

CC 4-07-2026

#1

Active Transportation Plan

Presentation

City Of Cupertino

Active Transportation Plan

City Council Meeting
April 07, 2026



CUPERTINO



Commission and Council Comments

Revisions and New Scoring from Fall 2025

Commission Comments

The ATP was presented to the Bicycle Pedestrian Commission and Planning Commission following Phase 1.

- Bicycle Pedestrian Commission – August 20, 2025
- Planning Commission – September 9, 2025

Areas of Consensus

- Safety should be prioritized, especially near schools and on the Vision Zero HIN.
- Scoring criteria should emphasize objective, data-based measures.
- Technology needs greater emphasis.

Council Comments

The ATP was also presented to the City Council following Phase 1.

City Council – November 04, 2025

Direction to Staff on Prioritization

- Use objective metrics for prioritization.
- Add Cost to the ranking criteria.
- Add impact to vehicular traffic on arterial streets as a criterion.
- Add and prioritize technology solutions.

New Bicycle Network Criteria

Revisions:

- Greater consideration to projects either on or near the HIN
- More points and precision for school scoring
- New arterial impacts
- Added destinations for seniors
- Removed Fairness criterion
- Added Cost-Effectiveness as a criterion

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on or near the High Injury Network (HIN)	20
	<i>Stress Level</i>	Max score from bicycle level of traffic stress analysis	10
Access	<i>School Proximity</i>	Project is located along a SR2S suggested route to school	20
	<i>High Frequency Transit Proximity</i>	Presence of major transit stops	5
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	<i>Active Trip Potential</i>	Roadway has high bicycle or e-bike trip potential	5
		Roadway is within a high SAST gap score area	5
Balance	<i>Roadway Impact</i>	Potential need for lane reduction or parking removal	10
		Potential need for lane reduction or parking removal on a City arterial	10
Cost Effectiveness	<i>Fiscal Responsibility</i>	Project cost	10

New Pedestrian Network Criteria

Revisions:

- Greater consideration to projects either on or near the HIN
- More points and precision for school scoring
- Added destinations for seniors
- Removed Fairness criterion
- Added Cost-Effectiveness as a criterion

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on or near the High Injury Network (HIN)	20
	<i>Stress Level</i>	Max score from bicycle level of traffic stress analysis	10
Access	<i>School Proximity</i>	Project is located along a SR2S suggested route to school	20
	<i>High Frequency Transit Proximity</i>	Presence of major transit stops	5
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	<i>Active Trip Potential</i>	Roadway has high bicycle or e-bike trip potential	5
		Roadway is within a high SAST gap score area	5
Cost Effectiveness	<i>Fiscal Responsibility</i>	Project cost	10

New Sidewalk Network Criteria

Revisions:

- Greater consideration to projects either on or near the HIN
- More points and precision for school scoring
- Added destinations for seniors
- Removed Fairness criterion
- Added Cost-Effectiveness as a criterion

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on or near the High Injury Network (HIN)	20
	<i>Stress Level</i>	Max score from bicycle level of traffic stress analysis	10
Access	<i>School Proximity</i>	Project is located along a SR2S suggested route to school	20
	<i>High Frequency Transit Proximity</i>	Presence of major transit stops	5
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	5
Sustainability	<i>Active Trip Potential</i>	Roadway has high bicycle or e-bike trip potential	5
		Roadway is within a high SAST gap score area	5
Cost Effectiveness	<i>Fiscal Responsibility</i>	Project cost	10

New Transportation Technology Corridors

A New Project Category:

- The Council and community requested that transportation technologies be given greater consideration.
- Corridors created by analyzing collision history, reviewing pedestrian intersection recommendations, and assessing the City's ability to control and implement projects.

Goal	Criteria	Metric (Source)	Max Score
Safety	Collision History	The corridor includes an intersection identified as a VZAP High Injury Network Intersection	10
	Collision History	# of collisions with a cause of "unsafe speed" per mile (according to Cupertino Vision Zero Dashboard Data)	10
	Collision History	# of collisions with a cause of "traffic signals and signs" per mile (according to Cupertino Vision Zero Dashboard Data)	10
	Level of Traffic Stress	Average PLTS for the corridor	10
Access	<i>School Proximity</i>	% of corridor length on Suggested Route to School	20
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, senior center/facilities and shopping centers along the roadway	10
Sustainability	<i>Active Trip Potential</i>	Average bicycle/e-bike short-trip share intersecting the corridor	10
	<i>SAST Gap Score</i>	% of corridor length within high SAST gap-score areas	10



Draft Project List

Scored Projects Using Revised Criteria

Scoring Network Projects

Takeaways:

- Top Projects:
 - School-related
 - Vision Zero-related
 - Low cost
- Scoring also prioritizes implementable projects with fewer tradeoffs and less delivery complexity.

