

PC 09-09-2025

Item No.2
Municipal
Code Updates

Presentations

MCA-2024-004

Municipal Code Updates

Cupertino Planning Commission
September 9, 2025



**CITY OF
CUPERTINO**



Background

- Consistency with State law and internal practices / policies
 - Senate Bill 450
 - Objective language
- Minor corrections or edits
 - Typos
 - Improved readability
- Potential to streamline City review

Senate Bill 450

Effective January 1, 2025:

- **SB9 standards cannot be stricter than standards for other developments in the zone.**
- Subdivision standards must be “related to the design or to improvements of a parcel”
- Prohibits denial of an SB 9 project due to potential impacts on the physical environment.
- Mandates a decision within 60 days, or the project is automatically approved.



Analysis – Chapters 14.15 and 14.18

Chapter 14.15 (Landscaping)

- Minor change to align with State code

Chapter 14.18 (Protected Trees)

- Reordered and minor revisions to improve readability
- Revised language to align with Zoning Ordinance and current processes
- Addition of requirement for peer review of arborist reports

Analysis – Chapters 18.20 and 18.52

Chapter 18.20 (Parcel Maps)

New section added for two-lot subdivisions (SB 450)

Objective Subdivision Standards carried over from SB9:

- Lot configuration standards
- Driveway standards
- Building pad siting requirements
- Grading limitations

Chapter 18.52 (Hillside Subdivisions)

Reference to new section added

Analysis – Chapter 19.08 (Definitions)

New definitions:

- Balcony
- Deck
- Front Entry Porch
- Entry Feature Height
- Gross Lot Area
- Porch

Minor edits made to:

- Bay Window
- Floor Area
- Lot
- Setback Line
- Usable Rear Yard



Analysis – Chapter 19.12 (Administration)

Minor edits to references to Municipal and State codes

Addition of two new standards:

- Application Expiration – 180-day limit for inactivity
- Limitations on the demolition of residential units

Analysis – Chapters 19.28 and 19.40

Single-Family (R1) and Residential Hillside (RHS)

SB9 subdivision standards moved to new section

Modification to landscaping and grading standards to make objective and reflect previous SB9 standards

Addition of SB9 development standards

Modification to single-family design standards to make objective and reflect previous SB9 standards

Analysis – Chapters 19.28 and 19.40

Removal of SB9 development standards:

- Maximum grade elevation change
- 2,000 square foot size limitation
- 50% second to first story ratio
- Smaller first story building envelope
- Basement and balcony restriction
- Architectural design requirements



Recommended Actions

Adopt the Draft Resolution recommending that the City Council:

- a. Find the actions exempt from CEQA; and
- b. Adopt the proposed Municipal Code Amendments.

PC 09-09-2025

Item No.3
Active
Transport Plan

Presentations

City Of Cupertino

Active Transportation Plan

Planning Commission
September 9, 2025



CUPERTINO

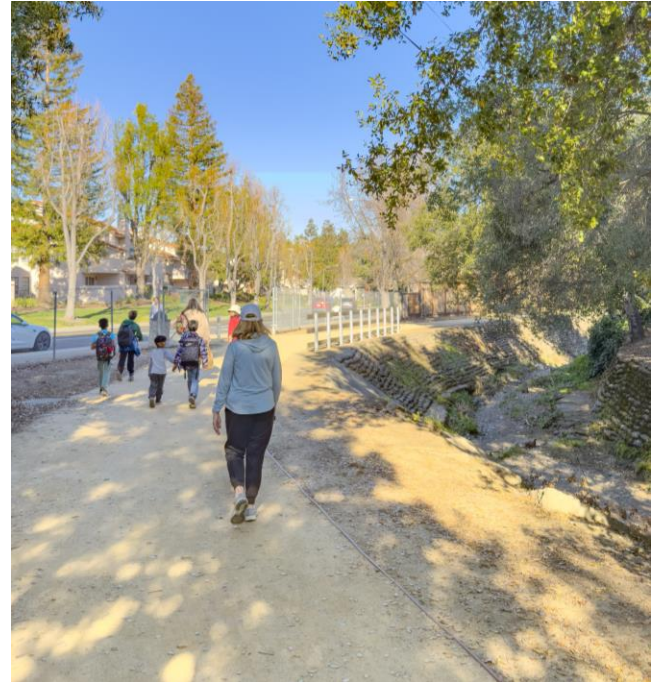
Agenda

- Project Overview & Schedule
- Plan Goals
- What we Heard from the Public
- Bicycle & Pedestrian Analysis
- Recommendations Process
- Prioritization
- Phase 2 Outreach
- Next Steps
- Questions/Discussion



Key Information

- Phase 1 Outreach
 - What we heard
- Phase 1 Analysis
 - Methods & results
- Draft Prioritization Criteria
 - Provide feedback



Project Background

April 4, 2023: The City Council approved the FY 23/24 City Work Program (CWP), including the ATP as an item "to be considered" in the FY 24/25 City Work Program.

April 3, 2024: The City Council approved the FY 24/25 CWP, including the ATP as an approved item.

June 26, 2024: The City Council adopted Resolution 24-063, requesting that the Metropolitan Transportation Commission allocate FY 24/25 TDA3 funding for the development of an Active Transportation Plan.

December 3, 2024: The City Council approved a contract with Alta Planning + Design, Inc. for the development of an ATP.

Why an Active Transportation Plan?

Outdated Plans

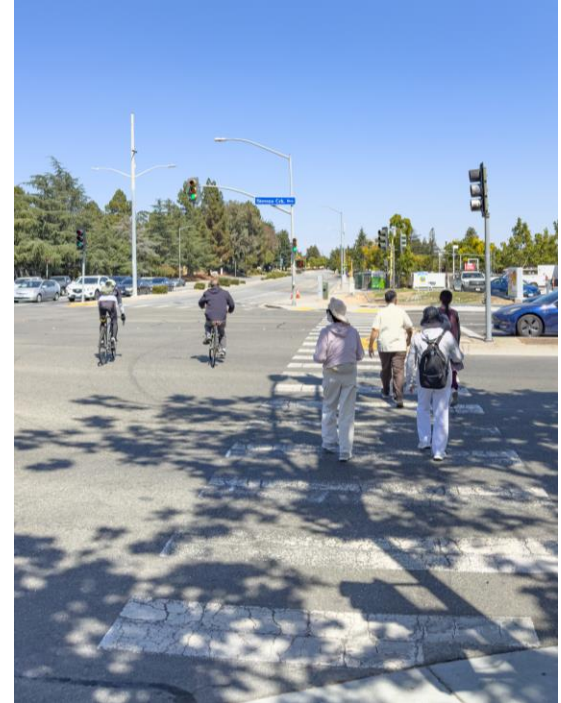
- 2016 Bicycle Transportation Plan
- 2018 Pedestrian Transportation Plan

Clear Project Roadmap for the City

- Separate plans led to questions about prioritization

Improve Safety and Connectivity

- Opportunity to implement the countermeasures in the Vision Zero Action Plan to achieve the 2040 target.



