIC  
GATEWAY SUPPORTED BY MIXED-  
COMMERCIAL AND RESIDENTIAL  
USES

#### **Policy LU-14.1: Land Use**

Primary land uses include quasi-public/public facilities, with supporting mixed commercial/residential uses.

## **Policy LU-14.2: Streetscape**

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Street tree planting that supports an active, pedestrian-oriented environment. Street tree planting should provide a connection with the adjacent foothills with trees such as oaks.

## **Policy LU-14.3: Gateway Concept**

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Buildings should be high-quality in keeping with the gateway character of the area. Projects should provide or contribute towards gateway signs and landscaping.

## **Policy LU-14.4: De Anza College Node**

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Buildings should be designed to fit into the surroundings with pedestrian-orientation. Externalizing activities by providing cafeterias, bookstores and plazas along the street and near corners is encouraged.

## **Policy LU-14.5: Oaks Gateway Node**

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This is a gateway retail and shopping node. New residential and office uses, if allowed, should be designed on the "mixed-use village" concept discussed earlier in this Element.

## **Policy LU-14.6: Community Recreation Node**

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Contribute to the high-quality streetscape with trees, sidewalks, building and site design, and active uses such as main entries, lobbies or similar features along the street to reinforce pedestrian orientation.

## Crossroads Subarea

### GOAL LU-15

CREATE AN ACTIVE, PEDESTRIAN-ORIENTED SHOPPING DISTRICT WITH VIBRANT RETAIL USES AND ENTRIES ALONG THE STREET, OUTDOOR DINING AND PLAZAS OR PUBLIC GATHERING SPACES

#### Policy LU-15.1: Crossroads Streetscape Plan

Create a streetscape plan for the Crossroads Subarea that provides design standards and guidelines for an attractive, walkable, vibrant shopping village, where commercial and roadway design encourage pedestrian activity. The plan will include the following elements:

1. Land use plan specifying the type, intensity and arrangement of land uses to promote pedestrian and business activity.
2. Streetscape plan that provides for an attractive pedestrian streetscape.
3. Design guidelines that foster pedestrian activity and a sense of place.

**Strategy LU-15.1.1: Uses.** Include in this subarea primary uses such as retail, office and commercial. Ground floor uses shall have active retail uses with storefronts. Commercial office and office uses may be allowed on upper levels. In the case of deep lots, buildings along the street should provide retail and buildings in the back may be developed with allowed uses. See **Figure LU-1** for residential densities and criteria.

**Strategy LU-15.1.2: Streetscape.** Primary ground-floor entrances shall face the street. The streetscape shall consist of wide pedestrian sidewalks with inviting street furniture, street trees, pedestrian-scaled lighting with banners, small plazas, art/water features, pedestrian crosswalks with special paving, and other elements identified in the Crossroads Streetscape Plan.

**Strategy LU-15.1.3: Building form.** Buildings should be moderately-scaled with high-quality, pedestrian-oriented scaled, active uses along the street. Buildings in the North Crossroads node may have taller heights per the Community Form Diagram (**Figure LU-1**).

**Strategy LU-15.1.4: Shared parking.** Require shared parking and access arrangements throughout the area, with overall parking standards reflecting the shared parking.

**Strategy LU-15.1.5: De Anza Boulevard/Stevens Creek Boulevard landmark.** Secure landscape easements from properties at the intersection of De Anza Stevens Creek Boulevards for construction of a future landmark. The landmark may include open space, landscaping and other design elements at the corners. Land at the southeast corner will remain a publicly accessible park.

## City Center Subarea

### GOAL LU-16

A MIXED-USE AND CIVIC DISTRICT THAT WILL ENHANCE COMMUNITY IDENTITY AND ACTIVITY, AND SUPPORT THE CROSSROADS SUBAREA

#### Policy LU-16.1: City Center Node

Establish the City Center Node as a moderately-scaled, medium-density mixed-use office, hotel, retail and residential area, with an integrated network of streets and open space.

**Strategy LU-16.1: Uses.** A mix of uses including, office, hotel, retail, residential and civic uses. The ground floor of buildings along the street should be activated with pedestrian-oriented, active uses including retail, restaurants, and entries. See **Figure LU-1** for residential densities and criteria.

**Strategy LU-16.2: Connectivity.** New development should improve the connectivity within the block and with surrounding streets, including connections to the Crossroads Subarea.

**Strategy LU-16.3: Building form.** Buildings should be moderately-scaled to transition from existing taller buildings to the scale of the surrounding area. Additional heights may be approved in specific areas by the City Council as part of the Community Benefits Program and per heights allowed in the Community Form Diagram (**Figure LU-1**). Taller buildings should provide appropriate transitions to fit into the surrounding area.

**Strategy LU-16.4: Gateway concept.** Buildings should be designed with high-quality architecture and landscaping befitting the gateway character of the site.

**Strategy LU-16.5: Open space.** A publicly-accessible park shall be retained at the southeast corner of Stevens Creek and De Anza Boulevard and shall include public art, seating areas and plazas for retail and restaurant uses along the ground floor of adjacent buildings.

### **Policy LU-16.2: Civic Center Node**

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Create a civic heart for Cupertino that enables community building by providing community facilities, meeting and gathering spaces, public art, and space for recreation and community events.

### **Central Stevens Creek Boulevard Subarea**

**GOAL LU-17**  
RETAIN AND ENHANCE AS A  
WALKABLE, BIKEABLE, COMMERCIAL  
MIXED-USE BOULEVARD WITH  
NEIGHBORHOOD CENTERS, OFFICE  
AND LIMITED RESIDENTIAL USES

### **Policy LU-17.1: Land Use**

---

Allow a mix of uses including commercial, retail, commercial office and limited residential uses. The ground floor of buildings along the street should be activated with pedestrian-oriented, active uses including retail, restaurants, entries, etc. Neighborhood centers shall be remodeled or redeveloped using the “neighborhood center” format described earlier in this Element. See **Figure LU-1** for residential densities and criteria.



## East Stevens Creek Boulevard Subarea

### GOAL LU-18

CREATE A WALKABLE, BIKEABLE MIXED-USE BOULEVARD WITH PEDESTRIAN-ORIENTED REGIONAL AND NEIGHBORHOOD COMMERCIAL, RETAIL, HOTEL AND OFFICE USES

#### Policy LU-18.1: Land Use

Allow regional commercial with retail, commercial, office and hotels as the primary uses, with residential mixed-use as a supporting use. Retail, restaurant and other active uses are highly encouraged on the ground floor facing the street. In case of office complexes, active uses such as entries, lobbies or plazas should be provided on the ground floor along the street. Neighborhood centers shall be remodeled or redeveloped using the “neighborhood center” format described earlier in this Element. See **Figure LU-1** for residential densities and criteria.

#### Policy LU-18.2 South Vallco

Retain and enhance the South Vallco area as a mixed-use retail, office and residential district with a pedestrian-oriented, downtown atmosphere.

**Strategy LU-18.2.1: Uses.** Encourage a mix of retail, commercial, office, residential and hotel uses. Provide active retail uses on the ground floor facing the street or outdoor pedestrian corridor with connections to adjacent development. Office sites to the north of Vallco Parkway are encouraged to provide retail uses. However, if retail is not provided, office sites should provide entries and active uses along the street frontage.

**Strategy LU-18.2.2: Vallco Parkway.** Vallco Parkway is envisioned as a parkway with bike lanes, wide sidewalks, street-trees and on-street parking. The street will connect to a future street grid in the Vallco Shopping District.

## Vallco Shopping District Special Area

The City envisions a complete redevelopment of the existing Vallco Fashion Mall into a vibrant mixed-use “town center” that is a focal point for regional visitors and the community. This new Vallco Shopping District will become a destination for shopping, dining and entertainment in the Santa Clara Valley.

### GOAL LU-19

CREATE A DISTINCT AND MEMORABLE MIXED-USE “TOWN CENTER” THAT IS A REGIONAL DESTINATION AND A FOCAL POINT FOR THE COMMUNITY

### Policy LU-19.1: Specific Plan

Create a Vallco Shopping District Specific Plan prior to any development on the site that lays out the land uses, design standards and guidelines, and infrastructure improvements required. The Specific Plan will be based on the following strategies:

**Strategy 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.

**Strategy 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.

**Strategy 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.

**Strategy LU-19.1.4: Land use.** The following uses are allowed on the site (see **Figure LU-1** 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.
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.

**Strategy 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.

**Strategy 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.

**Strategy 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.

**Strategy 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.

**Strategy 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. Additional heights may be approved in specific areas by the City Council as part of the Community Benefits Program and per heights allowed in the Community Form Diagram (**Figure LU-1**). Taller buildings should provide appropriate transitions to fit into the surrounding area.

**Strategy 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.

**Strategy 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.

**Strategy 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.

**Strategy 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.

**Strategy 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.

## North Vallco Park Special Area

The North Vallco Park Special Area is envisioned to become a sustainable, office and campus environment surrounded by a mix of connected, high-quality, pedestrian-oriented retail, hotels and residential uses. Taller buildings could be built at gateway nodes close to Interstate 280.

### GOAL LU-20

SUPPORT A SUSTAINABLE CAMPUS ENVIRONMENT THAT IS SERVED BY A MIX OF PEDESTRIAN-ORIENTED RETAIL AND COMMERCIAL USES IN A WALKABLE AND BIKEABLE ENVIRONMENT

#### Policy LU-20.1: Land Use

This area is a major employment node with office, and research and development uses. Retail and hotel uses are allowed on the west side of Wolfe Road. Redevelopment of the retail site at the corner of Wolfe and Homestead Roads should be based on the neighborhood center concept. Retail uses are not required on the Hamptons site. See **Figure LU-1** for residential densities and criteria.

#### Policy LU-20.2: Streetscape and Connectivity

Future roadway improvements on Wolfe Road, Homestead Road and Tantau Avenue should be coordinated with planned improvements to improve pedestrian, bike and transit connections. Streetscape improvements will enhance the pedestrian environment with street trees, attractive bus shelters and street furniture. The campus site should provide an attractive landscaped edge along the street. Future improvements to the Wolfe Road bridge should be coordinated to preserve the vision for this area.

### **Policy LU-20.3: Building Form**

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Buildings in the retail and hotel area should provide active, pedestrian-oriented uses along the street. Buildings should transition to fit the scale of the surrounding area. Additional heights may be approved in specific areas by the City Council as part of the Community Benefits Program and per heights allowed in the Community Form Diagram (**Figure LU-1**). Taller buildings should provide appropriate transitions to fit into the surrounding area. In addition to the height limits established in the Community Form Diagram, buildings abutting the campus shall incorporate appropriate setbacks, landscaped buffering, and building height transitions to minimize privacy and security impacts.

### **Policy LU-20.4: Community Amenities**

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Pedestrian-oriented retail and hotel development will support a diverse population of workers and residents in the area. Trail routes, and alternate trail routes to address security and privacy concerns of major employers, shall be developed to provide pedestrian and bicycle connections to other destinations.

### **Policy LU-20.5: Gateway Concept**

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Building and landscape design should be of high quality and reflect the fact that this area is a gateway into Cupertino from Interstate 280 and points north. The project should provide gateway signage and treatment.

### **Policy LU-20.6: Neighborhood Buffers**

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Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

## North De Anza Special Area

The North De Anza Special Area is expected to remain an employment node. Its designation as a Priority Development Area (PDA) and the availability of restaurants and services in the Heart of the City Special Area opens opportunities to locate higher density office uses along the corridor with connections to Stevens Creek Boulevard in a pedestrian and bicycle-oriented format. The streets in this area are envisioned to work as a walkable, bikeable grid that enhance connections for school children and residents from the Garden Gate neighborhood to Lawson Middle School and other services on the east side.

### GOAL LU-21

AN EMPLOYMENT NODE SERVED BY A MIX OF PEDESTRIAN-ORIENTED RETAIL, COMMERCIAL AND HOTEL USES IN A WALKABLE AND BIKEABLE ENVIRONMENT

#### Policy LU-21.1: Conceptual Plan

Amend the North De Anza Conceptual Plan to create a cohesive set of land use and streetscape regulations and guidelines for the North De Anza area.

#### Policy LU-21.2: Land Use

Primarily office, and research and development uses supplemented with limited commercial and residential uses. See **Figure LU-1** for residential densities and criteria.

#### Policy LU-21.3: Streetscape and Connectivity

North De Anza is envisioned as a walkable, bikeable boulevard with wide sidewalks with street trees and roadway



improvements for bike lanes and pedestrian crossings. Pedestrian and bike improvements and enhanced pedestrian crossings are also envisioned along other streets in this area to create an interconnected grid. Such improvements will also improve school routes from the Garden Gate neighborhood to Lawson school to the east and provide access to transit routes.

#### **Policy LU-21.4: Building Design**

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Locate buildings along the street with parking areas to the rear. Break up massing of large office buildings along the street with pedestrian scaled elements and locate building entries and active uses along the street frontage to improve the pedestrian character of the area. Mixed-use buildings should include entries, active uses and gathering spaces along the street.

#### **Policy LU-21.5: Gateway Concept**

---

Building and landscape design should be of high quality and reflect the fact that this area is a gateway into Cupertino from Interstate 280 and points north.

#### **Policy LU-21.6: Neighborhood Buffer**

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Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

## South De Anza Special Area

The South De Anza Special Area will remain a predominantly general commercial area with supporting existing mixed residential uses with neighborhood centers providing services to neighborhoods and nodes. The policies in this area are intended to encourage parcel assembly to resolve the fragmented and narrow lot pattern, promote active retail and service uses, bike and pedestrian friendly improvements, and connectivity to adjacent neighborhoods.

### **GOAL LU-22**

A COMMERCIAL BOULEVARD WITH NEIGHBORHOOD CENTERS, COMMERCIAL OFFICE AND RESIDENTIAL USES THAT PROVIDE SERVICES AND GATHERING SPACES FOR THE COMMUNITY IN A WALKABLE AND BIKEABLE ENVIRONMENT

### **Policy LU-22-1: Conceptual Plan**

Create a conceptual plan that combines the existing South De Anza and Sunnyvale-Saratoga Conceptual Plans to create a cohesive set of land use and streetscape regulations and guidelines for the South De Anza area.

### **Policy LU-22.2: Land Use**

General commercial and retail uses with limited commercial office, office and residential uses. Neighborhood centers should be redeveloped in the “neighborhood center” format discussed in this Element. See **Figure LU-1** for residential densities and criteria.

### **Policy LU-22.3: Parcel Assembly**

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Highly encourage assembly of parcels to resolve the fragmented and narrow lot pattern and encourage high-quality development with adequate buffers for neighborhoods.

### **Policy LU-22.4: Streetscape and Connectivity**

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South De Anza is envisioned as a walkable, bikeable boulevard with sidewalks, street trees and roadway improvements for bike lanes and pedestrian crossings. Side streets are also envisioned with pedestrian and bicycle improvements to ensure walkable connections from adjacent neighborhoods.

### **Policy LU-22.5: Shared Access**

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Since South De Anza is a heavily traveled route, properties in the same block should be connected with auto and pedestrian access through shared access easements to reduce impacts on the corridor.

### **Policy LU-22.6: Building Design**

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Located buildings and commercial pads along the street with parking areas to the side and rear. Provide pedestrian-scaled elements and active uses including retail, restaurants, and entries along the street. Outdoor plaza and activity areas can be located along the street with sidewalk and street trees to buffer them from through traffic.

### **Policy LU-22.7: Gateway Concept**

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Building and landscape design should be of high quality and reflect the fact that this area has gateways from Highway 85 and at the southern and eastern borders of Cupertino.

## **Policy LU-22.8: Neighborhood Buffer**

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Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

## **Homestead Special Area**

The Homestead Special Area will continue to be a predominantly mixed-use retail commercial area with residential uses and neighborhood centers providing services to local residents. Bike and pedestrian improvements to the roadways in this area will provide better connections for residents and workers to access services. Tree-lined streets and sidewalks will provide an inviting environment and will link existing and new uses.

### **GOAL LU-23**

A COMMERCIAL AND RESIDENTIAL BOULEVARD THAT FORMS A GATEWAY INTO CUPERTINO WITH NEIGHBORHOOD CENTERS, COMMERCIAL OFFICE AND RESIDENTIAL USES THAT PROVIDE SERVICES AND GATHERING SPACES FOR THE COMMUNITY IN A WALKABLE AND BIKEABLE ENVIRONMENT

## **Policy LU-23.1: Conceptual Plan**

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Create a conceptual plan for the Homestead corridor Special Area with a cohesive set of land use and streetscape regulations and guidelines for the South De Anza area.

### Policy LU-23.2: Land Use

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Primarily retail, commercial and residential uses, with some limited quasi-public use. Redevelopment of neighborhood centers should be based on the “neighborhood center” concept discussed earlier in this element. See **Figure LU-1** for residential densities and criteria.

### Policy LU-23.3: Connectivity

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Homestead Road is envisioned to become a boulevard with bike and pedestrian improvements and new bicycle and pedestrian crossings at De Anza Boulevard, Blaney Avenue, Wolfe Road, and Tantau Avenue. This will provide better access for people moving east/west through the city north of Interstate 280, linking neighborhoods in the western part of the city with Homestead High School, Homestead Square Shopping Center and Apple Campus 2 to the east.

### Policy LU-23.4: Building Design

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Buildings will be located closer to the street with parking mostly to the side and rear. In the case of larger sites, large buildings may be placed behind parking; however a substantial portion of the front of the site should be lined with active uses such as retail/restaurant pads, and plazas. Buildings should include pedestrian-oriented elements with entries, retail, lobbies, and active uses along the street. Parking areas along the street will be screened with street trees. Residential buildings will provide stoops and porches along the street and side streets. Additional heights may be approved in specific areas by the City Council as part of the Community Benefits Program and per heights allowed in the Community Form Diagram (**Figure LU-1**). Taller buildings should provide appropriate transitions to fit into the surrounding area.

## **Policy LU-23.5: Gateway Concept**

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Building and landscape design should be of high quality and reflect the fact that this area is a gateway into the northern part of Cupertino.

## **Policy LU-23.6: Neighborhood Buffer**

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Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

## **Bubb Road Special Area**

The Bubb Road Special Area is envisioned to become a tree-lined avenue that is bike and pedestrian friendly with an improved public and internal street grid, since it is a well-traveled route by school children from the northern and eastern sections of the city to the tri-school area to the south, and increased foot traffic from workers in the area.

### **GOAL LU-24**

AN EMPLOYMENT AREA WITH LIGHT-INDUSTRIAL, AND RESEARCH AND DEVELOPMENT USES IN A WALKABLE AND BIKEABLE ENVIRONMENT THAT CONNECTS TO SURROUNDING NODES AND SERVICES

## **Policy LU-24.1: Land Use**

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Allowed uses in the Bubb Road Special Area will consist of those described in the ML-RC ordinance with limited commercial and residential uses.

## **Policy LU-24.2: Streetscape and Connectivity**

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Bubb Road is envisioned as a walkable, bikeable corridor with sidewalks, street trees and roadway improvements for

bike lanes and pedestrian crossings. Pedestrian and bike improvements and enhanced pedestrian crossings are also envisioned along other streets in this area to create an interconnected grid. Such improvements will also improve routes from the northern and eastern neighborhood to the tri-school area, parks and services and reduce impacts caused by to school and employment traffic.

#### **Policy LU-24.3: Building and Site Design**

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Locate buildings along the street with parking areas to the rear. Break up massing of large office buildings along the street with pedestrian-scaled elements and locate building entries and active uses along the street frontage to improve the pedestrian character of the area.

#### **Policy LU-24.4: Compatibility of Use**

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The compatibility of non-industrial uses with industrial uses must be considered when reviewing new development.

#### **Policy LU-24.5: Neighborhood Buffers**

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New industrial uses should provide building transitions, setbacks and landscaping to provide a buffer for adjoining low-intensity residential uses.

## Monta Vista Village

The Monta Vista Village Special Area is envisioned to be retained as a small town, pedestrian-oriented mixed-use area within Cupertino. As incremental change occurs, the City will identify opportunities to enhance the areas uses that are consistent with the small town character.

### GOAL LU-25

RETAIN AND ENHANCE MONTA VISTA VILLAGE'S SMALL TOWN CHARACTER AS A PEDESTRIAN-ORIENTED, SMALL SCALE, MIXED-USE RESIDENTIAL, NEIGHBORHOOD COMMERCIAL AND INDUSTRIAL AREA

#### Policy LU-25.1: Conceptual Plan

Continue to govern Monta Vista's commercial area through the Monta Vista Design Guidelines. The guidelines provide direction for architecture, landscaping and public improvements. Create a Monta Vista Village Conceptual Plan to with a cohesive set of updated regulations and guidelines for this area.

#### Policy LU-25.2: Land Use

Encourage the commercial district to serve as a neighborhood commercial center for Monta Vista Village and its adjoining neighborhoods. Mixed-use with residential is encouraged. The industrial area should be retained to provide small-scale light industrial and service industrial opportunities, while remaining compatible with the surrounding residential and commercial uses. See **Figure LU-1** for residential densities and criteria.

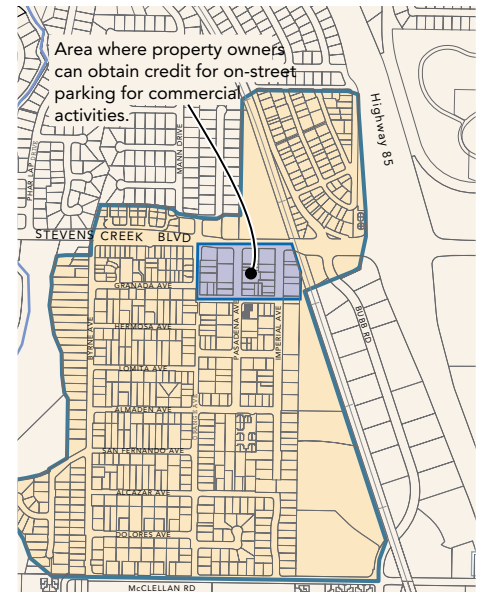


### Policy LU-25.3: Building and Site Design

Encourage buildings to be designed in a way that promotes the small-scale, older and mixed-use character of the area. Buildings should be located along the street with pedestrian-scale architecture and retail and active uses on the ground floor. Parking should be located to the rear.

**Strategy LU-25.3.1: Storefront appearance.** Commercial and office buildings shall include a storefront appearance to the public street, and shall not be separated from the public sidewalk by extensive landscaping or changes in elevation. Office buildings shall be designed to accommodate future entrances from the sidewalk for future retail uses.

**Strategy LU-25.3.2: Parking.** Commercial properties or commercial portions of properties may rely on public parking on Pasadena and Imperial Avenues to meet their off-site parking needs within the area bounded by Granada Avenue, Stevens Creek Boulevard, Orange Avenue and the Union Pacific right-of-way (see diagram to the right).



### Policy LU-25.4: Street Design and Connectivity

Maintain Monta Vista Village as a walkable, bikeable mixed-use neighborhood with sidewalks, street trees and roadway improvements for bike lanes and sidewalks with routes to the tri-school area. Automobile, pedestrian and bicycle improvements are envisioned along other streets in this area to create an interconnected grid and with new development to remove street blockages and promote a network of streets. On-street parking is encouraged. Roadway and sidewalk improvements will also improve school routes from the northern neighborhoods to the tri-school area.

**Strategy LU-25.4.1: Interconnected access.** Individual properties shall have interconnected pedestrian and vehicle access and shared parking.

**Strategy LU-25.4.2. Residential streets.** Residential street improvements may have a semi-rural appearance based on the Municipal Code requirements. Safe routes to school streets, or any others designated by the City Council shall be required to have sidewalks and street trees.

### **Other Non-Residential/Mixed-Use Special Areas**

In addition to the major mixed-use corridors described above, other Non-Residential/Mixed-Use Areas are located throughout the city. These include the following: west side of Stevens Canyon Road across from McClellan Road; intersection of Foothill Boulevard and Stevens Creek Boulevard; Homestead Road near Foothill Boulevard; northwest corner of Bollinger Road and Blaney Avenue; and all other non-residential properties not referenced in an identified Special Area.

These areas are envisioned as neighborhood centers that serve as shopping, services and gathering places for adjacent neighborhoods in a pedestrian-oriented environment that encourages pedestrian and bicycle access.

**GOAL LU-26**  
RETAIN COMMERCIAL AREAS  
ADJACENT TO NEIGHBORHOODS  
AND RETROFIT OR ENCOURAGE  
REDEVELOPMENT AS  
NEIGHBORHOOD CENTERS IN A  
PEDESTRIAN-ORIENTED AND BIKE-  
FRIENDLY ENVIRONMENT

#### **Policy LU-26.1: Land Use**

Retrofit or redevelop neighborhood centers using the “neighborhood center” concept discussed earlier in this

Element. Areas that are not designated as “neighborhood centers” are encouraged to provide commercial uses with active uses such as entries, lobbies, seating areas or retail along the street. See **Figure LU-1** for residential densities and criteria.

### **Policy LU-26.2: Building and Site Design**

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Encourage buildings to be designed in a pedestrian-oriented format. Buildings should be located along the street with pedestrian-scale architecture and retail and active uses on the ground floor. Parking should be located to the sides or rear. Buildings may be one to two stories in height. In some instances where taller heights are allowed, buildings may be three stories in height.

### **Policy LU-26.3: Street Design and Connectivity**

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Create neighborhood centers that are walkable, bikeable areas with sidewalks, street trees and roadway improvements for bike lanes and sidewalks to provide connections to the neighborhoods that they serve.

### **Policy LU-26.4: Neighborhood Buffers**

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Encourage projects to include building transitions, setbacks and landscaping to provide a buffer for adjoining low-intensity residential uses.

## Neighborhoods

The City has many neighborhoods, each with its own distinctive character and setting. These neighborhoods play a vital role in supporting Cupertino's great quality of life. Neighborhood goals and policies help preserve and enhance the quality of life by protecting neighborhood character and improving walking and biking connections to parks, schools and services. Neighborhoods typically offer a variety of housing choices to meet a spectrum of community needs. The following general goal, policies and strategies apply to all neighborhoods in the city.

**GOAL LU-27**  
PRESERVING NEIGHBORHOOD  
CHARACTER AND ENHANCE  
CONNECTIVITY TO NEARBY  
SERVICES TO CREATE COMPLETE  
NEIGHBORHOODS

### Policy LU-27.1: Compatibility

Ensure that new development within and adjacent to residential neighborhoods is compatible with neighborhood character.

**Strategy LU-27.1.1: Regulations.** Maintain and update design regulations and guidelines for single-family development that address neighborhood compatibility and visual and privacy impacts.

**Strategy LU-27.1.2: Neighborhood Guidelines.** Identify neighborhoods that have a unique architectural style, historical background or location and develop plans that preserve and enhance their character. Support special zoning or design guidelines (e.g., the Fairgrove Eichler neighborhood) and single-story overlay zones in neighborhoods, where there is strong neighborhood support.

**Strategy LU-27.1.3: Flexibility.** When neighborhoods are in transition, add flexibility for requirements for new development that acknowledge the transition while continuing to respect the existing neighborhood.

**Strategy LU-27.1.4: Late Night Uses.** Discourage late-evening entertainment activities such as night-clubs in commercial areas where parcels are especially narrow, abut single-family residential development, and cannot adequately provide visual and noise buffers.

**Policy LU-27.2: Relationship to the Street.** Ensure that new development in and adjacent to neighborhoods improve the walkability of neighborhoods by providing inviting entries, stoops and porches along the street frontage, compatible building design and reducing visual impacts of garages.

**Policies LU-27.3: Entries.** Define neighborhood entries through architecture, or landscaping appropriate to the character of the neighborhood. Gates are discouraged because they isolate developments from the community.

**Policy LU-27.4: Connections.** Support pedestrian and bicycling improvements that improve access with neighborhoods to parks, schools and local retail, and between neighborhoods. Support traffic calming measures rather than blocking the street to reduce traffic impacts on neighborhoods.

**Policy LU-27.5: Streets.** Determine appropriate street widths, bike lane, sidewalk and streetlight design to define the unique character of neighborhoods, where appropriate.

**Policy LU-27.6. Multi-family Residential Design.** Maintain an attractive, livable environment for multi-family dwellings.

**Strategy LU-27.6.1: Provide Active and Passive Outdoor Areas in Multi-Family Residential Development.** Allow public access to the common outdoor areas wherever possible.

**Strategy LU-27.6.2: Ordinance Updates.** Update the Planned Development (residential) and R-3 ordinances to achieve the policies and strategies applicable to multi-family development in neighborhoods.

### **Policy LU-27.6: Compatibility of Lots**

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Ensure that zoning, subdivision and lot-line adjustment requests related to lot size or lot design consider the need to preserve neighborhood lot patterns.

**Strategy LU-27.6.1: Lot Size.** Ensure that subdivision and lot-line adjustment requests respect the neighborhood lot size patterns. Consider revisions to lot size requirements if the neighborhood lot pattern is different from the zoning requirements.

**Strategy LU-27.6.2: Flag Lots.** Allow flag lots only in cases where they are the sole alternative to integrate subdivisions with the surrounding neighborhood.

### **Policy LU-27.7: Protection**

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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 LU-27.8: Amenities and Services**

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Improve equitable distribution of community amenities such as parks and access to shopping within walking and bicycling distance of neighborhoods.

## Inspiration Heights Neighborhood

The Inspiration Heights neighborhood will continue to be a low-intensity and hillside residential area. Future development should consider preservation of hillsides, riparian corridors, and plant and animal wildlife habitat through sensitive site and building design. This area has developments that were annexed from the county. Legal, non-conforming uses and buildings in such areas are granted additional flexibility.

**GOAL LU-28**  
RETAIN INSPIRATION HEIGHTS AS A  
LOW-INTENSITY RESIDENTIAL AREA  
IN A NATURAL, HILLSIDE SETTING

### **Policy LU-28.1: Connectivity**

Improve bicycle and pedestrian environment along Foothill Boulevard and Stevens Canyon Road to improve neighborhood connectivity to services as well for hikers and bikers accessing natural open space areas in the vicinity.

### **Policy LU-28.2: Merriman-Santa Lucia Neighborhood**

Allow legal, non-conforming duplexes to remain in the area bounded by Santa Lucia Road, Alcalde Road and Foothill Boulevard.

## Oak Valley Neighborhood

### GOAL LU-29

RETAIN AND ENHANCE THE OAK VALLEY AS A UNIQUE NEIGHBORHOOD SURROUNDED BY NATURAL HILLSIDE AREAS AND PRIVATE AND PUBLIC SPACE

#### Policy LU-29.1: Development Intensity

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Require development intensity for the single-family Oak Valley neighborhood to be consistent with the development agreement that includes the use permit and other approvals. The development agreement describes development areas, intensity and styles of development, public park dedication, tree protection, access and historic preservation. The theme of the approvals is to balance development with environmental protection by clustering development, setting it back from sensitive environmental areas and preserving large areas as permanent open space.

#### Policy LU-29.2: Design Elements

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Require buildings to reflect the natural hillside setting as required in residential hillside zones with traditional architectural styles and natural materials and colors. Larger building elements should be scaled to respect the existing development in the surrounding area.



## Fairgrove Neighborhood

**GOAL LU-30**  
PRESERVE THE UNIQUE CHARACTER  
OF THE EICHLER HOMES IN THE  
FAIRGROVE NEIGHBORHOOD

### **Policy LU-30.1: Development Standards**

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Require all new construction to conform to the R1-e zoning (Single-Family Residential–Eichler).

### **Policy LU-30.2: Design Guidelines**

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Encourage residents to incorporate the design guidelines illustrated in the Eichler Design Guidelines.



Chapter 5  
**MOBILITY ELEMENT**



## INTRODUCTION

Cupertino's transportation system is multi-faceted. It integrates walkways, sidewalks, bicycle routes, bus transit facilities, local streets, major roadways and freeways into a single, integrated system that supports the city's high quality of life. At the local level, this includes facilities that connect neighborhoods with pedestrian, bicycle and automobile routes. Longer distance connections include links to major boulevards, expressways, commuter rail and the regional freeway system.

This Element includes goals, policies and strategies that the City will use in making decisions regarding transportation network improvements needed to accommodate Cupertino's anticipated growth. The purpose for this Element is to implement strategies that make alternative modes of transportation attractive choices. This will help reduce strain on the automobile network and improve health and quality of life for Cupertino residents and businesses.

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## CONTEXT

Cupertino's circulation system was developed mostly in a suburban and auto-oriented pattern during the 1950s and 1960s. Over the years, the City has enhanced its roadway infrastructure with a system of bike lanes, trails, bridges, better sidewalks and publicly accessible connections in new development. Cupertino is also served by many important regional transportation facilities such as Highway 85, Interstate 280, Lawrence Expressway, and bus transit service provided by the Santa Clara Valley Transportation Authority (VTA).