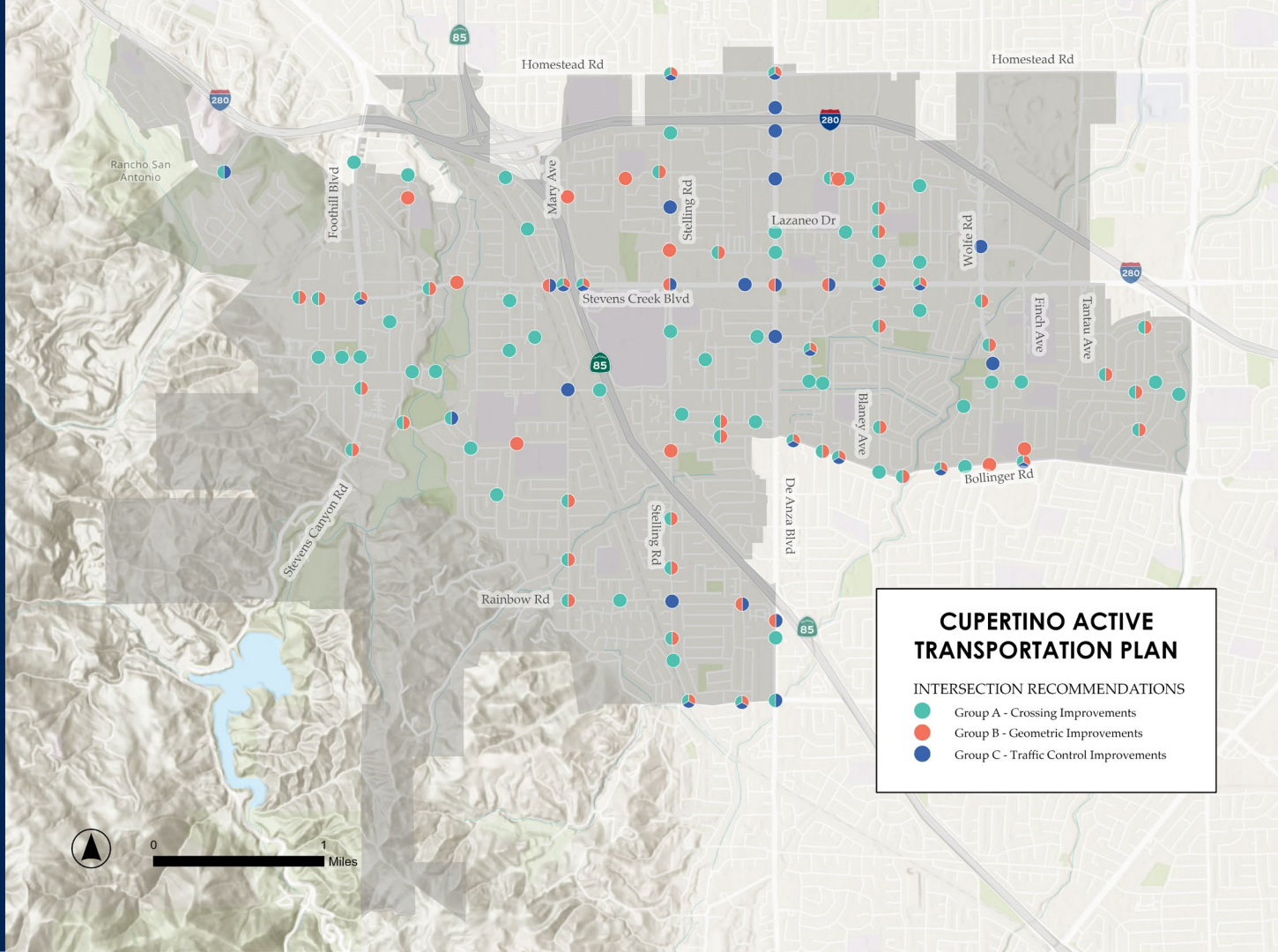
Project Type
Pedestrian
Bicycle
Shared Use