Why an Active Transportation Plan?



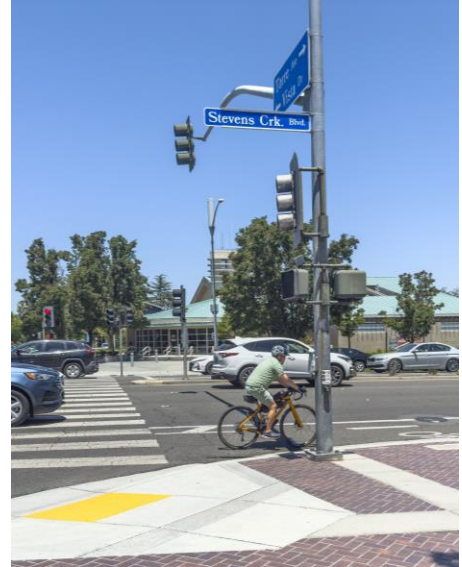
About **4% of adults** walk or bike to work* and **33% of students** walk or bike to school**



30% of all car trips starting/ending in Cupertino are <5mi, **a distance feasible for active modes*****



There is a high number of **recreational walking or biking trips (almost 2,000 a week)******



*Commuter Mode Share (Source: ACS 2021 5-Year estimates)

**2024-2025 Safe Routes to School Travel Tally Data

***Replica

****Strava Metro data from July 7-July 13, 2025

Project Purpose

- “There is a growing necessity for a unified approach in the form of a Citywide ATP, which will coordinate the goals and infrastructure projects of both bicycle and pedestrian initiatives, while also considering the ongoing needs of motorized vehicles.”
- “Identify current gaps in the pedestrian and bicycle networks and examine traffic and collision data to propose infrastructure improvements that will increase safety and accessibility for all roadway users.”

Source: December 3, 2024, Staff Report

Project Schedule



Plan Goals



Safety - Focus on the High-Injury Network



Access - Improve access to schools, jobs, parks, and other destinations



Maintenance - Fix & maintain the existing network



Sustainability - Improve air quality, climate, and public health



Multimodal Balance - Minimize impacts on roadway operations



Fairness - Improvements distributed to all neighborhoods

Community Engagement



Phase 1 Outreach

**9 Pop-up Events &
2 Community Workshops**



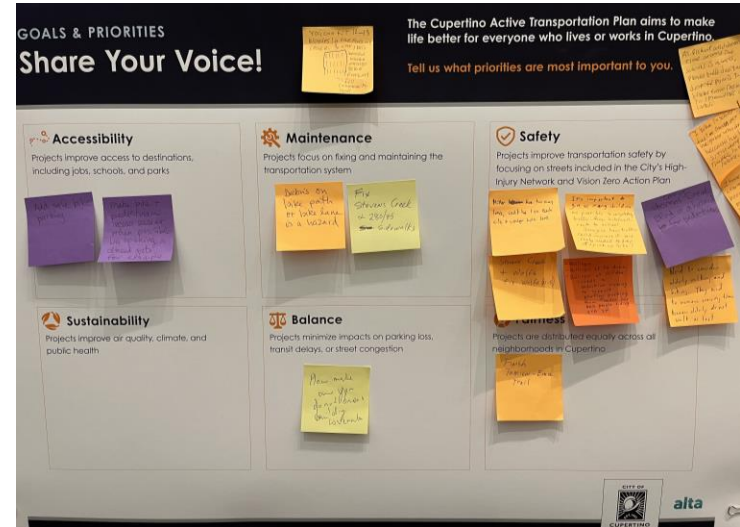
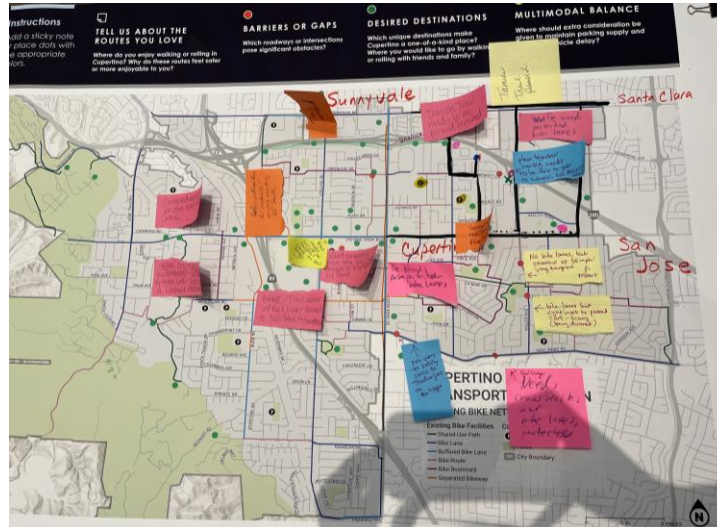
**36 Promotional Signs
Installed across the City**



