

CC 07-15-2025

#10

Weed Abatement Lien
Assessment

Presentation

Weed and Brush Abatement Lien Assessment and Collection of Fees

Cupertino City Council
July 15, 2025



CUPERTINO

Overview

- Applies to weed and brush abatement cost recovery provisions
- City Code Chapters 9.08 and 16.40.200
- Property owners notified to clear hazards
- Must comply by deadline
- Cleanup costs charged if noncompliant
- Hearing confirms unpaid fees
- Fees added to property tax bill

2025 Fee Schedule

Initial Inspection Fee*	\$105
First Administrative Fee	\$597
Second Administrative Fee	\$961
Warrant fee	\$1,323
100% of the contractor invoice	Prices Vary

**Charged to every property on the list*



Assessment Report

June 30, County report filed with City

Assessment Report	89 parcels	\$52,302
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July 1, City notice and report mailed to owners



Recommended Action:

1. Conduct a public hearing to consider objections from any property owners listed on the assessment report; and
2. Adopt Resolution No. 25-067 approving the lien assessment and collection of fees on private parcels for the annual Weed and Brush Abatement Programs.

CC 07-15-2025

#11

Study Session on BMR Housing
Mary Ave

Presentation

Mary Avenue Villas – City Council Study Session

Charities Housing Development Corporation

Cupertino Rotary Housing Corporation

Housing Choices Coalition

July 15, 2025



CHARITIES HOUSING

Charities Housing: Committed Community Partner



- **Our Mission**

To develop, preserve, own and manage affordable homes for low-income individuals and their families. Through service enhanced property management and structured resident involvement, Charities Housing contributes to the highest standards of human dignity and participation in our community.

- **Affiliate of Catholic Charities of Santa Clara County**

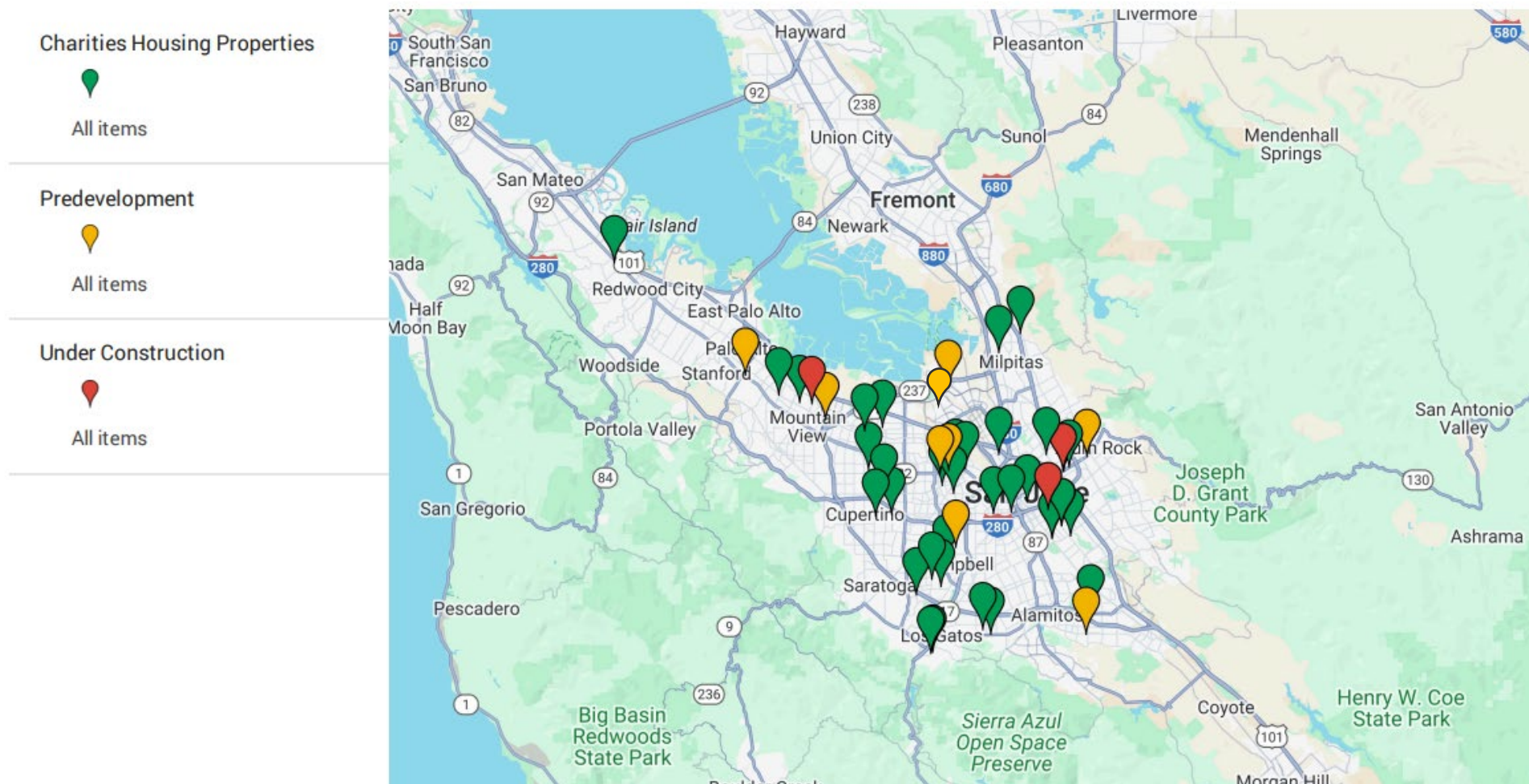
- Incorporated in December of 1993
- Resident services provided by Catholic Charities