The community anticipates reductions in auto traffic impacts, enhancements to the walking and biking environment, improvements to existing transit service, and connections to key transit nodes including Caltrain. As such, the goals in this Element respond to current conditions and present policies to adequately address future change.

### Regional Transportation Planning

Cupertino's local transportation infrastructure is supplemented by regional facilities and services through agencies such as the VTA, the local congestion-management agency, the Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation authority, and Caltrans, the State Department of Transportation. Each agency has a long-term plan consisting of policies and projects which are connected to the operational success of Cupertino's local transportation network. Key projects for these agencies include:

- Miller Avenue Bike Lanes (Steven Creek Boulevard to Calle de Barcelona) (VTA)
- McClellan Road Bike Lanes (Foothill Boulevard to Byrne Avenue) (VTA)

- Saratoga Creek Trail Extension (Lawrence Expressway to Mitty Avenue) (VTA)
- Stevens Creek Trail Crossing (Stevens Creek Boulevard at McClellan Park Ranch) (VTA)
- Union Pacific Railroad Bicycle and Pedestrian Bridge Crossing (Stevens Creek Boulevard to Snyder)
- Hammond House/Rancho San Antonio Park) (VTA)
- Interchange Improvements at Interstate 280/Highway 85 (MTC–Plan Bay Area)
- Stevens Creek Bus Rapid Transit (MTC–Plan Bay Area)

Regional transit service primarily includes bus lines operated by VTA that run along the city’s major corridors, including Stevens Creek Boulevard, De Anza Boulevard and Wolfe Road, and portions of Homestead Road, Stelling Road and Tantau Avenue. Regional facilities include a bus transit station at De Anza College and within the Vallco Shopping District. As new development projects are proposed, the City will continue to identify opportunities for improvements to bus stop facilities, such as the new Apple Campus 2 area at Wolfe Road, Homestead Road and Tantau Avenue and the Main Street project at Tantau and Stevens Creek Boulevard.

A relatively new trend in regional commute transportation is the implementation of private bus and shuttle services to connect workers and major employers throughout the Bay Area. While currently this activity is not regulated or organized among these employers, it is beneficial in the regional effort to reduce the reliance on Single Occupancy Vehicles (SOVs).

The One Bay Area Grant Program is a new funding approach that better integrates the region’s federal

transportation program with California’s landmark climate change law (Assembly Bill 32, 2006) and Sustainable Communities Strategy program (Senate Bill 375, 2008). Funding distribution to the counties considers progress toward achieving local land use and housing policies by:

- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs); and
- Providing a higher proportion of funding to local agencies and additional investment flexibility to invest in bicycle and pedestrian improvements, local streets and roadway preservation and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

The goals and policies included in this Element and the Land Use and Community Design Element seek to take advantage of regional planning and funding efforts. They implement strategies that encourage the location of future growth in Cupertino’s Priority Development Areas area along Stevens Creek Boulevard and portions of De Anza Boulevard, and by advocating for improved service and improvements to regional infrastructure.

## **Link Between Land Use and Transportation**

In order to maintain and enhance the quality of life for Cupertino residents and businesses, it is important to ensure that future growth does not overwhelm the transportation network, identify ways to limit greenhouse gas emissions, and improve the health of our community. Land use and mobility policies included in the General Plan seeks to do so by working together to focus future growth along major mixed-use corridors and within PDAs. Mobility policies also seek to improve the walking/biking environment and enhance transit to ensure that the transportation

network is accessible to people of all ages and abilities, including school children, the disabled and the elderly. These policies also promote connectivity between neighborhoods and services, and between key nodes in order to reduce reliance on the automobile as the sole mode of transportation.

### **Complete Streets**

The California Complete Streets Act (2008) places the planning, designing and building of “Complete Streets” into the larger planning framework of the General Plan by requiring jurisdictions to plan for multi-modal transportation networks. Complete Streets are designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. These networks allow people to effectively travel to key destinations within their community and the larger region. In addition, all transportation projects should be evaluated as to their ability to improve safety, access and mobility for all travelers and recognize pedestrian, bicycle and transit modes as integral elements of their transportation system.

Cupertino has already begun the work of reviewing the existing street network and looking for new opportunities to improve alternative modes of transportation through the construction of sidewalks, walking paths, bike lanes, trails and bridges across pedestrian barriers, such as the Don Burnett Bridge at Mary Avenue. The goals and policies in this Element seek to continue the work of making enhancements to the transportation network to encourage all modes of transportation.



## **Greenhouse Gases and Transportation**

A major challenge of today is meeting the energy needs of a growing population while also protecting air quality and natural resources. The majority of greenhouse gas emissions can be attributed to carbon dioxide emissions from the transportation sector. A 2010 inventory of Cupertino's community-wide emissions shows that transportation accounts for almost 41 percent of community-wide emissions. Therefore, reducing the number of automobile trips, particularly from single-occupancy vehicles, can provide the greatest benefit in reducing greenhouse gas emissions in Cupertino.

The goals and policies in this Element work in tandem with other General Plan policies to address issues of sustainability, health and air quality by taking advantage of opportunities to reduce greenhouse gas emissions. Low-carbon fuels, new and improved vehicle technologies, and land use strategies and infrastructure improvements to reduce the number of vehicle miles traveled can reduce transportation-related emissions significantly.

## **Pedestrians and Bicyclists**

Cupertino has made considerable strides improving walkability and bikeability with new or improved bike lanes, sidewalks and pedestrian connections. However, many older commercial areas and neighborhoods continue to lack a pedestrian and bike-friendly environment where students can safely walk and bike to school, and families can walk or bike to parks and nearby community facilities and shopping. This was a consistent theme expressed by participants during public workshops conducted as part of the General Plan Amendment.

Areas are generally considered walkable if people can safely walk to schools, parks and services within a quarter

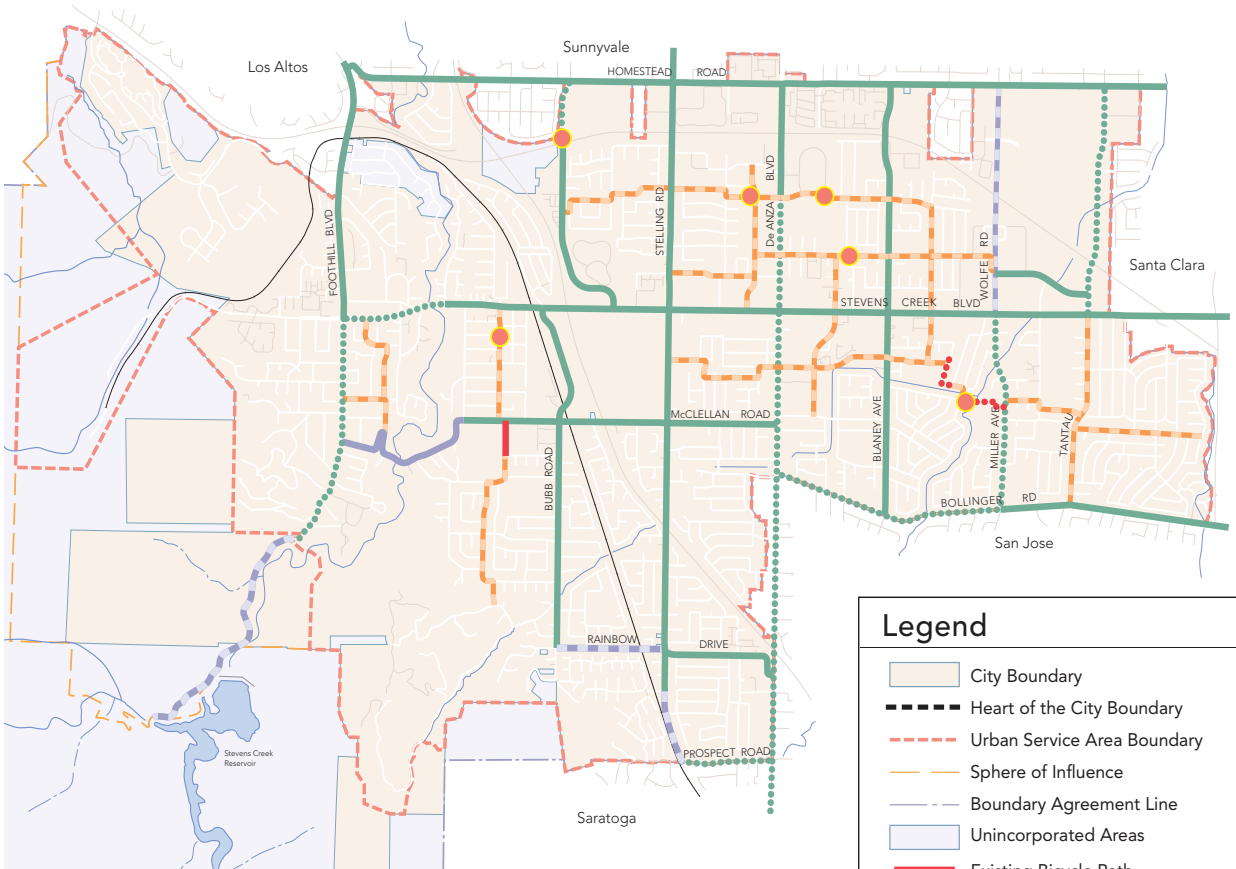
mile (5-7 minutes) to a half mile (10-14 minutes) distance. A bike-friendly city provides a network of streets and paths where people can bike safely and conveniently to community facilities, employment and shopping. The goals and policies of this Element, along with the City's Bicycle Transportation Plan and Pedestrian Plan, seek to further improve and enhance the walking and biking environment through capital improvement projects, development review, and retrofitting existing facilities within older commercial areas and neighborhoods. **Figure M-1** identifies existing and planned improvements to bicycle and pedestrian facilities in the city.

### Performance Measurement

Senate Bill 743 (2013) created a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). The process helps achieve the State's goals for reducing greenhouse gas emissions and traffic-related air pollution, promotes the development of a multi-modal transportation system, and provides clean, efficient access to major destinations. Specifically, the law requires an alternative to automobile level of service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, alternative criteria are required to promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses.

Like many cities, Cupertino has used LOS as a performance measure to evaluate traffic impacts. Historically, this has led cities to focus entirely on improvements to auto infrastructure, often to the detriment of other modes of transportation. Consistent with State law, this Element seeks to look at performance measures that balance the needs of all modes of transportation, including automobile, walking, biking and transit. Such new measures can range from looking at

Figure M-1  
Current (2014) and Proposed Bicycle Network



\* Note: see Complete Streets policy for implementation

### Legend

- City Boundary
- Heart of the City Boundary
- Urban Service Area Boundary
- Sphere of Influence
- Boundary Agreement Line
- Unincorporated Areas
- Existing Bicycle Path
- Proposed Bicycle Path
- Existing Bicycle Lane
- Proposed Bicycle Lane
- Existing Class 3a (shared roadway)
- Proposed Class 3a
- Existing Class 3b (residential streets that are linked together to form a continuous route)
- Proposed Class 3b
- Bicycle/Pedestrian Connection

↑

0 0.5 1 Mile

0 1000 2000 3000 Feet

0 500 1000 Meters

vehicle miles traveled (VMT) as a measure of balancing land uses to reviewing seconds of delay for all travel modes as a measure of impacts to traffic. This will allow the City to develop and maintain a Transportation Improvement Plan that includes pedestrian, bicycle, transit and automobile network enhancements, traffic calming features for neighborhood streets, and Transportation System Management (TSM) and Travel Demand Management (TDM) measures to improve efficiency of the network.

### Transportation Network

Cupertino's transportation network consists of a variety of street types and pathways. The network determines not only how various land uses are connected but also the modes of transportation used by people to access them.

**Table M-1** defines the various street types and paths in terms of their character, adjoining current and future land uses, modes of travel that they currently support, and improvements needed to enhance access for all modes of transportation.

Close alignment of the City's Capital Improvement Program with Community Vision 2040 priorities will allow the City to strategically plan and direct resources to develop this multi-modal transportation infrastructure. **Figure M-2** shows the geographical locations of the major roadways.

#### Transportation Systems Management (TSM)

TSM is an approach to congestion mitigation that identifies improvements to enhance the capacity of existing roadways through better operations. These techniques help improve traffic flow, air quality and movement of vehicles and goods, as well as enhance system accessibility and safety. TSM strategies are low-cost and effective, and typically include: intersection and signal improvements; data collection to monitor system performance; and/or special events management strategies.

#### Transportation Demand Management (TDM)

TDM seeks to reduce travel demand (specifically that of single-occupancy car) by encouraging other modes of travel through requirements and/or incentives. TDM strategies typically include: commute trip reduction programs; parking policies; and/or incentives to take transit or other modes of transportation.


























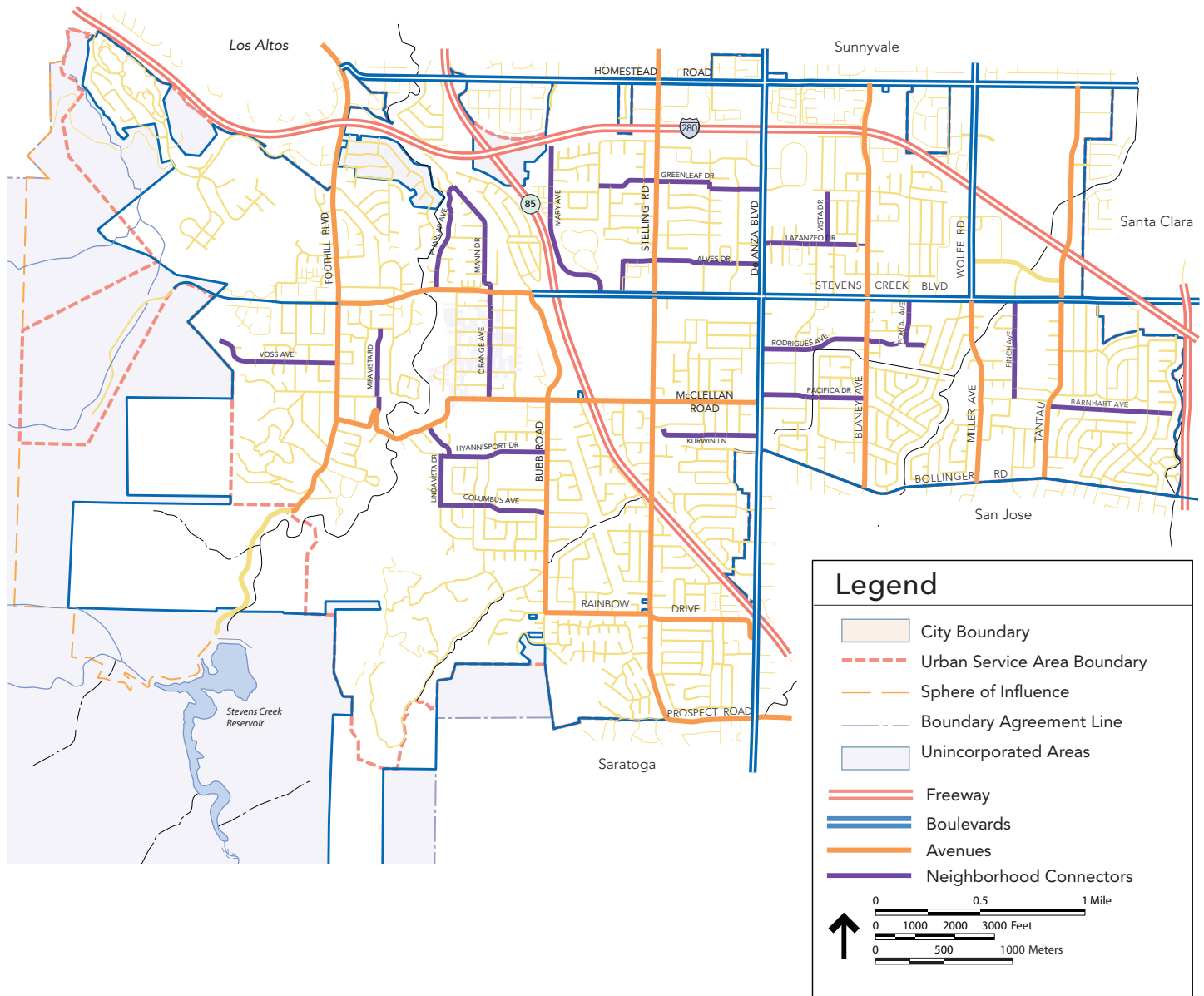
TABLE M-1 STREET TYPOLOGY		
Type	Mode(s) of Transportation	Guidelines
Freeway		Limited access, part of a regional and/or State network subject to State design standards.
Expressway	 	Limited access, regional and part of a county network subject to County design standards.
Boulevard (also known as arterials)	   	Access and safe crossing for all modes of travel along a regional transportation corridor. May include medians to separate directional travel. City or multi-jurisdictional design standards apply.
Main Street	   	Balances all modes of transportation, includes on-street parking and connects to highly pedestrian-oriented uses. Vehicular performance measures may be lowered to prioritize walking and biking.
Avenue (larger connector streets)	   	Connector that distributes trips to commercial and residential areas from boulevards, and provides balanced levels of service for auto, bikes and pedestrians.
Neighborhood Connector	  	Primarily serves and connects neighborhoods and neighborhood services, and facilitates safe walking and biking.
Residential Street	  	Provides access to low-intensity residential uses, prioritizes walking and biking, and are typically good candidates for traffic calming.
Regional Pedestrian/ Bike Pathway	 	Part of regional network providing high quality pedestrian and bike paths to connect to other regional destinations.
Local Pedestrian/Bike Pathway	 	Connects to regional network but part of local infrastructure, provides quality pedestrian and bike paths connecting local destinations.

Figure M-2  
Circulation Network



## LOOKING FORWARD

Maintaining Cupertino's great quality of life – including convenient access, clean air, and reduced traffic – requires careful management of growth. The City will identify ways to locate appropriate land uses along major mixed-use corridors, improving overall access and connectivity, enhancing the attractiveness of non-vehicular transportation modes, and reducing demand on the roadway network. The following are ways the City will address key challenges and opportunities facing Cupertino:

- 1. Better Linking Land Use and Transportation.** How we use our land directly impacts our transportation facilities, modes of travel and vice versa. A primary cornerstone of Community Vision 2040 is to focus growth on major mixed-use corridors; support alternate modes of transportation including walking, biking and transit; and encourage a mix of compatible and complementary uses on key sites. These strategies will allow the City to manage growth with reduced traffic, air quality and greenhouse gas impacts.
- 2. Regional Coordination.** The City should continue to participate in regional projects and infrastructure planning to ensure consistency with local planning, and pursue funding for City transportation projects.
- 3. Connectivity.** A key objective of the City is to improve connections through streetscape and pathway improvements to ensure that the community enjoys easy walking and biking access to services including parks, schools and shopping. Other strategies seek to supplement existing modes of transportation such as community shuttles through partnerships and agreements and providing links between key transportation nodes.

- 4. Demand Reduction.** The strategies in this Element seek to reduce demand on the City's roadway infrastructure through careful land use planning, encourage alternative modes of transportation and utilize best practices in Transportation Demand Management and Transportation Systems Management.



## GOALS AND POLICIES

### Regional Coordination

Regional transportation and land use decisions affect the operation of the transportation network in Cupertino. A key consideration of the General Plan is for the City to participate in regional planning initiatives in order to coordinate local improvements with regional initiatives, advocate for Cupertino's needs, and take advantage of programs that can support Cupertino's transportation infrastructure.

#### **GOAL M-1**

ACTIVELY PARTICIPATE IN REGIONAL PLANNING PROCESSES TO COORDINATE LOCAL PLANNING AND TO ADVOCATE FOR DECISIONS THAT MEET AND COMPLEMENT THE NEEDS OF CUPERTINO

#### **Policy M-1.1: Regional Transportation Planning**

Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan. Work with neighboring cities to address regional transportation and land use issues of mutual interest.

#### **Policy M-1.2: Transportation Impact Analysis**

Participate in the development of new multi-modal analysis methods and impact thresholds as required by Senate Bill 743.

#### **Policy M-1.3: Regional Trail Development**

Continue to plan and provide for a comprehensive system of trails and pathways consistent with regional systems,

including the Bay Trail, Stevens Creek Corridor and Ridge Trail.

## Complete Streets

Complete Streets policies encourage the design of streets that respond to the needs of all members of the community, balance different modes of transportation, promote the health and well-being of the community, and support environmental sustainability.

**GOAL M-2**  
PROMOTE IMPROVEMENTS  
TO CITY STREETS THAT  
SAFELY ACCOMMODATE ALL  
TRANSPORTATION MODES AND  
PERSONS OF ALL ABILITIES

### Policy M-2.1: Street Design

Adopt and maintain street design standards to optimize mobility for all transportation modes including automobiles, walking, bicycling and transit.

### Policy M-2.2: Adjacent Land Use

Design roadway alignments, lane widths, medians, parking and bicycle lanes, and sidewalks to complement land use served by them and in keeping with the aesthetic vision of the Planning Area. Improvement standards shall also consider the urban, suburban and rural environments found within the city.

#### Strategy M-2.2.1: Rural Road Improvement Standards.

Identify candidate rural roads and develop specific street improvement standards that preserve the rural character of these streets. Rural roads would typically feature natural landscaping, no sidewalks and narrow unpaved shoulders.

### **Strategy M-2.2.2: Semi-Rural Road Improvement**

**Standards.** Identify candidate semi-rural roads where curb and gutter improvements, and no sidewalks, are appropriate.

### **Strategy M-2.2.3: Urban Road Improvement Standards.**

Develop urban improvement standards for arterials such as Stevens Creek and De Anza Boulevards. In these areas, standards may include wide sidewalks, tree wells, seating, bike racks and appropriate street furniture.

### **Policy M-2.3: Connectivity**

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Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.

### **Policy M-2.4: Traffic Calming**

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Provide traffic calming, especially in neighborhoods and around schools, parks and community facilities to reduce traffic impacts and support alternative modes of transportation rather than constructing barriers to mobility.

### **Policy M-2.5: Public Accessibility**

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Ensure all new public and private streets are publicly accessible to improve walkability and reduce impacts on existing streets.

## Walkability and Bikeability

Walkability and bikeability policies encourage a livable, healthy, sustainable and connected city with a safe and comfortable pedestrian network among its various neighborhoods, parks, trails, employment centers, community facilities, neighborhood centers and commercial centers.

### GOAL M-3 SUPPORT A SAFE PEDESTRIAN AND BICYCLE STREET NETWORK FOR PEOPLE OF ALL AGES AND ABILITIES

#### Policy M-3.1: Bicycle and Pedestrian Master Plan

Adopt and maintain a Bicycle and Pedestrian Master Plan, which outlines policies and improvements to streets, extension of trails, and pathways to create a safe way for people of all ages to use alternative methods of transportation on a daily basis, and as shown in **Figure M-1**.

#### Policy M-3.2: Development

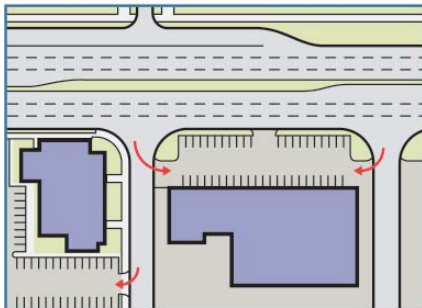
Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping and employment destinations throughout the city.

#### Policy M-3.3: Pedestrian and Bicycle Crossings

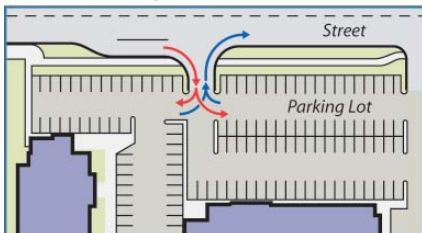
Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways and road barriers.

#### Policy M-3.4: Street Widths

Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.



**Shared Driveway Access**



*The diagram above shows an example of direct access from a secondary street*

## **Policy M-3.5: Curb Cuts**

Minimize the number and the width of driveway openings.

**Strategy M-3.5.1: Shared Driveway Access.** Encourage property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures, consolidations or both when a site is remodeled. Ensure that the driveway accommodates the traffic volume for all affected properties, and that the maintenance responsibilities are clearly defined.

**Strategy M-3.5.2: Direct Access from Secondary Streets.** Encourage property with frontages on major and secondary streets to provide direct access to driveways from the secondary street.

**Strategy M-3.5.1: Temporary Curb Cuts on Non-Residential Sites.** Permit temporary curb cuts on a non-residential site subject to the City finding that the opening is necessary for public safety. These temporary openings may be closed and access to the driveway made available from other driveways when surrounding properties are developed or redeveloped.

## **Policy M-3.6: Safe Spaces for Pedestrians**

Require parking lots to include clearly defined paths for pedestrians to provide a safe path to building entrances.

## **Policy M-3.7: Capital Improvement Program**

Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the network to connect destinations across the city as part of the City's Capital Improvement Program.

## **Policy M-3.8: Bicycle Parking**

Require new development to provide improved bicycle connections and public and private bicycle parking.

### **Policy M-3.9: Outreach**

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Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

### **Policy M-3.10: Quarry Operations**

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Continue enforcement of truck traffic speeds from Stevens Creek and the Lehigh Cement Plant on Stevens Canyon Road, and Stevens Creek and Foothill Boulevards. Install radar speed monitors, if warranted.

## **Transit**

Transit policies encourage planning and coordination of regional and local transit services, both public and private, to accommodate diverse community needs and to make transit a safe, comfortable and efficient option.

**GOAL M-4**  
PROMOTE LOCAL AND REGIONAL  
TRANSIT THAT IS EFFICIENT,  
FREQUENT AND CONVENIENT AND  
REDUCES TRAFFIC IMPACTS

### **Policy M-4.1: Transit Agencies**

---

Coordinate with local and regional transit agencies including MTC, VTA and Santa Clara County to improve transportation service, infrastructure and access in the city, and to connect to transportation facilities such as Caltrain and VTA light rail stations.

### **Policy M-4.2: Local Transportation Services**

---

Create or partner with transit providers, employers, educational institutions, and major commercial entities to improve gaps within local transportation services.

### **Policy M-4.3: Connecting Major Special Areas**

---

Identify and implement new or enhanced transit services to connect major Special Areas including De Anza College, North Vallco Park, North De Anza, South Vallco Park, Crossroads, City Center and Civic Center.

### **Policy M-4.4: Transit Facilities with New Development**

---

Ensure all new development projects include amenities to support public transit including bus stop shelters, space for transit vehicles as appropriate and attractive amenities such as trash receptacles, seating and lighting.

### **Policy M-4.5: Access to Transit Services**

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Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.

### **Policy M-4.6: Bus and Shuttle Programs**

---

Work with large regional employers and private commuter bus/shuttle programs to provide safe pick-up, drop-off, and park and rides in order to reduce single occupancy vehicle trips.

## Safe Routes to Schools

Safe routes to schools policies protect the safety of school children and promote health, environmental sustainability and social interaction. They leverage local, regional and national Safe Routes to Schools Program resources to support increased walking and bicycling to schools.

**GOAL M-5**  
IMPROVE THE PEDESTRIAN AND  
BIKE NETWORK WITHIN THE CITY TO  
PROVIDE SAFE AND CONVENIENT  
PEDESTRIAN AND BICYCLING ACCESS  
TO SCHOOLS

### Policy M-5.1: Safe Routes to Schools

Promote Safe Routes to Schools programs for all schools serving the city.

#### **Strategy M-5.1.1. Coordination with School Districts.**

Coordinate with the School Districts to develop plans and programs that encourage car/van-pooling, stagger hours of adjacent schools, establish drop-off locations, and encourage walking and bicycling to school.

**Strategy M-5.1.2. Teen Commission.** Encourage the Teen Commission to work with schools to encourage year-round programs to incentivize walking and biking to school.



## **Policy M-5.2: Prioritizing Projects**

---

Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

## **Policy M-5.3: Connections to Trails**

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Connect schools to the citywide trail system.

## **Policy M-5.4: Education**

---

Support education programs that promote safe walking and bicycling to schools.

## **Vehicle Parking**

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods, and support the City's goals for Complete Streets, walkability, bikeability and effective transit.

## **GOAL M-6 PROMOTE INNOVATIVE STRATEGIES TO PROVIDE EFFICIENT AND ADEQUATE VEHICLE PARKING**

## **Policy M-6.1: Parking Codes**

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Maintain efficient and updated parking standards to ensure that development provides adequate parking, both on-street and off-street depending on the characteristics of the development, while also reducing reliance on the automobile.

## **Policy M-6.2: Off-Street Parking**

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Ensure new off-street parking is properly designed and efficiently used.

## Transportation Impact Analysis

Transportation Impact Analysis policies enable effective, informed transportation planning by using a more balanced system of indicators, data and monitoring to evaluate the city's multi-modal transportation system and optimize travel by all transportation modes.

**GOAL M-7**  
REVIEW AND UPDATE TIA POLICIES  
AND GUIDELINES THAT ALLOW FOR  
ADEQUATE CONSIDERATION FOR  
ALL MODES OF TRANSPORTATION  
INCLUDING AUTOMOBILES,  
WALKING, BICYCLING AND TRANSIT

### Policy M-7.1: Multi-Modal Transportation Impact Analysis

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Develop performance measures and indicators for all modes of transportation, including performance targets that vary by street type and location

### Policy M-7.2: Protected Intersections

---

Consider adopting a Protected Intersection policy which would identify intersections where improvements would not be considered which would degrade levels of service for non-vehicular modes of transportation. Potential locations include intersections in Priority Development Areas (PDAs) and other areas where non-vehicular transportation is a key consideration.

## Greenhouse Gas Emissions and Air Quality

Greenhouse gas emissions and air quality policies in this Element work in tandem with other General Plan policies to reduce municipal and community-wide greenhouse gas emissions and improve air quality throughout Cupertino.

### GOAL M-8

PROMOTE POLICIES TO HELP ACHIEVE STATE, REGIONAL AND LOCAL AIR QUALITY AND GREENHOUSE GAS EMISSION REDUCTION TARGETS

#### Policy M-8.1: Greenhouse Gas Emissions

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Develop cost-effective strategies for reducing greenhouse gas emissions in coordination with the City's Climate Action Plan.

#### Policy M-8.2: Land Use

---

Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita Vehicle Miles Traveled (VMT).

#### Policy M-8.3: Transportation System Management (TSM) Programs

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Employ TSM strategies to improve efficiency of the transportation infrastructure including strategic right-of-way improvements, intelligent transportation systems and optimization of signal timing to coordinate traffic flow.

#### **Policy M-8.4: Transportation Demand Management (TDM) Programs**

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Require large employers to develop and maintain TDM programs to reduce vehicle trips generated by their employees and develop a tracking method to monitor results.

#### **Policy M-8.5: Design of New Developments**

---

Encourage new commercial developments to provide shared office facilities, cafeterias, daycare facilities, lunchrooms, showers, bicycle parking, home offices, shuttle buses to transit facilities and other amenities that encourage the use of transit, bicycling or walking as commute modes to work. Provide pedestrian pathways and orient buildings to the street to encourage pedestrian activity.

#### **Policy M-8.6: Alternative Fuel Charging Stations**

---

Develop a city-wide strategy to encourage the construction of a network of public and private alternative fuel vehicle charging/fueling stations.

#### **Roadway System Efficiency**

Roadway system efficiency policies make effective use of roadway capacity and decrease travel demand and automobile traffic by encouraging strategic roadway improvements and complementary policies promoting transit, walking, bicycling and complete streets.

**GOAL M-9**  
PROMOTE EFFECTIVE AND EFFICIENT  
USE OF THE CITY'S TRANSPORTATION  
NETWORK AND SERVICES

## **Policy M-9.1: Efficient Automobile Infrastructure**

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Strive to maximize the efficiency of existing infrastructure by locating appropriate land uses along roadways and retrofitting streets to be accessible for all modes of transportation.

## **Policy M-9.2: Reduced Travel Demand**

---

Promote effective Transportation Demand Management programs for existing and new development.

## **Policy M-9.3: Street Width**

---

Except as required by environmental review for new developments, limit widening of streets as a means of improving traffic efficiency and focus instead on operational improvements to preserve community character.

**Strategy M-9.3.1. Wolfe Road Overcrossing.** Consider alternate designs for the Wolfe Road/I-280 Interchange (e.g., from partial cloverleaf design to diamond design) when evaluating the need to widen the freeway overcrossing.