Phase 1 Outreach

1,361 People Reached & 2,987 Public Comments

Received via outreach boards, an interactive webmap, survey, and emails



Phase 1 Outreach

What We Heard

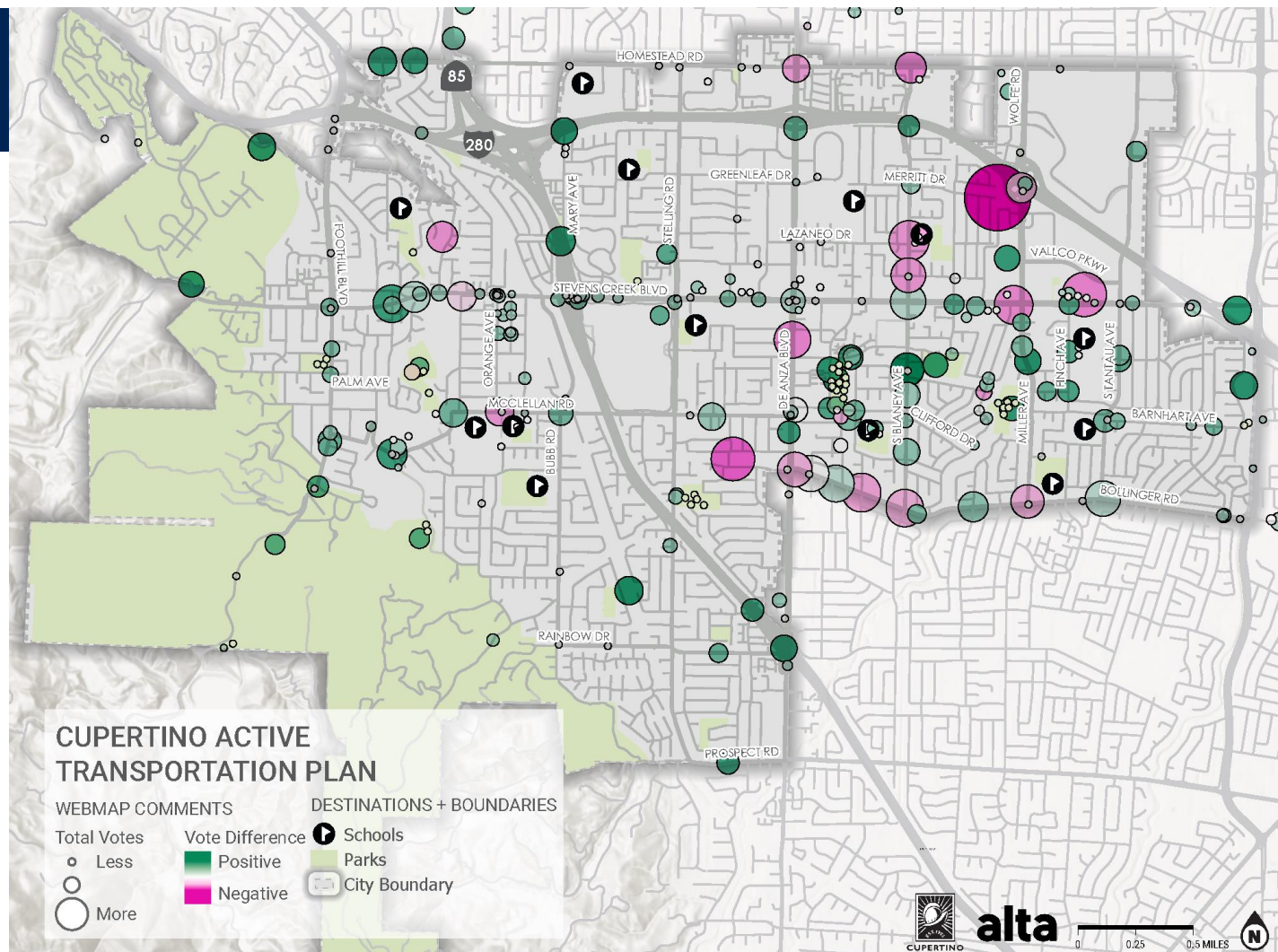
Webmap

Comments

Larger dots indicate locations with more comments, “likes”, and “dislikes”

Green dots indicate more “like” votes on a comment

Pink dots indicate more “dislike” votes on a comment



Phase 1 Outreach – What We Heard



Desire for Connected Networks

Close gaps & reduce barriers



Focus on Pedestrian Improvements

Ensure pedestrian needs are being met



Lead with Safety and Accessibility

Prioritize the top two ranked plan goals



Focus Improvements near Schools

Focus on school travel

Phase 1 Outreach – What We Heard



Reflect All Voices

Capture all opinions about ATP



Concern About Tradeoffs

Consider the impact on parking/traffic



Don't Just Build, Maintain

Dedicate resources towards bike facility maintenance



Track Progress

Monitor the utilization of new projects

Analysis



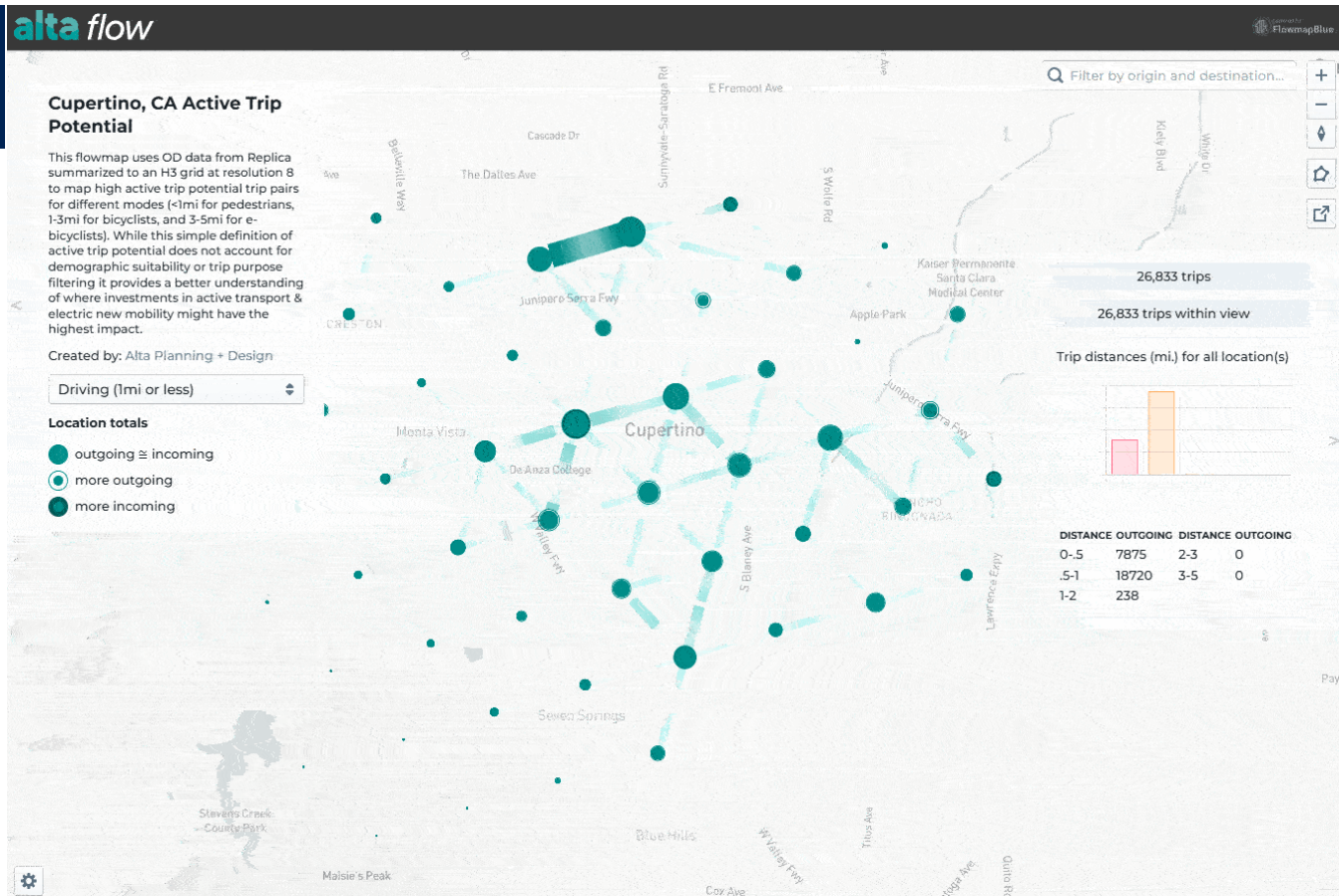
De Anza Blvd

Analysis - ATP

Active Trip Potential (ATP)