- **Portfolio**

- In operation: 32 properties, 1,777 units
- Under construction: 2 properties, 184 units
- Entitled: 7 properties, 957 units
- Pipeline/land holding: 8 properties, 650 units

Charities Housing: Service Area

Charities Housing Portfolio



The Veranda: Senior Housing

- 19 Units – Affordable Senior Housing
- Cupertino, CA
- Unit Type: Studios



Location Overview



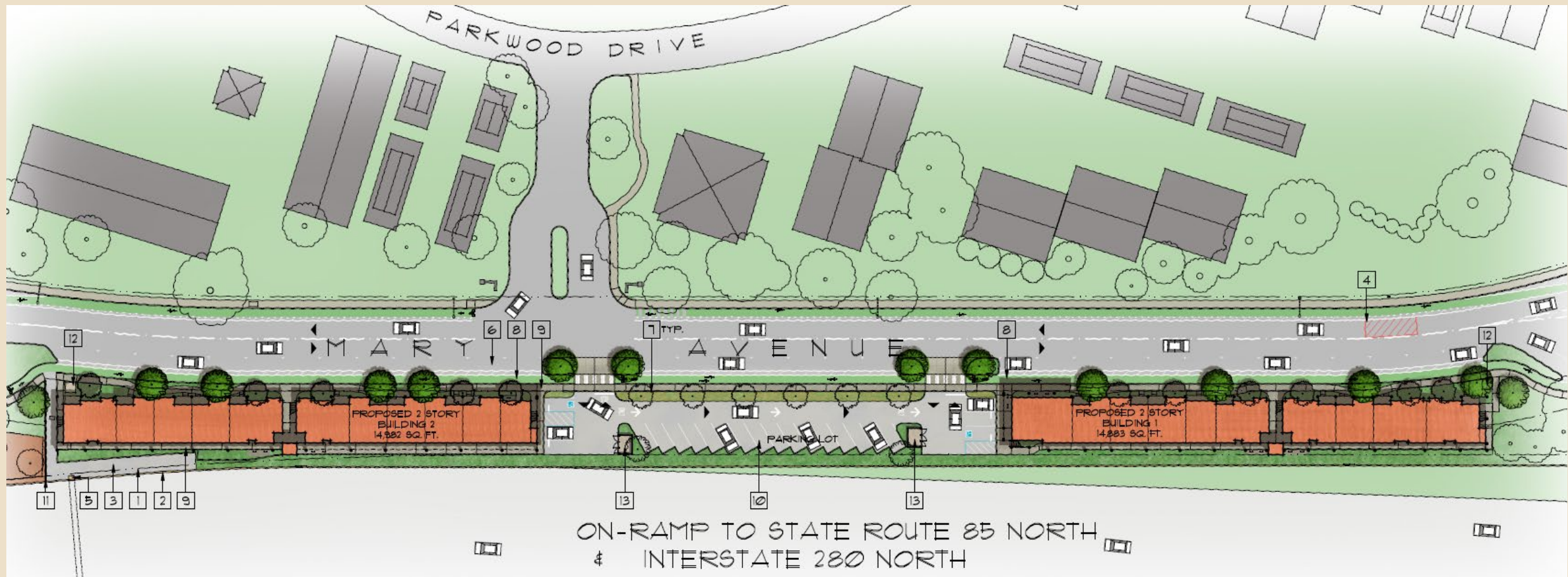
Project Information

Project Information

- Two, 2-story residential buildings, ~25'
- 40 apartment homes: 39 resident apartments 100% affordable + one 3-bedroom staff apartment:
 - 3 Studios
 - 22 1-Bedrooms
 - 14 2-Bedrooms
 - 1 3-Bedroom staff apartment
 - Income Limits: 30% - 50% AMI
- 19 (47.5%) units serving Intellectual and Developmental Disability population



