

CC 09-03-2025

#16

Accessory Dwelling Units
Ordinance Amendments

Presentation

Background

- City ADU Ordinance (No. 23-2254) adopted February 23, 2024, submitted to CA Dept. of Housing and Community Development (HCD) on February 29, 2024 for review
- HCD sent letter to City dated April 24, 2025 summarizing findings, and identifying some areas where City's code needs to be updated, mostly to reflect changes to ADU that went into effect Jan 1, 2025.
- City response to HCD on May 19, 2025 stated its intent to:
 - Comply with all provisions of State Law and
 - Amend Municipal Code by September 30, 2025.

SB 1211 and AB 2533

SB 1211: Amended Table 19.112.030B

- *Existing multi-family dwelling: Allow up to eight (8) detached units but no more than the number of existing units on lot.*
- *Proposed multifamily dwelling: Not more than two detached ADUs.*

AB 2533: Added language in Section 19.112.050

Sets additional restrictions for City's review of ADU and JADU applications including unpermitted ADUs and JADUs, particularly those constructed prior to January 1, 2020.

- *Can not require correction of non-conforming zoning violations in conjunction with approval of permit.*
- *Can not require correction of building standard violations or unpermitted structures which are not threat to public health and safety*

Occupancy & Govt Code Section References

Occupancy

- Updated Section 19.112.020 to reflect Govt. Code Section 66328. ADUs may not receive final occupancy before primary unit receives occupancy.

Government Code Sections

- Updated Govt. Code Section references in Chapters 19.08 and 19.112. *Govt. Code Sections related to ADUs updated by state on March 25, 2024.*

Multi-Family ADUs

Multi-family Code Section

- Updated Table 19.112.030A by removing references to “Duplexes”. *Duplexes are multi-family developments per state law. ADUs proposed on properties with existing and proposed duplexes will be subject to multi-family ADU standards.*
- Updated Table 19.112.030A by removing size limitation (1,200 sf) for detached ADUs in multi-family developments. *Govt. Code does not identify limit on ADU size when proposed on multi-family property.*

Non-Streamlined ADUs

Parking

- Updated language in Table 19.112.040(F)(1) to add language from Govt. Code Section 66322. *When application for an ADU submitted in conjunction with new single-family home, City may not require parking for ADU if site or ADU satisfy other criteria listed in Table 19.112.040(F)(1) for which no parking is required.*

Structure Design

- Updated language in Table 19.112.040 regulating ADUs larger than 800 s.f. *Existing language not objective per HCD. Changed language to require ADUs in certain architecturally sensitive areas of town to match architectural style identified in policy documents for those areas (e.g. Planned Development zoning districts, Eichlers etc.)*



Planning Commission

On July 8, 2025, PC recommended (4-0, Fung Absent) that City Council adopt the proposed amendments to the Municipal Code per Planning Commission Resolution No. 2025-14 (Attachment C) and find the actions exempt from CEQA, with the following modification:

- Remove the proposed design standard for Non-Streamlined ADUs in Table 19.112.040(I)(a)



Post Planning Commission Recommendation Revision for Housing Element Compliance/Duplex

- Strategy HE-1.3.8: Accessory Dwelling Units - a maximum of up to two 800 s.f. attached or detached ADUs, JADUs or conversion ADUs on all duplex zoned properties, which is in excess of the number of ADUs allowed under state law.
- Staff has included this standard in draft ordinance under Table 19.1 12.030B in order to ensure the city's continued consistency with its Housing Element.

Recommended Action

That the City Council Conduct the first reading of Ordinance No. 25-____ (Attachment A): “An Ordinance of the City Council of the City of Cupertino amending Municipal Code Chapters 19.08 (Definitions), and 19.112 (Accessory Dwelling Units) regarding Accessory Dwelling Units.”



Next Steps

The recommendations made by the Planning Commission will be forwarded to the City Council for consideration at the September 3, 2025, meeting.