Roughly 30% of all car trips starting or ending in Cupertino are 5 miles or less

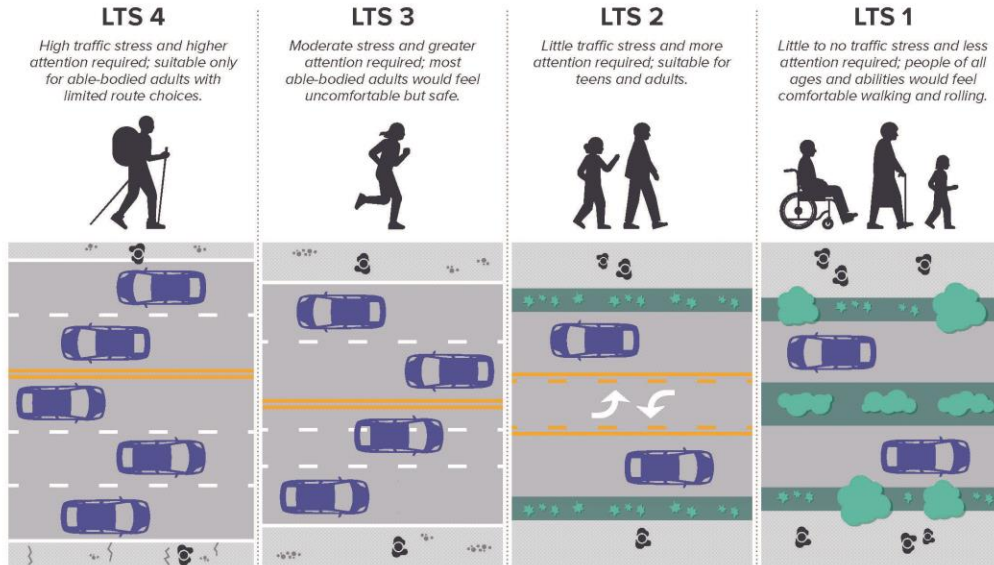
ATP uses origin/destination data from an activity-based model calibrated to mobile data, simulated for privacy



Analysis - Level of Traffic Stress

PEDESTRIAN LEVEL OF TRAFFIC STRESS

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN WALKING FOR TRANSPORTATION



Source: Oregon DOT Analysis Procedures Manual, Ch 14

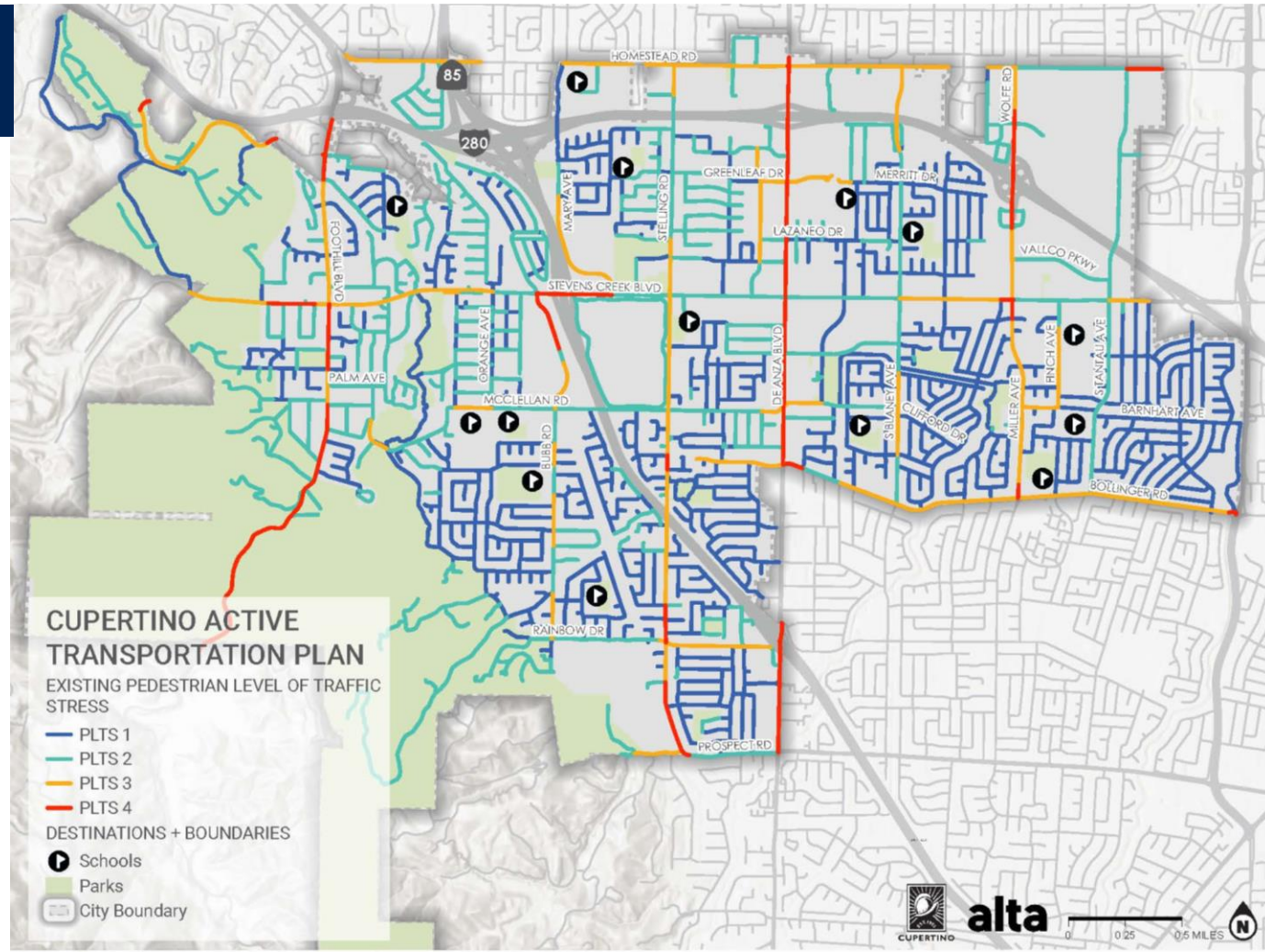
Pedestrian Level of Traffic Stress

Measure perception of comfort & safety while walking

Analysis - LTS

Pedestrian LTS Map

Major roadways (De Anza Blvd, Foothill Blvd) and highway overcrossings have a high level of traffic stress for pedestrians