Site Plan



Rendering 3

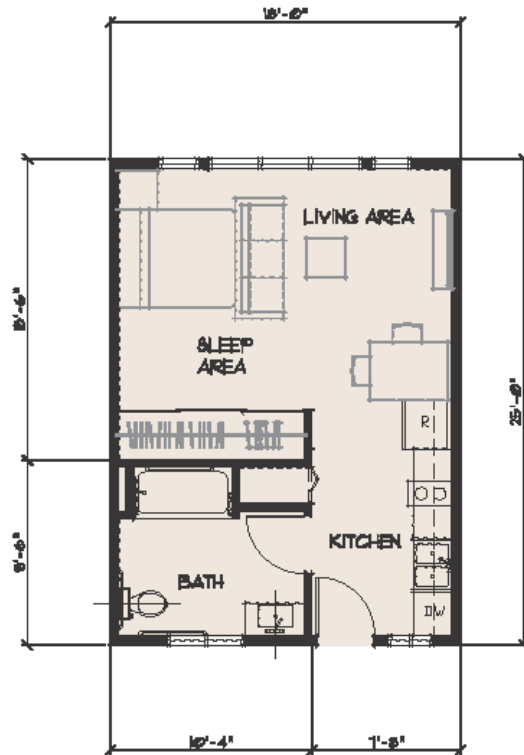


Rendering 4



Unit prototype plans

TYP. STUDIO FLOOR PLAN



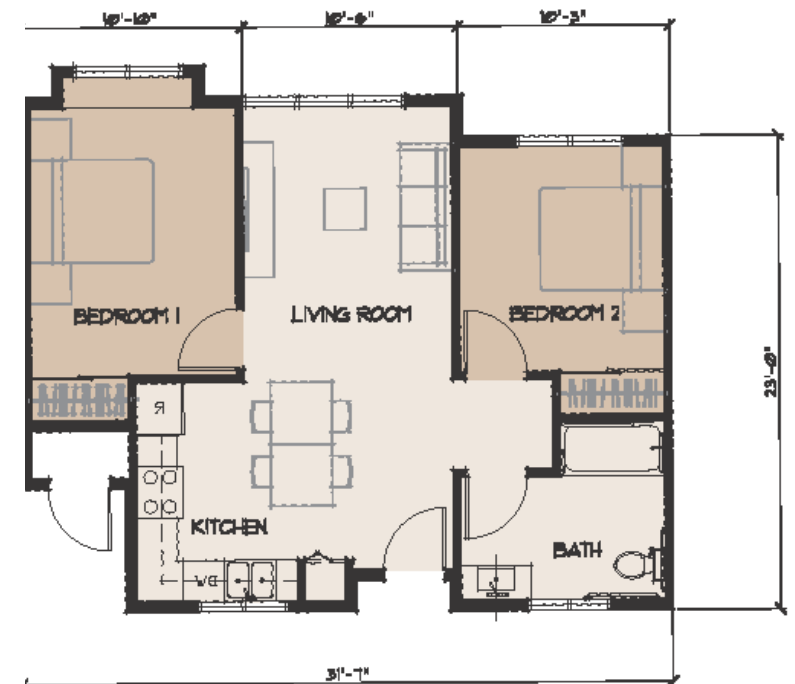
GROSS AREA = 450 S.F.

TYP. ONE-BEDROOM FLOOR PLAN



GROSS AREA = 564 S.F.

TYP. TWO-BEDROOM FLOOR PLAN



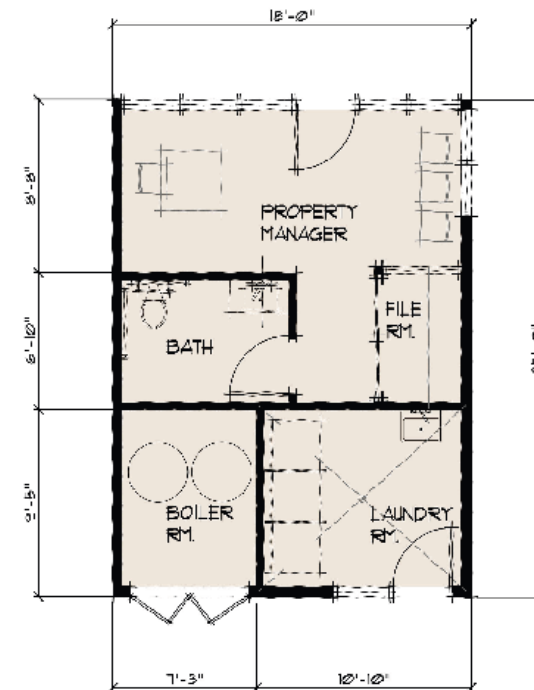
GROSS AREA = 742 S.F.

Common building areas



GROSS AREA = 972 SF.

PROPERTY MANAGER'S OFFICE



GROSS AREA = 450 SF.

Services

- Housing Choices Case management and support for residents with intellectual and developmental disabilities
- West Valley Community Services
- Cupertino Rotary Club
- Resident Services from Catholic Charities
 - Referrals to financial resources
 - Referrals to mental health resources
 - Education classes surrounding health and nutrition
 - Community events for residents

Housing Choices

Housing Choices started in 1997 to help people with developmental disabilities live in inclusive communities.

Serve Regional Center consumers in Santa Clara, Santa Cruz, Monterey, San Benito and San Mateo County

Mission:

Create quality, affordable housing options for people with developmental disabilities.

Strategies:

- Help people apply for affordable housing.
- Partner with affordable housing developers to include units specifically for people with developmental disabilities in typical affordable housing.

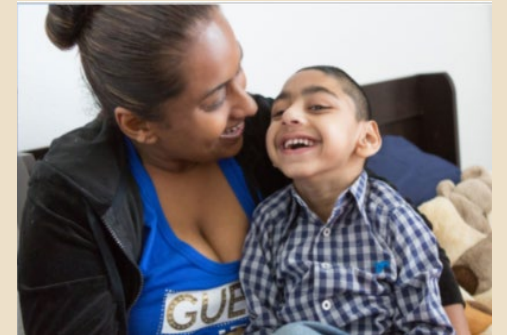


Housing Choices

Resident Coordination Services

Resident Coordinator will:

- Assist residents in seeking reasonable accommodations or reasonable modifications
- Assist residents in preparing for unit inspections and annual re-certifications
- Assisting residents in understanding and complying with lease terms and property rules and regulations
- Assist residents in responding to notices from property management
- Assist in mediation of conflicts between other residents, property management, service providers and other conflicts as necessary
- Assist in making any needed community referrals (such as emergency rental assistance, legal services, etc...)
- Attending Circle of Support and Individual Program Plan meetings
- Participating in weekly check-ins with the property manager to identify any housing issues or other challenges
- Host regular social gatherings at property (such as Holiday & Seasonal celebrations)



Design Challenges Addressed

- Noise – acoustic study indicates interior noise levels will be within regulated guidelines with installation of required STC-rated windows
- Air Quality – completed analysis indicates ability to keep apartments at healthy air quality with installation of appropriate filtration and HVAC systems.
- Soils Mitigation – all investigations completed. Multiple investigations indicate one area of concentrated lead deposits. Location is under proposed parking area – contractor will off-haul soil at time of grading and demolition. County DEH is overseeing the soil management plan.