CC 09-03-2025

#17

Oversized Vehicle Parking
Ordinance

Presentation

Oversized Vehicle Parking Ordinance Update

City Council Action Item (9/3/2025)



**CITY OF
CUPERTINO**

Floy Andrews
Interim City Attorney



Background

- April 22 and June 24: Planning Commission considered options and made recommendations to Council
- July 15: Council conducted in-depth study session, reviewed Planning Commission's recommendations, and provided direction to staff

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
- Vehicles need only move a few inches to avoid citation



Why Ordinance is Needed

- Current code allows oversized vehicles to remain parked in substantially the same location indefinitely, day and night
- Creates nuisance, impacts residents and businesses
- Fails to prevent individuals from living in vehicles

New Restrictions Apply at Night

- Prohibits Oversized Vehicle Parking at Night Citywide from 10 P.M. to 6 A.M.
- “Oversized vehicles” defined as vehicles
 - 22 feet in length or
 - 6 feet in width & 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)**

Resident Impacts Minimized

- Households receive up to 20 free permits annually
- Permits allow 72-hour parking for oversized vehicles
- Must move 1,500 feet after 72 hours, cannot return to same location within 72 hours
- Residents remain largely unaffected



Vanlording Restrictions Added

- Current law: No living/sleeping in vehicles on public streets
- New provision: Prohibits renting or loaning vehicles for habitation

Municipal Code Sections Updated

- 11.24.130 (updating current 72-hour parking limit)
- 11.27.050 (adding resident parking permit program for oversized vehicles)
- 11.28.010 (adding definition of oversized vehicle)
- 11.28.020E (adding prohibition on parking oversized vehicles overnight)
- 11.28.020B (adding prohibition on “vanlording”)

Recommended Action

- Conduct first reading of Ordinance and approve the new program
- Enable online resident permit applications
- Approve \$10,000 for signage to be installed at impacted areas (near Target store)
- Approve \$25,000 for City entrance signage
- Direct staff to report back on impacts one year post implementation

Fiscal Impact

- Permit administration: ~\$46.50 per permit (maybe 120/year, might require additional staff time)
- Online permit system development: ~\$10,000
- Impacted area signage (\$513/sign): ~\$10,000 (20 signs)
- City entrance signage: ~\$25,000 (50 signs)

Total: ~\$51,000 in first year

Other Available Options

- Targeted enforcement program focused on problem areas (San Jose OLIVE pilot model)
 - designate high-impact areas
 - create tow-away zones
 - phase enforcement
- Maintain status quo, continue under current code

Questions



CUPERTINO

Sample Signage for Impacted Areas



CC 09-03-2025

#18

Stevens Creek Blvd
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

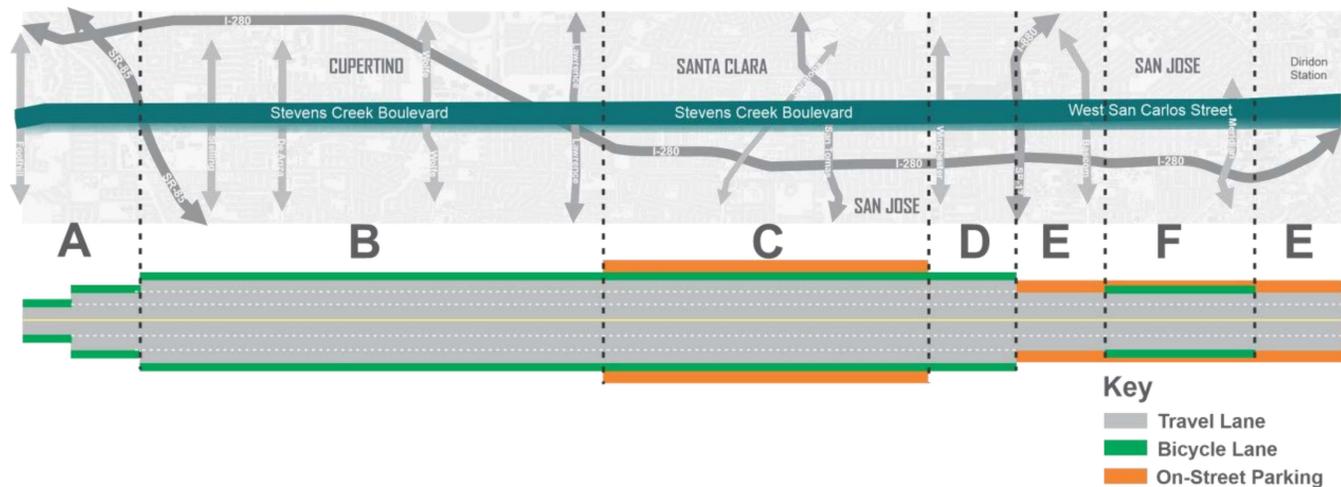
- Stevens Creek Boulevard/West San Carlos Street (9 miles)
 - From Foothill Blvd in Cupertino to Diridon Station in San Jose