Type	Description	Location	Cross St	Cross St	Score	
1	Pedestrian	A	Intersection	De Anza Blvd	Lazaneo Dr	90
2	Pedestrian	C	Intersection	De Anza Blvd	Rodrigues Ave	89
3	Pedestrian	A	Intersection	Stelling Rd	Pepper Tree Ln	88
4	Pedestrian	C	Intersection	De Anza Blvd	Mariani Ave	83
5	Pedestrian	B	Intersection	Stelling Rd	Alves Dr	82
6	Pedestrian	B, C	Intersection	Stevens Creek Blvd	Stelling Rd	81
7	Bicycle	Neighborhood Route	Vista Dr	Stevens Creek Blvd	Forest Ave	81
8	Bicycle	Neighborhood Route	Forest Ave	Blaney Ave	De Anza Blvd	81
9	Shared Use	Crossing	Stevens Creek Undercrossing (Feasibility Study)	Stevens Creek Trail	Linda Vista Trail	80
10	Pedestrian	C	Intersection	Vallco Pkwy	Wolfe Rd	80
11	Bicycle	Neighborhood Route	Tantau Ave	Bollinger Rd	Stevens Creek Blvd	80
12	Shared Use	Trail	Tamien Innu	Vallco Pkwy	Don Burnett Bridge	79
13	Pedestrian	A, B	Intersection	Blaney Ave	John Dr	78
14	Bicycle	Neighborhood Route	From Stelling Rd to De Anza Blvd via Pepper Tree Ln/ Bonny Dr/ Shelly Dr/ Terry Way/ Rodrigues Ave			78
15	Shared Use	Trail	Lawrence Mitty Trail	Stevens Creek Blvd	Barnhart Ave	78
16	Pedestrian	Sidewalk (1 Side)	Stelling Rd	Jollyman Ln	Lilac Way	75
17	Pedestrian	A, B	Intersection	Blaney Ave	Rodrigues Ave	75
18	Pedestrian	A	Intersection	Miller Ave	Phil Ln	75
19	Pedestrian	C	Intersection	Miller Ave	Calle De Barcelona	75
20	Pedestrian	A, B	Intersection	Stevens Creek Blvd	Cuperfino Rd	75

Pedestrian Network Map

Top 5 Projects

- 1) De Anza Blvd/
Lanazeo Dr: A
- 2) De Anza Blvd/
Rodrigues Ave: C
- 3) De Anza Blvd/
Mariani Ave: A
- 4) Stelling Rd/
Alves Dr: B, C
- 5) Stevens Creek Blvd/
Stelling Rd: B, C