Development Schedule

Development Schedule

Enter ENA with Cupertino	April 2024
City Funding Commitment	April 2025
Entitlements	Fall 2025
Enter DDA with City	Fall 2025
Financing Commitments	May 2026
Construction Start	November 2026
Construction Completion	January 2028
100% Lease Up	March 2028



Community Outreach

MARY AVENUE VILLAS

[Home](#) [Project Details](#) [Design](#) [Our Partners](#) [Upcoming Events](#) [Project Timeline](#)
[FAQ](#) [Team Members](#)

Contact Us



Mary Avenue Villas | Mary Avenue, Cupertino, CA 95014

www.mary-ave-villas.com

CC 07-15-2025

#12

Oversized Vehicle Parking Restrictions

Presentation

Oversized Vehicle Parking Ordinance Update

City Council Study Session



**CITY OF
CUPERTINO**

Floy Andrews
Interim City Attorney

Oversized Vehicle Parking

- Consider amending Municipal Code
- Address enforcement loopholes, resident concerns, traffic circulation, safety and aesthetics
- Balance quality of life, safety, legal risks and enforcement

* City Work Program item

Municipal Code Sections Affected

- 11.24.130 (update current 72-hour parking limit)
- 11.24.200 (vehicle removal, unchanged)
- 11.28.010 (adding definition of oversized vehicle)
- 11.28.020 (parking regulations updates,
incorporating current restriction on living or
sleeping in vehicles)



Current Practice

72-hour limit for all vehicles parking
on public streets within the City
Municipal Code Section 11.24.130

- Complaint-driven enforcement process
- Tire marking (not chalk)
- Re-inspection after 72 hours

Challenges in Current Enforcement

- Vehicles move inches to avoid citation
- Coordinated rotations among RV owners
- Allows vehicles to stay indefinitely
- Current Areas impacted:
 - Alves between Saich & Bandlely (behind Target)
 - Stelling & Rainbow
 - Foothill/SCB and other intersections

Enforcement Statistics

- ~200 complaints annually, mostly RVs with tagging of 5+ vehicles/week
- Citations 2024-25: Only ~21 issued to RVs
- Revenue: ~\$1,700 from RV citations
- Total Revenue: ~\$180,000 from all citations

April 22 Planning Commission Meeting

Considered ordinance requiring:

1. oversized vehicles to move at least 1,500 feet after 27 hours
2. banning parking in residential districts
3. banning parking near customer-facing retail

* Residents expressed concern, indicating they needed the 72 hours parking to load/unload RVs and for visitors

June 24 Planning Commission Meeting (1)

- Citywide ban on parking oversized vehicles
- “Oversized vehicles” (Vehicle Code § 670)
 - Vehicles exceeding:
 - 22 feet in length
 - 6 feet in width, and
 - 7 feet in height
 - (includes trailers, boats, and loads)

* would not include even the largest pickup trucks (Ford F-450 Super Duty or Tesla Cybertruck)

June 24 Planning Commission Meeting (2)

Exceptions

- 3-hour parking allowed during daytime (6AM – 8PM)
1-hour parking allowed overnight (8PM – 6AM)
- Residents may obtain annual permits to park oversized vehicles on City streets (no charge)*
- Nonresidents may obtain five 72-hour permits to park annually (but not within 1,500 feet of a commercial district)*

* Vehicles must be moved every 72 hours to new location at least 1,500 ft away and stay away 72 hours.



June 24 Planning Commission Meeting (3)

- City should install signage at Alves and Bandley and other problem areas

Pros & Cons of General Ban Proposal

- **Pros:**

Allows signage at only City entrances,
clears streets, improves visibility,
deters long-term parking on City streets

- **Cons:**

Daytime and nighttime time limit
exceptions are difficult to manage

Resident Permit Program (exception)

Residential households may obtain annual permit for vehicle(s) owned by resident

- No charge for permit
- Park up to 72 hours, then move 1,500 ft
- Unlimited 72-hour periods allowed if moved properly

“Resident” Defined

- Physically resides in a dwelling in a residential district within the City as their primary residence
- Provides evidence of residency, such as:
 - CA driver's license/ID card showing the resident address
 - utility bill displaying person's name and address
 - current lease or deed showing person's occupancy
 - current vehicle registration showing residential address
 - documentation acceptable to the Public Works Director
- A person need not own the dwelling unit to qualify as a resident.