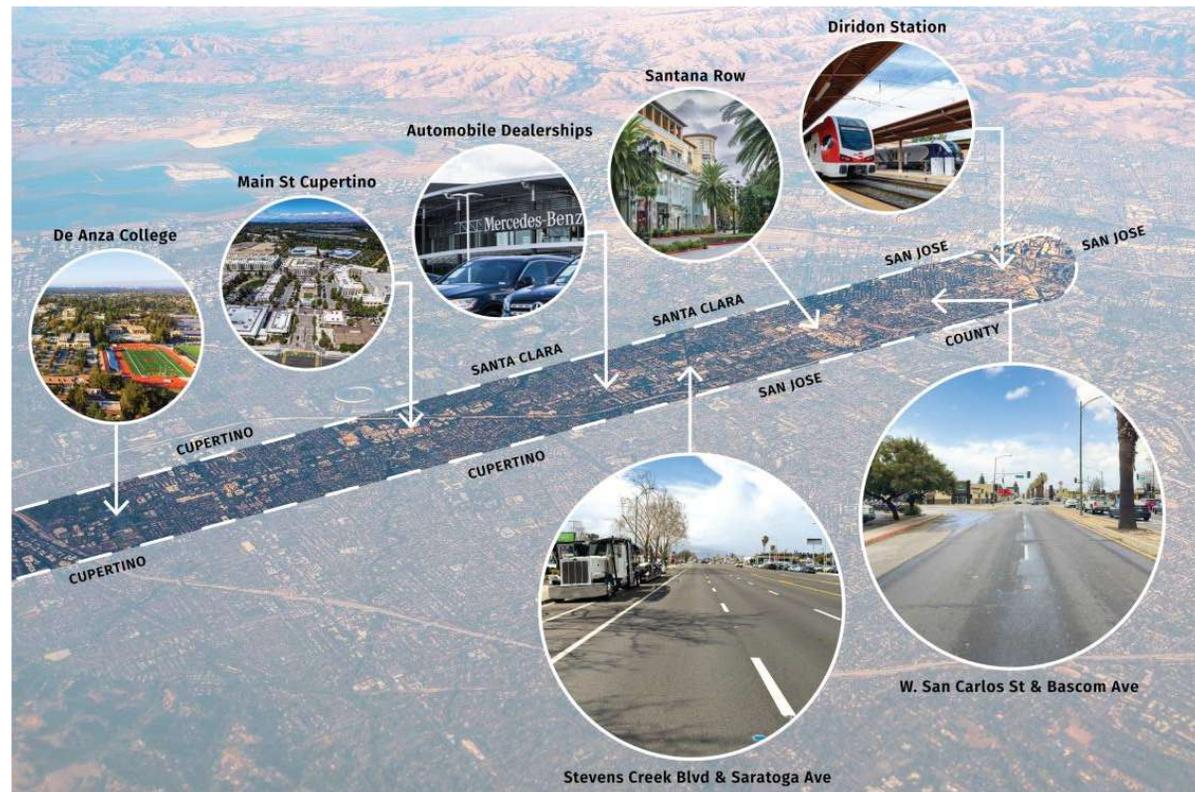
Project Location

Project Limits

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



Project Location



Project Structure

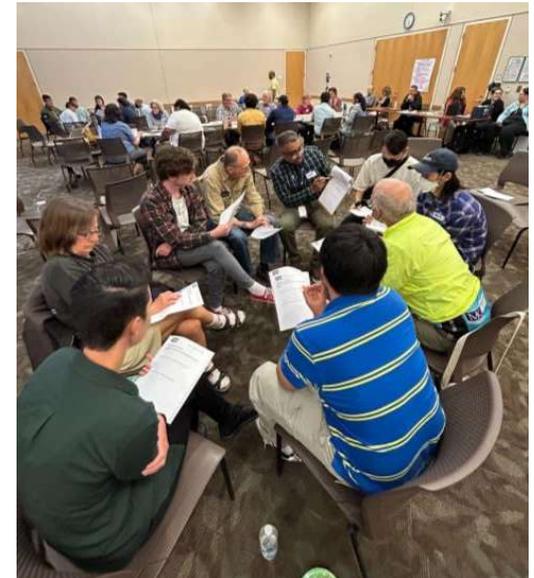
Group Roles & Responsibilities

- 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

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

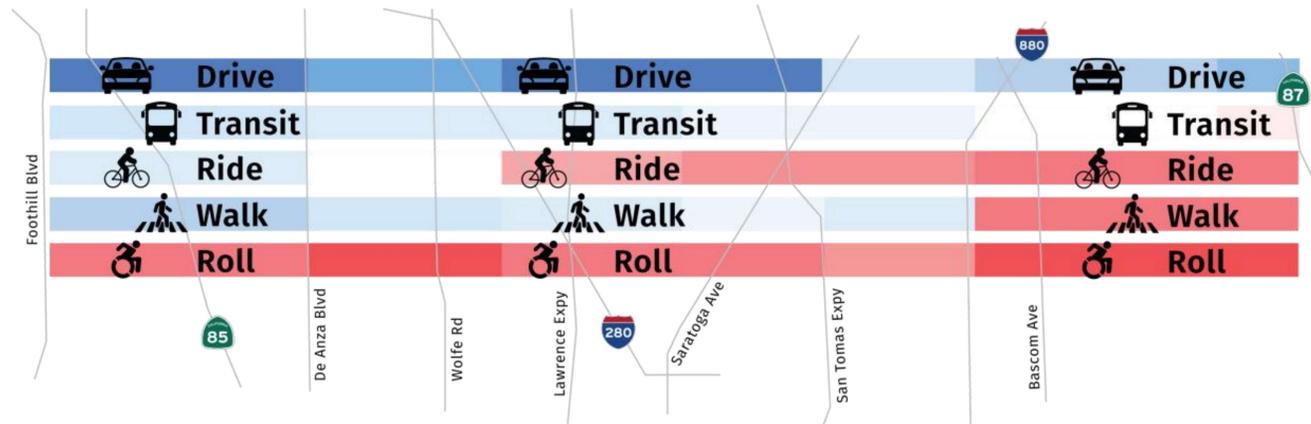
- Agencies provided an equivalent amount of outreach

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

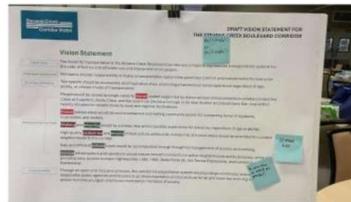
Phase 1: Needs Assessment