**Strategy M-9.3.2. Streetscape Design.** When reviewing the widening of an existing street, consider the aesthetic vision of the Planning Area and incorporate to the extent feasible appropriate landscaping and pedestrian/bicycle amenities.

## **Transportation Infrastructure**

Transportation infrastructure policies promote safe, attractive and well-maintained facilities for walking, bicycling, transit and automobiles.

### **GOAL M-10**

ENSURE THAT THE CITY'S  
TRANSPORTATION INFRASTRUCTURE  
IS WELL-MAINTAINED FOR ALL  
MODES OF TRANSPORTATION AND  
THAT PROJECTS ARE PRIORITIZED ON  
THEIR ABILITY TO MEET THE CITY'S  
MOBILITY GOALS

#### **Policy M-10.1: Transportation Improvement Plan**

Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian and bicycle transportation improvements to meet the City's needs.

#### **Policy M-10.2: Transportation Impact Fee**

Ensure sustainable funding levels for the Transportation Improvement Plan by enacting a transportation impact fee for new development.

#### **Policy M-10.3: Priority**

Prioritize projects in the Transportation Improvement Plan.

## **Policy M-10.4: Multi-Modal Improvements**

---

Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.

## **Policy M-10.5: Roadway Maintenance Funding**

---

Identify and secure new funding sources to fund the on-going routine maintenance of roadways.





Chapter 6

**ENVIRONMENTAL RESOURCES AND  
SUSTAINABILITY ELEMENT**





## INTRODUCTION

Cupertino’s long-term environmental, economic and social sustainability depends on ensuring that land use planning and development recognizes the link between the built and natural environments. Today, more than half the planet’s population live in either a city or suburb, and it is projected that by 2050 more than 80 percent of all people will live within urban areas. Water and other natural resources that support cities originates in natural areas, which have become places of vast resource extraction to feed the needs of a growing human population. As a result, there are few places on earth that remain “untouched,” and traditional distinctions between the natural environment and the built environment have become less identifiable or meaningful.

Because human activity has such a large impact on the environment, cities need to identify ways to protect and restore natural ecosystems through land use decisions, building designs and resource conservation. This entails applying principles of sustainability at all aspects of the development process, including mobility, infrastructure, water and energy use, buildings, streetscape and landscape, and land use planning.

This Element includes goals, policies and strategies that help Cupertino think more holistically about sustainability, and in doing so, improve the ecological health and the quality of life for the community.

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## CONTEXT

### Climate Change

In 2006, the California Legislature and Governor took significant steps to address climate change concerns with the passage of the Global Warming Solutions Act (AB 32). The law set a target to reduce California's greenhouse gas emissions to 1990 levels by year 2020. In addition, the Governor also signed Executive Order S-3-05 that required California to reduce greenhouse gas emissions (GHG) by 80 percent below the 1990 levels by year 2050.

Many initiatives at the State, regional and local levels are being implemented to help achieve these goals. These include:

- The Sustainable Communities and Climate Protection Act of 2008 (SB 375) supports the State's climate action goals to reduce GHG through coordinated transportation and land use planning. Each of California's Metropolitan Planning Organizations must prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP) to achieve these targets. For the nine-county Bay Area, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have prepared the One Bay Area Plan as its SCS. This plan contains land use, housing and transportation strategies that allow the region to meet its GHG reduction targets.
- One Bay Area Grant (OBAG) program, which implements transportation funding in coordination with the strategies in the One Bay Area Plan.
- The City is in the process of completing its Climate Action Plan (CAP), which aims to address GHG reductions per the targets set in AB 32 and S-3-05. The CAP

is based on 2040 growth projections for Cupertino. It aims to capture the shortfall projected from State initiatives by identifying policies and strategies to reduce GHG at a municipal and community-wide level.

## **Air Quality**

Clean air is a basic need for human and environmental health. Air pollution comes from both mobile sources (e.g., cars, trucks, airplanes) and stationary sources (e.g., agricultural and industrial uses). Air quality standards are established by both the State Air Resources Board and the Federal Environmental Protection Agency. The Bay Area Air Quality Management District (BAAQMD) has the responsibility to create strategies and monitor the targets set by State and Federal standards for the Bay Area. Due to air quality planning efforts, regional air quality has improved significantly over the past several decades, even though the population, traffic and industrialization have increased.

The 2010 Clean Air Plan works in tandem with the One Bay Area Plan and identifies strategies to address four categories of pollutants including ground-level ozone, particulate matter, air toxics and GHG. The City's CAP aims to capture the shortfall projected from State initiatives to reduce GHG at a municipal and community-wide level. While standards are a key component in improving air quality, the City's approach towards land use, mobility, infrastructure and operations can have a huge impact.

## **Energy**

Energy consumption in the United States and in Cupertino is mainly fossil-fuel based (e.g., coal, oil, natural gas, etc.). The continuously rising cost of energy production, together with diminishing non-renewable fossil fuels, has necessitated a change towards reduction and efficient use of fossil fuels, and identifying and increasing the use of alternative, renewable energy sources.

Energy providers are also looking to move their portfolio towards alternative energy sources including wind turbine, nuclear and solar generation. The diminishing cost of installing smaller solar power generation systems is encouraging the increased use of such facilities by consumers. Additionally, strides in automobile technology utilizing electric batteries and improvements to the network of charging stations allows users confidence in the use of electric cars. Finally, rising energy costs and Federal and State standards on energy usage are encouraging more people to replace existing appliances and other equipment with more energy efficient equipment.

Cupertino has continued to express its commitment to conserving energy by improving municipal operations in order to reduce energy use (e.g., retrofitting or replacing street equipment, vehicles and facilities), and providing resources and information to professionals, residents, businesses and schools.

## **Buildings**

The 2010 Greenhouse Gas Emissions Inventory for Cupertino indicates that buildings account for about 55 percent of GHG emissions in the city. This means that State and local efforts towards energy conservation in buildings can significantly affect the community's air quality. While green building strategies can effectively target GHG, they also improve the health of occupants, preserve habitat and natural landscapes, reduce water pollution and conserve other natural resources. State and local efforts to encourage green buildings include the following:

- The State routinely updates building code standards to include new energy conservation and green building concepts. The 2013 CalGreen Building Code outlines mandatory and voluntary measures to encourage sustainable practices in all aspects of construction such as

planning and design; energy and water efficiency and conservation; material conservation; resource efficiency; and environmental quality.

- Cupertino has adopted a Green Building Ordinance that ensures that new buildings and renovations exceed the sustainability and ecological standards set by the State.

## Natural Resources

### Biodiversity

Biodiversity refers to the diversity, or variety, of plants and animals in a particular ecosystem, area or region. Cupertino's commitment to sustainability includes sustaining the diversity of species in each ecosystem as we plan for human activities that affect the use of land and natural resources. Cupertino's ecosystem ranges from the urban environment in the flatlands to semi-rural and rural environment in the western foothills. The City has always recognized importance of sustaining biodiversity in the foothills and along riparian corridors. However, a commitment to sustainability will require a different way of thinking about the urban ecosystem. The City is now looking at opportunities in the built and natural environment in sustaining and enhancing biodiversity.

### Urban Ecosystems

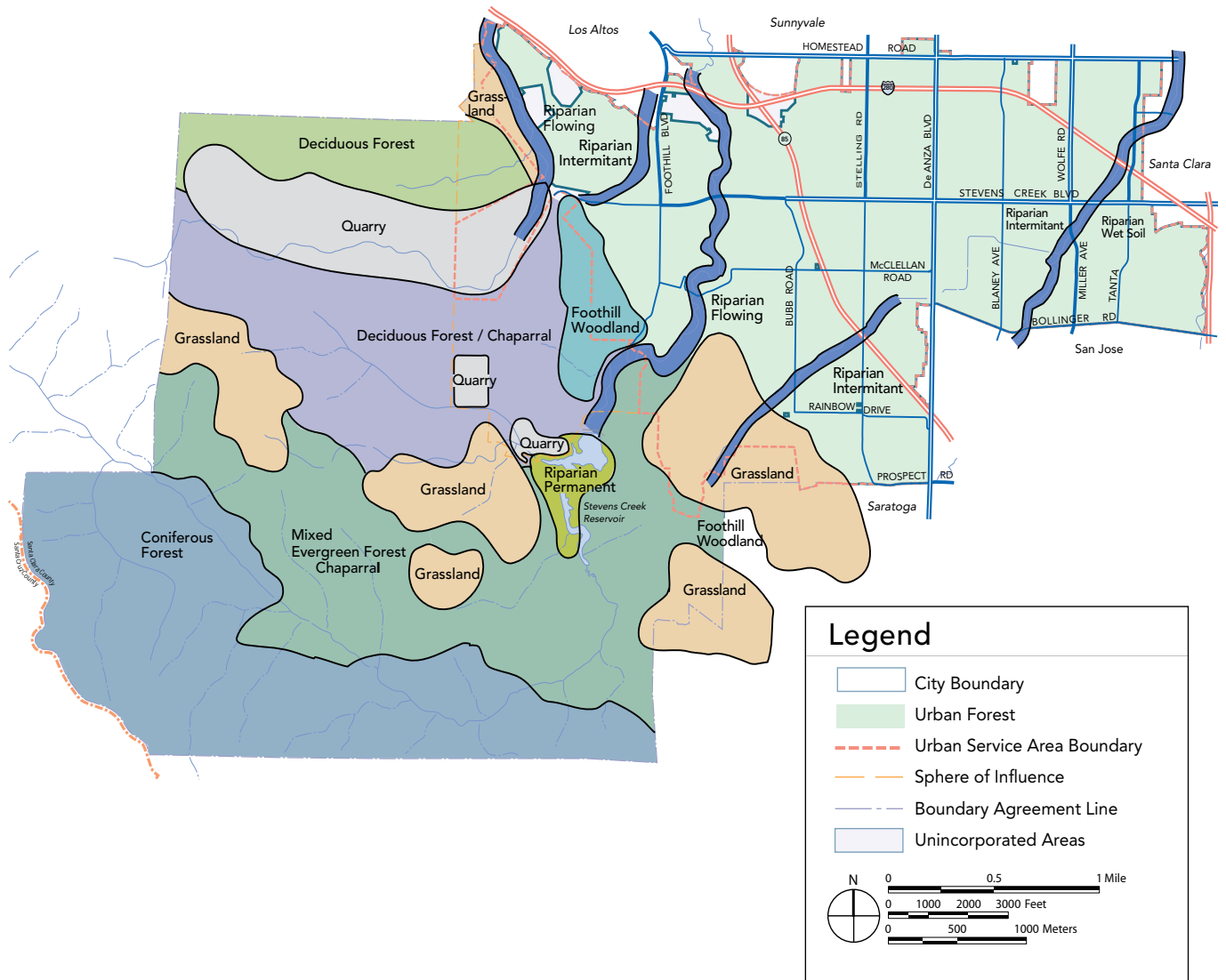
While an urban environment can be stressful for some species due to pollution and habitat fragmentation, others may thrive in this environment because humans create favorable microhabitats or abundant resources for them. Modified habitats including greenhouses, basements, compost piles and green roofs can help certain plant and animal species thrive better than in natural environments. As Cupertino continues to change and grow, the City is committed to enhancing the urban ecosystem in the form of urban forestry management, treatment of parks and open space, landscape and building requirements.

**Rural Ecosystems**

Cupertino’s rural plant and animal resources are located in the relatively undeveloped western foothills and mountains, near the Rancho San Antonio Open Space Preserve and along Stevens Creek. Each ecosystem of vegetation and location provides food and shelter to support a variety of wildlife. The diversity of plant and animal life supported in different ecosystems is identified in **Table ES-1** below and **Figure ES-1**.

<b>TABLE ES-1 PLANT AND ANIMAL RESOURCES</b>			
<b>Ecosystem</b>	<b>Location</b>	<b>Plant Resources</b>	<b>Animal Resources</b>
<p><b>Riparian</b></p> <ul style="list-style-type: none"> <li>• Grows along stream courses</li> <li>• Valuable habitat for wildlife due to presence of water, lush vegetation and high insect populations</li> </ul>	<ul style="list-style-type: none"> <li>• Stevens Creek</li> <li>• Permanente Creek</li> <li>• Regnart Creek</li> <li>• Heney Creek</li> <li>• Calabazas Creek</li> </ul>	<ul style="list-style-type: none"> <li>• Willow</li> <li>• California Buckeye</li> <li>• Coast Live Oak</li> <li>• Coyote Brush</li> <li>• Poison Oak</li> <li>• California blackberry</li> </ul>	<p>Relatively undisturbed riparian areas support a wide variety of wildlife species including:</p> <ul style="list-style-type: none"> <li>• Amphibians</li> <li>• Reptiles</li> <li>• Birds</li> <li>• Mammals</li> </ul>
<p><b>Grasslands</b></p> <ul style="list-style-type: none"> <li>• Composed primarily of non-native grasses</li> <li>• Formerly used as pasture</li> </ul>	<ul style="list-style-type: none"> <li>• Occur on lower slopes of western foothills</li> <li>• Scattered locations on higher elevations in Montebello Ridge system</li> </ul>	<ul style="list-style-type: none"> <li>• Wild oat</li> <li>• Clover</li> <li>• Rye grass</li> <li>• Vetch</li> <li>• Spring wild flower bloom (such as California Poppy, Plantago or Owl Clover)</li> </ul>	<p>Reptilian and mammal species adapted to dry conditions including:</p> <ul style="list-style-type: none"> <li>• Western Fence Lizard</li> <li>• Western Rattlesnake</li> <li>• Common King Snake</li> <li>• Burrowing rodents (such as Meadow mice or California ground squirrel)</li> </ul>
<p><b>Brushlands</b></p> <ul style="list-style-type: none"> <li>• Scrubby, dense vegetation that often integrates with Woodlands</li> </ul>	<ul style="list-style-type: none"> <li>• Found on dry, rocky and steep slopes</li> </ul>	<ul style="list-style-type: none"> <li>• Coyote brush</li> <li>• Poison oak</li> <li>• California sage</li> <li>• Ceanothus</li> </ul>	<ul style="list-style-type: none"> <li>• Mule deer</li> <li>• Brush rabbit</li> <li>• Bobcat</li> <li>• Coyote</li> </ul>
<p><b>Foothill Woodlands and Forests</b></p> <ul style="list-style-type: none"> <li>• Scattered Oak trees with an undergrowth in some areas of plants</li> <li>• Large trees</li> </ul>	<ul style="list-style-type: none"> <li>• Foothills</li> <li>• Higher elevations</li> </ul>	<ul style="list-style-type: none"> <li>• Oak trees</li> <li>• Mixed Hardwood trees</li> <li>• Evergreens including redwoods</li> </ul>	<ul style="list-style-type: none"> <li>• Insect/seed eating birds and mammals</li> <li>• Raptors, including owls</li> <li>• Large mammals including deer, coyote</li> </ul>

Figure ES-1  
Vegetation





## Mineral Resources

The State of California, recognizing the value of preserving mineral deposits to achieve a more sustainable future, enacted the Surface Mining and Reclamation Act (SMARA) in 1975. The objective of SMARA is to assist local governments in conserving mineral deposits for future use.

There are several mineral resource areas located both in Cupertino's sphere of influence and within the city limit. These mineral resource areas are shown in **Figure ES-2**. The figure identifies natural resource areas that will be conserved for future extraction, which are outside of the city limits.

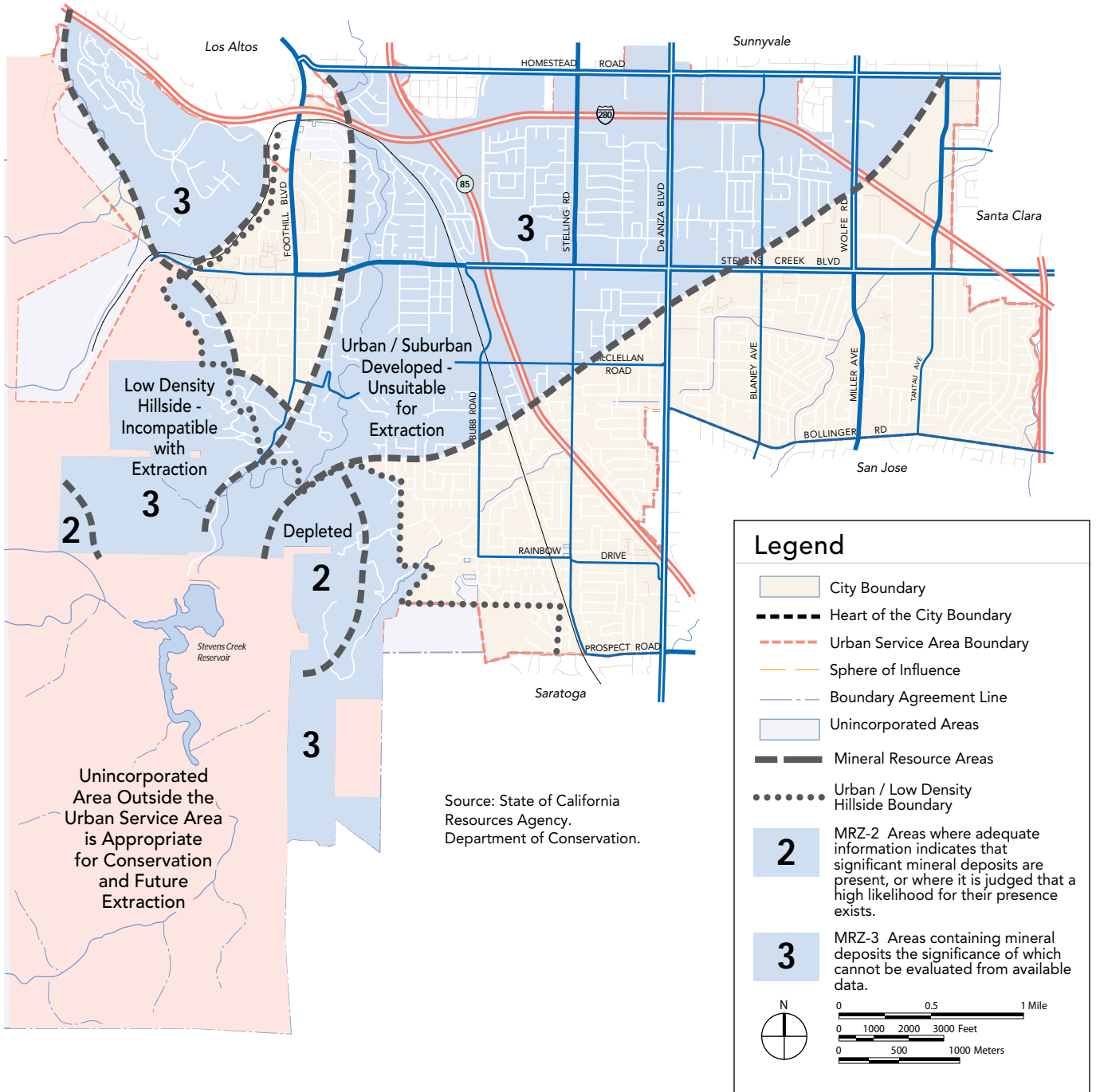
Two quarries within the city's sphere of influence, Hanson Permanente and Stevens Creek, have been designated by the State as having mineral deposits of regional or state significance. These quarries are located in the unincorporated area outside city limits, and therefore, Santa Clara County has regulatory jurisdiction. The County's mineral resource policies are directed toward preserving existing resource areas and, where feasible, designating new areas and expanding existing sites.

The McDonald-Dorsa quarry, which used to operate south of the Deep Cliff Golf Course and Linda Vista Park, was closed in the 1970s and is not a current source of mineral resource. The site has since been designated as residential, while the portion that is now Linda Vista Park is designated for parks and open space. However, since it was closed prior to SMARA, redevelopment in the area should address soils stabilization and reclamation issues.

## Water

Cupertino's sustainable future is, in part, dependent upon the supply and use of water as well as the effective management of natural watershed resources. In recent years,

Figure ES-2  
Mineral Resources



water resource management has moved away from supply side efforts (e.g., creation of dams and reservoirs) to managing how water is used. In particular, this includes emphasizing conservation and efficiency in infrastructure planning, design and construction of buildings, and land use planning. The following is a list of existing State, regional and local efforts towards water conservation.

- The Santa Clara Valley Water District is the groundwater management agency in Santa Clara County. The Santa Clara Valley Groundwater sub-basin provides approximately half of the total county water demands. The District works to maximize water supply, protect the basins from contamination and ensure that groundwater supply is sustained.
- The San Francisco Bay Regional Water Quality Board (RWQWB) implements the Clean Water Act for the Bay Area region including the National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water permit which regulates both point source and non-point source pollutants to improve ground water resources and reduce pollution in the bay. This program is discussed in detail in the Infrastructure Element.
- Senate Bill X7-7 was enacted in November 2009, requiring all water suppliers to increase water use efficiency and sets a goal of reducing per capita urban water use by 20 percent by 2020. The bill includes a short-term target of a 10 percent reduction in per capita urban water use by 2015.
- The City of Cupertino has adopted a water-efficient Landscape ordinance and Green Building ordinance to ensure that the city can meet and State and regional targets.

## LOOKING FORWARD

Future growth and change in Cupertino provides both a challenge and an opportunity for the City and community. Cupertino is blessed with an abundance of natural and urban ecosystems. In the past, the City has relied on a limited toolkit of policies to ensure that growth and development do not negatively impact natural resources. Great strides have been made in the last decade to promote sustainability, and community support for these initiatives has been growing. The City now has a much larger array of resources to manage growth, including sustainability practices, new planning and development tools, and performance measures that maintain or enhance natural resources and overall environmental health.

- 1. Regional Cooperation.** Federal, State and regional agencies have been at the forefront of legislation related to sustainability and environmental health. The City should strive to exceed these requirements in areas that are of priority to the community.
- 2. Ecosystems.** In recent years, cities have begun to realize that urban and suburban areas provide a rich ecosystem for plant and animal habitat. The City will focus policies on a citywide approach (urban and natural environments) towards sustaining plant and animal resources.
- 3. Sustainability Best Practices.** The City will apply sustainability principles in all aspects of new development; mobility and infrastructure improvements; water and energy usage; building design and operations; streetscapes and landscaping; and citywide land use planning.
- 4. Community Involvement.** The City will encourage community participation in the implementation of sustainability-related programs.

## GOALS AND POLICIES

### Planning and Regional Coordination

The City seeks to coordinate its local sustainability and greenhouse gas reduction planning efforts with Federal, State and regional plans and programs to ensure a consistent, integrated and efficient approach to a sustainable future.

#### GOAL ES-1

#### ENSURE A SUSTAINABLE FUTURE FOR THE CITY OF CUPERTINO

#### Policy ES-1.1: Principles of Sustainability

Incorporate the principles of sustainability into Cupertino's planning, infrastructure and development process in order to improve the environment, reduce greenhouse gas emissions and meet the needs of the community without compromising the needs of future generations.

**Strategy ES-1.1.1: Climate Action Plan (CAP).** Adopt and maintain a Climate Action Plan to attain reduction targets consistent with state law and regional requirements. The plan will identify measures for both community-wide and municipal operations, and include recommendations to:

- Reduce energy use through conservation and efficiency;
- Reduce fossil fuel use through multi-modal and alternative transportation;
- Maximize use and, where feasible, install renewable energy resources;
- Increase citywide water conservation and recycled water use;

- Accelerate materials management through expanded recycling, composting, extended producer responsibility and procurement practices; and
- Promote and incentivize each of those efforts to maximize participation and impacts.

**Strategy ES-1.1.2: CAP and Sustainability Strategies**

**Implementation.** Periodically review and report on the effectiveness of the measures outlined in the CAP and the strategies in this Element. Institutionalize sustainability by developing a methodology to ensure all environmental, social and lifecycle costs are considered in project, program, policy and budget decisions.

**Strategy ES-1.1.3: Climate Adaptation and Resiliency.**

Conduct a climate vulnerability assessment and set preparedness goals and strategies to safeguard human health and community assets. Incorporate these into all relevant plans, including the Emergency Preparedness Plan, Local Hazard Mitigation Plan, Dam Failure Plan, Climate Action Plan and Energy Assuredness Plan.

**Policy ES-1.2: Regional Growth and Transportation Coordination**

Coordinate with local and regional to prepare updates to regional growth plans and strategies, including the Regional Housing Allocation Needs Allocation (RHNA), One Bay Area Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS).

**Strategy ES-1.2.1: Local Plan Consistency with Regional**

**Plans.** Update and maintain local plans and strategies so they are consistent with One Bay Area Plan to qualify for State transportation and project CEQA streamlining.

## Energy Sustainability

Since energy consumption is the largest contributor to GHG emissions, the City seeks to conserve energy to reach state and regional emissions targets.

### GOAL ES-2 PROMOTE CONSERVATION OF ENERGY RESOURCES

#### Policy ES-2.1: Conservation and Efficient Use of Energy Resources

Encourage the maximum feasible conservation and efficient use of electrical power and natural gas resources for new and existing residences, businesses, industrial and public uses.

**Strategy ES-2.1.1: Coordination.** Continue to evaluate, and revise as necessary, applicable City plans, codes and procedures for inclusion of Federal, State and regional targets conservation.

**Strategy ES-2.1.2: Comprehensive Energy Management.** Prepare and implement a comprehensive energy management plan for all applicable municipal facilities and equipment to achieve the energy goals established in the City's Climate Action Plan. Track the City's energy use and report findings as part of the Climate Action Plan reporting schedule. Embed this plan into the City's Environmentally Preferable Procurement Policy to ensure measures are achieved through all future procurement and construction practices.

**Strategy ES-2.1.3: Energy Efficient Replacements.** Continue to use life cycle cost analysis to identify City assets for replacement with more energy efficient technology.

**Strategy ES-2.1.4: Incentive Program.** Consider incentive programs for projects that exceed mandatory requirements and promote incentives from state, county and federal governments for improving energy efficiency and expanding renewable energy installations.

**Strategy ES-2.1.5: Urban Forest.** Encourage the inclusion of additional shade trees and landscaping to reduce the “heat island effect” in development projects.

**Strategy ES-2.1.6: Alternate Energy Sources.** Promote and increase the use of alternate and renewable energy resources for the entire community through effective policies, programs and incentives.

**Strategy ES-2.1.7: Energy Cogeneration Systems.** Encourage the use of energy cogeneration systems through the provision of an awareness program targeting the larger commercial and industrial users and public facilities.

**Strategy ES-2.1.8: Energy Audits.** Continue to offer and leverage regional partners’ programs to conduct energy audits and/or subvention programs for homes, commercial, industrial and city facilities, and recommend improvements that lead to energy and cost savings opportunities for participants and encourage adoption of alternative energy technologies. Encourage energy audits to include emerging online and application-based energy analytics and diagnostic tools.

**Strategy ES-2.1.9: Energy Efficient Transportation Modes.** Continue to encourage fuel-efficient transportation modes such as alternative fuel vehicles, driverless vehicles, public transit, car and van-pooling, community and regional shuttle systems, safe routes to schools, and pedestrian and bicycle paths through infrastructure investment, development incentives, and community education.



**Strategy ES-2.1.10: Community Choice Aggregation.**

Collaborate with regional partners to evaluate feasibility for development of a Community Choice Aggregation.

**Sustainable Buildings**

The City seeks to improve building efficiency from planning, construction and operations to help improve indoor air quality and conserve materials and natural resources.

**GOAL ES-3**  
**IMPROVE BUILDING EFFICIENCY**

**Policy ES -3.1: Green Building Design**

Set standards for the design and construction of energy and resource conserving/efficient building.

**Strategy M-3.1.1: Green Building Program.** Periodically review and revise the City's Green Building ordinance to ensure alignment with CALGreen requirements for all major private and public projects that ensure reduction in energy and water use for new development through site selection and building design.

**Strategy M-3.1.2: Staff Training.** Continue to train appropriate City staff in the design principles, costs and benefits of sustainable building and landscape design. Encourage City staff to attend external trainings on these topics and attain relevant program certifications (e.g., Green Point Rater, LEED Accredited Professional).

**Strategy M-3.1.3: Green Buildings Informational Seminars.** Conduct and/or participate in Green Building informational seminars and workshops for members of the design and construction industry, land development, real estate sales, lending institutions, landscaping and design, the building maintenance industry and prospective project applicants.

## Air Quality

The City seeks to identify ways to improve air quality in order to reduce emissions and improve overall community health.

### GOAL ES-4 MAINTAIN HEALTHY AIR QUALITY LEVELS

#### Policy ES-4.1: New Development

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Minimize the air quality impacts of new development projects and air quality impacts that affect new development.

**Strategy ES-4.1.1: Toxic Air Contaminants.** Continue to review projects for potential generation of toxic air contaminants at the time of approval and confer with Bay Area Air Quality Management District on controls needed if impacts are uncertain.

**Strategy ES-4.1.2: Dust Control.** Continue to require water application to non-polluting dust control measures during demolition and the duration of the construction period.

**Strategy ES-4.1.3: Planning.** Ensure that land use and transportation plans support air quality goals.

#### Policy ES-4.2: Existing Development

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Minimize the air quality impacts of existing development.

**Strategy ES-4.2.1: Public Education Program.** Establish a citywide public education program providing information on ways to reduce and control emissions; and continue to provide information about alternative commutes, carpooling and restricting exacerbating activities on "Spare the Air" high-emissions days.

**Strategy ES-4.2.2: Home Occupations.** Review and consider expanding the allowable home occupations in residentially zoned properties to reduce the need to commute to work.

**Strategy ES-4.2.3: Urban Forest.** Review and enhance the City's tree planting and landscaping program and requirements for private development to reduce air pollution levels.

**Strategy ES-4.2.4: Fuel-efficient Vehicles and Use.** Prioritize the purchase, replacement and ongoing use of fuel-efficient and low polluting City fleet vehicles. Update applicable policies and programs to require life cycle cost analyses and include alternative fueling infrastructure review and related funding allocations. Update the Vehicle Use Policy and fleet management best practices to support fuel conservation, scheduled maintenance and fleet fuel tracking. Pursue available grant funding to offset the cost of implementing these programs.

**Strategy ES-4.2.5: Point Sources of Emissions.** Continue to seek the cooperation of the BAAQMD to monitor emissions from identified point sources that impact the community. In addition, for sources not within the regulatory jurisdiction of the City, seek cooperation from the applicable regulatory authority to encourage reduction of emissions and dust from the point source.

## **Policy ES-4.3: Use of Open Fires and Fireplaces**

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Discourage high pollution fireplace use.

**Strategy ES-4.3.1: Education.** Continue to make BAAQMD literature on reducing pollution from fireplace use available.

**Strategy ES-4.3.1: Fireplaces.** Continue to prohibit new wood-burning fireplaces, except EPA certified wood stoves as allowed by the Building Code.

## Urban and Rural Ecosystems

Protecting Cupertino's natural and urban ecosystems supports the City commitment to protect ecosystems and improve sustainability.

### GOAL ES-5 PROTECT THE CITY'S URBAN AND RURAL ECOSYSTEMS

#### Policy ES-5.1: Urban Ecosystem

Manage the public and private development to ensure the protection and enhancement of its urban ecosystem.

**Strategy ES-5.1.1: Urban Forest.** Ensure that the City's tree planting, landscaping and open space policies enhance the urban ecosystem by encourage planting that is native, drought-tolerant and enhances urban plant and animal resources.

**Strategy ES-5.1.2: Built Environment.** Ensure that sustainable landscaping design is incorporated in the development of City facilities, parks and private projects with the inclusion of measures such as tree protection, and planting of native, drought tolerant landscaping that is beneficial to the environment.

#### Policy ES-5.2: Development near Sensitive Areas

Encourage the clustering of new development away from sensitive areas such as riparian corridors, wildlife habitat and corridors, public open space preserves and ridgelines. New developments in these areas must have a harmonious landscaping plan approved prior to development.

**Strategy ES-5.2.1: Riparian Corridor Protection.** Require the protection of riparian corridors through the development approval process.

### **Policy ES-5.3: Landscaping in and near Natural Vegetation**

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Preserve and enhance existing natural vegetation, landscape features and open space when new development is proposed within existing natural areas. When development is proposed near natural vegetation, encourage the landscaping to be consistent with the palate of vegetation found in the natural vegetation.

**Strategy ES-5.3.1: Native Plants.** Continue to emphasize the planting of drought tolerant and pest resistant native and non-invasive, non-native, drought tolerant plants and ground covers when landscaping properties near natural vegetation, particularly for control of erosion from disturbance to the natural terrain.

**Strategy ES-5.3.2: Hillside.** Minimize lawn area in the hillsides.

### **Policy ES-5.4: Hillside Wildlife Migration**

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Confine fencing on hillside property to the area around a building, rather than around an entire site, to allow for migration of wild animals.