Nonresident Permit Program (exception)

Up to 5 permits per year (max. 15 days) for nonresidents

- Park up to 72 hours then move from City
- If using a second permit, move at least 1,500 ft
- No parking near commercial zones*

*would need to provide map of commercial and residential zones when issuing permits

Pros & Cons of Resident Permits

- **Pros:**

Residents maintain RV use close to home, balances needs of residents and their guests, eliminates need for multiple permits

- **Cons:**

Potential near-permanent street parking
Neighborhood aesthetic concerns

Pros & Cons of Nonresident Permits

- **Pros:**

- Nonresidents, tourists, and others may visit
 - Discourages long-term dwelling
 - Provides limited access to otherwise more permanent RVs

- **Cons:**

- Nonresidents may have no other nearby options
 - Nonresidents may view this rule as unwelcoming

Signage Rules and Costs

- If City posts signs, enforcement is more efficient, initial warning not required
 - **Citywide parking regulations** allows for signs to be placed at City entrances only: cost ~\$25,000, 50 signs
 - Otherwise, signs must be posted on each City block: cost prohibitive(\$513 per sign, \$2,000 per block)

Local Cities' Large Vehicle Solutions

Redwood City: Vehicles may not park on public streets at night, with limited exceptions.

Saratoga: Vehicles may not park in residential areas for more than 72 hours; must be moved 1 mile.

Los Gatos: Vehicles may not park where posted or on designated streets.

Mountain View: Vehicles may not park on certain streets adjacent to class II bikeways or on certain narrow streets.

Legal Context

- Mountain View litigation & settlement
- Redwood City's safe RV lot approach
- Fremont litigation – unhoused, not parking ordinance

Grants Pass Supreme Court Opinion (2024)
Shifts rules in Ninth Circuit

Fiscal and Operational Considerations

- Signage: \$513 per sign, \$25,000 for entrance-only signage
- Signage: one city clock \$2,000 (well over \$3M for city)
- Permit processing cost: ~\$46.50 each permit
- Anticipated volume: 3-4 permits/week (may require more staff time if volume is greater)
- FY 2024 parking citation revenue: ~\$180,000
- Uniform Citywide rules: 1) reduce confusion and cost and 2) allows for entrance signs only

Other Local Options for Parking

We talked to:

- West Valley Rotating Safe Car Park Program
- Amigos de Guadalupe
- 211 line
- Bill Wilson Center

None of these facilities allow RVs

We talked to West Valley Community Services manager who confirmed that they do not accept RVs, but they do allow camper vans

Next Steps for Council

Council to consider:

- General Ban on oversized vehicles parking
 - day/night parking windows
- Resident permit program
- Nonresident permit program
- Signage strategy
- Other options?

Questions



CUPERTINO

CC 07-15-2025

#13

Stevens Creek Boulevard
Corridor Vision Study

Presentation

Stevens Creek Blvd Corridor Vision Study

A Multijurisdictional Transportation Planning Study

Matthew Schroeder

City of Cupertino
Senior Transportation Planner



CUPERTINO

Project Background

History

- Informally initiated in 2017 as a working group for regional transportation coordination with VTA, Santa Clara, San Jose, and the County. The project was initiated in 2019 with the adoption of Resolution No. 19-089.

Purpose

- Develop an aspirational community 'vision' for the Corridor
 - Balancing the needs of all roadway users
 - Not an immediate, prescriptive plan
 - Phased approach based on agency discretion



Cupertino's Role

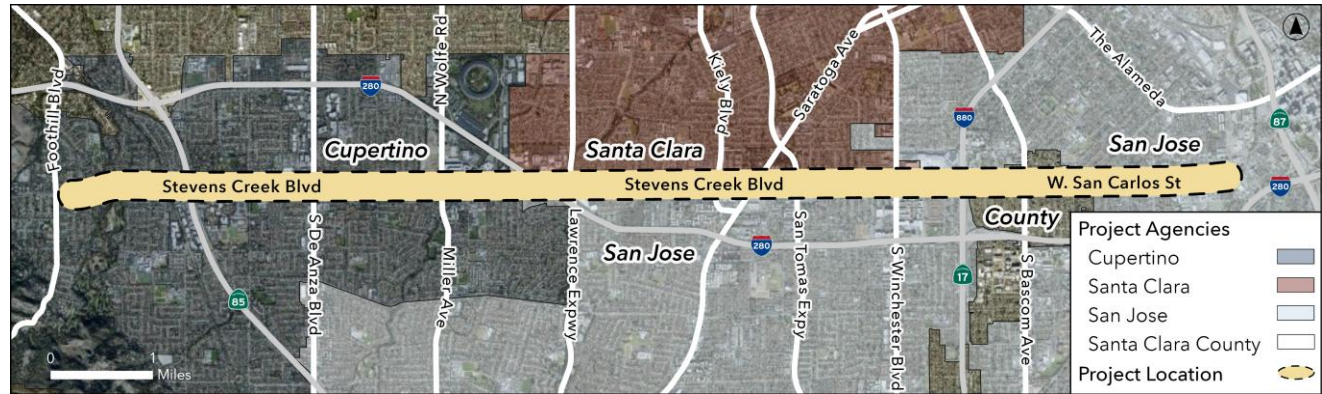
Directed by Resolution No. 19-089

- Support efforts to study improving transit efficiency and streetscape.
- Support continuing ongoing conversations regarding high-capacity transit service along the Corridor, with the understanding that it would:
 - Not use general-purpose lanes or adversely impact vehicular capacity on City surface streets;
 - Be grade-separated and time-competitive with automobile travel;
 - Study an alternate alignment along I-280.