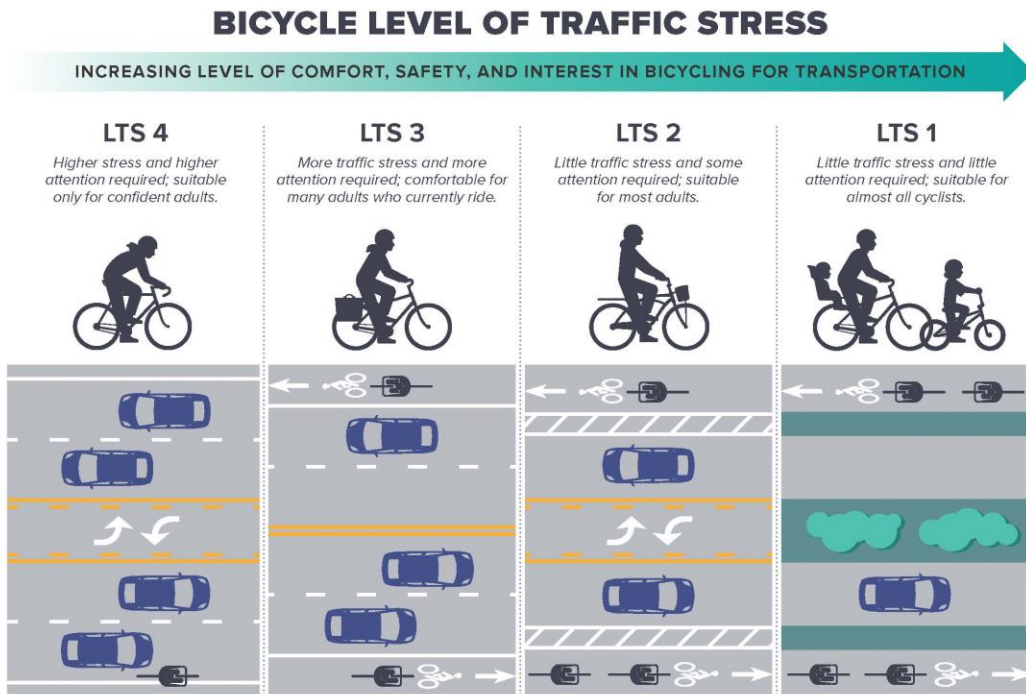


Analysis - LTS

Bicycle Level of Traffic Stress

Measures perception
& comfort of people
riding bikes

LTS 1 = comfortable for
all ages & abilities

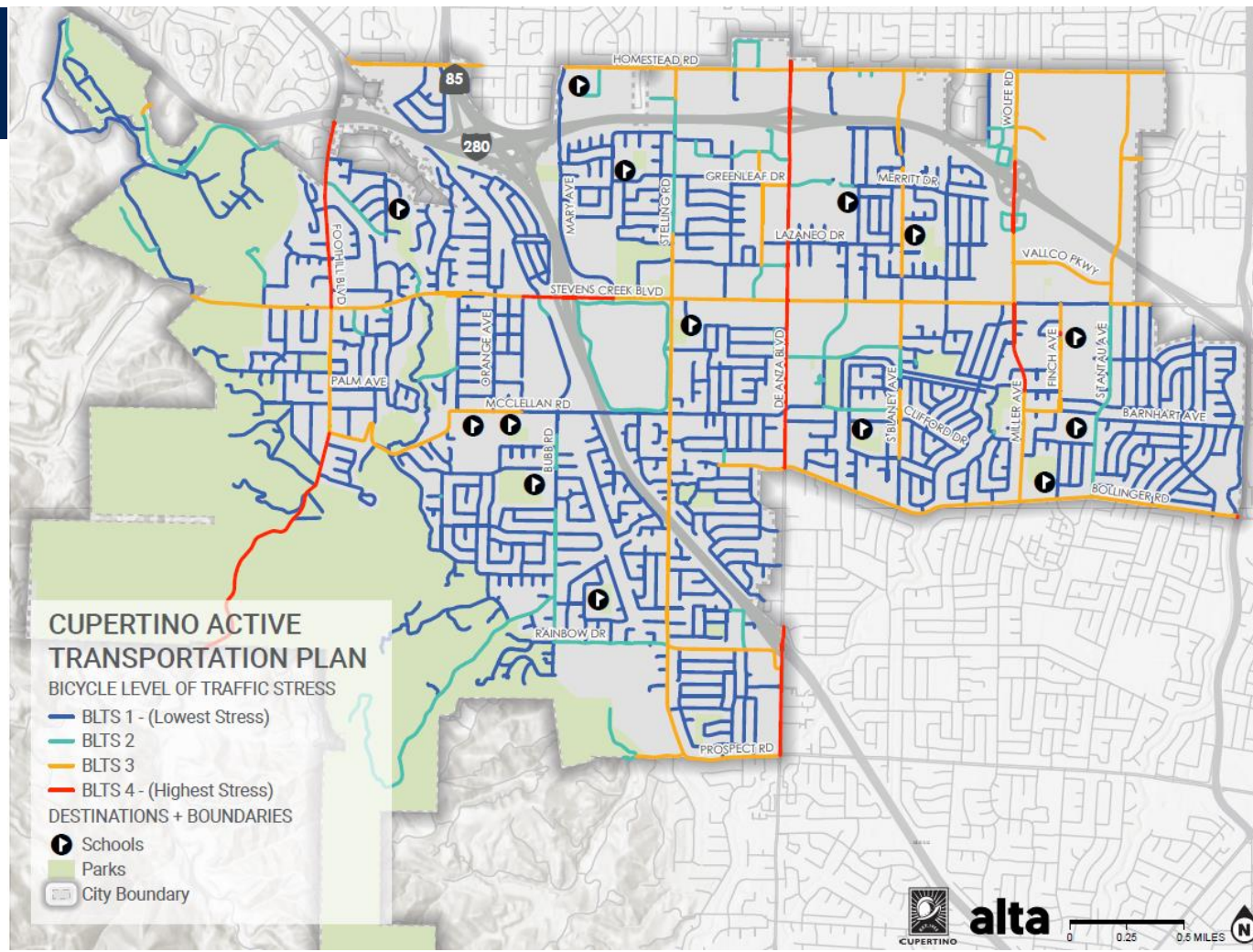


Source: Mineta Transportation Institute, 2012. Low Stress Bicycling and Connectivity.