### **Policy ES-5.5: Recreation and Natural Vegetation**

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Limit recreation in natural areas to activities compatible with preserving natural vegetation, such as hiking, horseback riding, mountain biking and camping.

### **Policy ES-5.6: Recreation and Wildlife**

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Provide open space linkages within and between properties for both recreational and wildlife activities, most specifically for the benefit of wildlife that is threatened, endangered or designation as species of special concern.

**Strategy ES-5.6.1: Creek and Water Course**

**Identification.** Require identification of creeks and water courses on site plans and require that they be protected from adjacent development.

**Strategy ES-5.6.2: Trail Easements.** Consider requiring easements for trail linkages if analysis determines that they are needed.

**Mineral Resources**

The City seeks to minimize the impacts of mineral resource operations on the community.

**GOAL ES-6**  
MINIMIZE IMPACTS OF AVAILABLE  
MINERAL RESOURCES**Policy ES-6.1: Mineral Resource Areas**

Cooperatively work with Santa Clara County to ensure that plans for restoration and mining operations at Lehigh Hanson and Stevens Creek quarries consider environmental impacts and mitigations.

**Strategy ES-6.1.1: Public Participation.** Encourage the Santa Clara County to engage with the affected neighborhoods with changes to restoration plans and mineral extraction activity.

**Strategy ES-6.1.2: Recreation in Depleted Mining Areas.**

Consider designating abandoned quarries for passive recreation to rehabilitate the land.

## Water

The City seeks to ensure that current and future water supplies are adequate by reducing water demand and protecting sources of water.

### GOAL ES-7 ENSURE PROTECTION AND EFFICIENT USE OF WATER RESOURCES

#### Policy M-7.1: Natural Water Bodies and Drainage Systems

Require that site design respect the natural topography and drainage to minimize grading and limit disturbance to natural water bodies and natural drainage systems cause by public or private development.

##### **Strategy ES-7.1.1: Public and Private Development Plans.**

Continue to require topographical information; identification of creeks, streams and drainage areas; and grading plans with development proposals.

#### Policy ES-7.2: Reduction of Impervious Surfaces

Minimize storm water flow and erosion impacts resulting from development.

**Strategy ES-7.2.1: Lot Coverage.** Consider updating lot coverage requirements to include paved surfaces such as driveways and on-grade impervious patios.

##### **Strategy ES-7.2.2: Pervious Walkways and Driveways.**

Encourage the use of pervious materials for walkways and driveways. If used on public or quasi-public property, mobility and access for the disabled should take precedence.

**Strategy ES-7.2.3: Maximize Infiltration.** Minimize impervious surface areas, and maximize on-site filtration and the use of on-site retention facilities.

### **Policy ES-7.3: Pollution and Flow Impacts**

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Ensure that surface and groundwater quality impacts are reduced through development review and volunteer efforts.

**Strategy ES-7.3.1: Development Review.** Require incorporation of structural and non-structural Best Management Practices (BMPs) to mitigate pollutant loads and flows.

**Strategy ES-7.3.2: Creek Clean Up.** Encourage volunteer organizations to help clean creek beds to reduce pollution and help return waterways to their natural state.

### **Policy ES-7.4: Watershed Based Planning**

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Review long-term plans and development projects to ensure good stewardship of watersheds.

**Strategy ES-7.4.1: Storm Drainage Master Plan.** Develop and maintain a Storm Drainage Master Plan which identifies facilities needed to prevent “10-year” event street flooding and “100-year” event structure flooding and opportunities to meet water quality protection needs in a cost effective manner.

**Strategy ES-7.4.2: Watershed Management Plans.**

Work with other agencies to develop broader Watershed Management Plans to model the City’s hydrology.

**Strategy ES-7.4.3: Development.** Review development plans to ensure that projects are examined in the context of impacts on the entire watershed.

### **Policy ES-7.5: Groundwater Recharge Sites**

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Support the Santa Clara Valley Water District efforts to find and develop groundwater recharge sites within Cupertino and provide public recreation where possible.



## **Policy ES-7.6: Other Water Sources**

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Encourage the research of other water sources, including water reclamation.

## **Policy ES-7.7: Industrial Water Recycling**

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Encourage industrial projects, in cooperation with the Cupertino Sanitary District, to have long-term conservation measures, including recycling equipment for manufacturing and water supplies in the plant.

## **Policy ES-7.8: Natural Water Courses**

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Retain and restore creek beds, riparian corridors, water-courses and associated vegetation in their natural state to protect wildlife habitat and recreation potential and assist in groundwater percolation. Encourage land acquisition or dedication of such areas.

**Strategy ES-7.8.1: Inter-Agency Coordination.** Work with the Santa Clara Valley Water District and other relevant regional agencies to enhance riparian corridors and provide adequate flood control by use of flow increase mitigation measures.

## **Policy ES-7.9: Inter-Agency Coordination for Water Conservation**

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Continue to coordinate citywide water conservation and regional water supply problem solving efforts with the Santa Clara Valley Water District (SCVWD), San Jose Water Company and California Water Company.

### **Strategy ES-7.9.1: Water Conservation Measures.**

Implement the mandatory water conservation measures and encourage the implementation of voluntary water conservation measures from the City's water retailers and SCVWD, in times of drought.

### **Policy ES-7.10: Public Education Regarding Resource Conservation**

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Provide public information regarding resource conservation.

**Strategy ES-7.10.1: Outreach.** Continue to send educational information and notices to households and businesses with water prohibitions, water allocations and conservation tips. Continue to offer featured articles in the Cupertino Scene and Cupertino Courier. Consider providing Public Service Announcements on the City's Channel and Cupertino Radio.

**Strategy ES-7.10.2: Demonstration Gardens.** Consider including water-wise demonstration gardens in some parks where feasible as they are re-landscaped or improved using drought tolerant native and non-invasive, and non-native plants.

### **Policy ES-7.11: Water Conservation and Demand Reduction Measures**

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Promote efficient use of water throughout the City in order to meet State and regional water use reduction targets.

**Strategy ES-7.11.1: Urban Water Management Plan.** Cooperate with water retailers serving the City in the preparation of their Urban Water Management Plan, including water conservation strategies and programs.

**Strategy ES-7.11.2: Water Conservation Standards.** Comply with State water conservation standards by either adopting the State standards or alternate standards that are equally efficient.

**Strategy ES-7.11.3: Recycled Water System.** Continue to work with water retailers to promote and expand the availability of recycled water in the City for public and private use.

**Strategy ES-7.11.4: Recycled Water in Projects.**

Encourage and promote the use of recycled water in public and private buildings, open space and streetscape planting.

**Strategy ES-7.11.5: On-site Recycled Water.** Encourage on-site water recycling including rainwater harvesting and gray water use.

**Strategy ES-7.11.6: Water Conservation Programs.**

Cooperate with the regional agencies and water retailers to undertake programs that promote water use efficiency for all public and private customers.

**Strategy ES-7.11.7: Green Business Certification and Water Conservation.** Continue to support the City's Green Business Certification goals of long-term water conservation within City facilities, parks and medians, including installation of low-flow toilets and showers, parks, installation of automatic shut-off valves in lavatories and sinks and water efficient outdoor irrigation.



Chapter 7  
**HEALTH AND SAFETY ELEMENT**



**INTRODUCTION**

Community health and public safety responsibilities have to evolve to address the community’s growth and changing needs. The City is committed to maintaining a high level of preparedness to protect the community from risks to life, property and the environment associated with both natural and human-caused disasters and hazards. In the future, more emphasis will be placed on sustainable approaches to community health and safety, including crime and fire prevention through design, improved use of technology, management of hazardous materials and improved disaster planning.

This Element includes goals, policies and strategies that address the potential risks associated with these hazards, actions the City can take to reduce these risks, and ways the City and community can take more sustainable approaches for preventing or minimizing injuries to life and damages to property.

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  - Public Safety
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  - Regional Coordination
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  - Hazardous Materials
  - Flooding
  - Noise

## CONTEXT

### Emergency Preparedness

Emergencies can severely impact the health of a community and a city or agency's ability to provide needed services. Emergencies can include natural disasters such as earthquakes, floods and forest fires, or others events such as infrastructure disruptions, security incidents or hazardous spills. Emergency preparedness includes activities that are undertaken before an emergency occurs so there is an effective and coordinated response.

Emergency preparedness requires the integration of the following elements into each of the City's functions: emergency planning, coordination, training and public education. The City, its contributing agencies, and the community are partners in ensuring that emergency planning is effectively implemented.

### Cupertino Emergency Plan

State law requires cities to prepare an emergency plan in order to effectively respond to natural or human-caused disasters that threaten lives, property or the natural environment. The Cupertino Emergency Plan establishes an organizational framework to enable the City to manage its emergency response activities and to coordinate with County, State and Federal agencies. The Emergency Plan was prepared in accordance with the National Incident Management System (NIMS) and is used in conjunction with the State Emergency Plan, the Santa Clara Operational Area Interim Agreement, Santa Clara County Emergency Plan, as well as plans and Standard Operating Procedures (SOPs) of contract agencies and special districts. Support personnel such as City staff, special districts and volunteer groups are trained to perform specific functions in the Emergency Operations Center. The plan is



reviewed annually and tested through periodic emergency disaster drills.

### **Emergency Operations Center**

The City's Emergency Operations Center (EOC) is located on the first floor of City Hall, with an alternative location in the Service Center on Mary Avenue. The EOC has the ability to be fully functional within 30 minutes of activation. Capabilities include emergency backup power, computer network and internet access, and telephone and radio communications to City and County sites. While the staffing and duties are actively managed through the Emergency Plan, there may be additional physical and seismic improvements required to City Hall to ensure that it can continue to meet the requirements of an EOC. Additional communication support is provided by volunteers from Cupertino Amateur Radio Emergency Service (CARES). CARES volunteers coordinate extensive citywide communications capabilities, including helping to connect neighbors, public safety officials, special districts, City and County Departments.

### **Disaster Service Workers**

During emergencies, all City employees are designated Disaster Service Workers under Section 3100 of the California Government Code. They are required to remain at work as long as they are needed, and receive specific training in personal and home preparedness, First Aid, CPR, NIMS and Terrorism Awareness.

Volunteer groups also play an important role in the City's Emergency Plan. The City is part of a countywide volunteer services plan and is working with the Volunteer Center of Silicon Valley to develop a plan for coordinating and deploying volunteers. Citizen Corps members (CARES, CERT and MRC) continue to receive appropriate training and equipment to rapidly respond throughout the City and



augment professional disaster workers. Unregistered and untrained volunteers may be assigned under the supervision of City staff as needed during a disaster.

## **Fire Safety**

Fire fighting and emergency medical services are provided to the City by the Santa Clara County Fire Department (SCCFD). SCCFD is a full service department that provides similar services to seven other West Valley cities and adjacent county areas. Mutual aid agreements with the neighboring jurisdictions augment SCCFD's fire response capabilities. In addition to fire protection, SCCFD also conducts fire prevention inspections and educational programs, including those on Community Emergency Response Team (CERT) training, cardiopulmonary resuscitation (CPR) and first aid certification.

Due to Cupertino's geographical location, it is exposed to hazards from both wildland and urban fires. There are approximately 16 square miles of hillsides included in and around the boundary of the city. In 2009, based on vegetation data, topography and potential fire behavior, the California Department of Forestry and Fire Protection (CalFire) identified approximately three acres of the City to be in the High and Very High Fire Hazard Severity Zone. The City adopted this area as its Wildland-Urban Interface Fire Area (WUIFA). Properties in the WUIFA are subject to building and property maintenance standards intended to prevent and manage community safety due to brush and forest fires (**Figure HS-1**). Planning for such areas also requires attention to the availability of access roads and water for firefighting and evacuation efforts.

Santa Clara County lists the Montebello Road/Stevens Canyon area as the fourth highest risk in the county. The road linking Montebello and the Palo Alto Sphere of Influence to the bottom of Stevens Canyon has been improved to acceptable standards for a fire access road. A

fire trail extends from Skyline Boulevard on Charcoal Road to Stevens Canyon. The City requires that all emergency roads be constructed with an all weather surface. It also requires a private emergency access connection between public streets within Lindy Canyon and Regnart Canyon areas. Presently, there are no water systems serving the Montebello Road and upper Stevens Canyon area, with the exception of Stevens Creek itself. Because there is no water service to these areas, the County requires homes to provide individual water tanks and fire sprinkler systems (**Figure HS-2**).

The urbanized portions of Cupertino are not exposed to a high risk of fire. The City is served by a well-managed fire protection service as well as a fire prevention program. Buildings in the City are relatively new and there is a strong code enforcement program, an adequate water supply and a well-maintained delivery system. State, regional and local standards also ensure that new buildings and facilities adequately address issues of fire safety, access, evacuation and fire-fighting requirements.

Response time is one metric for measuring level of service for fighting fire and emergency services. It is the policy of SCCFD to respond to 90 percent of emergency calls not requiring a paramedic in under seven minutes. For situations where emergency medical services are required, it is the policy that paramedics arrive in less than seven minutes at least 90 percent of the time. An increase in calls for fire service and traffic congestion may affect SCCFD's critical response time, and the District may need to adjust or expand staff, and equipment in areas of high service demand in the future. **Figure HS-3** shows the location of fire stations and their service areas in Cupertino.

### **State and Local Programs**

The City regulates building construction and site planning through the Uniform Fire Code and the California Building

Figure HS-1  
Wildand-Urban Interface Fire Area (WUIFA)

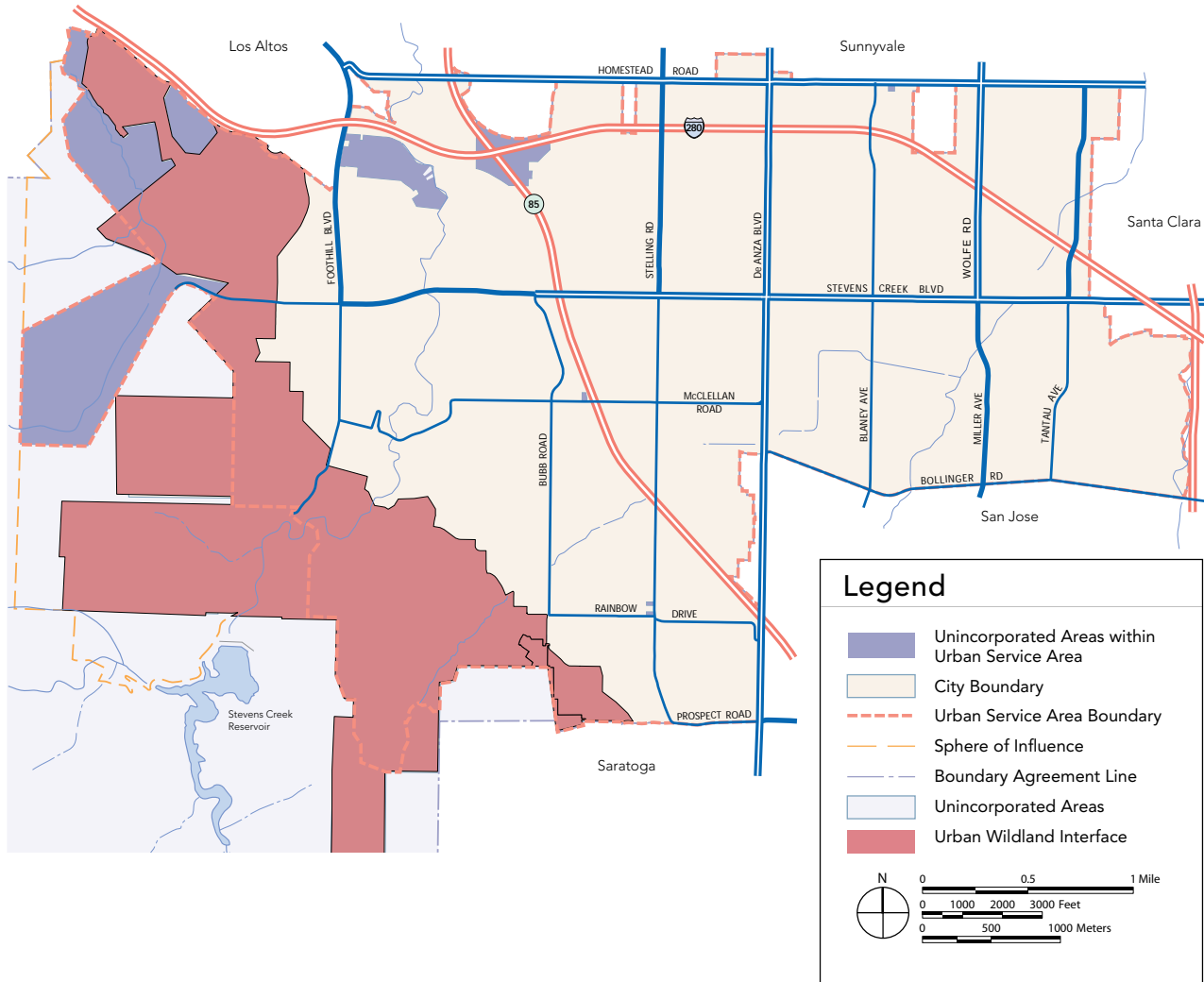


Figure HS-2  
Water Service

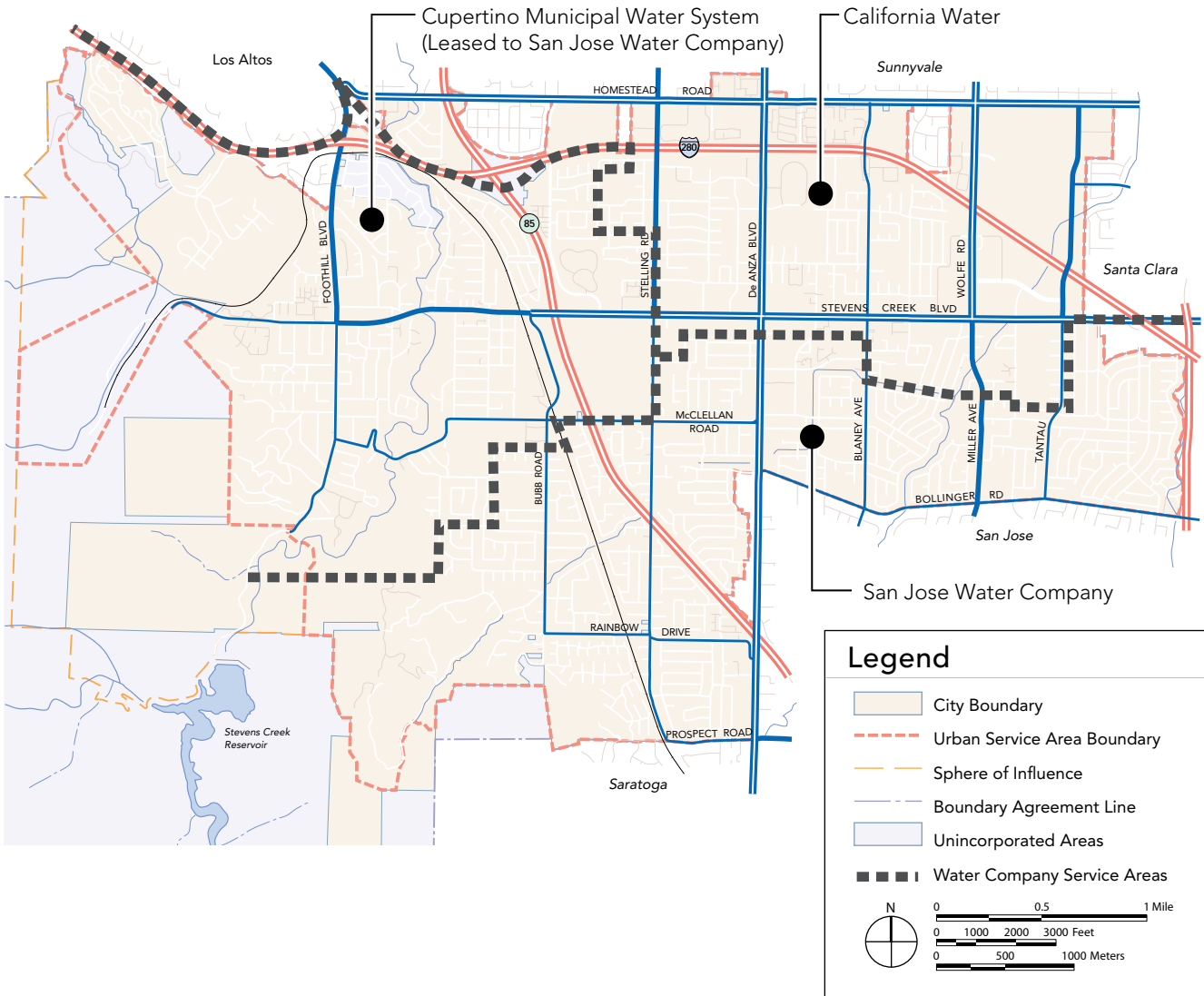
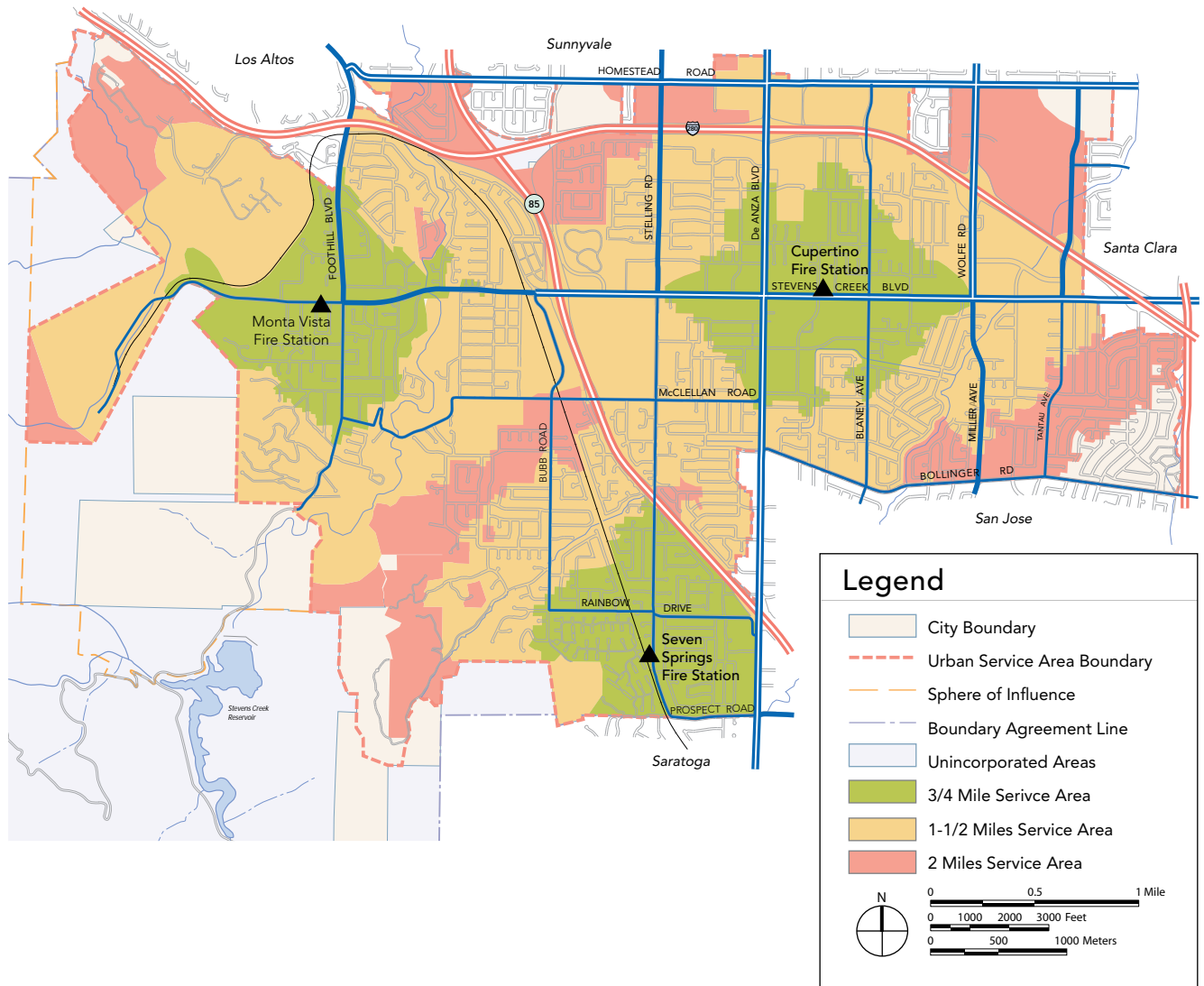


Figure HS-3  
Fire Service



Code. The City and the SCCFD inspect commercial and industrial buildings for compliance with the applicable codes. In addition, the County Fire Marshal and the Fire Department regulate activities, including weed abatement and brush clearance, in the Wildland Urban Interface Fire Area (WUFIA).

### **Public Safety**

The City, and a number of surrounding jurisdictions, contracts with the Santa Clara County Sheriff's Office, West Valley Division, for law enforcement services. Law enforcement services include police patrols, criminal investigations, traffic enforcement, accident investigation and tactical teams. The City's commitment to public safety encompasses two broad areas of responsibilities: (1) provide public safety services and the planning necessary for the prevention of crime; and (2) plan for a safe environment in which the public is not exposed to unnecessary risks to life and property.

Land use planning and site design can play a large role in crime prevention. The City considers design techniques that will minimize potential vandalism and crime when reviewing plans for future developments, including parks, public spaces, commercial, office, industrial and residential uses. These techniques include Crime Prevention Through Environmental Design (CPTED) and "defensible space" concepts. Implementation of "defensible space" principles that maintain a balance between privacy needs in residential neighborhoods and the need to ensure safety. The City's Neighborhood Watch Program also encourages neighborhood cohesiveness and security by involving the community in the public safety effort. For non-residential areas, design techniques should be implemented that balance aesthetics, function, community-building, access for patrol vehicles, and adequate buffers for low-intensity residential uses.

## **Hazardous Materials**

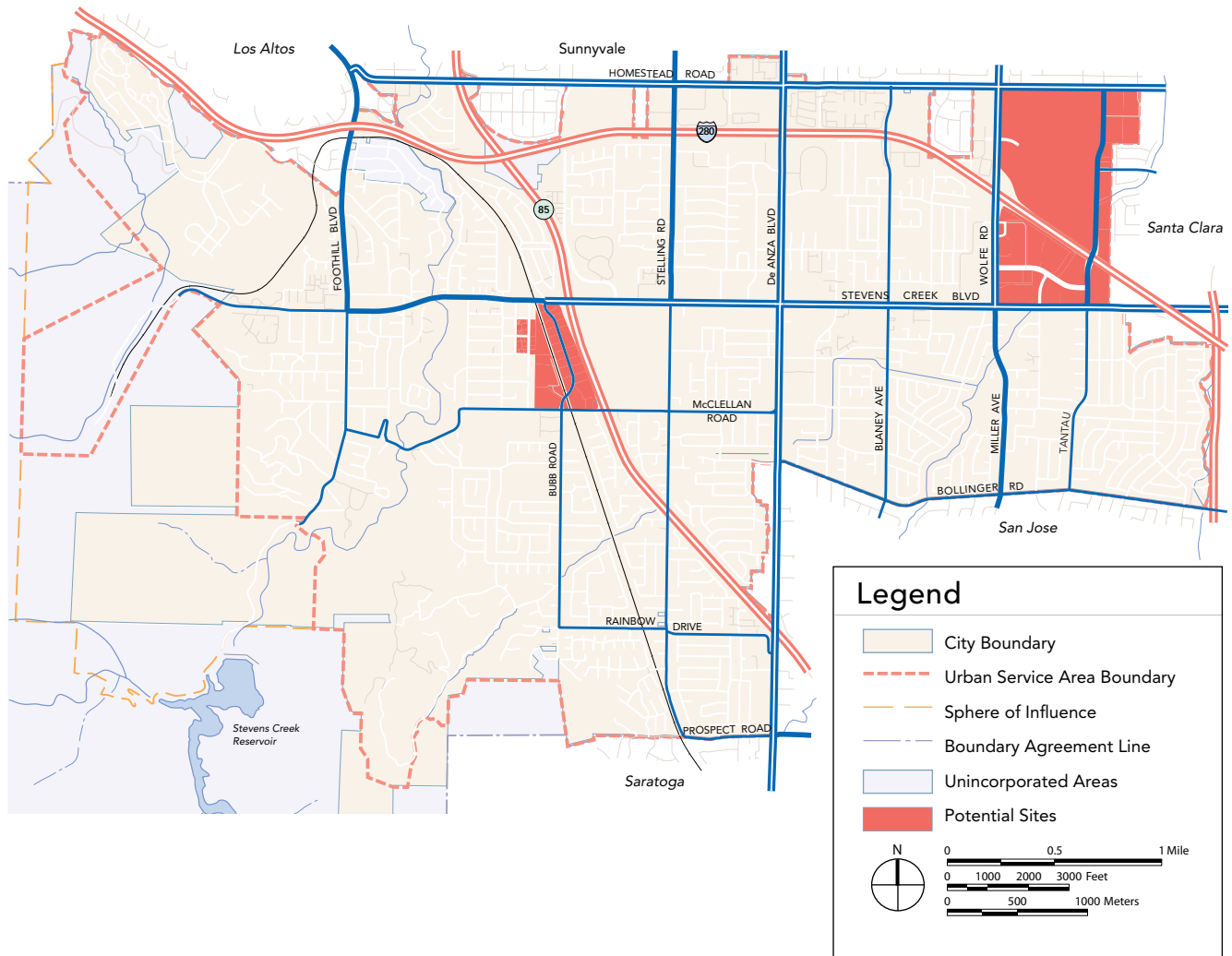
Hazardous materials are a part of our everyday life in the form of batteries, light bulbs, and household chemicals such as pesticides, motor oil, cleaners and paints. They are also used in many commercial and industrial operations. The use, storage and disposal of hazardous materials, including management of contaminated soils and groundwater, is regulated by Federal, State and local laws. The City has adopted a Hazardous Materials Storage Ordinance that regulates the storage of these materials in solid and liquid form. The City's Regulation of Facilities Where Materials Which Are Or May Become Toxic Gases Are Found Ordinance regulates the storage of hazardous materials in gaseous form. **Figure HS-4** identifies potential sites within the city that may contain hazardous materials.

Since 1990, State law has required that hazardous waste be properly disposed of in approved hazardous waste treatment or disposal facilities. To accomplish this, new treatment methods and facilities have been developed and approved to pre-treat hazardous waste before its final disposal. Under authority of the 1986 "Tanner" Bill (AB 2948), Cupertino, along with 13 other cities, joined the County to develop a comprehensive and coordinated planning approach to hazardous waste disposal. In 1990, a countywide Household Hazardous Waste (HHW) Program was created. In order to supplement the County HHW Program and make the collection of HHW more convenient for residents, the City currently provides a door-to-door hazardous waste retrieval service through its solid waste franchise agreement.

## **Electromagnetic Fields**

Electromagnetic fields are a physical field produced by electrically charged objects, such as high transmission power lines. The potential health effects of the very low

Figure HS-4  
Potential Sites

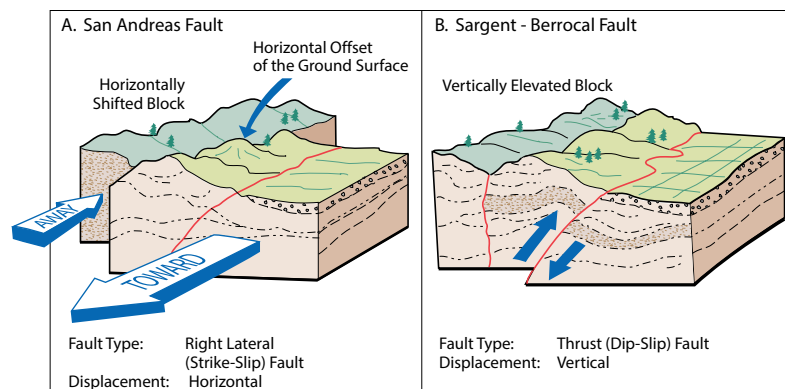




frequency EMFs surrounding power lines and electrical devices are the subject of on-going research and a significant amount of public debate. The US National Institute for Occupational Safety and Health (NIOSH) has issued some cautionary advisories but stresses that the data is currently too limited to draw good conclusions. Currently, electromagnetic fields from transmission lines, electrical and wireless facilities, and appliances are heavily regulated through Federal and State requirements.