Project Location

Project Limits

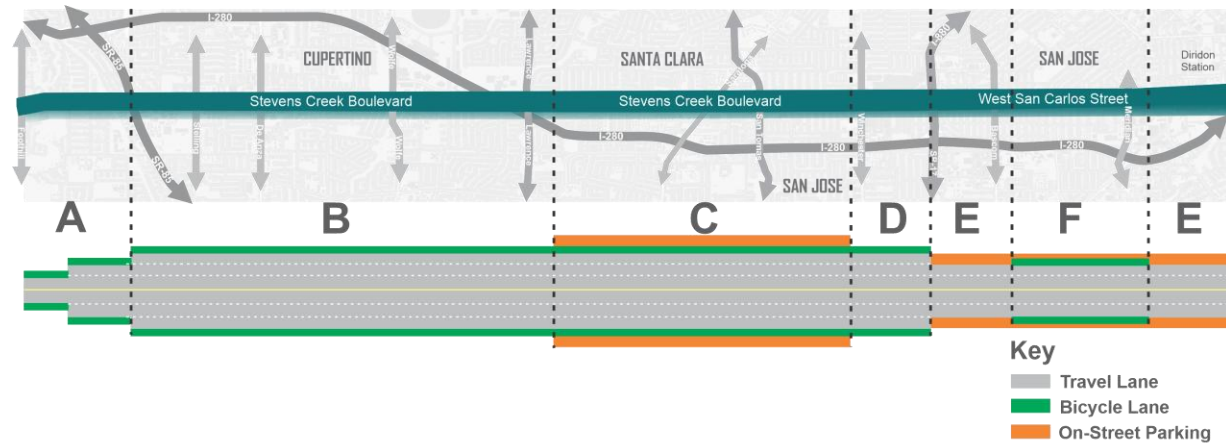
- Stevens Creek Boulevard/West San Carlos Street (9 miles)
 - From Foothill Blvd in Cupertino to Diridon Station in San Jose



Project Location

Project Limits

- Stevens Creek Boulevard/West San Carlos Street (9 miles)
 - The roadway varies along the Corridor



Project Location

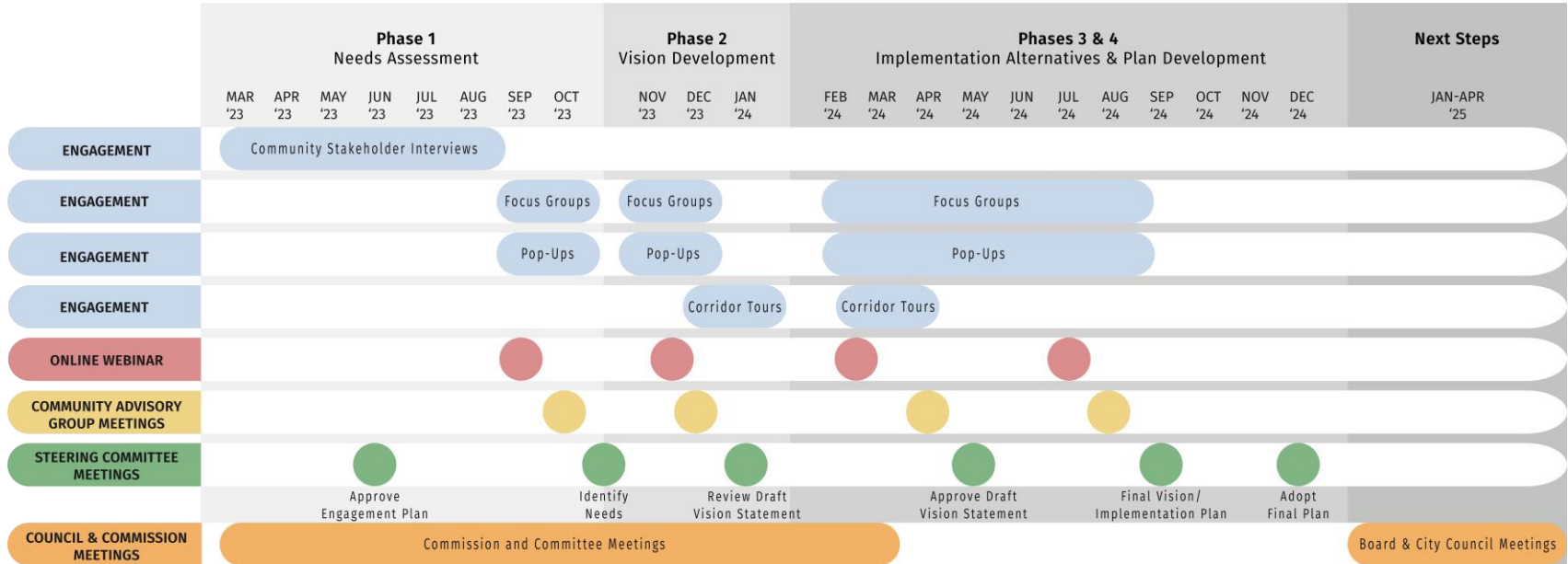


Project Structure

Group Roles & Responsibilities

- Steering Committee - 5 members
 - Elected officials from Cupertino, Santa Clara, San José, Santa Clara County, and VTA
- Community Advisory Group (CAG) - 12 members
 - Residents, businesses, and advocacy groups
- The Public
 - Surveys, webinars, and pop-up events
 - Outreach led by Winter Consultants