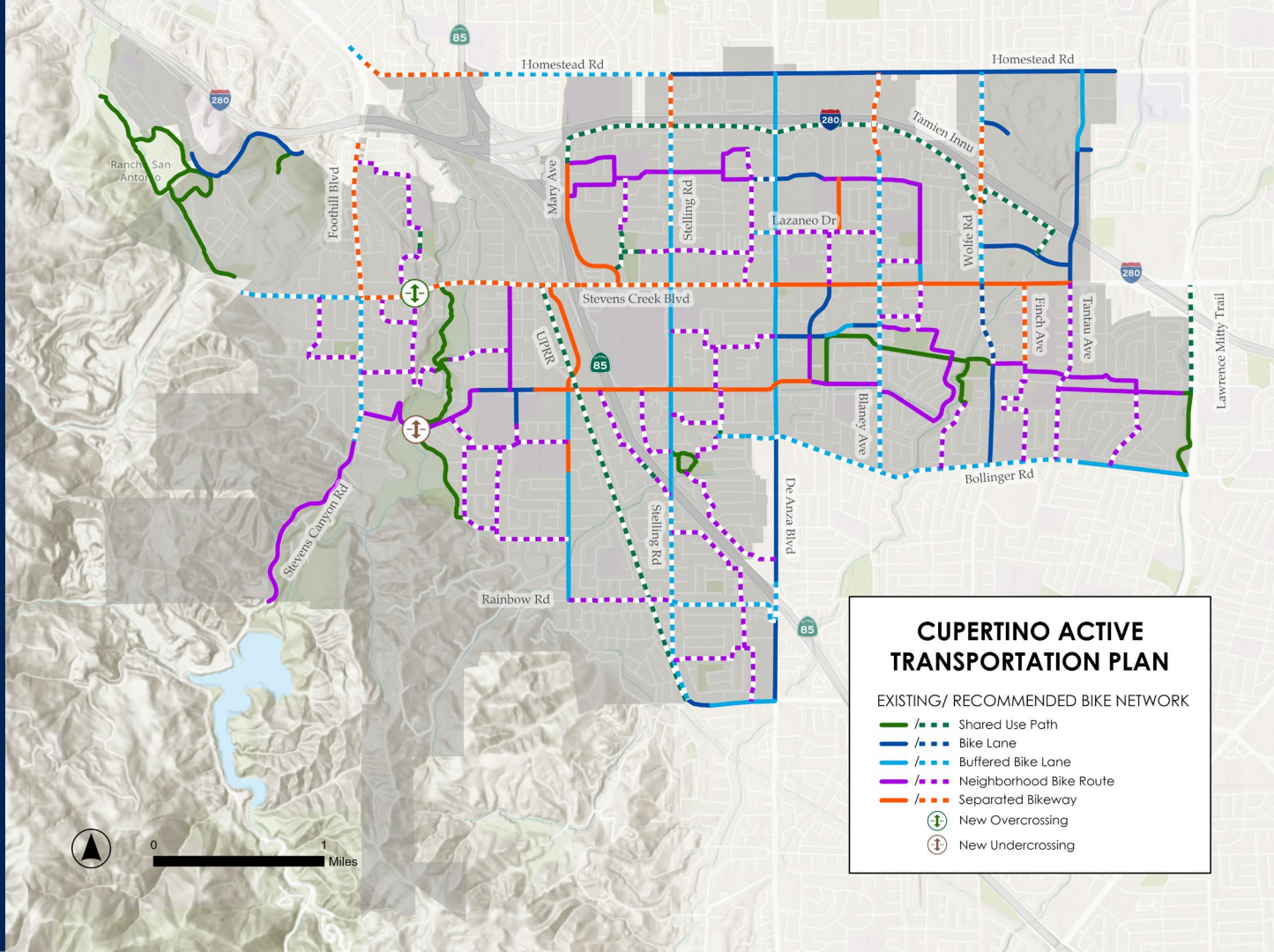


0 1 Miles

Bicycle Network Map

Top 5 Projects

- 1) Vista Dr, Class III
- 2) Forest Ave, Class III
- 3) Stevens Creek Undercrossing Feasibility Study
- 4) Tantau Ave, Class III
- 5) Tamien Innu, Trail





Proposed New Guidelines

Project Impact Assessment and Effectiveness

Project Impact Assessment Guidelines

Why?

- Based on Council, Commission, and community requests for project-specific comprehensive traffic operations analysis.

What?

- Present the preliminary engineering phase (30% design) to Council to determine whether the project should undergo a detailed analysis tailored to its specific impacts.



Project
Initiation



30% Design



Impacts
Learned



Design & Impacts
Presented to
Council



Project
Specific
Analysis



Council
Reviews
Results

Project Effectiveness Guidelines

Why?

- Council, Commission, community, and staff's desire to collect more data on bicycle and pedestrian volumes, both generally and for pre- and post-construction analysis.

What?

- A successful project will be one in which more people use the facility while the collision rate remains the same or decreases. This will be referred to as the Safety Plus Mode Shift (SPMS) rate, which aligns with Vision Zero and Climate Action Plan objectives.



Project
Initiation



Design



Data
Collection



Construction



Data
Collection



Determine
Effectiveness



Commission Comments

Recommended New Scoring from Winter 2026

Commission Comments

The ATP was presented to the Bicycle Pedestrian Commission and Planning Commission following Phase 2.

- Planning Commission – February 10, 2026
- Bicycle Pedestrian Commission – February 18, 2026

Areas of Consensus

- Safety should be prioritized for the Vision Zero HIN
- School scoring is overweighted and should be reduced

Recommended Adjustment

- Subtract 10 points from Schools and apply 10 to Vision Zero HIN

Commission Comments

Key Takeaways

- Top projects remain unchanged. Most Neighborhood Routes decrease in rank since they rely most heavily on School scoring.
- Projects on the HIN that are not also Suggested Routes to School increase. This is especially true for Pedestrian projects on:
 - Bollinger Rd, De Anza Blvd, Stelling Rd, and Homestead Rd.