### Geologic and Seismic Hazards

Cupertino is located in the seismically active San Francisco Bay region, which has several active seismic faults. The San Andreas fault, one of the longest and most active faults in the world, is located west of Cupertino. Two additional faults closely associated with the San Andreas fault, the Sargent-Berrocal and Monta Vista-Shannon fault systems, also cross the western portion of the city. Movement on the San Andreas fault is predominantly right-lateral strike-slip, where the earth ruptures in a horizontal fashion, with the opposite sides of the fault moving to the right with respect to each other. Movement on the Sargent-Berrocal and Monta Vista-Shannon faults is more variable in style. Both of these faults are characterized by “thrust” faulting, where a significant amount of vertical “up-down” (so called dip-slip) displacement occurs on an inclined plane, and one side of the fault is elevated (i.e., thrust over) the other side.



Faults within the Cupertino planning area are characterized by (A) Horizontal and (B) Vertical displacements.

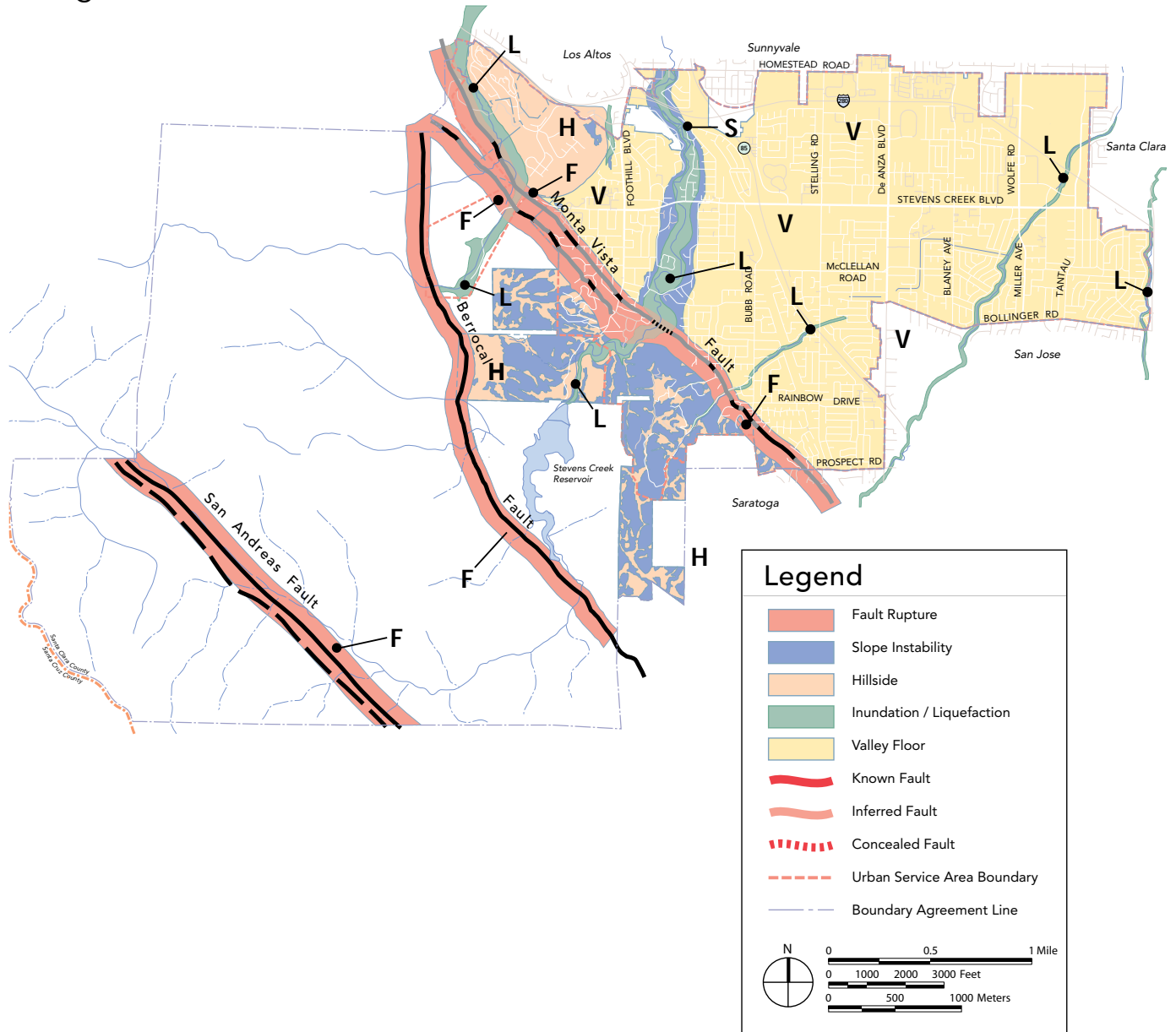
**TABLE HS-1  
EXPLANATIONS OF GEOLOGIC AND SEISMIC HAZARDS**

Zone	Description
(F)– Fault Rupture	Area of potential surface fault rupture hazard within 300 feet east and 600 feet west of the Monta Vista and Berrocal faults, and within 600b feet of the San Andreas fault.
(S)– Slope Instability	Area includes all recognized landslide deposits, and steep walls of Stevens Creek canyon, with a moderate to high landslide potential under static or seismic conditions. Area also reflects the mapped zone of potential earthquake-induced landsliding prepared by the California Geological Survey (2002).
(H)– Hillside	Area contains moderate to steep slope conditions not included in the above categories, with an undetermined potential for slope instability.
(L)– Liquefaction / Inundation	Area where local geological, geotechnical and groundwater conditions indicate a potential for liquefaction under seismic conditions. Much of this area also has the potential for periodic flood inundation. The Liquefaction/Inundation Zone is stippled where covered by an overlying Fault Zone.
(V)– Valley	Area includes all relatively level valley floor terrain not included in the above categories with relatively low levels of geologic hazard risk.

**TABLE HS-2  
MAXIMUM EARTHQUAKE MAGNITUDES AND RECURRENCE INTERVALS**

	Causative Faults	Distance from De Anza/SCB Intersection	Maximum Historic Moment Magnitude	Maximum Probable Moment Magnitude	Est. Recurrence Interval of Max. Prob. Earthquake
<b>San Andreas System</b>	San Andreas	5.5 miles	7.9	7.9	220 years
	Hayward (South)	10 miles	7.0	7.0	236 years
	Calveras (Central)	14 miles	6.3	7.0	374 years
<b>Sargent-Berrocal System</b>	Sargent-Berrocal	3.5 miles	3.7-5.0	6.8	330 years
	Monta Vista-Shannon	2 miles	2.0-3.0	6.8	2400 years

Figure HS-5  
Geologic and Seismic Hazards



**TABLE HS-3  
ACCEPTABLE EXPOSURE TO RISK RELATED TO VARIOUS LAND USES**

Acceptable Exposure to Risk	Land Use Group		Extra Project Cost to Reduce Risk to Acceptable Level
<b>Extremely Low</b>	Group 1	VULNERABLE STRUCTURES (nuclear reactors, large dams, plants manufacturing/ storing hazardous materials)	As required for maximum attainable safety
	Group 2	VITAL PUBLIC UTILITIES, (electrical transmission interties/substations, regional water pipelines, treatment plants, gas mains)	Design as needed to remain functional after max. prob. earthquake on local fault
	Group 3	COMMUNICATION/TRANSPORTATION (airports, telephones, bridges, freeways, evac. routes) SMALL WATER RETENTION STRUCTURES EMERGENCY CENTERS (hospitals, fire/police stations, post-earthquake aide stations, schools, City Hall and Service Center, De Anza College)	5% to 25% of project cost  Design as needed to remain functional after max. prob earthquake on local faults
	Group 4	INVOLUNTARY OCCUPANCY FACILITIES (schools, prisons, convalescent and nursing homes) HIGH OCCUPANCY BUILDINGS (theaters, hotels, large office/apartment bldgs.)	
<b>Moderately Low</b>	Group 5	PUBLIC UTILITIES, (electrical feeder routes, water supply turnout lines, sewage lines) FACILITIES IMPORTANT TO LOCAL ECONOMY	5% to 25% of project cost  Design to minimize injury, loss of life during maximum probable earthquake on local faults; need not design to remain functional
<b>Ordinary Risk Level</b>	Group 6	MINOR TRANSPORTATION (arterials and parkways) LOW-MODERATE OCCUPANCY BUILDINGS (small apartment bldgs., single-fam. resid., motels, small commercial/office bldgs.)	2% of project cost; to 10% project cost in extreme cases
	Group 7	VERY LOW OCCUPANCY BUILDINGS OPEN SPACE & RECREATION AREAS (farm land, landfills, wildlife areas)	Design to resist minor earthquakes (warehouses, farm structures) w/o damage; resist mod. Earthquakes w/o struc. damage,with some nonstruct. damage; resist major earthquake (max. prob. on local faults w/o collapse, allowing some struc. & non-struc. damage

TABLE HS-4 TECHNICAL INVESTIGATIONS REQUIRED BASED ON ACCEPTABLE RISK		
Land Use Activity	Hazard Map Symbol	
	FSH	LV
	Evaluation Required	Evaluation Required
<b>Groups 1 to 4</b>	UBC	UBC
	Soils	Soils
	Geology	Seismic Hazard
	Seismic Hazard	
<b>Groups 5 to 7</b>	UBC	UBC
	Soils	
	Geology	

**Descriptions of Technical Evaluations:**

**UBC** Current, adopted version of the California Building Code

**Soils** Soils and foundation investigation to determine ability of local soil conditions to support structures

**Geology** Determine subsidence potential, faulting hazard, slope stability (See Geologic Map for additional detail)

**Seismic Hazard** Detailed Soils/Structural evaluation to certify adequacy of normal UBC earthquake regulations or to recommend more stringent measures

**Seismic Hazard** Detailed Soils/Structural evaluation to certify adequacy of normal UBC earthquake regulations or to recommend more stringent measures

Primary geologic hazards in Cupertino are related to landslides and seismic impacts. Seismically induced ground shaking, surface fault rupture, and various forms of earthquake-triggered ground failure are anticipated within the city during large earthquakes. These geologic hazards present potential impacts to property and public safety.

**Tables HS-1** through **HS-4** briefly explain seismic hazards, magnitude and occurrence, acceptable exposure risk, and technical investigations required based on acceptable risk.

**Figure HS-6** identifies the areas in Cupertino susceptible to the greatest risk. Also see **Technical Appendix E** for additional information on geologic and seismic hazards and risks.

Following the 1983 Coalinga and 1994 Northridge earthquakes, scientists became increasingly aware of earthquakes generated by faults not previously observed at the earth's surface. These types of faults are called "blind faults," and represent a type of thrust fault that does not rupture completely to the surface. It is possible that one or more "blind faults" are present in the Monta Vista-Shannon fault system.

## Flood Hazards

Floods are surface hydrological hazards that can have a significant, and sometimes, long lasting effect on a community. Floods can originate from various sources including heavy rainstorms, landslides and/or dam failure. Sediment deposits also increase flood risks because they clog the drainage system as well as the natural percolation function of the streambeds.

Rain related floods are the most common type of floods, and usually occur during periods of extended heavy rainfall. Landslides can generate floods by creating water basins where if the pressure being exerted on the blockage is not relieved, it could collapse, releasing large volumes of water

and potentially causing injuries to people and/or damaging property. The largest body of water within the area is the Stevens Creek Reservoir. Stevens Creek Dam meets current dam safety standards and the probability of its failure is minimal (**Figure HS-6**).

The watersheds in the Santa Cruz Mountain Range feed into four major streambeds that traverse the City: Permanente Creek, Stevens Creek, Regnart Creek, and Calabazas Creek. (**Figure HS-7**). Stevens Creek and its streamside are among the natural elements that have the most influence on Cupertino's character. These creeks collect surface runoff and channel it to the Bay. However, they also pose potential flooding risks if water levels exceed the top of bank as a result of heavy runoff.

The City and the Santa Clara Valley Water District are actively involved in programs to minimize the risk of flooding. The City developed an approach to land use for the non-urbanized flood plain of Stevens Creek south of Stevens Creek Boulevard in the Land Use Element. This ensures the preservation of the 100-year flood plain and the protection of the riparian corridor along this portion of Stevens Creek. The City and the Water District also developed a flood management program for the flood plain of Stevens Creek between Interstate 280 and Stevens Creek Boulevard while preserving the natural environment of Stevens Creek. Structural improvements, while not preferred, may be necessary, to protect properties from a 100-year flood.

## **Noise**

The noise environment is an accumulation of many different sources, ranging from human voices to major sources such as freeway traffic. The degree to which noise becomes an annoyance depends on a variety of factors including noise level, time of day, background sounds, and surrounding land use.

## Community Noise Fundamentals

The three elements of community noise are noise level, noise spectrum, and variation in noise level with time. Noise level is measured in decibels (dB). Noise is composed of various frequencies within a noise spectrum that define the character of the noise. Since human hearing is more sensitive to the higher speech frequencies, the A-weighted frequency network is applied, in accordance with national and international standards, to adjust the measured noise level to more closely relate to human perception of loudness.

Noise environments have different characteristics that vary with duration and time of day; for instance a freeway may emit a fairly constant noise level for long periods while an airport may emit many short-term high level noise events punctuated by extended periods of quiet. To provide a standard measure for community noise exposure that takes into account the time-varying characteristics, the State of California adopted the Community Noise Equivalent Level (CNEL) as the standard metric. The CNEL is a 24-hour energy average metric that penalizes evening and nighttime noise, and provides a uniform measure for time-varying noise environments.

## Noise Environment

The noise environment can generally be divided into two categories: transportation-related and non-transportation related noise. Traffic noise is the greatest contributor to noise pollution in Cupertino and one of the most difficult to control through local effort. Two major freeways (Interstate 280 and Highway 85) and three major corridors (Stevens Creek Boulevard, De Anza Boulevard, Homestead Road, and Foothill Boulevard ) cross Cupertino. These roadways are utilized not only by local residents and employees, but also by commuters to destinations beyond Cupertino. Heavy-duty trucking operations to and from the Hanson Permanente Cement Plant and Stevens Creek



Figure HS-6  
Facility Failure

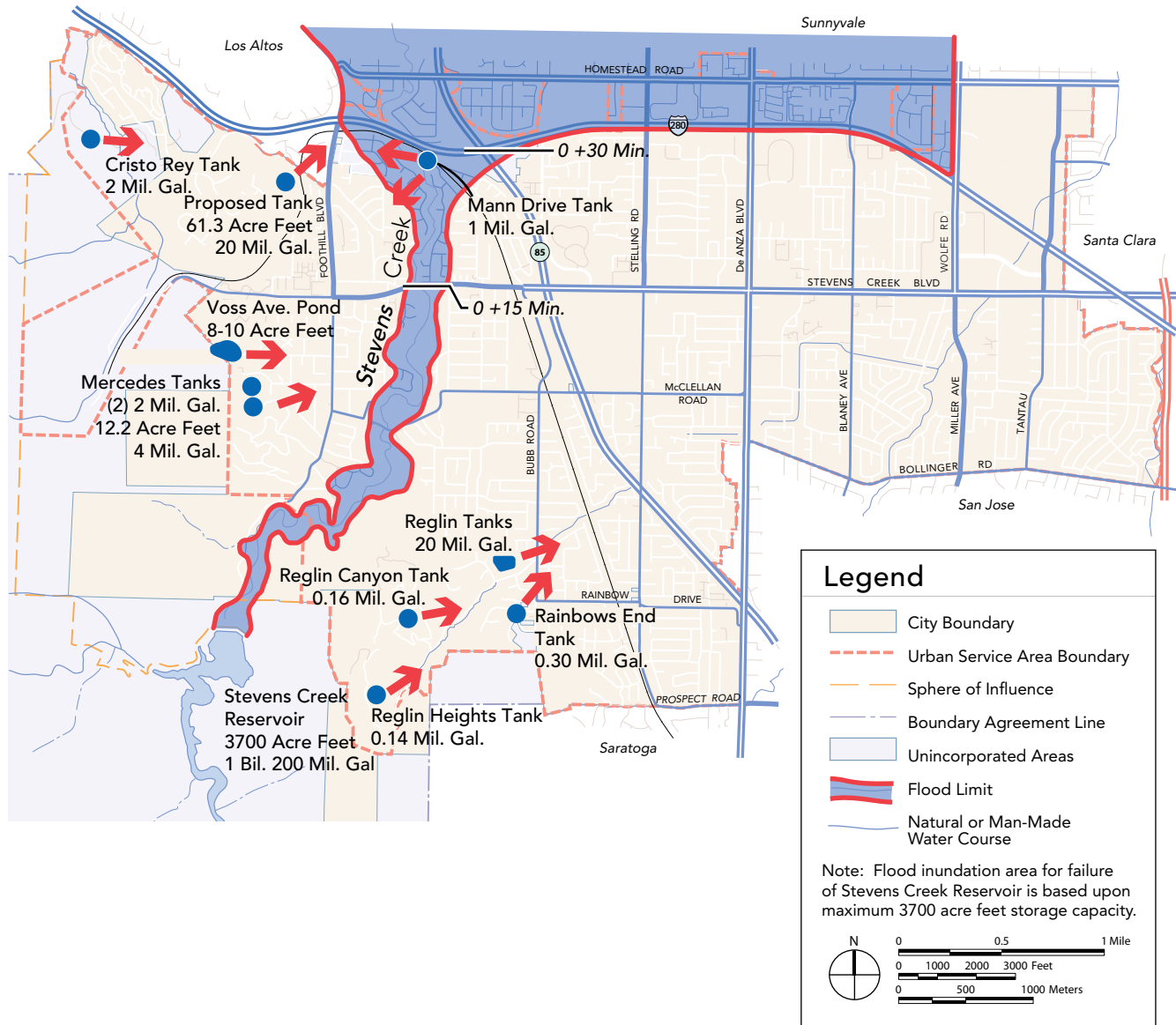
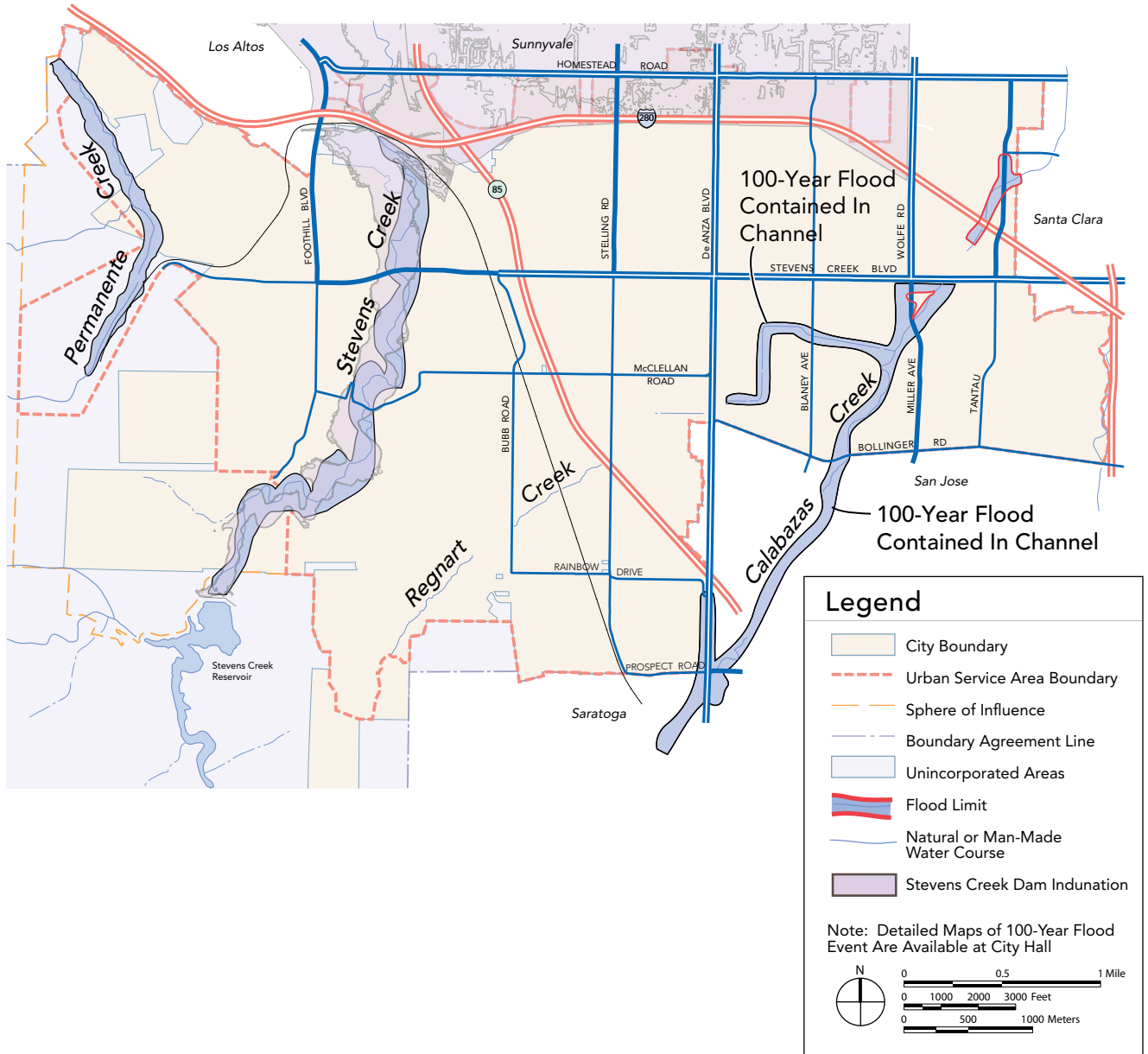


Figure HS-7  
100-Year Flood



Quarry located in the western foothills near Stevens Creek Boulevard and Foothill Boulevard are also a significant transportation-related noise contributor.

Cupertino receives some aircraft noise from facilities within the region including San Jose International Airport, Moffett Federal Airfield and Palo Alto Airport; however, the Cupertino city limit does not fall within the identified noise contours of any airport. One railroad line passes through the Monta Vista neighborhood and connects with the Hanson Permanente Cement Plant. This freight railway operates at very low frequencies, with approximately three train trips in each direction per week, usually during the daytime or early evening.

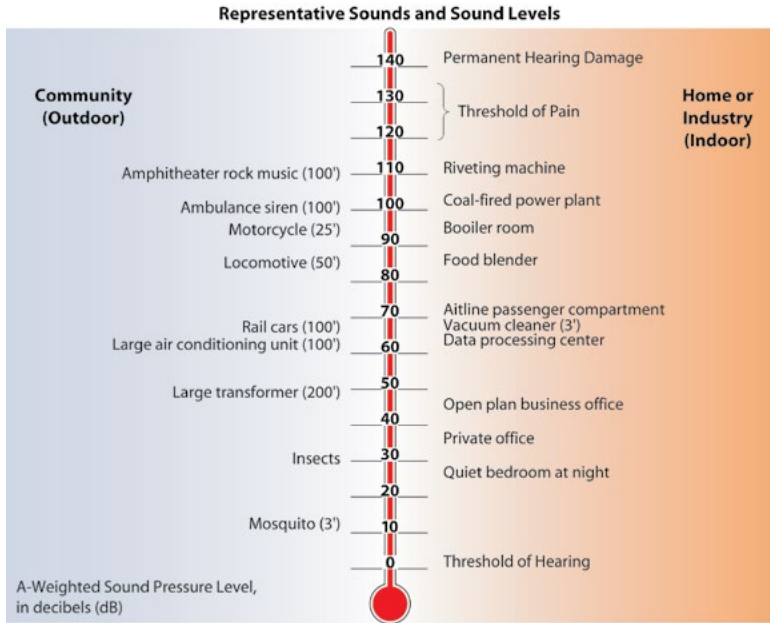
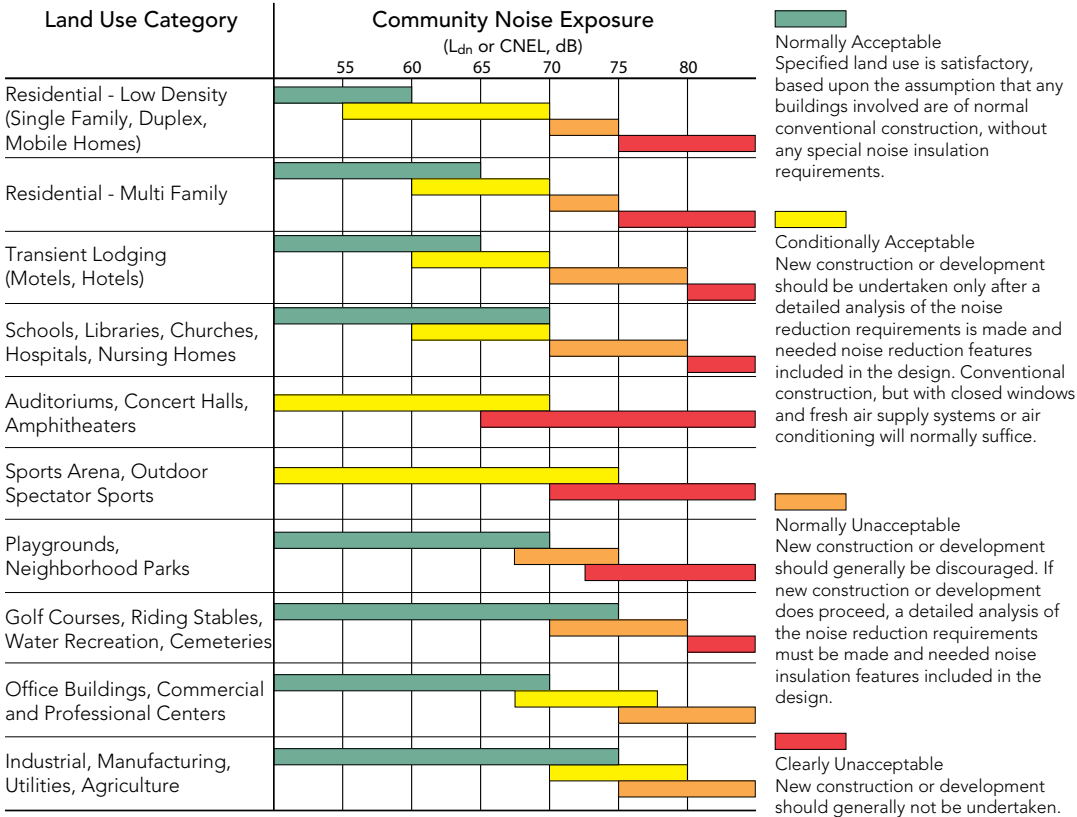
Non-transportation noise varies from stationary equipment (e.g., air conditioning units) to construction activity. Regulation to minimize excessive noise from non-transportation sources includes compliance with the City's noise standards that limit certain noise-generating activity during evening and early morning, when ambient noise levels tend to be lower. Advancements in technology to muffle sound also reduce noise from construction equipment and stationary equipment such as compressors and generators.

### **Land Use Compatibility**

The Cupertino Municipal Code, Title 10, outlines the maximum noise levels on receiving properties based upon land use types (**Figure HS-8**). Land use decisions and the development review process play a large role in minimizing noise impacts on sensitive land uses. Noise compatibility may be achieved by avoiding the location of conflicting land uses adjacent to one another and incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique will vary depending on the level of noise that needs to be reduced as well as the location and intended land use.

Figure HS-8

Land Use Compatibility for Community Noise Environments



## LOOKING FORWARD

As Cupertino's resident and employee population grows, the City must identify ways to ensure public safety and support the community's high quality of life. Innovative site design and construction techniques are needed to reduce noise in developments near major corridors and where uses are mixed to ensure compatibility. Fire protection and public safety should be enhanced in a manner that provides a high quality of service while continuing to be fiscally responsible. The following are ways the City will address key challenges and opportunities facing Cupertino:

- 1. Noise.** As State, regional and local policies encourage mixed-use development near corridors, the City should look to ways to reduce noise impacts on residences near and in such developments through site design, landscaping and construction techniques. Additionally, the City should review locations and site design for sensitive uses including schools, childcare facilities and hospitals to ensure that they are not negatively impacted by noise.
- 2. Project Design and Operations.** Measures such as project and building design, emergency access, operations and maintenance of property, can help developments promote public and fire safety. Such measures will also allow the providers to maintain a high service level, while accommodating future growth.
- 3. Community Participation.** The City and service providers should enhance community participation through new and existing programs such as neighborhood watch, emergency preparedness and school programs.
- 4. Shared Resources.** The City can enhance emergency, fire safety and public safety services by coordinating programs with service providers and neighboring cities through shared services, mutual aid and agreements.

## GOALS AND POLICIES

### Regional Coordination

The City seeks to coordinate its local requirements and emergency planning efforts with Federal, State and regional resources to ensure a consistent, integrated and efficient approach to emergency planning.

#### GOAL HS-1 REDUCE HAZARD RISKS THROUGH REGIONAL COORDINATION AND MITIGATION PLANNING

#### Policy HS-1.1: Regional Hazard Risk Reduction Planning

Coordinate with Santa Clara County and local agencies to implement the Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) for Santa Clara County.

**Strategy HS-1.1.1. Monitoring and Budgeting.** Monitor and evaluate the success of the LHMP, including local strategies provided in the Cupertino Annex (Section 11). Working with Santa Clara County, ensure that strategies are prioritized and implemented through the Capital Improvement Program and provide adequate budget for on-going programs and department operations.

**Strategy HS-1.1.2. Mitigation Incorporation.** Ensure that mitigation actions identified in the LHMP are being incorporated into upcoming City sponsored projects, where appropriate.

**Strategy HS-1.1.3. Hazard Mitigation Plan Amendments and Updates.** Support Santa Clara County in its role as the lead agency that prepares and updates the Local Hazard Mitigation Plan.

### Policy HS-1.2: Sea Level Rise Protection

Ensure all areas in Cupertino are adequately protected for the anticipated effects of sea level rise.

**Strategy HS-1.2.1. Monitor Rising Sea Level.** Regularly coordinate with regional, state, and federal agencies on rising sea levels in the San Francisco Bay and major tributaries to determine if additional adaptation strategies should be implemented to address flooding hazards. This includes monitoring FEMA flood map updates to identify areas in the city susceptible to sea level rise, addressing changes to state and regional sea and bay level rise estimates, and coordinating with adjacent municipalities on flood control improvements as appropriate.

**Strategy HS-1.2.2. Flood Insurance Rate Maps.** Provide to the public, as available, up-to-date Flood Insurance Rate Maps (FIRM) that identify rising sea levels and changing flood conditions.

### Emergency Preparedness

The City seeks to focus on planning and education to prepare and enlist the community in the management of disasters and emergencies.

**GOAL HS-2**  
ENSURE A HIGH LEVEL OF  
EMERGENCY PREPAREDNESS FOR  
NATURAL AND HUMAN- CAUSED  
DISASTERS

### Policy HS-2.1: Promote Emergency Preparedness

Distribute multi-hazard emergency preparedness information for all threats identified in the emergency plan. Information will be provided through Cardiopulmonary Resuscitation (CPR), First Aid and Community Emergency Response Team (CERT) training, lectures and seminars on

emergency preparedness, publication of monthly safety articles in the Cupertino Scene, posting of information on the Emergency Preparedness website and coordination of video and printed information at the library.

### **Policy HS-2.2: Emergency Operations and Training**

Ensure ongoing training of identified City staff on their functions/responsibilities in the EOC and in disaster preparedness, first aid and CPR.

#### **Strategy HS-2.2.1: Emergency Operations Center (EOC).**

Review options to provide functional and seismic upgrades to the EOC facility at City Hall or explore alternative locations for the EOC.

**Strategy HS-2.2.2: Employee Training.** Conduct regular exercises and participate in regional exercises to ensure that employees are adequately trained.

### **Policy HS-2.3: Volunteer Groups.**

Continue to encourage the ongoing use of volunteer groups to augment emergency services, and clearly define responsibilities during a local emergency.

#### **Strategy HS-2.3.1: Community Emergency Response**

**Team.** Continue to support the CERT program to ensure the development of neighborhood based emergency preparedness throughout the City. Encourage ongoing cooperation with CERTs in other cities.

**Strategy HS-2.3.2: Community Groups.** Continue pre-disaster agreements with appropriate community groups to provide specified post-disaster assistance, through the Emergency Services Coordinator and with the advice of the City Attorney.

**Strategy HS-2.3.3: American Red Cross.** Continue to implement the American Red Cross agreements under the direction of the Director of Emergency Services during a disaster.



**Strategy HS-2.3.4: Shelter Providers.** Continue the agreement with designated shelter sites to provide space for emergency supply containers.

**Strategy HS-2.3.5: Amateur Radio Operators.** Continue to support training and cooperation between the City and Cupertino Amateur Radio Emergency Service (CARES) to prepare for emergency communications needs.