Project Schedule



Community Outreach

Engagement Methods

- Stakeholder interviews (40)
- Focus groups (4)
- Pop-Ups (7)
- Corridor tours (4)
- Online webinars (4)
- Community Advisory Group meetings (4)
- Steering Committee meetings (5)
- Website/agency communications/surveys



Community Outreach

Engagement Methods

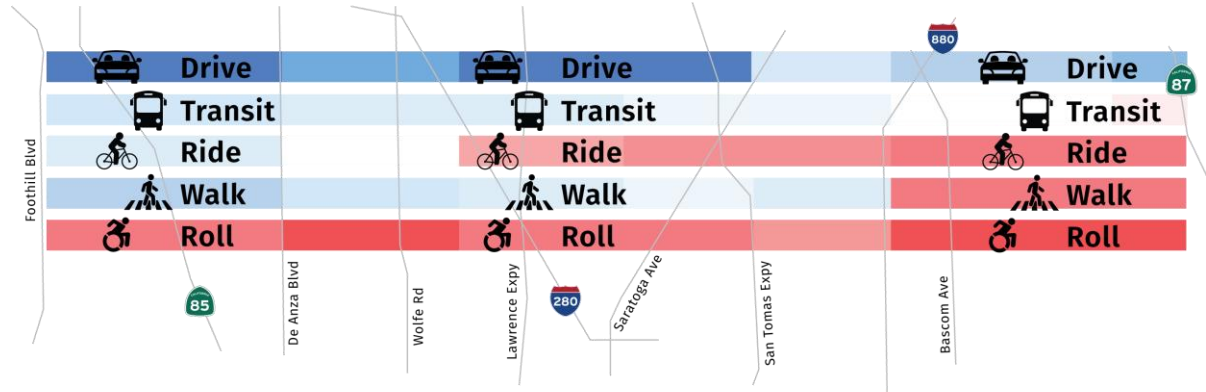
- Agencies provided an equivalent amount of outreach

Cupertino Events

- De Anza Farmers Market
- Cupertino 4 All Regular Meeting
- Bike Corridor Tour
- Steering Committee Corridor Tour
- High School Student Virtual Corridor Tour
- Walking/Transit Corridor Tour
- College Student Virtual Focus Group
- De Anza Flea Market



Community Outreach



Very comfortable and convenient

Somewhat comfortable and convenient

Very uncomfortable and inconvenient

Somewhat uncomfortable and inconvenient



Community Feedback by Phase

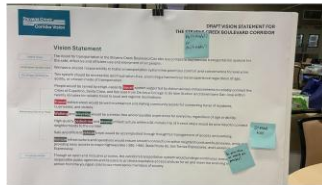
Phase 1: Needs Assessment

- Vehicle Speed are too high
- Safety Concerns for all modes
- Barriers
- Better transit, walking, and biking infrastructure
- Better Crossings



Phase 2: Vision Development

- Better transit service
- Complete streets
- Community integration
- Bikeability and walkability
- Corridor Connections



Phase 3: Project Recommendations

- Protected bike lanes
- Transit lanes
- Separated transit
- Shade trees
- Crossings

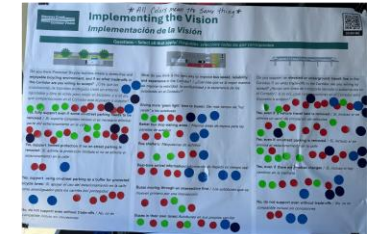


Poll 3: Transit Speed and Reliability Copy

00:00:58 1 question 16 of 23 (69%) participated

1. What do you think would be the appropriate treatments for Transit Speed and Reliability in parts of the Stevens Creek Boulevard Corridor? (Select all that apply) (Multiple choice)
16/16 (100%) answered

Centralized Transit Signal Priority	(12/16) 75%
Bus Islands and Other Loading Area	(11/16) 69%
Queue Jump	(11/16) 69%
Business Access & Transit Lanes	(9/16) 56%
Bus Lanes	(7/16) 44%



The Vision

Vision Statement

- “The Stevens Creek Boulevard Corridor transportation infrastructure changed little in the past 50 years while the area it serves grew into a worldwide hub of innovation. Therefore, we envision the transportation corridor our community deserves to support continued residential and commercial vibrancy: **safe and enjoyable travel for people of every age, ability, and chosen mode.**”

The Vision

Vision Statement

“Residents, businesses, and visitors would be served by:

- A **high-capacity transit system** supported by station access enhancements to connect the Cities of Cupertino, Santa Clara, and San José from Diridon Station and Downtown San José to De Anza College within twenty minutes, with connection to Foothill Boulevard, for reliable travel to local and regional destinations. Station areas would be well-maintained and inviting community assets.
- A **stress-free and enjoyable walking and bicycling environment**. High-quality pedestrian and bicycle infrastructure would be prioritized to connect neighborhoods to the corridor within a 20-minute walk of transit stops.
- **Safe and efficient vehicle travel** would be accommodated for connections to neighborhoods, businesses, and expressways and freeways.

This Vision would be implemented by an open and inclusive process of continuous evaluation to promote equitable access and use.”