- 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

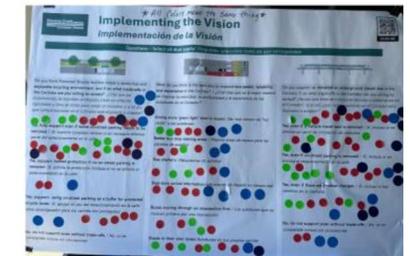


Poll 3: Transit Speed and Reliability Copy

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.

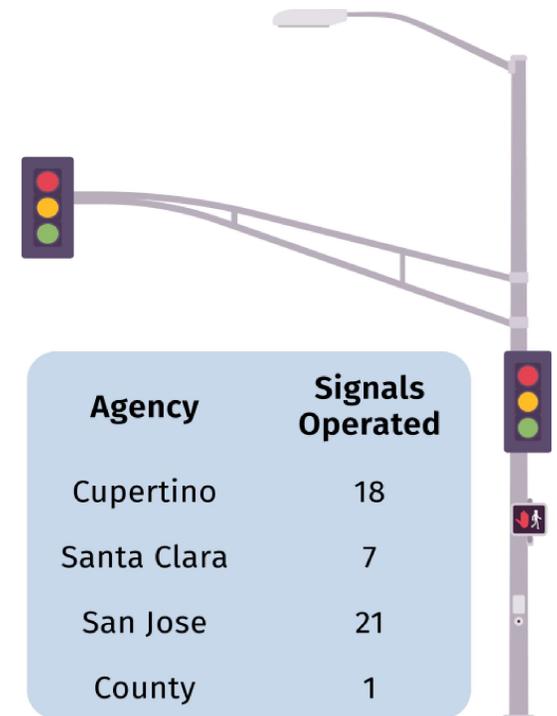
- Reduce the speed limit to 35 miles per hour from Lawrence Expressway to Harold Avenue.
- Coordinate vehicle speed enforcement and speed education efforts.
- Develop a process for ongoing community input and engagement for corridor issues through the Stevens Creek Boulevard Corridor Steering Committee.



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.