## **Policy HS-2.4: Emergency Public Information**

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Maintain an Emergency Public Information program to be used during emergency situations.

**Strategy HS-2.4.1: Communication Methods.** Use the local TV channel, Cupertino Alert System (CAS), the Internet and other communication methods to transmit information to the citizenry.

**Strategy HS-2.4.2: Public Information Office.** Activate the Public Information in coordination with the Sheriff and the Fire Department to provide accurate information to the public as needed.

## **Policy HS-2.5: Disaster Medical Response**

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Continue to coordinate with the appropriate County agencies and local emergency clinics to ensure preparedness and provide disaster medical response. Coordinate with the CERT members throughout the City to ensure that they are prepared to provide emergency support and first aid at the neighborhood level.

**Strategy HS-2.5.1: Memorandum of Understanding (MOU).** Develop a MOU with local emergency clinics. The County's role and involvement in emergencies should be considered in development of the MOU.

**Policy HS-2.6: Military Facilities and Readiness**

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Consider the impact of development on neighboring military facilities and maintain military airspace to ensure military readiness.

**Fire Safety**

The City seeks to provide direction to the Santa Clara County Fire Department (SCCFD) on ways to better protect the community from natural and human-made fire disasters, and implement local policies to improve building and site design.

**GOAL HS-3**  
PROTECT THE COMMUNITY FROM  
HAZARDS ASSOCIATED WITH  
WILDLAND AND URBAN FIRES

**Policy HS-3.1: Regional Coordination**

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Coordinate wildland fire prevention efforts with adjacent jurisdictions. Encourage the County and the Midpeninsula Open Space District to implement measures to reduce fire hazards, including putting into effect the fire reduction policies of the County Public Safety Element, continuing efforts in fuel management, and considering the use of “green” fire break uses for open space lands.

**Policy HS-3.2: Early Project Review**

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Involve the Fire Department in the early design stage of all projects requiring public review to assure Fire Department input and modifications as needed.

**Policy HS-3.3: Emergency Access**

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Ensure adequate emergency access is provided for all new hillside development.

**Strategy HS-3.3.1: Roadway Design.** Create an all-weather emergency road system to serve rural areas.

**Strategy HS-3.3.2: Dead-End Street Access.** Allow public use of private roadways during an emergency for hillside subdivisions that have dead-end public streets longer than 1,000 feet or find a secondary means of access.

**Strategy HS-3.3.3: Hillside Access Routes.** Require new hillside development to have frequent grade breaks in access routes to ensure a timely response from fire personnel.

**Strategy HS-3.3.4: Hillside Road Upgrades.** Require new hillside development to upgrade existing access roads to meet Fire Code and City standards.

## **Policy HS-3.4: Private Residential Electronic Security Gates**

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Discourage the use of private residential electronic security gates that act as a barrier to emergency personnel.

**Strategy HS-3.4.1: Location.** Require a fence exception for electronic security gates in certain areas.

**Strategy HS-3.4.2: Access to Gates.** Where electronic security gates are allowed, require the installation of an approved key switch to be accessed by the Fire District.

## **Policy HS-3.5: Commercial and Industrial Fire Protection Guidelines**

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Coordinate with the Fire Department to develop new guidelines for fire protection for commercial and industrial land uses.

**Policy HS-3.6: Fire Prevention and Emergency Preparedness**

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Promote fire prevention and emergency preparedness through city-initiated public education programs, the government television channel, the Internet, and the Cupertino Scene.

**Policy HS-3.7: Multi-Story Buildings**

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Ensure that adequate fire protection is built into the design of multi-story buildings and require on-site fire suppression materials and equipment.

**Policy HS-3.8: Extension of Water Service**

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Encourage the water companies to extend water service into the hillside and canyon areas and encourage cooperation between water utility companies and the Fire Department in order to keep water systems in pace with growth and firefighting service needs.

**Public Safety**

The City seeks to support public safety through improved police services and better site design.

**GOAL HS-4**  
ENSURE HIGH LEVEL OF COMMUNITY SAFETY WITH POLICE SERVICES THAT MEET THE COMMUNITY'S NEEDS

**Policy HS-4.1: Neighborhood Awareness Programs**

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Continue to support the Neighborhood Watch Program and other similar programs intended to help neighborhoods prevent crime through social interaction.

### **Policy HS-4.2: Crime Prevention through Building and Site Design**

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Consider appropriate design techniques to reduce crime and vandalism when designing public spaces and reviewing development proposals.

**Strategy HS-4.2.1: Perimeter Roads for Parks.** Encircle neighborhood parks with a public road to provide visual accessibility whenever possible.

**Strategy HS-4.2.2: Development Review.** Continue to request County Sheriff review and comment on development applications for security and public safety measures.

### **Policy HS-4.3: Fiscal Impacts**

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Recognize fiscal impacts to the County Sheriff and City of Cupertino when approving various land use mixes.

## **GOAL HS-5 REDUCE RISKS ASSOCIATED WITH GEOLOGIC AND SEISMIC HAZARDS**

### **Policy HS-5.1: Seismic and Geologic Review Process**

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Evaluate new development proposals within mapped potential hazard zones using a formal seismic/geologic review process. Use **Table HS-3** of this Element to determine the level of review required.

**Strategy HS-5.1.1: Geotechnical and Structural Analysis.** Require any site with a slope exceeding 10 percent to reference the Landslide Hazard Potential Zone maps of the State of California for all required geotechnical and structural analysis.

**Strategy HS-5.1.2: Residential Upgrades.** Require that any residential facility, that is being increased more than 50 percent assessed value or physical size, conform to all

provisions of the current building code throughout the entire structure. Owners of residential buildings with known structural defects, such as un-reinforced garage openings, “soft first story” construction, unbolted foundations, or inadequate sheer walls are encouraged to take steps to remedy the problem and bring their buildings up to the current building code.

**Strategy HS-5.1.3: Geologic Review.** Continue to implement geologic review procedures for Geologic Reports required by the Municipal Code through the development review process.

### **Policy HS-5.2: Public Education on Seismic Safety**

Reinforce the existing public education programs to help residents minimize hazards resulting from earthquakes.

**Strategy HS-5.2.1: Covenant on Seismic Risk.** Require developers to record a covenant to tell future residents in high-risk areas about the risk and inform them that more information is in City Hall records. This is in addition to the State requirement that information on the geological report is recorded on the face of subdivision maps.

**Strategy HS-5.2.2: Emergency Preparedness.** Publish and promote emergency preparedness activities and drills. Use the City social media, and the website to provide safety tips that may include identifying and correcting household hazards, knowing how and when to turn off utilities, helping family members protect themselves during and after an earthquake, recommending neighborhood preparation activities, and advising residents to maintain an emergency supply kit containing first-aid supplies, food, drinking water and battery operated radios and flashlights.

**Strategy HS-5.2.3: Neighborhood Response Groups.** Encourage participation in Community Emergency Response Team (CERT) training. Train neighborhood groups

to care for themselves during disasters. Actively assist in neighborhood drills and safety exercises to increase participation and build community support.

**Strategy HS-5.2.4: Dependent Populations.** As part of community-wide efforts, actively cooperate with State agencies that oversee facilities for persons with disabilities and those with access and functional needs, to ensure that such facilities conform to all health and safety requirements, including emergency planning, training, exercises and employee education.

**Strategy HS-5.2.5: Foreign Language Emergency Information.** Obtain translated emergency preparedness materials and make them available to appropriate foreign language populations.

## Hazardous Materials

The City is committed to protecting its citizens from hazardous materials through improved disposal practices, better site design and more public education.

**GOAL HS-6**  
PROTECT PEOPLE AND PROPERTY  
FROM THE RISKS ASSOCIATED  
WITH HAZARDOUS MATERIALS AND  
EXPOSURE TO ELECTROMAGNETIC  
FIELDS

### Policy HS-6.1: Hazardous Materials Storage and Disposal

Require the proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fire or the release of harmful fumes. Maintain information channels to the residential and business communities about the illegality and danger of dumping hazardous material and waste in the storm drain system or in creeks.

### **Policy HS-6.2: Proximity of Residents to Hazardous Materials**

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Assess future residents' exposure to hazardous materials when new residential development or childcare facilities are proposed in existing industrial and manufacturing areas. Do not allow residential development or childcare facilities if such hazardous conditions cannot be mitigated to an acceptable level of risk.

### **Policy HS-6.3: Electromagnetic Fields (EMF)**

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Ensure that projects meet Federal and State standards for EMF emissions through development review.

### **Policy HS-6.4: Educational Programs**

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Continue to encourage residents and businesses to use non- and less-hazardous products, especially less toxic pest control products, to slow the generation of new reduce hazardous waste requiring disposal through the county-wide program.

### **Policy HS-6.5: Hazardous Waste Disposals**

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Continue to support and facilitate for residences and businesses a convenient opportunity to properly dispose of hazardous waste.

### **Strategy HS-6.5.1: Partner on Hazardous Waste Collection and Disposal**

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Continue to explore efficient, economical and convenient ways to offer Household Hazardous Waste collection for residents in partnership with the Solid Waste contractor or the County.

**Strategy HS-6.5.2: Educational Materials.** Publish educational materials about the program in the Cupertino Scene, City website, and brochures that are distributed throughout the community.



## Flooding

The City seeks to ensure community protection from floods through the design of projects, municipal operations and public education.

### GOAL HS-7 PROTECT PEOPLE AND PROPERTY FROM RISKS ASSOCIATED WITH FLOODS

#### Policy HS-7.1: Evacuation Map

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Prepare and update periodically an evacuation map for the flood hazard areas and distribute it to the general public.

#### Policy HS-7.2: Emergency Response to Dam Failure

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Ensure that Cupertino is prepared to respond to a potential dam failure.

##### Strategy HS-7.2.1: Emergency and Evacuation Plan.

Maintain and update a Stevens Creek Dam Failure Plan, including alert, warning and notification systems and appropriate signage.

**Strategy HS-7.2.2: Inter-agency Cooperation.** Continue to coordinate dam-related evacuation plans and alert/notification systems with the City of Sunnyvale and the County to ensure that traffic management between the agencies facilitates life safety. Also work with other neighboring cities to enhance communication and coordination during a dam-related emergency.

#### Policy HS-7.3: Existing Non-Residential Uses in the Flood Plain

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Allow commercial and recreational uses that are now exclusively within the flood plain to remain in their present use or to be used for agriculture, provided it doesn't conflict with Federal, State and regional requirements.

### **Policy HS-7.4: Construction in Flood Plains**

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Continue to implement land use, zoning and building code regulations limiting new construction in the already urbanized flood hazard areas recognized by the Federal Flood Insurance Administrator.

#### **Strategy HS-7.4.1: Dwellings in Natural Flood Plain.**

Regulate closely all types of habitable development in natural flood plains. This includes prohibiting fill materials and obstructions that may increase flood potential or modify the natural riparian corridors.

#### **Strategy HS-7.4.2: Description of Flood Zone Regulation.**

Continue to maintain and update a map of potential flood hazard areas and a description of flood zone regulations on the City's website.

#### **Strategy HS-7.4.3: National Flood Insurance Program**

**Community Rating System.** Consider participating in the National Flood Insurance Program (NFIP) Community Rating System (CRS). The CRS is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements. Flood insurance premium rates for property owners within the city may be discounted to reflect the reduced flood risk resulting from community actions meeting the three goals of the CRS, which are to: (1) reduce flood damage to insurable property; (2) strengthen and support the insurance aspects of the NFIP; and (3) encourage a comprehensive approach to floodplain management.

### **Policy HS-7.5: Hillside Grading**

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Restrict the extent and timing of hillside grading operations to April through October except as otherwise allowed by the City. Require performance bonds during the remaining time to guarantee the repair of any erosion damage. Require planting of graded slopes as soon as practical after grading is complete.

### **Policy HS-7.6: Stability of Existing Water Storage Facilities**

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Assure the structural integrity of water storage facilities.

#### **Strategy HS-7.6.1: Coordination with other Agencies.**

Work closely with the San Jose Water Company and owners of other water storage facilities to develop and implement a program to monitor the stability of all existing water storage facilities and related improvements, such as: distribution lines, connections and other system-components.

### **Noise**

The City seeks to ensure that the community continues to enjoy a high quality of life through reduce noise pollution, effective project design and noise management operations.

### **GOAL HS-8**

MINIMIZE NOISE IMPACTS ON THE COMMUNITY AND MAINTAIN A COMPATIBLE NOISE ENVIRONMENT FOR EXISTING AND FUTURE LAND USES

### **Policy HS-8.1: Land Use Decision Evaluation**

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Use the Land Use Compatibility for Community Noise Environments chart and the City Municipal Code to evaluate land use decisions.

### **Policy HS-8.2: Building and Site Design**

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Minimize noise impacts through appropriate building and site design.

**Strategy HS-8.2.1: Commercial Delivery Areas.** Locate delivery areas for new commercial and industrial developments away from existing or planned homes.

**Strategy HS-8.2.2: Noise Control Techniques.** Require analysis and implementation of techniques to control the effects of noise from industrial equipment and processes for projects near low-intensity residential uses.

**Strategy HS-8.2.3: Sound Wall Requirements.** Exercise discretion in requiring sound walls to be sure that all other measures of noise control have been explored and that the sound wall blends with the neighborhood. Sound walls should be designed and landscaped to fit into the environment.

### **Policy HS-8.3: Construction and Maintenance Activities**

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Regulate construction and maintenance activities. Establish and enforce reasonable allowable periods of the day, during weekdays, weekends and holidays for construction activities. Require construction contractors to use the best available technology to minimize excessive noise and vibration from construction equipment such as pile drivers, jack hammers, and vibratory rollers.

### **Policy HS-8.4: Freeway Design and Neighborhood Noise**

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Ensure that roads and development along Highway 85 and Interstate 280 are designed and improved in a way that minimizes neighborhood noise.

### **Policy HS-8.5: Neighborhoods**

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Review residents' needs for convenience and safety and prioritize them over the convenient movement of commute or through traffic where practical.

## **Policy HS-8.6: Traffic Calming Solutions to Street Noise**

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Evaluate solutions to discourage through traffic in neighborhoods through enhanced paving and modified street design.

**Strategy HS-8.6.1: Local Improvement.** Modify street design to minimize noise impact to neighbors.

## **Policy HS-8.7: Reduction of Noise from Trucking Operations**

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Work to carry out noise mitigation measures to diminish noise along Foothill and Stevens Creek Boulevards from the quarry and cement plant trucking operations. These measures include regulation of truck speed, the volume of truck activity, and trucking activity hours to avoid late evening and early morning. Alternatives to truck transport, specifically rail, are strongly encouraged when feasible.

**Strategy HS-8.7.1: Restrictions in the County's Use Permit.** Coordinate with the County to restrict the number of trucks, their speed and noise levels along Foothill and Stevens Creek Boulevards, to the extent allowed in the Use Permit. Ensure that restrictions are monitored and enforced by the County.

**Strategy HS-8.7.2: Road Improvements to Reduce Truck Impacts.** Consider road improvements such as medians, landscaping, noise attenuating asphalt, and other methods to reduce quarry truck impacts.





Chapter 8  
**INFRASTRUCTURE ELEMENT**



## INTRODUCTION

Cupertino's public infrastructure works in tandem with the built and natural environments to contribute to the exceptional quality of life enjoyed by local residents, visitors and workers. The city's public and private infrastructure – water, storm drains, telecommunications and solid waste – are vital to supporting the community's everyday activities.

This Element includes goals, policies and strategies for the development and maintenance of an exceptional system of high-quality and adequate infrastructure to support community needs and development anticipated in Community Vision 2040. It also ensures that the City's existing infrastructure is maintained, upgraded and/or replaced and expanded when needed. The City's commitment to environmental sustainability provides direction for innovative strategies to help the City conserve water and energy use, reduce waste, improve water and air quality, and reduce greenhouse gas emissions.

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## CONTEXT

The City regularly prepares a Five-Year Capital Improvement Program (CIP) to identify capital projects and options for financing them. It is the City's primary mechanism for building and maintaining citywide infrastructure such as streets, medians and stormwater systems, and City-owned facilities, parks, trails and bridges.

Much of the City's infrastructure was built between the 1950s and 1970s when it was first incorporated and developed. Other areas that were later annexed into the city typically have older and/or outdated infrastructure. Planning for replacement and upgrades to these facilities will be important to ensure that all residents and businesses have access to excellent services. Identifying sustainable funding sources is also important to ensure that infrastructure improvements can be built in a timely manner and effectively maintained to meet community needs. The following is a summary of key infrastructure systems that currently exist in Cupertino.

### Water

Cupertino has two major water suppliers: the California Water Company and the San Jose Water Company. Both retailers purchase their water supply from the Santa Clara Valley Water District, which receives water from the Rinconada Treatment Plant and wells fed by groundwater.

The Santa Clara Valley Water District, which is the groundwater management agency in Santa Clara County, manages groundwater recharge through percolation ponds and in-stream recharge of creeks. The McClellan Pond recharge facility (located in Cupertino) and the Stevens Creek Reservoir (located outside the city on its southwest boundary) also contribute to Cupertino's water supply.

In addition to the potable water supply, there is a potential recycled water system planned for the North Vallco Park Special Area as part of the Apple Campus 2. The City estimates that recycled water will be used for irrigation and will help to offset potable water use in areas served. The recycled water system can be potentially extended to serve other areas of the city in the future as capacity increases and new distribution lines can be built.

## Wastewater

Wastewater collection and treatment are provided to the City by the Cupertino Sanitary District and the City of Sunnyvale. The majority of the City is served by the Cupertino Sewer District, while the City of Sunnyvale serves only a small portion of the Cupertino Urban Service area within the Rancho Rinconada area.

The Cupertino Sanitary District was formed in 1956 and is currently in the process of updating its 1964 Master Plan. The District collects and transports waste water collected in Cupertino to the San Jose/Santa Clara Water Pollution Control Plant located in North San Jose. The District maintains approximately one million linear feet of sewer lines and 500,000 linear feet of sewer laterals and 17 pump stations. While the physical condition of the infrastructure appears to be in relatively good condition, there are issues with the carrying capacity of a number of lines in the system. The lines serving the City Center development, Stevens Creek Boulevard between Randy Lane and Wolfe Road, Wolfe Road south of Interstate 280, Stelling Road and Foothill Boulevard are running either at capacity or over capacity. In order to accommodate future development, lines would have to be upgraded. Any necessary improvements are expected to be coordinated with development review, with new projects bearing their share of the cost or partnering with the Sanitary District to provide improvements needed to increase capacity.

The City of Sunnyvale provides wastewater treatment service for Cupertino's commercial properties along Stevens Creek Boulevard, east of Finch Avenue, and a portion of the Rancho Rinconada neighborhood. While the City of Sunnyvale has adequate capacity to serve anticipated growth and can continue to provide treatment capacity for future growth in its Cupertino service area, there may need to be improvements to the distribution network to address future growth on the east side. Any necessary improvements are expected to be coordinated with development review, with new projects bearing their share of the cost or partnering with the City of Sunnyvale to provide improvements needed to increase capacity.

### **Stormwater**

Comprehensive stormwater management can reduce pollution and erosion, prevent flooding, recharge aquifers with clean water, and prevent Bay pollution. While efforts in early years focused on expanding storm drain capacity and wastewater treatment, the approach today is to reduce and filter runoff through project design and management.

Cupertino's storm drain system currently operates adequately, with some targeted upgrades or improvements likely over the next 25 years. There is only localized flooding in the storm drain system, limited primarily to unimproved streets. The City continues to update its infrastructure planning to ensure that future improvements include best practices for stormwater management.

The City, along with 76 other agencies throughout the Bay Area, is regulated by the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit (MRP). The MRP, which is issued by the California Regional Water Quality Control Board, requires the City to carry

out a comprehensive stormwater pollution prevention program. In order to comply with these requirements, the City joined with 15 other adjoining agencies to form the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPP). SCVURPP works with the participating agencies and the Regional Board to develop solutions to control urban runoff quality. In addition, the City is required to prepare a city-specific Urban Runoff Management Plan. This plan identifies stormwater pollution control measures such as design, construction and operation best practices, inspections and water-quality monitoring. The regulations are expected to evolve and become more stringent in the future.

### **Telecommunications**

Cupertino is located in Silicon Valley, which is home to the world's greatest technology companies and is known for its forward-thinking and innovation. In order to ensure that the City can continue being an exceptional place to work and live, efforts will be made to expand access to telecommunications services. The City does not directly supply telecommunications utilities; however, it plays an important role by coordinating with providers, allowing access to public rights-of-way, and ensuring that proposed improvements or changes in service meet community expectations and are integrated in a compatible manner.

### **Solid Waste and Recycling**

Nearly every human activity leaves behind some kind of waste. Households create ordinary garbage while industrial and manufacturing processes create solid and hazardous waste. Waste uses up limited landfill space, releases toxins and creates greenhouse gases that contribute to climate change. The City uses recycling, reuse and reducing consumption as an effective way to manage solid waste.

The Air Resources Board, as a means to implement AB 32, has identifies in its Scoping Plan mandatory commercial recycling as one of the measures to reduce greenhouse gas emissions. Subsequently, AB 341 set a goal of 75 percent residential and commercial recycling by 2020. Recology currently provides garbage pickup and recycling services in Cupertino. City residents and businesses served by Recology have achieved a 69 percent diversion rate in 2012. The City is currently working with Recology to develop programs to boost that diversion rate even higher, reduce contamination, and boost organics composting by residents and businesses. With the proposed changes, the City hopes to achieve the 75 percent diversion rate by 2015.

To meet its future solid waste disposal needs, the City also executed a contract with Browning and Ferris to provide landfill capacity at Newby Island in Milpitas. The term of the agreement is 35 years and ends in 2023, or at the time the specified tonnage in the contract is reached.

## LOOKING FORWARD

As the City continues to grow and develop, it will have to look at strategies for replacing and expanding the City's aging infrastructure to meet community needs. Whereas strategies in the past focused on expansion of facilities, the focus in the future will be looking for ways to reduce demand on infrastructure through sustainable measures and balancing modes of transportation. A key strategy moving forward will be finding new ways to fund infrastructure improvements and ongoing maintenance through new development, partnerships or other methods. The following are ways the City will address key challenges and opportunities facing Cupertino:

- 1. Sustainable methods.** The City will reduce the demand on infrastructure and services by exploring ways to expand water and energy conservation and waste diversion efforts.
- 2. Access.** The City will ensure that the entire community has access to all services. This will include identifying areas where access is not available and looking for strategies to retrofit and partner in the construction of necessary improvements.
- 3. Environmental health.** The City will prioritize methods that improve environmental and community health when exploring strategies to reduce demand and construct facilities.
- 4. New Technologies.** The City will utilize technology to deliver services efficiently and effectively. This includes supporting emerging technologies in information services and infrastructure to better serve the business and resident community.

- 5. Coordination.** The City will work with service providers to ensure that their infrastructure planning and maintenance goals meet community needs.
- 6. Community involvement.** The City will enlist the community in programs to achieve goals including recycling and conservation programs.
- 7. Funding.** The City will ensure a sustainable source of funding for construction, operation and maintenance of infrastructure.

## GOALS AND POLICIES

### Citywide Infrastructure

The City seeks to coordinate its municipal services with those of other service providers in order to build and maintain infrastructure that fully serves the current and future needs of the Cupertino community.

#### GOAL INF-1

ENSURE THAT THE CITY'S INFRASTRUCTURE IS ENHANCED AND MAINTAINED TO SUPPORT EXISTING DEVELOPMENT AND FUTURE GROWTH IN A FISCALLY RESPONSIBLE MANNER

#### Policy INF-1.1: Infrastructure Planning

Upgrade and enhance the City's infrastructure through the City's Capital Improvement Program (CIP) and requirements for development.

**Strategy INF-1.1.1: Capital Improvement Program.** Ensure that CIP projects reflect the goals and policies identified in Community Vision 2040.

**Strategy INF-1.1.2: Design Capacity.** Ensure that public infrastructure is designed to meet planned needs and to avoid the need for future upsizing. Maintain a balance between meeting future growth needs and over-sizing of infrastructure to avoid fiscal impacts or impacts to other goals.

**Strategy INF-1.1.3: Private Development.** Require new development to pay its fair share of, or to extend or construct, improvements to the City's infrastructure to accommodate growth without impacting service levels.



**Strategy INF-1.1.4: Coordination.** Require coordination of construction activity between various providers, particularly in City facilities and rights-of-way, to ensure that the community is not unnecessarily inconvenienced. Require that providers maintain adequate space for all utilities when planning and constructing their infrastructure.

### **Policy INF-1.2: Maintenance**

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Ensure that existing facilities are maintained to meet the community's needs.

### **Policy INF-1.3: Coordination**

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Coordinate with utility and service providers to ensure that their planning and operations meet the City's service standards and future growth.

### **Policy INF-1.4: Funding**

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Explore funding strategies for upgrades to existing infrastructure and ongoing operations and maintenance.

**Strategy INF-1.4.1: Development.** Require developers to expand or upgrade existing infrastructure to increase capacity, or pay their fair share, as appropriate.

**Strategy INF-1.4.2: Economic Development.** Prioritize funding of infrastructure to stimulate economic development and job creation in order to increase opportunities for municipal revenue.

## Rights-of-way

The City will ensure that public, City-owned rights-of-way are protected in order to support future infrastructure needs and enhanced with sustainable features when possible, and that future infrastructure is placed underground.

**GOAL INF-2**  
ENSURE THAT CITY RIGHTS-OF-WAY ARE PROTECTED FROM INCOMPATIBLE USES AND ENHANCED WITH SUSTAINABLE FEATURES WHEN POSSIBLE

### Policy INF-2.1: Maintenance

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Maintain the City's right-of-way and traffic operations systems.

### Policy INF-2.2: Multimodal Systems

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Ensure that City rights-of-way are planned for a variety of transportation alternatives including pedestrian, bicycle, automobile, as well as new technologies such as driverless cars, etc.

### Policy INF-2.3: Green Streets

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Explore the development of a "green streets" program to minimize stormwater runoff in City rights-of-way.

### Policy INF-2.4: Undergrounding Utilities

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Explore undergrounding of utilities through providers, public projects, private development and agency funding programs and grants.

**Strategy INF-2.4.1: Public and Provider generated projects.** Require undergrounding of all new infrastructure projects constructed by public agencies and providers. Work with providers to underground existing overhead lines.

**Strategy INF-2.4.2: Development.** Require undergrounding of all utility lines in new developments and highly encourage undergrounding in remodels or redevelopment of major projects.

## **Policy INF-2.5: Recycled Water Infrastructure**

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Plan for citywide access to recycled water and encourage its use.

**Strategy INF-2.5.1: Availability.** Expand the availability of a recycled water system through public infrastructure projects and development review.

**Strategy INF-2.5.2: Use.** Encourage private and public projects to incorporate the use of recycled water for landscaping and other uses.

**Strategy INF-2.5.3: City Facilities.** Design and retrofit City buildings, facilities and landscaping to use recycled water, to the extent feasible.

## Water

The City will seek to identify ways to improve water availability, access and quality in order to maintain the long-term health of the Cupertino water system.

**GOAL INF-3**  
CREATE A COORDINATED STRATEGY  
TO ENSURE A SUSTAINED SUPPLY  
OF POTABLE WATER THROUGH  
PLANNING AND CONSERVATION

### Policy INF-3.1: Coordination with Providers

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Coordinate with water providers and agencies in their planning and infrastructure process to ensure that the City continues to have adequate supply for current needs and future growth.

**Strategy INF-3.1.1: Maintenance.** Coordinate with providers to ensure that water and recycled water delivery systems and maintained in good condition.

### Policy INF-3.2: Regional Coordination

---

Coordinate with State and regional agencies to ensure that policies and programs related to water provision and conservation meet City goals.

*Note: additional water conservation policies are discussed in detail in the Sustainability Element.*

## Stormwater

The City will seek to implement best practices in stormwater management in order to reduce demand on the drainage system, and reduce sediment and pollutions impacts on the Bay.

### GOAL INF-4

IMPLEMENT BEST PRACTICES IN STORMWATER MANAGEMENT TO REDUCE DEMAND ON THE STORMWATER NETWORK, REDUCE SOIL EROSION, AND REDUCE POLLUTION INTO RESERVOIRS AND THE BAY

#### Policy INF-4.1: Planning and Management

Create plans and operational policies to develop and maintain an effective and efficient stormwater system.

**Strategy INF-4.1.1: Management.** Reduce the demand on storm drain capacity through implementation of programs that meet and even exceed on-site drainage requirements.

**Strategy INF-4.1.2: Infrastructure.** Develop a Capital Improvement Program (CIP) for the City's storm drain infrastructure that meets the current and future needs of the community.

**Strategy INF-4.1.3: Maintenance.** Ensure that City's storm drain infrastructure is appropriately maintained to reduce flood hazards through implementation of best practices.

### Policy INF-4.2: Funding

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Develop permanent sources of funding storm water infrastructure construction and maintenance.

**Strategy INF-4.2.2: Ongoing Operations.** Review other funding strategies to pay for the ongoing operations and maintenance of the storm drain system per State and regional requirements.

*Note: additional policies that meet State and regional runoff reduction are described in the Sustainability Element.*

### Waste Water

The City will ensure that there is adequate and well-maintained waste water capacity through infrastructure enhancements and policies that reduce impact on sanitary sewer system, and that pollution in reservoirs and the Bay is minimized.

**GOAL INF-5**  
ENSURE THAT THE CITY'S  
WASTEWATER SYSTEM CONTINUES  
TO MEET CURRENT AND FUTURE  
NEEDS

### Policy INF-5.1: Infrastructure

---

Ensure that the infrastructure plans for Cupertino's waste water system providers continue to meet the City's current and future needs.

**Strategy INF-5.1.1: Coordination.** Coordinate with the Cupertino Sanitary District on their Master Plan and the Sunnyvale Treatment Plant to develop a comprehensive capital improvement program to ensure adequate capacity for future development anticipated with General Plan buildout.

**Strategy INF-5.1.2: Development.** Require developers to pay their fair share of costs for, or in some cases construct, infrastructure upgrades to ensure that service levels are met.

## **Policy INF-5.2: Demand**

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Look for ways to reduce demand on the City's wastewater system through implementation of water conservation measures.

## **Telecommunications**

The City will promote expansion of a citywide telecommunications system that provides excellent services to businesses and residents, and encourages innovative technologies for the future.

**GOAL INF-6**  
ENCOURAGE INNOVATIVE  
TECHNOLOGIES AND  
COMMUNICATION SYSTEMS THAT  
PROVIDE EXCELLENT SERVICES TO  
BUSINESSES AND RESIDENTS

## **Policy INF-6.1: Telecommunications Master Plan**

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Maintain and update a Telecommunications Master Plan with regulations and guidelines for wireless and emerging technologies.

## **Policy INF-6.2: Coordination**

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Coordinate with providers to improve access and delivery of services to businesses and homes.

**Strategy INF-6.2.1: Facility Upgrades.** When possible, require service providers to upgrade existing facilities as part of permit or lease renewals. Encourage use of newer technologies that allow the size of facility components to be reduced in size or improve screening or camouflaging.

**Strategy INF-6.2.2: Improved Access.** Work with providers to expand service to areas that are not served by telecommunications technologies.

**Strategy INF-6.2.3: City Facilities.** Encourage leasing of City sites to expand access to telecommunications services. Develop standards for the incorporation of telecommunications systems and public use.

**Strategy INF-6.2.4: Agency and Private Facilities.** Encourage the installation of communications infrastructure in facilities owned by other public agencies and private development.

**Strategy INF-6.2.5: Communications Infrastructure.** Support the extension and access to telecommunications infrastructure such as fiber optic cables.

### **Policy INF-6.3: Emerging Technologies**

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Encourage new and innovative technologies and partner with providers to provide the community with access to these services.

**Strategy INF-6.3.1: Strategic Technology Plan.** Create and update a Strategic Technology Plan for the City to improve service efficiency.



## Solid Waste

The City seeks to reduce solid waste and demands on landfills, reduce the release of toxins in the air (including greenhouse gas emissions) and improve community health.

### GOAL INF-7

ENSURE THAT THE CITY MEETS AND EXCEEDS REGULATORY WASTE DIVERSION GOALS BY WORKING WITH PROVIDERS, BUSINESSES AND RESIDENTS

#### Policy INF-7.1: Providers

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Coordinate with solid waste system providers to utilize the latest technology and best practices to encourage waste reduction and meet, and even, exceed State targets.

#### Policy INF-7.2: Facilities

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Ensure that public and private developments build new and on-site facilities and/or retrofit existing on-site facilities to meet the City's waste diversion requirements.