Recommended Projects

'Implementation' Plan

- Near-Term (5 Years)
 - Corridor identity and maintenance
 - Bus speed, reliability, and experience
 - Enhanced corridor walking and biking infrastructure and connections
- Mid-Term (10 Years)
 - Intersection and crossing improvements
- Long-Term (20+ Years)
 - Separated, high-capacity transit

Near-Term Projects

Corridor Identity and Maintenance

- Convene businesses and business groups to explore:
 - Joint advertising and branding opportunities
 - Marketing and special events
 - Public safety and hospitality
 - Small business grants/loans
- Communicate business resources to Corridor businesses.
- Coordinate street cleaning and maintenance, including graffiti removal and sidewalk and vegetation maintenance.
- Reduce the speed limit to 35 miles per hour from Lawrence Expressway to Harold Avenue.
- Coordinate vehicle speed enforcement and speed education efforts.
- Develop a process for ongoing community input and engagement for corridor issues through the Stevens Creek Boulevard Corridor Steering Committee.



Near-Term Projects

Bus Speed, Reliability, and Experience

- Complete an administrative policy for the four agencies operating signals in the Corridor to cooperate with VTA to implement a corridor-wide transit signal priority through a centralized system.
- VTA will develop a Speed and Reliability Improvement Plan for the frequent network routes.
- Cupertino does not support the conversion of general-purpose lanes for transit.



Near-Term Projects

Enhanced Corridor Walking and Biking Infrastructure and Connections

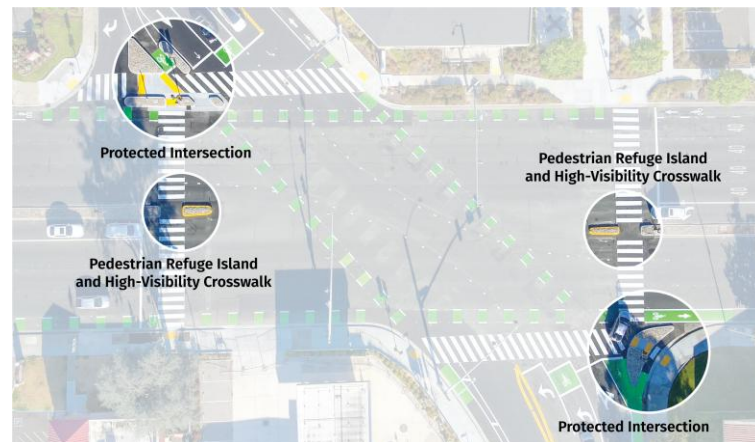
- Physically protect/separate/buffer bicycle lanes while maintaining access to driveways.
 - Widen sidewalk widths consistent with City standards
 - Plant shade trees.
 - Review locations for installation of median refuge islands.
 - Implement existing agency plans.
- Review the potential for leading pedestrian intervals at signalized intersections (LPIs).
 - Implement pedestrian-oriented lighting when street lighting is installed or replaced in the corridor.



Mid-Term Projects

Intersection and Crossing Improvements

- Implement enhanced, high-visibility crossings for pedestrians and bicyclists.
- Implement curb extensions and protected intersections.
- Prioritize crossings of barriers for pedestrians and bicycles
- Review key hotspots for crossing improvements, such as Monroe Street and Stevens Creek Boulevard at I-880, for potential reconfiguration to accommodate clearer travel patterns for all modes.



Long-Term Project

Separated High-Capacity Transit

- Continue conversations and pursue grant funding to study the project.

Example Project Delivery Timeline

- Preliminary Engineering (2025-2028)
- Design and Engineering (2029-2030)
- Environmental Clearance (2031-2036)
- Utility Relocation (2037-2039)
- Construction (2040-2045)



Final Steering Committee Meeting

Dec 18, 2024

- Acknowledged the participation of new members on the Steering Committee moving forward due to recent elections.
- Supported a review of the document and proposed that each agency organize a study session tailored to the needs of each jurisdiction.
- Approved the amended plan, changing the name from Implementation Plan to Recommendation Plan.

BPC Meeting

April 16, 2025

- Passed a motion recommending that the City Council accept the Study with specific qualifications.
 - The City maintains final decision-making authority regarding any projects or recommendations contained within the Vision Study.
 - The BPC reaffirms the City's commitment to the provisions contained within Resolution 19-089.
 - All projects within the City of Cupertino, including any intersection modifications, will conform to the City's standard processes, plans, and procedures relating to public outreach and approval.

Planning Commission Meeting

May 13, 2025

- Passed a motion recommending that the City Council accept the Study with specific qualifications.
 - Prioritize investments in identity and maintenance.
 - Prioritize investments in safety, with a focus on, but not limited to, technology and innovation such as adaptive traffic signalization and active pedestrian detection.
 - Prioritize cost by limiting the corridor up to Bubb Road and limiting the study of transit alternatives to grade-separated transit.
 - Invest in off-corridor bicycle and pedestrian networks such as, but not limited to, the Lawrence Mitty Trail and Tamien Innu.

Next Steps

Ongoing Coordination

- Reconvene long-term Stevens Creek Vision Steering Committee and staff working group to lay out near, mid, and long-term strategies for projects.
- Pursue grant opportunities to advance project recommendations.
- Accepting the Study now doesn't constitute the approval of approving the Study's recommended projects, like the grade-separated transit project.

Recommended Action

- Adopt Resolution 25-068 accepting the Stevens Creek Boulevard Corridor Vision Study, including the additional qualifications recommended by the Cupertino Bicycle Pedestrian Commission and Planning Commission, and directing City staff to work through the multijurisdictional working group and Steering Committee to further assess the Study's recommendations and opportunities for implementation.