Project Type	Location			Rank	Change
Intersection: A, B, C	Intersection	Homestead Rd	De Anza Blvd	78 to 39	+39
Intersection: A, B, C	Intersection	Stevens Creek Blvd	De Anza Blvd	62 to 24	+38
Bike Lane	Miller Ave	Stevens Creek Blvd	Calle De Barcelona	87 to 66	+21
Intersection: A, B	Intersection	Bollinger Rd	Clifden Way	108 to 71	+37
Intersection: A	Intersection	Torre Ave	Pacifica Ave	49 to 97	-48



Next Steps

Document Development & Public Review

What Comes Next

Prepare Draft Report

- Compile the different elements of the Plan and address any comments from Council.
- Organize the elements and prepare a Draft Plan document for public review, which will be open for 1 month.

Summer 2026

- The Draft Plan will be brought to the City Council for adoption consideration.



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#11

Harvest Properties

Presentation

Housing Development

20807, 20813, 20823 & 20883 Stevens Creek Blvd.

City Council

April 7, 2026



CUPERTINO

Project Site

Address

20807, 20813, 20823,
20883 Stevens Creek
Blvd.

Zoning District

P(CG, Res)
(max. 25 du/ac)

Request

122 units- 66 single-
family homes, 56
townhomes, removal
of 249 trees



Project Background

Existing Uses

Stevens Creek Office Center, Voyager Coffee and Panera

Applications

- SB330 Application submitted on April 1, 2024
- Formal application submitted on September 25, 2024

Housing Element Context

- 2023-2031 Housing Element adopted May 2024
- Priority Housing Site #9
- SB330 application before HE adoption

State Housing Laws

- **Housing Accountability Act (HAA)**

Cannot make project infeasible or reduce density.

- **Housing Crisis Act (“SB 330” or “HCA”)**

Streamlines permit processing and locks-in fees and standards. *Vesting Date: April 1, 2024*

- **Density Bonus Law**

Allows for additional units, waivers, concessions, and reduced parking standards.

- **No Net Loss (SB 166)**

Sites to accommodate RHNA by income level must be available.