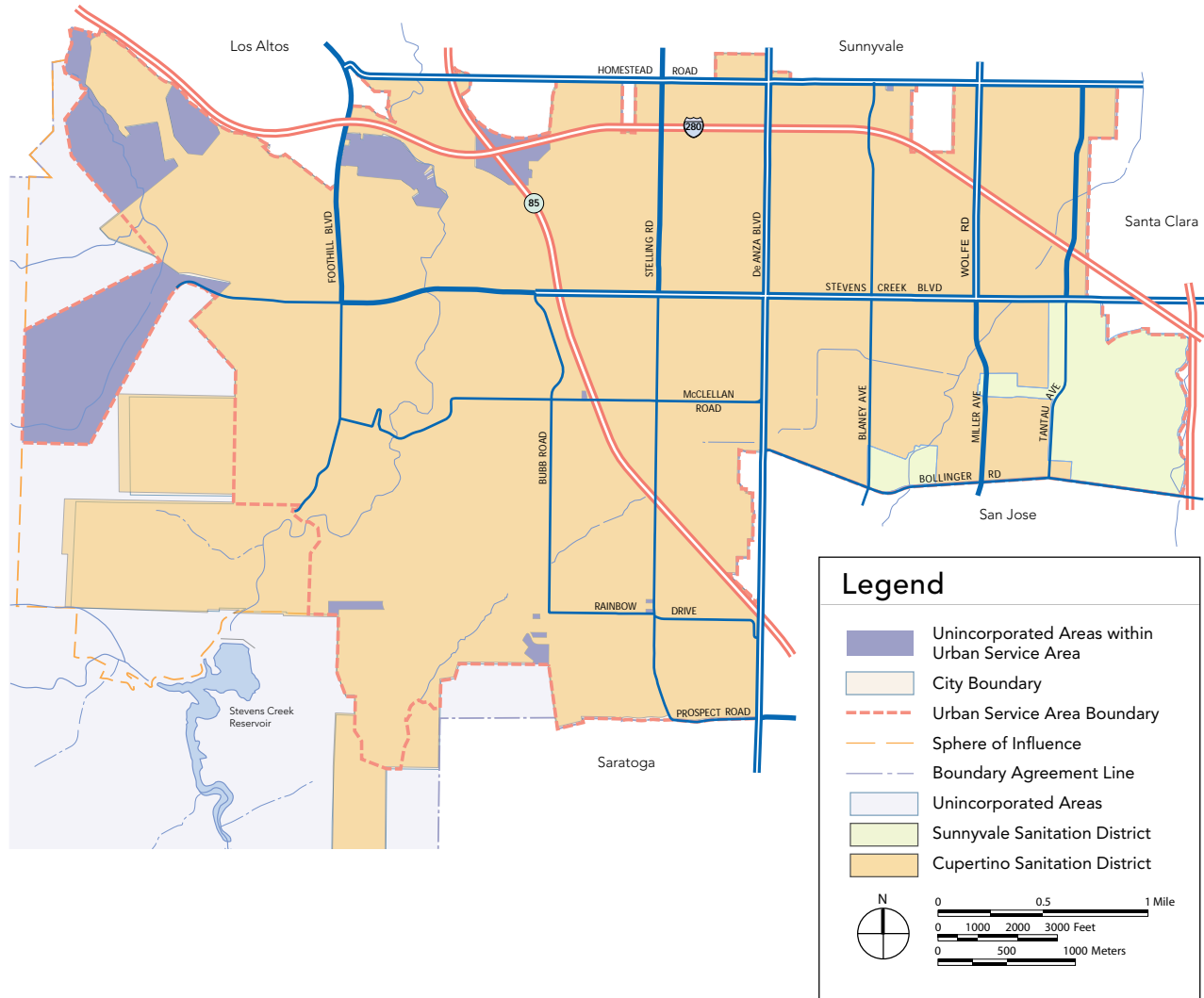
#### Policy INF-7.3: Operations

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Encourage public agencies and private property owners to design their operations to meet, and even, exceed regulatory waste diversion requirements.

**Strategy INF-7.3.1: City Facilities and Events.** Design new City facilities and retrofit existing facilities and event venues with recycling and trash collection bins to facilitate easy disposal of recyclable and compostable waste by staff and the public.

Figure INF-1  
Waste Water Service



**Strategy INF-7.3.2: Construction Waste.** Encourage recycling and reuse of building materials during demolition and construction of City, agency and private projects.

**Strategy INF-7.3.3: Recycled Materials.** Encourage the use of recycled materials and sustainably harvested materials in City, agency and private projects.

### **Policy INF-7.4: Product Stewardship**

---

Per the City's Extended Producer Responsibility (EPR) policy, support statewide and regional EPR initiatives and legislation to reduce waste and toxins in products, processes and packaging.

## **GOAL INF-8 DEVELOP AND ENHANCE PROGRAMS THAT REDUCE, REUSE AND RECYCLE WASTE**

### **Policy INF-8.1: Reducing Waste**

---

Meet or exceed Federal, State and regional requirements for solid waste diversion through implementation of programs.

**Strategy INF-8.1.1: Outreach.** Conduct and enhance programs that promote waste reduction in schools, businesses and homes through partnerships with schools, the Chamber of Commerce and the City's neighborhood programs.

**Strategy INF-8.1.2: Hazardous Waste.** Work with providers and businesses to provide convenient hazardous and e-waste facilities for the community.

**Strategy INF-8.1.3: Preferential Purchasing.** Maintain and update a City preferential purchasing policy to products that reduce packaging waste, greenhouse gas emissions, toxic contaminants and are reusable.

**Strategy INF-8.1.4: Reuse.** Encourage reuse of materials and reusable products. Develop a program for reuse of materials and reusable products in City facilities and outreach programs for community-wide participation by promoting community-wide garage sales and online venues.

**Strategy INF-8.1.5: Collaboration.** Collaborate with agencies and large businesses or projects to enhance opportunities for community-wide recycling, reuse and reduction programs.



Chapter 9

**PARKS AND COMMUNITY SERVICES ELEMENT**



## INTRODUCTION

Cupertino's parks, recreation programs and community services complement the built and natural environments and enhance the community. They enliven our Neighborhoods and Special Areas and help promote health, interactions and community-building.

This Element includes goals, policies and strategies for the development and maintenance of an exceptional and integrated system of high-quality parks, recreational amenities and community services that support current and future needs anticipated in Community Vision 2040. As Cupertino grows over time, the city's parks and recreation programs will have to adapt to meet changing needs. This Element ensures that the City will continue provide high-quality parks and recreation programs, improve the distribution and access to these facilities, work with other community service providers, and protect open space.

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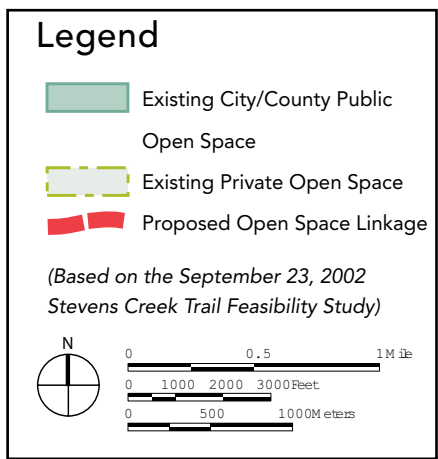
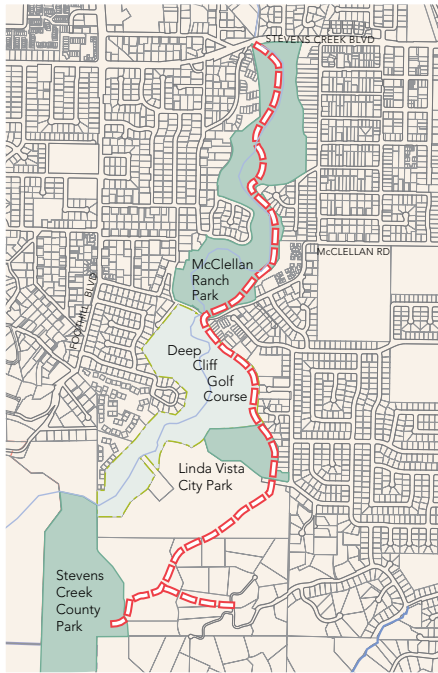


Figure PCS-1  
Public Open Space in the Stevens Creek Corridor

## CONTEXT

### Parks and Open Space

Cupertino currently has approximately 165 acres of City-owned public parks and open space areas. The City’s park system is supplemented by a network of over 220 acres of local and regional interconnected trails that stretch from local open space preserves to the San Francisco Bay. In addition, there are many acres of open space preserves surrounding the city that are operated and maintained by regional agencies and districts, including over 40 acres of parks negotiated through public access agreements. **Figures PCS-1** and **PCS-2** show the locations of open space areas within and near Cupertino.

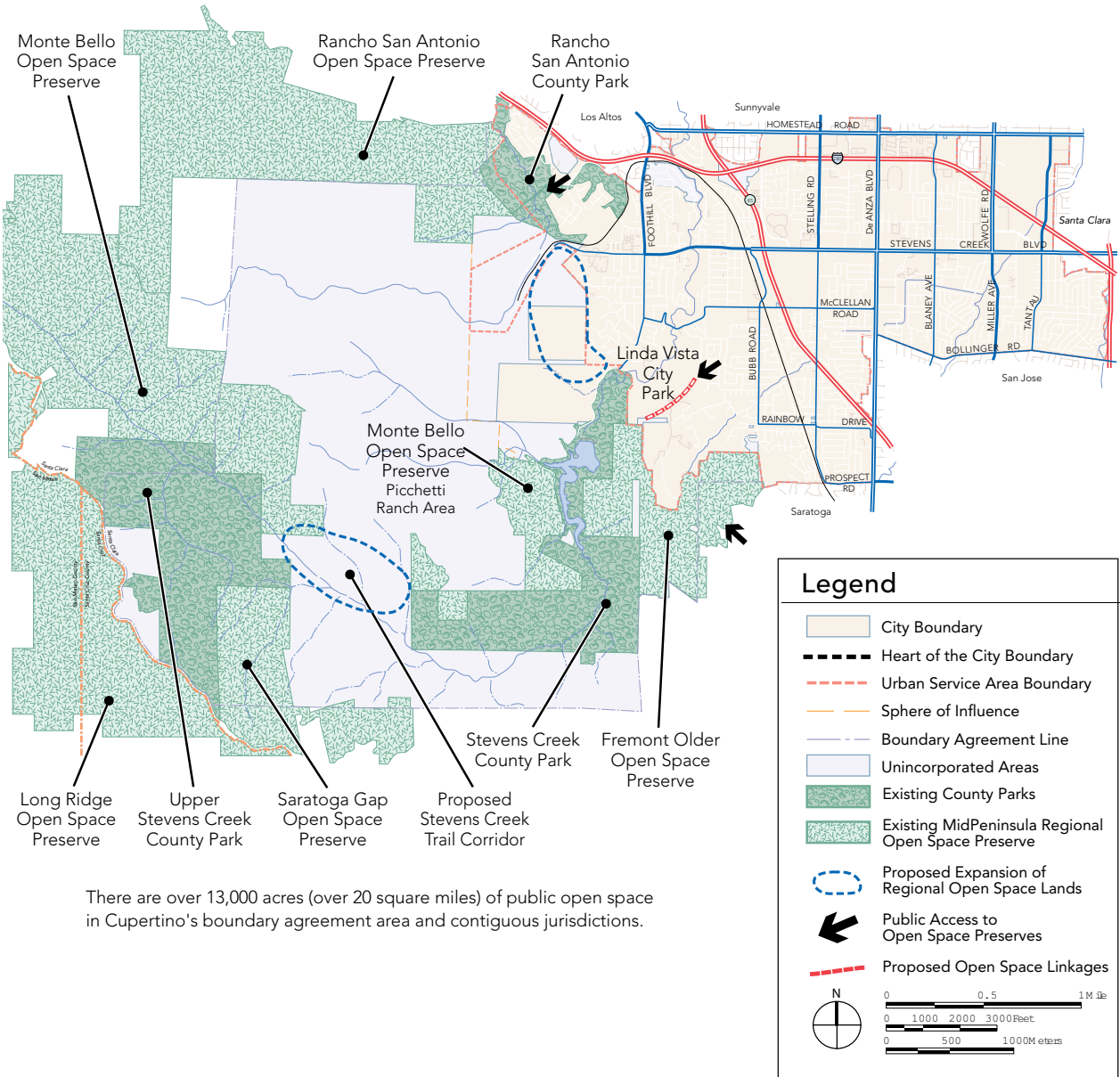
Local residents, visitors and employees also enjoy a wide range of community services provided by the City and other agencies and districts. Looking towards the future, the City will have to manage its resources effectively and coordinate with other agency providers to ensure that the community growing and changing needs are met. The following is a summary of the future direction for the City’s approach to planning, designing and managing open space to ensuring the community’s continued health and quality of life.

### Regional Resources

Several public agencies share the task of acquiring and maintaining open space for the enjoyment within Cupertino and neighboring cities. Cupertino’s land uses in and around these areas typically include low-intensity residential uses, which are consistent with protecting open space areas.



Figure PCS-2  
Open Space



There are over 13,000 acres (over 20 square miles) of public open space in Cupertino's boundary agreement area and contiguous jurisdictions.

### ***Midpeninsula Regional Open Space District***

The Midpeninsula Regional Open Space District was created in 1972 and manages about 62,000 acres of mountainous, foothill and bayland open space in 26 open space preserves. Preserves adjacent to Cupertino are located to the south and west around the foothills, and include Rancho San Antonio, Pichetti Ranch and Fremont Older.

### ***Santa Clara County Parks***

The Santa Clara County park program was a voter-approved measure to acquire and develop a regional park system. County parks adjacent to Cupertino are located near the southwestern boundary of the city. The County Park plan emphasizes completing Upper Stevens Creek Park and its connection to Stevens Creek near Cupertino. Because the upper portions of Stevens Canyon are environmentally important, the County Parks and Recreation Department has made a commitment to purchase lands to connect these two parks. In 1997, as part the development of a portion of the San Jose Diocese's St. Joseph's Seminary property, the County was able to acquire 133 acres of open space to add to its original holdings in the Rancho San Antonio County Park (which is now managed by the Mid-Peninsula Open Space District).

### ***Santa Clara Valley Water District Open Space Areas***

Trails along creeks owned and managed by the Santa Clara Valley Water District supplement Cupertino's overall open space and park system. The District coordinates with the City to prepare its natural flood plain policy for Stevens Creek between Stevens Creek Boulevard and the Stevens Creek reservoir, and also helped with the acquisition of open space lands within McClellan Ranch Park. The District has a plan to partner with cities and the county to provide access to creekside trails and parks for recreational

opportunities. This plan, called the Clean, Safe Creeks and Natural Flood Protection plan, requires the District to incorporate trails, parks and recreational opportunities into existing or new flood protection projects. Such projects are also part of the District's plan to manage flooding in downstream locations by providing retention facilities in upstream locations.

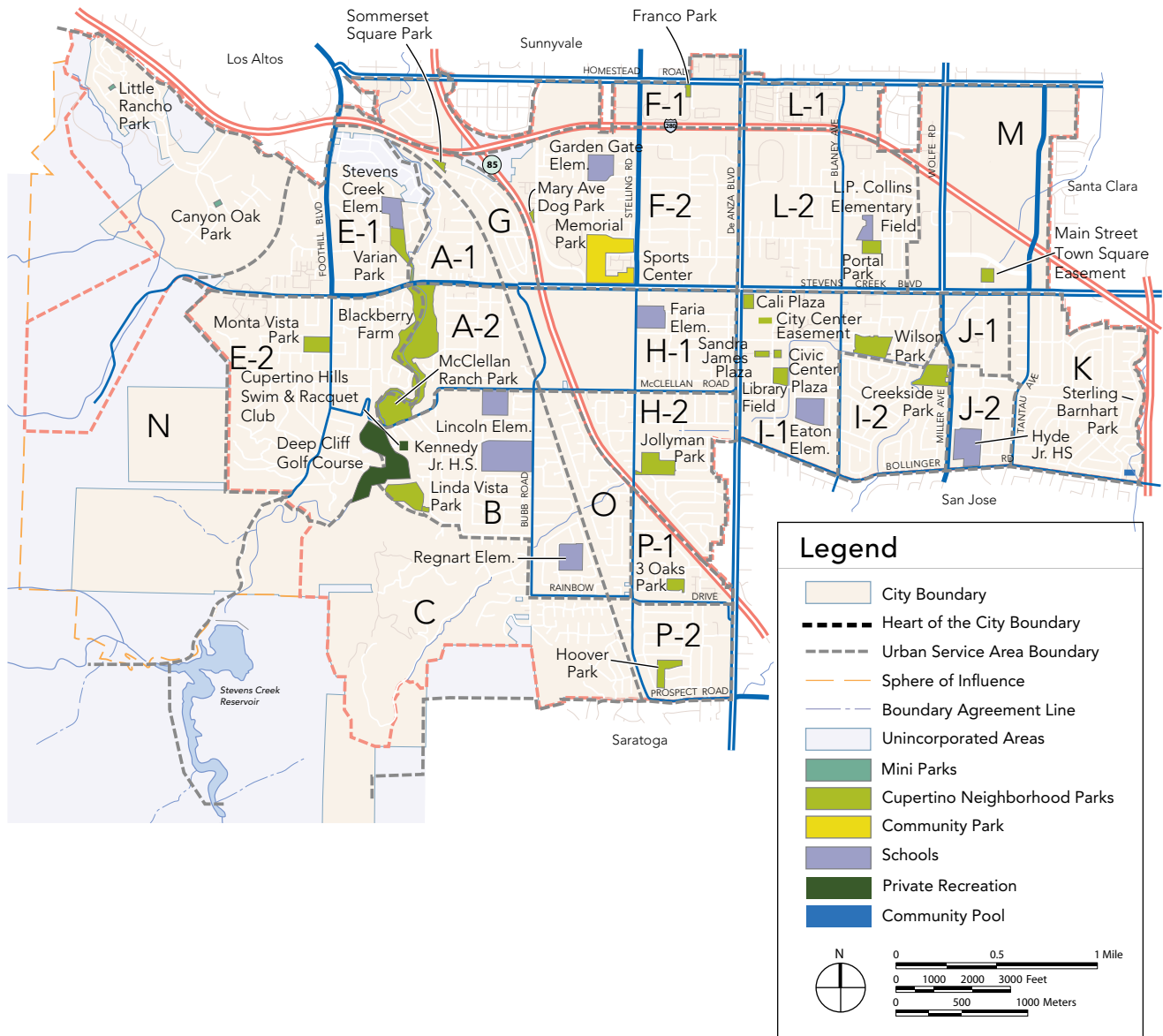
### **City Community and Neighborhood Parks**

The City has an excellent system of community and neighborhood parks that provide a place for community gathering, recreation and healthy programs. All existing parks and open space areas are shown in **Figure PCS-3** and listed in **Table PCS-1**.

Community parks include Memorial Park and the Stevens Creek corridor area. Memorial Park is an urban park and facility venue for festivals located in the Garden Gate Planning Area. The Sports Center, located at the intersection of Stevens Creek Boulevard, provides a gym and tennis facilities. Memorial Park also has a small facility where teens can gather and play indoor sports. A Senior Center is located at the intersection of Stevens Creek Boulevard and Mary Avenue, which runs programs for seniors in Cupertino. The Quinlan Community Center, located on Stelling Road, runs the bulk of the art, dance, music and other community programs. All of these facilities are located around Memorial Park.

The Civic Center complex, located in the central part of the city, provides an additional community venue for gathering and programs. It consists of City Hall, Community Hall and Library Field, which offers indoor and outdoor venues for meetings, functions and outdoor recreation. The Cupertino Library, a facility owned by the City but operated by the County Library District, is also located in the Civic Center complex.

Figure PCS-3  
Park Areas



**TABLE PCS-1  
EXISTING PARK AND RECREATION ACREAGE BY AREA**

	Res Parks/ Open Space	Acre		Acre	Community Park	Acre	School	Acre
A-1								
A-2	Stockmeir Ranch Blesch Parcel	5.0 0.6			McClennan Ranch Blackberry Farm Park Blackberry Farm Golf Course	16.0 21.5 16.5		
B			Linda Vista	11.0			Monta Vista HS Kennedy Jr. HS Lincoln Elem. Regnant Elem.	6.0 9.0 3.0 3.0
C								
E-1			Varian Park	6.0			Stevens Ck. Elem	3.0
E-2			Monta Vista	6.2				
F-1	Forge Apts	0.5*	Villa Serra	0.61	Franco Park	0.61	Homestead HS	10.0*
F-2					Memorial Park Sports Center	20.0 6.2	Garden Gate Elem.	3.0
G	Sports Center	6.2	Sommerset Square	2.0	Mary Avenue Dog Park Memorial Park	0.5 20.0		
H-1							Faria Elem.	3.0
H-1			Jollyman	11.5				
I-1	City Center Amphitheater	1.39	Wilson Park Library Field	8.0 3.0	Cali Plaza Civic Park Library Plaza	1.0 0.7 1.0	Eaton Elem.	3.0
I-2			Creekside	13.0				
J-1							Cupertino HS	10.0*
J-2							Hyde Jr. HS Sedgewick Elem.	6.0 4.0*
K			Sterling Barnhart	0.6				
L-1								
L-2			Portal Park	4.0			Collins Elem. Portal Elem.	3.0 1.71*
M	Hampton Apts Arioso Apts	0.5* 0.5*	Pruneridge Park	1.0				
N	Oak Valley (2) Canyon Oak Park	0.94 0.4			Little Rancho Park	0.34		
O								
P-1			Three Oaks	3.0				
P-2			Hoover	6.0				
E-1								
Total by Park Type				91.94		104.35		67.71
Total All Types								264.0

The Stevens Creek Corridor, located in the Monta Vista Planning Area, has a natural environment with trails, swimming facilities, group picnic areas, historic orchard (Stocklmeir), historic ranch (McClellan Ranch), a nine-hole golf course (Blackberry Farm Golf Course) and related support facilities. Blackberry Farm Recreational area's swimming facilities, recreation programs and reserved picnic areas are only available in the summer, although access to the Stevens Creek Corridor trails is available year round. The City is in the process of preparing a Stevens Creek Corridor Master Plan to review the design and planning of facilities and programs along the facilities in the Stevens Creek corridor. City objectives for the plan include accommodating year-around use of the facilities in the corridor; reviewing and revising the plans for the golf course, McClellan Ranch and the Stocklmeir, McClellan Ranch West (Simms) and Blesch properties; incorporating the trail system; restoring Stevens Creek; and addressing neighborhood issues.

In addition to these community facilities, the City also has a system of neighborhood parks of varying sizes and types that are located throughout Cupertino. Each neighborhood park offers a variety of opportunities for passive and active recreation for adjacent neighborhoods and recreational programs for the community. Lastly, the City also has agreements with the school districts to maintain school fields in return for allowing the community to use the fields, when they are not in use by the schools.

### **Private and Semi-Public Open Space Resources**

There are several private, open space and recreational activity businesses in Cupertino that support the recreational needs of the community. They include the Deep Cliff Golf Course and the Cupertino Hills Swim and Racquet Club in the Monta Vista Planning Area, as well as riding stables in the foothills. The Rancho Rinconada Recreation Center,

a swim and recreational facility operated by a separate District, is available publicly to residents of the Rancho Rinconada Area. These facilities are valuable to the community because they often provide services that are not traditionally provided by the public sector on City or regional parklands.

Several hillside and urban subdivisions, and apartment complexes, offer both natural and built recreational facilities for their residents. Private open spaces that are accessible to the public include Cali Mill Plaza at the intersection of Stevens Creek and De Anza Boulevards, Civic Park in the Town Center development across from the Civic Center, and the park at the Main Street development along Stevens Creek Boulevard east of Wolfe Road. Lastly, utility power line corridors in the city's foothills provide public paths and trails through open space areas.

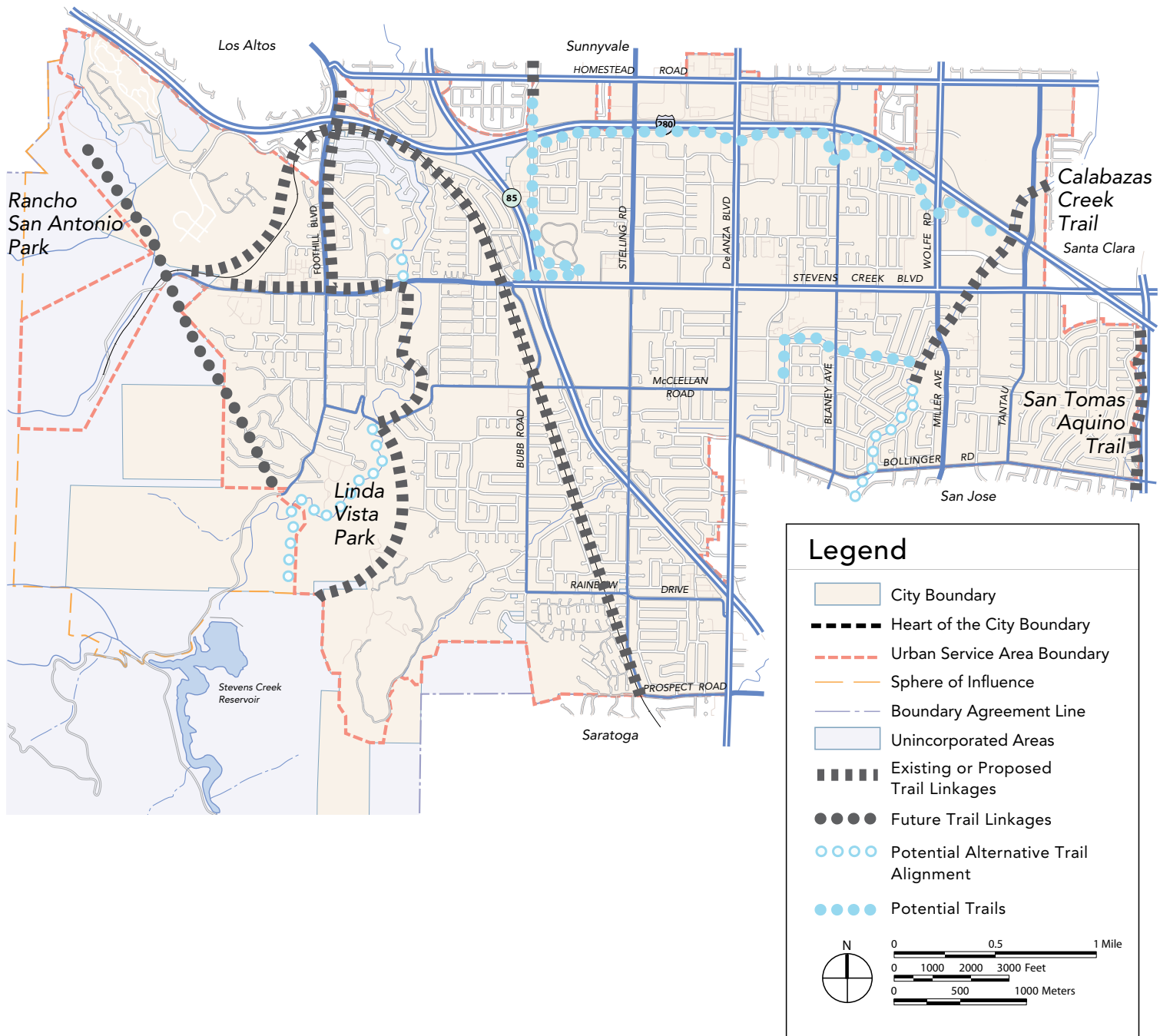
### Trails

Trails and paths connect people to each other, create access to open space areas and parks, and provide an alternative to driving from place to place. Promoting more trails and connectivity along creeks, hillsides and through neighborhoods is a major objective of the General Plan. Providing access to open space and parks is not completely dependent on trails. Sidewalks and streets can also connect pedestrians to their destinations. However, occasional barriers often pose an issue when they break the continuity. Future plans for these areas should enhance connectivity of these areas to neighborhoods and other parts of the city. Each major trail corridor in Cupertino is discussed in greater detail below. In addition to these trail corridors, the City also seeks to expand access to other trails through grants and development review. **Figure PCS-4** identifies major trail linkages in Cupertino.



Figure PCS-4

## Trails Linkage





### **Stevens Creek**

The 65 acre Stevens Creek corridor is Cupertino's most prominent urban open space/trail resource. The land is designated for recreation, parklands and farming, and provides flood plain area for the creek. Adjoining properties are zoned for low-density residential use. The Stevens Creek Corridor Plan retains the open space character of the Stevens Creek greenbelt between the Stevens Creek reservoir and Stevens Creek Boulevard, and offers historical significance relating to the Juan Bautista De Anza Trail designation.

The City is participating with adjacent cities including Sunnyvale, Los Altos and Mountain View in a Four Cities Coordinated Stevens Creek Trail Feasibility Study to explore connections for a trail following Stevens Creek, extending to the San Francisco Bay. The study is currently in progress and is expected to be completed in 2015. The City will implement recommendations from the study endorsed by the City Council. The City's acquisition of Linda Vista Park, McClellan Ranch, Blackberry Farm, and the McClellan Ranch West (Simms), Stockmeir properties, and more recently, the Blesch property support these planning efforts.

The 2002 Stevens Creek Trail Feasibility study concluded that it is feasible to construct 7.7 miles of separated and on-street multi-use paths connecting to Rancho San Antonio and Stevens Creek County parks. To complete the trail, a public trail easement through the approximately 150 acre former quarry property south of Linda Vista Park will be established when the property is proposed for development. The former quarry haul road connects Linda Vista Park to McClellan Road. It is under the same ownership as the quarry and is necessary to link these properties. Full build out of the Stevens Creek trail is expected to take about 10 to 15 years.

### ***Calabazas Creek***

There is an opportunity for a trail along Calabazas Creek that would connect the South Vallco 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.

### ***San Tomas-Aquino/Saratoga Creek***

Cupertino's section of the 12 mile San Tomas-Aquino Trail crosses into the city from Santa Clara on Pruneridge Avenue, and extends to bicycle lanes on Bollinger Road, and extends north-south along the city limit between San Jose and Cupertino. The City has explored the potential to create a linear Lawrence-Mitty Park along the creek with the cooperation of Santa Clara County, neighboring jurisdictions and the Santa Clara Valley Water District.

### ***Union Pacific Railroad***

The 8.7 mile proposed Union Pacific Rail Trail corridor extends through the cities of Cupertino, Saratoga, Campbell and the town of Los Gatos. The trail would link to the Los Gatos Creek Trail, connecting the two most heavily used parks in Santa Clara County: Rancho San Antonio County Park and Vasona County Park. A feasibility study found that this project is not feasible at this time. Acquisition of right-of-way or easements is anticipated when the Railroad goes out of service or is able to relinquish right-of-way. The corridor is designated as a proposed trail on the Trail Linkages diagram. Should the railroad corridor use change, provision for a continuous trail through the corridor must be included as a project component.

### ***Don Burnett Bicycle-Pedestrian Bridge***

The Don Burnett Bicycle-Pedestrian Bridge (formerly known as the Mary Avenue Bicycle Footbridge) links the Sunnyvale and north side of I-280 to De Anza College, Memorial Park and the Oaks Shopping Center. It was opened in 2009 and is enjoyed by pedestrians, bicyclists and school children. Its unique design creates a gateway into Cupertino and a landmark for the area.

### ***Interstate 280 Trail***

This is a potential trail along the drainage channel on the south side of I-280. The trail has the potential of connecting several significant nodes in the city starting from the Calabazas Creek connection across from the Main Street development, Vallco Shopping District and ending De Anza Boulevard. The trail could be potentially extended west of De Anza Boulevard in a later phase. A number of development projects have contributed to a study and potential improvements to implement the trail. The timing of the study is expected to be coordinated with the redevelopment of the Vallco Shopping District and other developments in the area. The City will have to coordinate with the Santa Clara County Valley Water District on the project since it owns the drainage channel.

## **Park Standards**

A well-planned park program incorporates a variety of facilities and programs to meet the community's needs. The program must also be flexible so that it can be updated as the community grows and changes in the future. The City is working on a Parks and Recreation Master Plan that responds to these issues. Key elements of such a master plan will include parks performance standards, a classification system of park type and a recreation program for the community. The master plan will also identify locations

where additional capacity is needed to meet the current and future needs of its residents and workers and strategies to bridge the gaps.