Analysis - LTS

Bicycle LTS Map

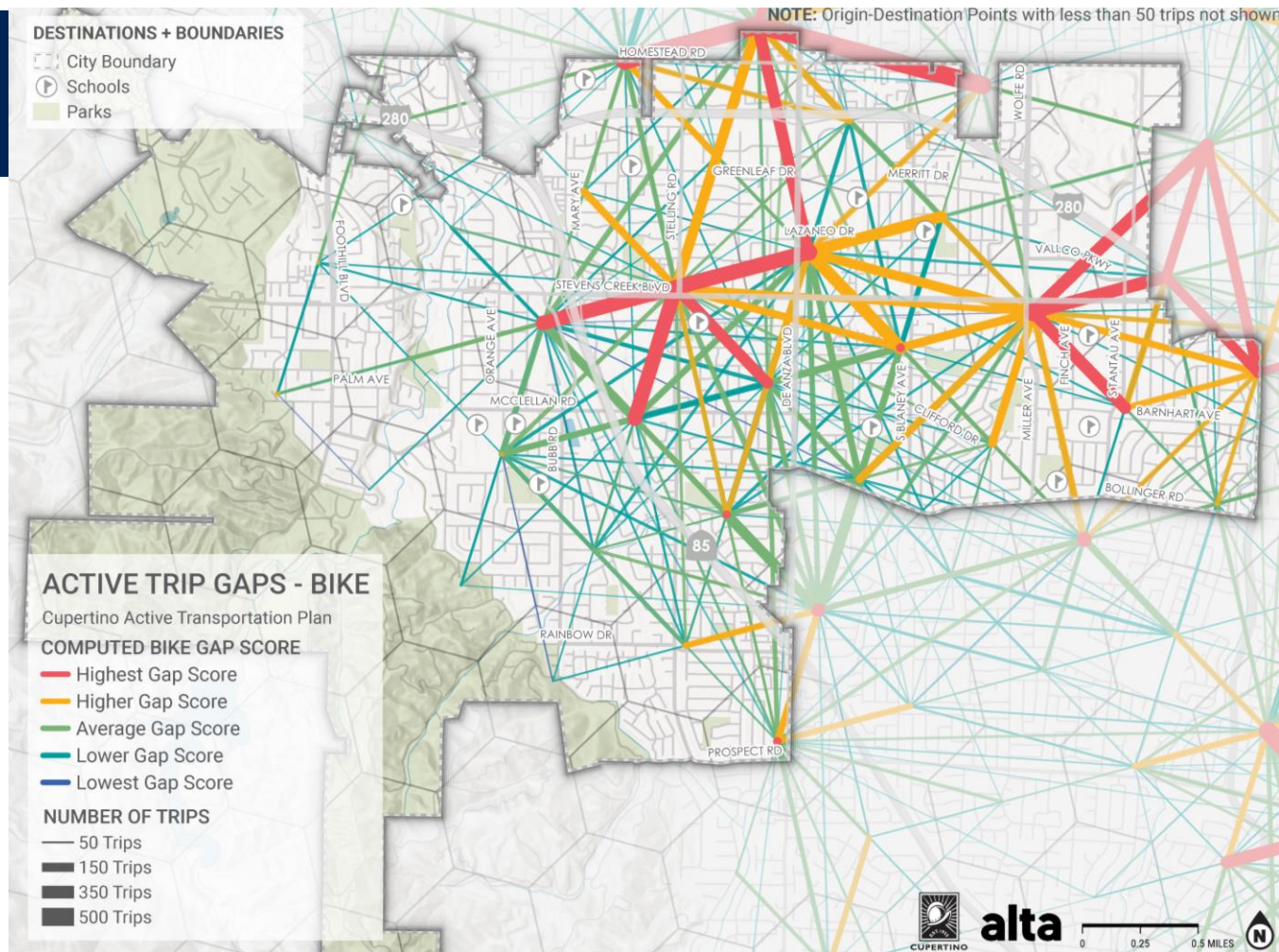
Most major roadways (Stevens Creek Blvd, Wolfe Rd, Miller Ave, Blaney Ave, De Anza Blvd, Foothill Blvd) have high levels of traffic stress for bicyclists



Analysis – SAST

(stress-adjusted short trips)

Gap Scores –
short trips that
could be made
by walking &
biking that are
suppressed by
stressful
conditions

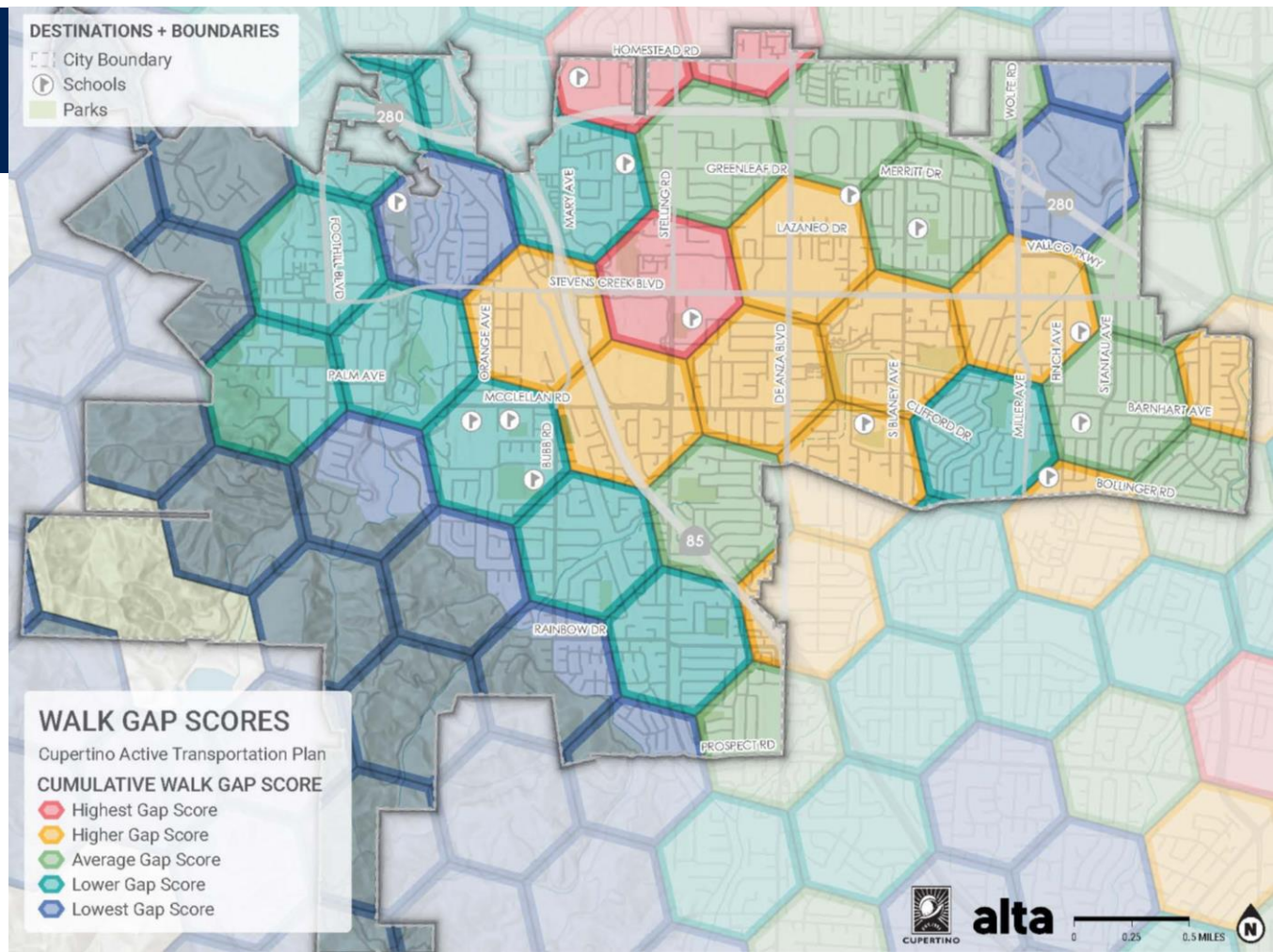


Analysis – SAST

(stress-adjusted short trips)