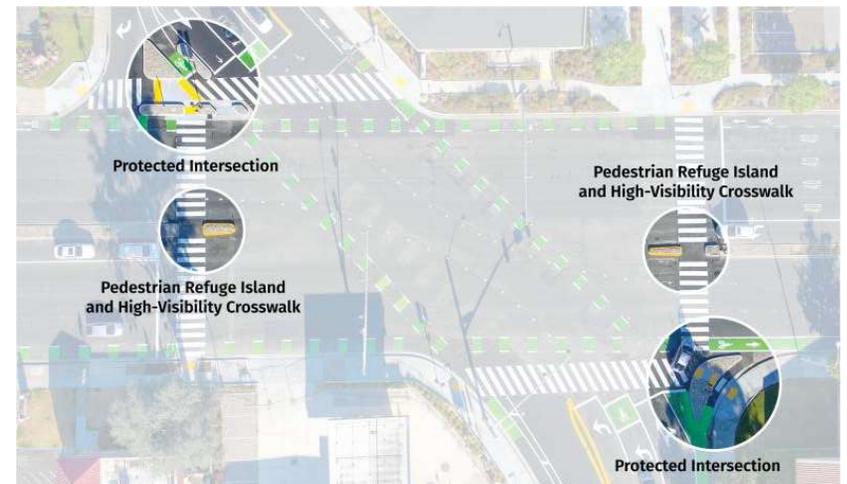
- Review the potential for leading pedestrian intervals at signalized intersections (LPIs).
- Implement pedestrian-oriented lighting when street lighting is installed or replaced in the corridor.



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.



CC 09-03-2025

#19

Commission Oversight of
Transportation Matters

Presentation

CITY OF CUPERTINO

Commission Oversight of Transportation Matters

Cupertino City Council
September 3, 2025



CUPERTINO

Current Practice

- Bicycle Pedestrian Commission (BPC) sole commission to review and advise regarding transportation matters
- Review includes transportation policy documents, as well as conceptual and construction plans
- Focus on bike/ped, but input can extend to broader issues per Muni Code charter:
 - “...City transportation matters including, but not limited to, bicycle and pedestrian traffic, parking, education and recreation within Cupertino.”
- Planning Commission not involved, as transportation projects generally do not affect land use
 - Exception: General Plan conformance

Why Are We Here?

- City Council has expressed interest in potentially involving Planning Commission (PC) in review of transportation matters
- This requires re-evaluation of structure of commission review, to clearly define roles of PC and BPC in the review of transportation projects
- Any changes require CMC modification to redefine commission charters

Some Alternatives to Consider

Option 1 – Split responsibilities between BPC and PC

- PC reviews:
 - Vision and Master Plans with longer term goals and defined project lists
- BPC reviews:
 - Transportation conceptual and construction plans; policy documents focused on bike/ped that have little to no vehicle impact
- Pros:
 - Retains BPC expertise on transportation construction projects and bike/ped-related policy docs
 - PC engagement on long-term docs provides broader planning lens
- Cons:
 - May result in confusion regarding boundaries of responsibility as line between vision studies and concept plans can blur

Some Alternatives to Consider

Option 2 – Expanded PC Role

- PC reviews:
 - Broader planning docs, as well as conceptual and design plans for projects that may impact vehicular travel
 - PC would provide approval for projects and plans that don't require CC approval
- BPC reviews:
 - Remaining design plans focused on multimodal elements with no impact on vehicular travel
- Pros:
 - PC input on potentially impactful projects supports broader citywide goals
 - BPC continues role in multimodal-focused project review
- Cons:
 - BPC loses ability to advise on bike/ped projects if the project has the potential to impact vehicular operations

Some Alternatives to Consider

Option 3 – Rename BPC to “Transportation and Mobility Commission”

- PC reviews:
 - No transportation project review unless specifically requested by CC
- BPC reviews:
 - All transportation matters, including projects relating primarily to vehicular travel even if not focused on bike/ped
- Pros:
 - Maintains current structure with minimal disruption
- Cons:
 - May not address CC interest in broader PC engagement

Some Alternatives to Consider

Option 4 – Transition all transportation matters to PC

- PC reviews:
 - All transportation matters. PC renamed as “Planning and Transportation Commission”
- BPC reviews:
 - None. BPC is disbanded.
- Pros:
 - Centralizes decision making for land use and transportation projects
 - Potentially improves coordination between planning and mobility efforts
- Cons:
 - Loss of specialized bike/ped advisory body, with potential impact to active transportation grant eligibility
 - Risk of reducing focus on multimodal projects

Additional Considerations

- Any single transportation project should ideally be reviewed by no more than one commission. Multiple commission review could result in:
 - Confusion or conflict if PC and BPC offer differing recommendations
 - Disenfranchisement of commissioners whose input is disregarded
 - Additional staffing effort and cost resources
- Clear criteria to differentiate which commission to review is necessary.
 - Assign CM the authority to make determination when unclear
- Changes to current review process could influence scope, timing, and costs of transportation projects
 - \$5k-\$30k potential impact per project, depending on complexity

Next Steps

- CC provides direction to staff this evening.
- If changes to current process are recommended, staff will return to CC with necessary ordinances and/or policies to implement changes to CMC.



Thank you