The City is fortunate to have access to a multitude of trails and regional park resources within Cupertino, which, along with the City's inventory of available parkland, provides approximately 430 acres of park and recreation area for city residents (or approximately 7.37 acres of parkland per 1,000 residents). The City's inventory of available parkland, which includes community and neighborhood parks as well as publicly accessible parks through agreements, is approximately 210 acres (or approximately 3.6 acres per 1,000 residents). If the amount of parkland accessible due to agreements with the Cupertino Union School District is excluded, the available parkland is 174 acres (or approximately 2.98 acres per 1,000 residents).

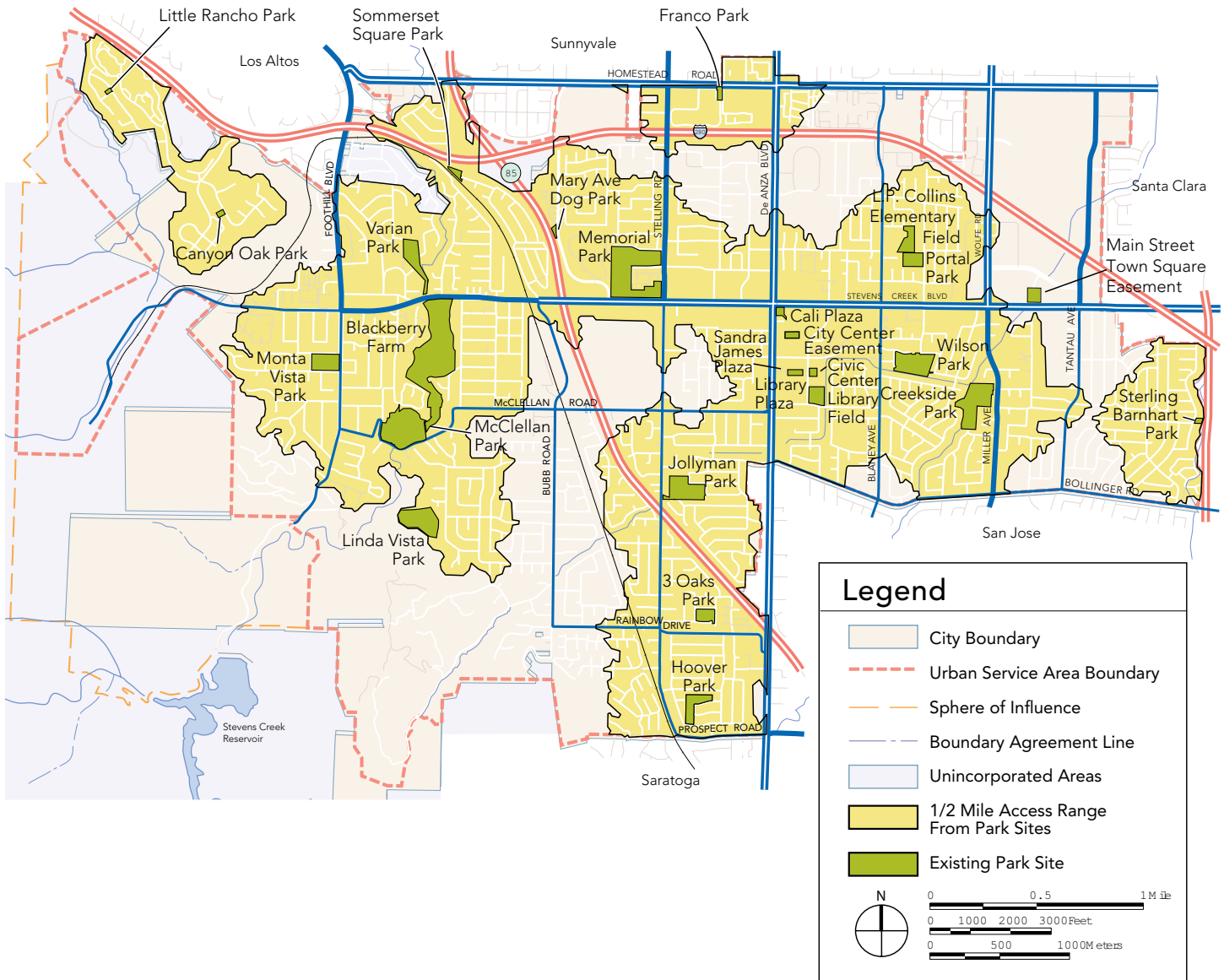
The City's standard currently specifies three acres of parkland per 1,000 residents. However, the City should continue to explore raising the parkland standard to five acres per 1,000 residents for its parks acquisition program.

## Park Accessibility

One of the City's key objectives in planning for neighborhoods is to distribute parks and open space within the community so that all residents can safely walk or bike to a recreation facility. This has the advantage of improving neighborhood identity, social interactions and the overall health of the community.

**Figure PCS-5** shows the neighborhoods and the 1/2 mile service area radius for neighborhood parks. The service area map includes walking and biking impediments due to physical barriers, such as freeways, railroad tracks or stream beds. In addition, busy streets may discourage some people, especially young children, from visiting nearby parks. The Complete Streets policies in the Mobility

Figure PCS-5  
Park Access



Element will work in tandem with parks planning to ensure that key intersections connecting neighborhoods to services are improved for pedestrian and bicycle connections.

**Table PCS-2** shows the park and open space acreage proposed by area. Acquisition strategies will include agreements to allowing community use of school sites, expanding and making modifications to existing parks, leveraging State and regional funding, and park dedication requirements for major new developments.

## Recreation Programs

The City offers a variety of recreation programs for residents ranging from pre-school age children to its seniors. These include sports, arts, educational programs, teen programs, senior programs and services, special festivals and events and other activities. As the community profile changes, these programs will have to evolve to address their specific needs. The City is continuously working to refine and revise its programs to serve its population, while ensuring that the programs can be mostly maintained by fees charged. Programs such as environmental education, health and wellness, after school programs, art and cultural diversity programs, science and math camps, and adventure programs are examples of programs that are growing in need and popularity.

## Schools

Cupertino is served by excellent institutions of public education. Cupertino Union School District, Fremont Union High School District and Foothill-De Anza Community College District provide nationally acclaimed elementary, secondary and post-secondary education. This group of school districts is one of the primary attractions of Cupertino for home buyers, particularly families with

**TABLE PCS-2  
PROPOSED PARK AND OPEN SPACE ACREAGE  
ACQUISITION BY AREA**

Area	Existing Park Acres	Potential Park Lands		School
		Neighborhood Park	Community Park	
A-1				
A-2	18.70 33.00*		5.59 33.00	Reuse Blackberry Farm for Community Park
B	25.19			
C				
E-1	8.35			
E-2	6.20			
F-1		3.5		
F-2	36.25			Memorial Park contains Neighborhood Facilities
G	1.70			
H-1	2.68			
H-2	12.00			
I-1	19.26			
I-2	13.00			
J-1				Neighborhood Park
J-2	4.85			
K		3.5		Neighborhood Park
L-1				Neighborhood Park
L-2	3.80			
M		3.5		Neighborhood Park
N	0.94			
O				
P-1	3.10			
P-2	5.00			
Total Existing Park Lands	158.52			
Total Prop Parks Land		10.5	38.59	
Total All Park Lands	162.02		49.09	211.11

school-age children. While the City is not directly involved in the provision of education, it does control growth and development that can affect schools by increasing student enrollment beyond the means of schools to service them. In turn, it is crucial for the City to continue working directly with the school districts to maintain their current high quality.

In addition, the City should continue to coordinate with schools to partner on open space and cultural opportunities for community use. The City is already implementing, and hopes to expand, the field maintenance agreements with schools to allow community use when these facilities are not in use by schools. The City will also explore partnerships with De Anza College and the school districts to make available their theater and community meeting spaces for use by community groups.

## **Library**

The Cupertino Library, operated by the Santa Clara County Library under the Joint Powers Authority Agreement, is an important community resource. The City continues to contribute to the library's annual general fund revenues, which are necessary to implement and enhance services provided by the County Library. In addition, the City built a new 54,000 square foot library in 2004, which replaced an outdated 23,000 square foot library. This new facility was needed to accommodate the needs of the growing community. Cupertino Library is now a key community destination in the Civic Center and runs a variety of reading programs and other community activities. An update to the Civic Center Master plan is being planned to meet the facility and parking needs of the various uses in the area, including City Hall, Community Hall, the plaza, Library Field, Library programming and parking needs for these facilities.



## LOOKING FORWARD

As the Cupertino community grows and changes in age, diversity and ability, the City's parks and recreation programs will have to adjust to meet those needs. In cases where needed services are not provided by the City, the City will partner with other providers to ensure that community goals and expectations are met. The City will also have to look for ways to expand and deliver services in a manner that is fiscally-responsible by partnering with public agencies, service providers and private development, and looking for grants to supplement funding for projects. The City will also have to continually update its portfolio of facilities and recreation services to prioritize programs that are most needed and can serve the community in an equitable manner. The City should also explore ways to take advantage of sustainable practices to reduce facility maintenance costs.

The following are ways the City will address key challenges and opportunities facing Cupertino:

- 1. Expand Recreation Facilities.** As the City realizes added growth anticipated in Community Vision 2040 it will have to look at expanding facilities and programs. These can be achieved through careful master planning, implementation of a Capital Improvement Program (CIP), and partnering with agencies and private developers to increase park and open space.
- 2. Equitable Distribution and Access.** In the future, the City should look to balancing its recreation facilities so that each neighborhood and special area has easy access to parks and recreation services. Strategies to achieve this include removing physical barriers and improving pedestrian and bicycle paths to such facilities, prioritizing areas that are deficient in park space, retrofitting facilities and revising programs to meet community needs.

- 3. Collaboration.** The City will rely heavily on partnerships and collaboration with other service providers in sharing facilities and services, and ensuring that City plans meet the community's current and future needs. This will allow the City to deliver services in a manner that is efficient and fiscally responsible.
- 4. Sustainability.** The City should explore ways to build and maintain facilities and parks in an environmentally sustainable manner. Such practices will allow the City to reduce maintenance costs for buildings and landscaping, while also improving community health.
- 5. Funding.** The City should continue to explore ways to deliver services in a fiscally responsible manner by identifying new sources of funding through grants, working with developers to expand facilities and services, sharing facilities with other agencies and school districts, and reviewing recreation programs to ensure that they meet demand.

## GOALS AND POLICIES

The goals and policies in this section provide guidance on how the City can continue to serve the needs of the community through the growth and change in the horizon of Community Vision 2040.

### Parks and Open Space

Parks and open space policies outline acquisition, development, distribution, access and maintenance of parkland in Cupertino in order to ensure that all residents enjoy easy access to these areas.

#### GOAL PCS-1

CREATE A FULL RANGE OF PARK AND RECREATIONAL RESOURCES AND PRESERVE NATURAL RESOURCES

#### Policy PCS-1.1: Parks and Recreation Master Plan

Prepare a citywide Parks and Recreation Master Plan that outlines policies and strategies to plan for the communities open space and recreational needs.

##### **Strategy PCS-1.1.1: Stevens Creek Corridor Master Plan.**

Prepare a master plan for the park and open space corridor along Stevens Creek including McClellan Ranch, Simms property, Blackberry Farm, the golf course, Stocklmeir and Blesch properties and the Nathan Hall Tank House area. The plan should address a fiscally sustainable strategy that allows year-round community use of the park system, while preserving the areas natural resources and addressing neighborhood issues including connectivity and buffers.

**Strategy PCS-1.1.2: Civic Center Master Plan.** Prepare a master plan that addresses the needs of the elements in the Civic Center area including City Hall (administrative and

EOC), Community Hall, Library Field, Library programming, function and meeting space and community gathering space and parking needs.

**Policy PCS-1.2: Parkland Standards.** Continue to implement a parkland acquisition and implementation program that provides a minimum of three acres per 1,000 residents and explore increasing the parkland standards to five acres per 1,000 residents.

**Strategy PCS-1.2.1: Park Size.** Require target for parks based on function and activity supported as part of the Parks and Recreation Master Plan. While the preferred size for most neighborhood parks is about 3.5 acres for flexibility of use, smaller size parks may be considered based on opportunities and circumstances.

**Strategy PCS-1.2.2: Amend Parkland Standard.** Explore increasing the parkland standard to five acres per 1,000 residents as part of the citywide Parks and Recreation Master Plan.

### **Policy PCS-1.3: Capital Improvement Program (CIP)**

Ensure that CIP projects reflect the goals and policies identified in Community Vision 2040.

## GOAL PCS-2

DISTRIBUTE PARKS AND OPEN SPACE THROUGHOUT THE COMMUNITY AND PROVIDE SERVICES, AND SAFE AND EASY ACCESS, TO ALL RESIDENTS AND WORKERS

### Policy PCS-2.1: Parkland Acquisition

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The City's parkland acquisition strategy should be based upon three broad objectives:

- Distributing parks equitably throughout the City;
- Connecting and providing access by providing paths, improved pedestrian and bike connectivity and signage; and
- Retaining and restoring creeks and other natural open space areas.

**Strategy PCS-2.1.1: Dedication of Parkland.** New developments, in areas where parkland deficiencies have been identified, should be required to dedicate parkland rather than paying in-lieu fees.

**Strategy PCS-2.1.2: Public Use of School Sites.** Zone all public school sites for public use to allow for the public to use sites, when not in use by schools, through shared arrangements.

**Strategy PCS-2.1.3: Acquisition of Surplus Properties.** Explore acquisition of surplus school and agency properties for parkland. Take advantage of the Naylor Act to purchase surplus school sites.

## Policy PCS-2.2: Private Open Space and Recreation Facilities

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Encourage the continued existence and profitability of private open space and recreation facilities through incentives and development controls.

**Strategy PCS-2.2.1: Existing Facilities.** Encourage the continued existence of private recreational facilities through land use zoning and incentives.

**Strategy PCS-2.2.2: New Facilities.** Require major developments to incorporate private open space and recreational facilities, and seek their cooperation in making the spaces publicly-accessible.

- Where feasible, ensure park space is publicly-accessible (as opposed to private space).
- Encourage active areas to serve community needs. However, a combination of active and passive areas can be provided based on the setting.
- Integrate park facilities into the surroundings.
- If public parkland is not dedicated, require park fees based on a formula that considers the extent to which the publicly-accessible facilities meet community need.

## Policy PCS-2.3: Parkland Distribution

---

Strive for an equitable distribution of parks and recreational facilities throughout the city. Park acquisition should be based on the following priority list. Accessibility to parks should be a component of the acquisition plan.

- **High Priority:** Parks in neighborhoods or areas that have few or no park and recreational areas.
- **Medium Priority:** Parks in neighborhoods that have

other agency facilities such as school fields and district facilities, but no City parks.

- **Low Priority:** Neighborhoods and areas that have park and recreational areas which may be slightly less than the adopted City's parkland standard.
- **Private Development:** Consider pocket parks in new and renovated projects to provide opportunities for publicly-accessible park areas.

#### **Policy PCS-2.4: Connectivity and Access**

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Ensure that each home is within a half-mile walk of a neighborhood park or community park with neighborhood facilities; ensure that walking and biking routes are reasonably free of physical barriers, including streets with heavy traffic; provide pedestrian links between parks, wherever possible; and provide adequate directional and site signage to identify public parks.

##### **Strategy PCS-2.4.1: Pedestrian and Bike Planning.**

Implement recommendations in the Bicycle and Pedestrian Plans to link employment and special areas, and neighborhood to services including parks, schools and neighborhood shopping.

**Strategy PCS-2.4.2: Signage.** Create a master signage plan for all public parks to ensure adequate and consistent signage is provided to identify public recreational areas.

#### **Policy PCS-2.5: Range of Park Amenities**

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Provide parks and recreational facilities for a variety of recreational activities.

**Strategy PCS-2.5.1: Special Needs.** Extend recreational opportunities for special needs groups (seniors, disabled, visually-challenged, etc.) by making improvements to existing facilities and trails.

**Strategy PCS-2.5.2: Recreational Facilities.** Explore the possibility of providing additional access to existing facilities such as gymnasiums, swimming pools and tennis courts.

## GOAL PCS-3 PRESERVE AND ENHANCE ACCESS TO PARKS THAT HAVE SIGNIFICANT NATURAL RESOURCES

### **Policy PCS-3.1: Preservation of Natural Areas**

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Design parks to utilize natural features and the topography of the site in order to protect natural features and keep maintenance costs low.

**Strategy PCS-3.1.1: Native Planting.** Maximize the use of native plants and drought-tolerant planting.

**Strategy PCS-3.1.2: Natural Habitat.** Where possible, restore and provide access to creeks and riparian habitat.

## GOAL PCS-4 INTEGRATE PARKS AND PUBLIC FACILITIES WITHIN NEIGHBORHOODS AND AREAS

### **Policy PCS-4.1: Recreational Intensity**

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Design parks appropriately to address the facility and recreational programming required by each special area and neighborhood based on current and future plans for the areas.

### **Policy PCS-4.2: Park Safety**

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Design parks to enhance public safety by providing visibility to the street and access for public safety responders.



## Trails

Trails policies encourage the provision of a system of linear connections along creeks, utility rights-of-way and other corridors in order to provide recreational opportunities, improve pedestrian and bicycle access throughout the city, improve safety, and preserve natural resources.

### GOAL PCS-5

CREATE AN INTERCONNECTED SYSTEM OF MULTI-USE TRAILS AND PROVIDE SAFE PEDESTRIAN AND BICYCLE ACCESS THROUGH THE CITY AND CONNECTIONS TO LOCAL NODES AND DESTINATIONS

#### Policy PCS-5.1: Open Space and Trail Linkages

Dedicate or acquire open space land along creeks and utility through regional cooperation, grants and private development review.

##### **Strategy PCS-5.1.1: Pedestrian and Bike Planning.**

Implement recommendations in the Bicycle and Pedestrian Plan that link trails and open space to neighborhoods and special areas.

**Strategy PCS-5.1.2: Trail Projects.** Implement trail projects described in this Element; evaluate any safety, security and privacy impacts and mitigations associated with trail development; and work with affected neighbors in locating trails to ensure that their concerns are appropriately addressed.

**Strategy PCS-5.1.3: Dedicated Trail Easements.** Require dedication or easements for trails, as well as their

implementation, as part of the development review process, where appropriate.

**Strategy PCS-5.1.4: Joint Use Agreement.** Establish a Joint Use Agreement with the Santa Clara Valley Water District that allows cooperation on implementing the trail program with set standards and implementation measures for creek trails.

### **Policy PCS-5.2: Pedestrian and Bicycle Paths.**

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Develop a citywide network of pedestrian and bicycle pathways to connect employment centers, shopping areas and neighborhoods to services including parks, schools and neighborhood centers.

### **Recreation Programs and Services**

Recreation programs and services policies provide guidance for the implementation of programs that serve the changing and growing needs of the community in order to ensure an exceptional quality of life.

**GOAL PCS-6**  
CREATE AND MAINTAIN A BROAD  
RANGE OF RECREATION PROGRAMS  
AND SERVICES THAT MEET THE  
NEEDS OF A DIVERSE POPULATION

### **Policy PCS-6.1: Diverse Programs**

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Ensure that the City continues to offer a wide range of programs to serve diverse populations of all ages and abilities.

### **Policy PCS-6.2: Partnerships**

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Enhance the city's recreational programs through partnerships with other agencies and non-profit organizations.

### **Policy PCS-6.3: Art and Culture**

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Utilize parks as locations of art and culture and to educate the community about the city's history, and explore the potential to use art in facilities and utilities when located in parks.

**GOAL PCS-7**  
PROVIDE HIGH-QUALITY,  
FLEXIBLE AND WELL-MAINTAINED  
COMMUNITY FACILITIES THAT MEET  
THE CHANGING NEEDS OF THE  
COMMUNITY AND ARE A SOURCE OF  
COMMUNITY IDENTITY

### **Policy PCS-7.1: Sustainable Design**

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Ensure that City facilities are sustainably designed to minimize impacts on the environment.

### **Policy PCS-7.2: Flexibility**

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Design facilities to be flexible to address changing community needs.

### **Policy PCS-7.3: Maintenance**

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Design facilities to reduce maintenance, and ensure that facilities are maintained and upgraded adequately.

## Community Services

Community services policies seek to enhance the quality of community services through partnerships and information sharing with providers.

### GOAL PCS-8 COOPERATE WITH SCHOOL DISTRICTS TO SHARE FACILITIES AND MEET COMMUNITY NEEDS

#### Policy PCS-8.2: School Districts

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Partner with school districts to allow community use of their sports fields and facilities.

**Strategy PCS-8.2.1: Shared Facilities.** Maintain and enhance arrangements with schools for the use of sports fields, theaters, meeting spaces and other facilities through maintenance agreements and other partnerships.

**Strategy PCS-8.2.2: School Expansion.** Encourage schools to meet their expansion needs without reducing the size of their sports fields.

**Strategy PCS-8.2.3: School Facility Needs.** Collaborate with schools on their facility needs through sharing of development information and partnerships through major development projects.



Appendix A  
**LAND USE DEFINITIONS**



## INTRODUCTION

The Land Use Map (**Figure A-1**) of Community Vision 2040 illustrates the policies in this element and in other elements that play a major role in guiding urban development. The map cannot be used alone because it illustrates the text, which should be used along with it.

The Land Use Map illustrates the general form of Cupertino in terms of land use patterns and intensity of land use activities. In contrast, the Municipal Zoning Map divides the city into very precisely drawn land use categories. Zoning districts have precisely written standards governing permitted activities and development forms. A series of policy statements accompany the planning text to guide the public and government officials in establishing precise zoning boundaries and pinpoint permitted activities.

California law requires that the zoning map and zoning regulations be consistent with the Land Use Map and text. The zoning map and regulations must be brought into conformity with Community Vision 2040 within a reasonable period after it is adopted.

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A-3	Introduction
A-4	Land Use Categories
	Residential
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	Neighborhood
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	Riparian Corridor
	Public Facilities
	Transportation
	Monta Vista
	Neighborhood Land Use Designation



## LAND USE CATEGORIES

Patterns and symbols, defined on the map legend, are used on the Land Use Map to identify land use categories, the road system, major land features and significant public and private facilities. The following is a description of each land use category:

### Residential

Areas suitable for dwellings, divided into five sub-categories based on dwelling unit density and expressed as the number of dwellings permitted on each acre. Maximum residential yield is calculated by multiplying the maximum dwelling unit density by the size of the lot in acres, excluding any public rights-of-way. Community Vision 2040 does not define whether the dwellings are to be owned or rented by their inhabitants or whether they are to be attached or detached.

**Very Low Density:** Intensity is based on applying one of four slope-density formula—Foothill Modified, Foothill Modified 1/2 Acre, Semi-Rural 5 acre or Foothill 5-20 acre. This classification is intended to protect environmentally sensitive areas from extensive development and to protect human life from hazards related to flood, fire and unstable terrain.

**Low Density:** 1-5 and 1-6 units on each acre. This category is intended to promote a suburban lifestyle of detached single-family homes. Planned residential communities can be incorporated into this category if the development form is compatible with adjoining residential development.

**Low/Medium Density:** 5-10 units per acre. This category accommodates more intensive forms of residential development while still being compatible with the predominant single-family detached residential



neighborhood. This development can be successfully incorporated into a single-family environment.

**Medium Density:** 10-20 units per acre. This category provides greater opportunity for multiple-family residential developments in a planned environment. This range usually results in traffic volumes and buildings that are not compatible with single-family residential neighborhoods. These developments should be located on the edges of single-family residential communities where utility services and street networks are adequate to serve increased densities.

**High Density:** 20-35 units per acre. This promotes a wide range of housing choices in multiple-family dwellings. The intensity requires that the category be used only at locations with adequate utility services or transit or both. The development may result in structures with three or four levels and underground parking. This category offers maximum opportunity for housing choice, especially for people who want a city environment.

### **Commercial/Residential**

This designation allows primarily commercial uses and secondarily residential uses or a compatible combination of the two. Commercial use means retail sales, businesses, limited professional offices, and service establishments with direct contact with customers. This applies to commercial activities ranging from neighborhood convenience stores to regionally oriented specialty stores. Retail stores that would be a nuisance for adjoining neighborhoods or harmful to the community identity would be regulated by the commercial zoning ordinance and use permit procedure.

Smaller commercial parcels in existing residential areas may be needed to provide local neighborhood serving retail; otherwise they may be redeveloped at residential densities compatible with the surroundings. Residential development is subject to the numerical caps and other policies described in the development priorities tables.

## Neighborhood Commercial/Residential

Neighborhood Commercial is a subset of the Commercial land use designation. This category includes retail activities, personal services and limited commercial offices that serve primarily the residents of adjacent neighborhoods. Residential living units may only be allowed as upper floor uses.

## Office

This designation encompasses all office uses referenced in the City's Administrative and Professional Office Zone including administrative, professional and research and development activities.

Prototype research and development is permitted if it is conducted along with the office functions of a business. Prototype R&D is defined as research and development activities that lead to the development of a new product or a new manufacturing and assembly process. Products developed, manufactured or assembled here are not intended to be mass-produced for sale at this location.

### **Guidelines for Prototype Research and Development:**

The type, use and storage of hazardous material for prototype R&D or assembly is regulated by the Uniform Building Code, the Uniform Fire Code and any new ordinance or other regulation that controls hazardous materials.

The building must not present the appearance that a

prototype R&D or assembly process is in place. There will be no exterior storage and receiving facilities will be small. Generally, no more than 25 percent of the total space occupied by the firm will be devoted to this activity.

### **Commercial/Office/Residential**

This designation applies to the mixed-use areas that are predominantly commercial and office uses. Supporting residential uses may be allowed to offset job growth, better balance the citywide jobs to housing ratio and when they are compatible with the primarily non-residential character of the area. Residential development is subject to the numerical caps and other policies (described in the Land Use and Community Design element).

### **Industrial/Residential**

This designation allows primarily industrial uses and secondarily residential uses or a compatible combination of the two. Industrial use refers to manufacturing, assembly and research and development. Administrative offices that support manufacturing and wholesaling are included.

Housing may be allowed to offset job growth and better balance citywide jobs to housing ratio. Residential development is subject to the numerical caps and other policies (described in the Land Use and Community Design Element).

### **Office/Industrial/Commercial/Residential**

This designation applies to areas that are primarily office uses and industrial uses. Commercial uses should be ancillary and supportive of the office and industrial base with the exception of larger parcels, which may be used for regionally oriented stores. Residential development is subject to the numerical caps and other policies (described

in the Land Use and Community Design Element).

### **Quasi-Public/Institutional**

This designation is applied to privately owned land involving activities such as a private utility, a profit or non-profit facility giving continuous patient care, an educational facility or a religious facility.

### **Parks and Open Space**

This designation is applied to land owned by the public and used for recreation. It is also applied to private open space and recreational lands.

### **Riparian Corridor**

This designation is applied to creek corridors if they are not part of a larger park or residential property.

### **Public Facilities**

This designation is applied to land used or planned to be used by a governmental entity for a public purpose.

### **Transportation**

This designation is applied to streets, highways and rail corridors.

### **Monta Vista Neighborhood Land Use Designation**

**Residential:** The Monta Vista neighborhood has three density ranges, which allow single family, duplex and multi-family housing types.

**Non-residential:** The non-residential designations are the same as the rest of Cupertino.

NO POLICY CHANGES IN:

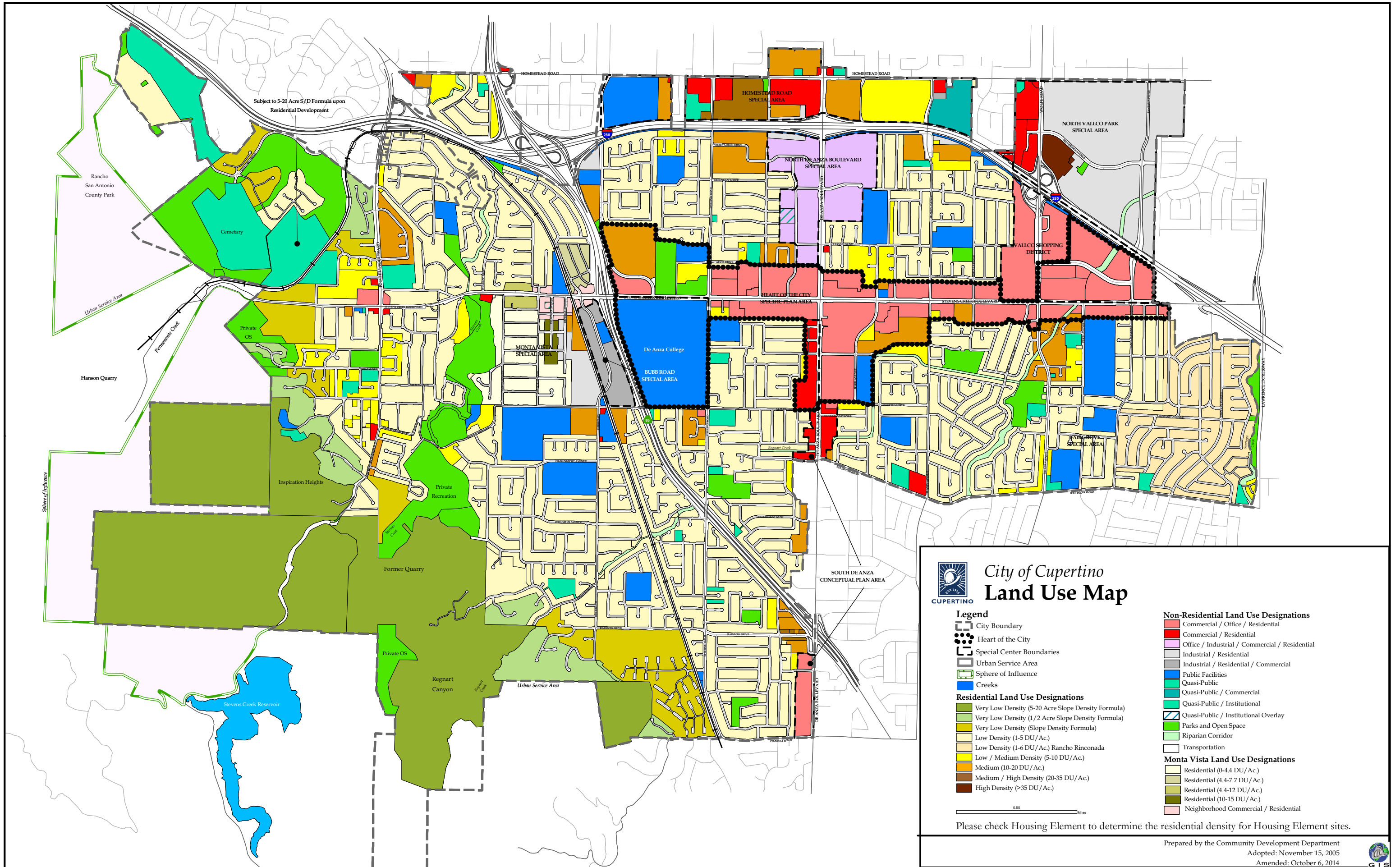
APPENDIX C: AIR QUALITY;

APPENDIX D: NOISE MONITORING SUMMARY;

APPENDIX E: GEOLOGY; AND

APPENDIX F: SLOPE DENSITY

Data will be updated in these Appendices from the Environmental Impact Report data. However, other than reformatting changes, no other changes will be made.



**City of Cupertino**  
**Land Use Map**

**Legend**

- City Boundary
- Heart of the City
- Special Center Boundaries
- Urban Service Area
- Sphere of Influence
- Creeks

**Residential Land Use Designations**

- Very Low Density (5-20 Acre Slope Density Formula)
- Very Low Density (1/2 Acre Slope Density Formula)
- Very Low Density (Slope Density Formula)
- Low Density (1-5 DU/Ac.)
- Low Density (1-6 DU/Ac.) Rancho Rinconada
- Low / Medium Density (5-10 DU/Ac.)
- Medium (10-20 DU/Ac.)
- Medium / High Density (20-35 DU/Ac.)
- High Density (>35 DU/Ac.)

**Non-Residential Land Use Designations**

- Commercial / Office / Residential
- Commercial / Residential
- Office / Industrial / Commercial / Residential
- Industrial / Residential
- Industrial / Residential / Commercial
- Public Facilities
- Quasi-Public
- Quasi-Public / Commercial
- Quasi-Public / Institutional
- Quasi-Public / Institutional Overlay
- Parks and Open Space
- Riparian Corridor
- Transportation

**Monta Vista Land Use Designations**

- Residential (0-4.4 DU/Ac.)
- Residential (4.4-7.7 DU/Ac.)
- Residential (4.4-12 DU/Ac.)
- Residential (10-15 DU/Ac.)
- Neighborhood Commercial / Residential

0.55 Miles

Please check Housing Element to determine the residential density for Housing Element sites.