Walk Gap Score

Gaps in the network and areas with the highest potential to generate new walking trips

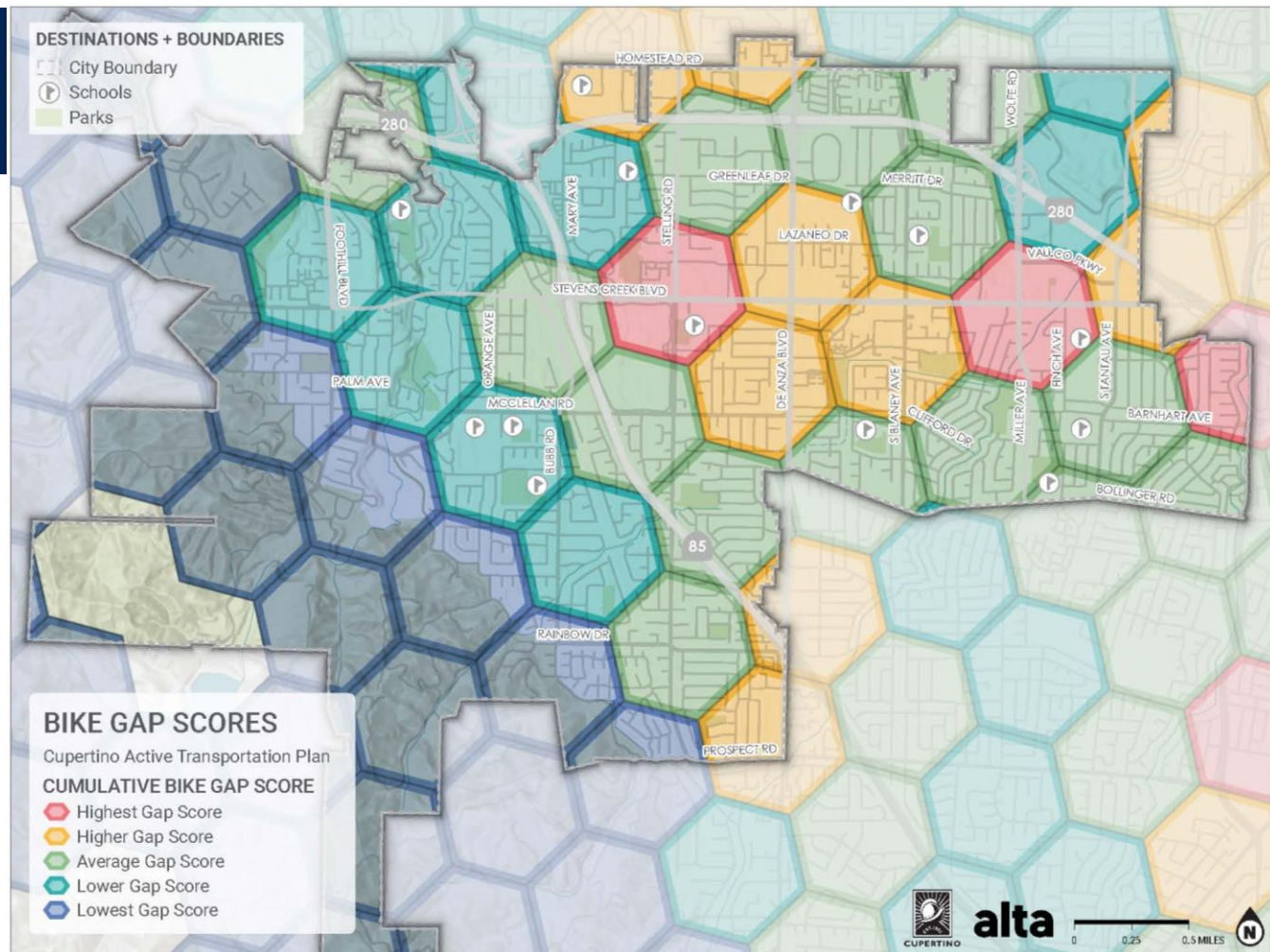


Analysis – SAST

(stress-adjusted short trips)

Bike Gap Score

Gaps in the network and areas with the highest potential to generate new biking trips



Recommendations



Regnart Creek Trail

Recommendations Process



Pedestrian Project Typologies

Group A—Crossing Improvements



Advanced Stop/Yield Bar

Advanced stop or yield bar markings are placed in advance of a crosswalk to discourage drivers from encroaching on the crosswalk.



In-Street Crossing Sign

In-street crossing signs reinforce the driver requirement to yield the right of way to pedestrians at designated pedestrian crossing locations.



High-Visibility Crosswalk

High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing. In school zones, these crossings are yellow instead of the standard white color.



Visibility Improvements

Effective street lighting at pedestrian crossing locations increases vehicle operators' ability to see crosswalk and pedestrian users.

Group B—Geometric Changes



Median Refuge Islands

Median refuge islands help improve access for people walking by increasing visibility and allowing pedestrians to cross one direction of traffic at a time. Improve ease of crossing at mid-block locations.



Curb Extensions

Curb extensions minimize exposure for people crossing the street by shortening crossing distance and giving them a better chance to see and be seen before committing to crossing.



Curb Ramp

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, hand carts, bicycles, and for people who have trouble stepping up and down high curbs.

Group C—Traffic Control Improvements



Leading Pedestrian Interval

Leading Pedestrian Intervals (LPIs) give a walk signal to pedestrian before the traffic signal turns green for vehicles. This allows pedestrians to enter the crosswalk before drivers start moving, increasing pedestrian visibility to turning drivers.



Rectangular Rapid Flashing Beacon

Rectangular Rapid Flash Beacons (RRFBs) are a type of active warning beacon used at unsignalized crossings. They are designed to increase motor vehicle yielding compliance on multi-lane or high-volume roadways. Activated with a push-button.

Bicycle Project Types

Most Separation

Least Separation



Shared-Use Path

Paved paths shared by people walking and rolling completely separated from motor vehicle traffic. Comfortable for people of all ages and abilities.
Example: Regnart Creek Trail.



Separated Bikeway

An on-street bike lane that is separated from motor vehicle traffic by a vertical barrier such as bollards, raised medians, planters, or parked cars.
Example: Stevens Creek Boulevard.



Buffered Bike Lane

A conventional bike lane paired with a buffer space that separates the bike lane from adjacent motor vehicle travel lane and/or parking lane.
Example: Rodrigues Avenue.



Bike Lane

Dedicated lane for bicycle travel adjacent to traffic. Separated from motor vehicle traffic or parking by painted line.
Example: Blaney Avenue.