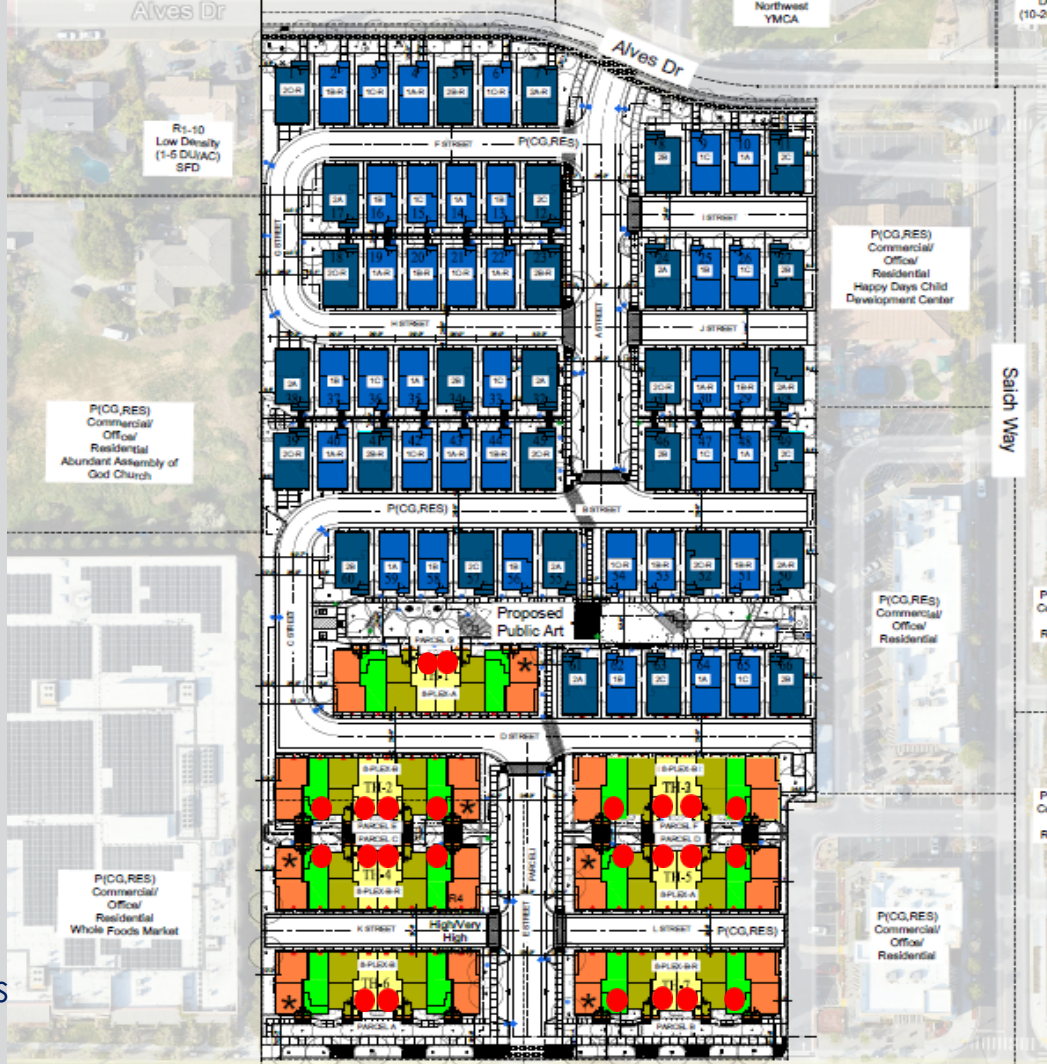
Proposal Data

Project Data	Required	Proposed
Minimum Density	No minimum	17.84 units/acre
Maximum Density	Up to 25 units/acre	
Building Height	45' max.	50' 6"*
Setbacks		
Front	35'	20' *
Side	½ the height of buildings or 10', whichever is greater	6-10' townhomes, 8'-9.5' SFDs *
Rear	1.5 times the building height, with 20' min.	10' 1" *
Private Open Space	60 s.f. / unit no dimension less than 6'	> 60 s.f. / unit
Parking	2.8 space per unit (342 spaces)	272 spaces

* *Density Bonus Waiver*

Project Details

- 122 units in total
 - 66 single-family homes
 - 56 townhomes (including all 24 BMR units)
 - Three stories, 33 units have access to roof top decks
 - Unit living area ranging from 1,380 sq. ft. to 2,329 sq. ft. (net)
 - Requires a Use Permit due to vested zoning
- 249 trees removed; 151 replaced on-site, in-lieu fee
- Vesting tentative map for condominium purposes



● BMR Units

Project Design



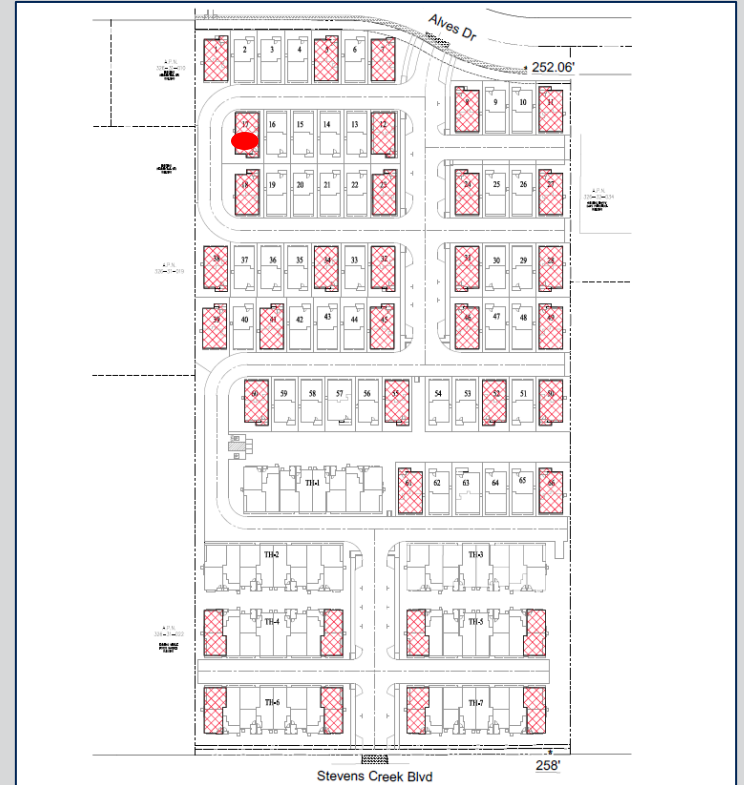
View from Stevens Creek Blvd.