Neighborhood Bike Route

Signed bike route, sharing the roadway with motor vehicles on quiet neighborhood streets. Includes signs, street markings, and substantial traffic calming.
Example: Price Avenue at Portal Avenue.

Program & Policy Recommendations

Engineering policies and programs:

Example: Active detection at intersections

Encouragement programs:

Example: Bike rack program

Education programs:

Example: Electric micromobility education

Enforcement programs:

Example: Target enforcement of vehicular violations on the High-Injury Network

Evaluation programs:

Example: Bicycle and pedestrian traffic counts

Draft Bicycle Network Prioritization Criteria

Goal	Criteria	Metric (Source)	Max Score
Safety	Collision History	Roadway is on the High Injury Network	20
	Stress Level	Max score from bicycle level of traffic stress analysis	10
Access	School Proximity	School located nearby	10
	High Frequency Transit Proximity	Presence of transit stops	5
	Parks & Other Destination Proximity	Presence of parks, the library, and shopping centers	10
Sustainability	Active Trip Potential	Roadway has high bicycle or e-bike trip potential	5
		Fills network facility gap within a segment	5
Balance	Roadway Impact	Potential need for lane reduction or parking removal	(-10)
Fairness	Public Input	Roadway was identified during public outreach process	20

Draft Pedestrian Intersection Prioritization Criteria

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on the High Injury Network	20
	<i>Stress Level</i>	Max score from pedestrian level of traffic stress analysis	10
Access	<i>School Proximity</i>	School located nearby	10
	<i>High Frequency Transit Proximity</i>	Presence of transit stops	10
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, and shopping centers	10
Sustainability	<i>Active Trip Potential</i>	Roadway has high active pedestrian trip potential	5
		Fills network facility gap within a segment	5
Fairness	<i>Public Input</i>	Roadway was identified during public outreach process	20

Draft Pedestrian Sidewalk Prioritization Criteria

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on the High Injury Network	20
	<i>Stress Level</i>	Max score from pedestrian level of traffic stress analysis	10
Access	<i>School Proximity</i>	School located nearby	10
	<i>High Frequency Transit Proximity</i>	Presence of transit stops	10
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, and shopping centers	10
Sustainability	<i>Active Trip Potential</i>	Roadway has high trip potential	5
		Fills network facility gap within a segment	5
Fairness	<i>Public Input</i>	Roadway was identified during public outreach process	20

Input on Recommendations



Stevens Creek Blvd

Phase 2 Public Input Spaces

1. **Online Webmap**

Hosted on the project website:
www.cupertinoATP.org

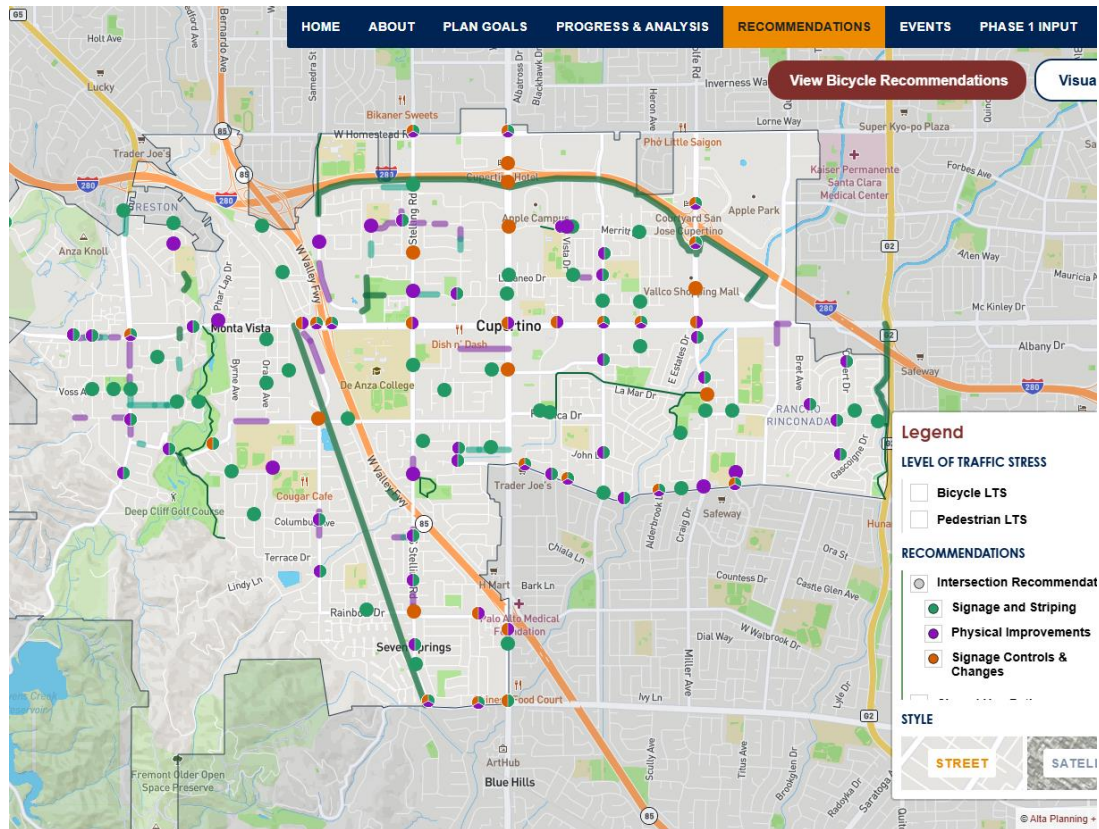
2. **3 Pop-up Events**

3. **2 Community Workshops** (one in person, one virtual)

4. **Direct emails to:** info@CupertinoATP.org

Input is focused on network recommendations

Webmap Preview



Phase 2 Outreach (Aug-Oct)

Public Hearings

- August 20 – Bicycle Pedestrian Commission
- September 9 – Planning Commission
- September 16 – Cupertino City Council

Pop-Up Events

- September 5 – Creekside Farmers' Market
- September 13 – Silicon Valley Fall Fest
- September 21 – De Anza Farmers' Market
- September 28 – Bike Fest

Community Workshops

- September 29 – Community Hall
- October 6 – Virtual Workshop



A stylized, dark blue graphic of an eagle's head, facing right, is positioned on the left side of the slide. The graphic is composed of geometric shapes and is partially obscured by the slide's border.

What Comes Next

- Public review of recommendations
- Prioritize recommendations for implementation
- ‘Implementation Packages’ for the highest-priority projects
- Draft Plan

Next Steps

Phase 2 – August through October

- Phase 1 review at City Commissions & Council

Phase 3 – January

- Draft Plan

Final Plan at City Council **April 2026**

How can people get involved?

- ***Visit CupertinoATP.org***
 - Comment on the webmap
 - Attend an event
 - Email our project team



Thank You!

Questions/Discussion

info@CupertinoATP.org

www.cupertinoATP.org



CUPERTINO