Project Consistency Analysis

- Project is consistent with applicable objective standards.
- One Density Bonus concession to waive requirement in the BMR Manual that BMR units be comparable to market rate units in terms of unit type and dispersion.
- 12 Density Bonus waivers:
 - Height limitation per HOC
 - Front, Side, Side and rear-yard deck, Rear, eaves setbacks
 - Lot Coverage, Lot Width, and Building Forms
 - Parking space size, tandem garages, and parking setback

Height Limitations

- Heart of the City (HOC) height limit of 45'
- 35 units impacted



Setbacks

Dev. Standard	Required	Proposed
Front Setback	35' from edge of curb	33' from edge of curb
Side Setback	½ height of building or 10'	6'
Side Setback - Deck	15'	6'
Rear Setback	½ height of building or 20'	10' 1"
Rear Setback - Deck	20'	10' 1"
Eaves	Up to 3' encroachment	>3' encroachment

Lot Coverage, Width, and Forms

Project Data	Required	Proposed
Lot Coverage	40% max	44%
Lot Width	70' wide	26' Wide (townhomes)
Building Forms	1:5:1 ratio setback adjacent to residential, 75"9' per bldg. height	Buildings 1,2,17,18, 37-40 (setback of 6')

Parking

Project Data	Required	Proposed
Parking Setback	Not within setback	Garages for Bldgs. 1,2,3, and 17 within side setback
Parking Stall Size	20' x 20' min. (2 spaces in garage)	18.4'x20', with 28 tandem garages

Public Art and Park Land Dedication

- Proposed public art plaza in the “central green”
- Park Land Dedication to be through payment of in-lieu fee (\$5,880,000 for 98 units), consistent with Quimby Act



BMR Requirements

- 24.4 BMR units – 12 moderate and 12 median income, in-lieu fee for 0.4 units, only 3 beds and in townhomes
- Concession for Proposed BMR units to be smaller than market rate units in type and dispersion:

	Number of Units	Number of Bedrooms	Average Unit Size
BMR Units	24	3	2,357 gross SF
Market-Rate Units	98	3-4	3,206 gross SF

Planning Commission

- Recommended approval of the project, **5-0 vote**
 - Motion recommended identifying supportive measures for relocation of retail tenants
- Discussion items included:
 - Loss of retail and retail outreach
 - Number and type of waivers and concessions
 - Tree removals and replanting
- Six speakers, including adjacent property owners and retail tenants

AB 130 Exemption

AB 130 Exemption Memorandum prepared:

- Reviewed Phase 1 Environmental Site Assessment
- Project qualifies for a statutory exemption under Public Resources Code Section 21080.66.

Noticing and Public Comments

Noticing

- Site Signage
- Mailed notices (500 feet)
- Legal ad

Public Comments

- Six speakers at Planning Commission
- Letters in support of the project, providing housing
- Additional letters opposing development, primarily due to loss of retail
- Letter requesting Planning Commission continuance due to private easement agreement, determined not to be in project scope

Recommended Actions

1. Find the project exempt from CEQA;
2. Adopt Resolutions and approve the requested permits:
 - a. Use Permit (U-2024-008);
 - b. Architectural & Site Approval Permit (ASA-2024-011)
 - c. Tentative Subdivision Map (TM-2024-006); and
 - d. Tree Removal Permit (TR-2024-033).

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#13

Commissions Handbook

Presentation

Commissioner's Handbook Update

April 7, 2026



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Floy Andrews
Interim City Attorney

Updates to Commissioner's Handbook

- Provide for alternates
- Promote broad community participation
- Continue attendance requirements, but Council must approve removals
- Recognize Commissioner autonomy, and ensure Commission's actions are fairly represented
- Add general updates prepared by Staff

Appoint Alternates

- When members miss meetings it can impact quorum, preventing action
- A non-voting alternate can be “seated” by the Chair and then participate as a voting member, satisfying quorum requirements, allowing commission to conduct business
- Appointing alternates also increases community participation

Promote Broad Participation

- Council has recognized the importance of broad community participation
- Restricting individuals to serving on only one advisory body enhances participation by providing opportunities for others
- New update would discourage but not forbid individuals from serving on two advisory bodies

Attendance Requirements

- Current rules contain attendance requirements
- When a member fails to meet those requirements the City Clerk notifies the City Council and makes a recommendation for removal
- City Council retains authority over removal for failing to meet attendance requirements

Commissioner Autonomy

- Sitting Commissioners do not abandon their autonomy and their right to share their personal viewpoint
- Update three provisions in the Commissioner's Handbook

“Commissions” - Update 1

Remove: “This underlying philosophy makes it improper for an individual commissioner, acting in their official capacity, to try to persuade the Council into the acceptance of a recommendation other than that voted by the majority of the commission. The role of a commission is to assist the City Council in the formation of policy, having been created for the purpose of advising.”

“Commissions” - Update 1

Add: “Individual commissioners are at liberty to express their personal opinions to the City Council on items within the scope of their commission’s jurisdiction if they clearly state that they are speaking on behalf of themselves only. The Council appreciates hearing the rationale supporting both the majority position and the minority position, as this enriches the decision-making process. [***However, if the individual commissioner’s personal recommendation is inconsistent with a position taken by the full commission, the individual commissioner should also provide the City Council with a general description of the full commission’s position.***]”

“Recommendation & Report” - Update 2

Update as follows:

“The Commissioner selected by the Chair as the commission representative should strive to represent the position of the commission as a whole at the meeting, as necessary, regardless of the Commissioners’ personal views.”

“Use of City Email” - Update 3 (a)

Remove: “When using your City email to advocate or discuss a matter within the scope of your commission’s jurisdiction, ensure that the email cannot be construed to represent the views of the full commission, unless the commission has affirmatively voted to approve the position presented.”

“Use of City Email” – Update 3 (a)

Add: “When advocating or discussing a matter within the scope of your commission’s jurisdiction, ensure that the email cannot be construed as representing the views of the full commission, unless the commission has affirmatively voted to approve the position presented. Please do not forward or reply to a City email from your personal email address. Once your term on the commission is over, your City email will be terminated.”

“Use of City Email” – Update 3 (b)

Remove: “All City emails are subject to the Public Records Act and you should use your City email only to conduct City business as a commissioner. . . . Please do not forward or reply to a City email from your personal email address. Once your term on the commission is over, your City email will be terminated.”

“Use of City Email” – Update 3 (b)

Add: All City emails are subject to the Public Records Act, and you should use your City email to communicate about any matter within the jurisdiction of your commission. Emails sent from a personal email account are also subject to the Public Records Act to the extent they address a matter related to your commission’s jurisdiction. Please use your City email when so communicating to enhance efficiency and transparency. . . . Please do not forward or reply to a City email from your personal email address. Once your term on the commission is over, your City email will be terminated.

Other staff updates

- Clarify roles for staff liaison, commission administrator, and chair
- Add guidelines for hybrid meetings and remote participation
- Include language on Commission Work Plans
- Details on training requirements
- Other administrative updates

Questions



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#14

Chamber of Commerce
Agreement

Presentation

Determine Next Steps For The Agreement With The Cupertino Chamber Of Commerce.

April 7, 2026

City Council

Daniel Degu

Economic Development Manager



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Agenda

- Background & Purpose of Agreement
- Agreement Overview
- Service Highlights
- Financial Summary
- Options & Fiscal Impact
- Next Steps / Council Direction

Background & Purpose

Background

- Long-standing partnership with the Chamber
- No formal agreement prior to 2023

Purpose of Agreement

- Formalize partnership, create coordinated economic development support
- Expand reach to businesses
- Support post-pandemic economic recovery

Agreement Overview

- Agreement authorized: June 6, 2023
- Executed: April 4, 2024 (Year 1 start)
- Year 2 began: April 30, 2025
- Current expiration: April 30, 2026

Service Highlights (Years 1–2)

Services Areas:

- Technical Assistance, Marketing & Promotion, Events & Meetings

Highlights:

- 10 business workshops
- 5 Women's business luncheons
- 6 Business outreach meetings
- Marketing & promotion of 20 business-related City events

Financial Summary

Funding Structure

- Up to \$52,000 annually
- \$50/hour billable rate

Expenditures

- Year 1: \$23,150
- Year 2: \$4,150 (to date)

Options & Fiscal Impact

Option 1 (Recommended): Revised scope, reduce funding to \$5,000/year.

- Services include: 6 workshops, 4 luncheons, monthly coordination, contingency budget.
- Savings: \$47,000 annually.

Option 2: No extension, agreement ends April 30, 2026.

- Savings: \$52,000 annually

Option 3: Status quo, continue current scope.

- Maintain \$52,000 annual funding

Option 1: Revised Scope

- Aligns services with current economic development priorities
- Accounts for role of new Economic Development Committee
- Maintains key programs:
 - Technical assistance workshops
 - Women's business luncheons
 - City–Chamber coordination
- Improves cost efficiency, supports continued partnership with a focused approach

Next Steps / Council Direction

1. Authorize Agreement Extension with Revised Scope of Work (Recommended)
2. Authorize Agreement to Expire without Extension
3. Authorize Agreement Extension with Existing Scope and Funding