PC 5-13-2025

Item No.2
Objective
Design
Standards

Presentations

Multifamily and Mixed-Use Objective Design Standards

Planning Commission Study Session, May 13, 2025

City of Cupertino
Objective
Design
Standards

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Agenda

City of Cupertino
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Standards

1.	PROJECT WELCOME
2.	ODS BACKGROUND
3.	CUPERTINO'S DESIGN PRIORITES
4.	DEVELOPING ODS
5.	COMMUNITY INSIGHTS
6.	PLANNING COMMISSION DISCUSSION

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Project Welcome

City of Cupertino
Objective
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Standards

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WELCOME

PROJECT TEAM

City of Cupertino
Objective
Design
Standards

- **Luke Connolly**
  - Assistant Director of Community Development, City of Cupertino
- **Piu Ghosh**
  - Planning Manager, City of Cupertino
- **Greg Goodfellow**
  - Senior Associate II, PlaceWorks
- **Charlie Knox**
  - Principal, PlaceWorks

EST. 1955
CUPERTINO

PLACEWORKS

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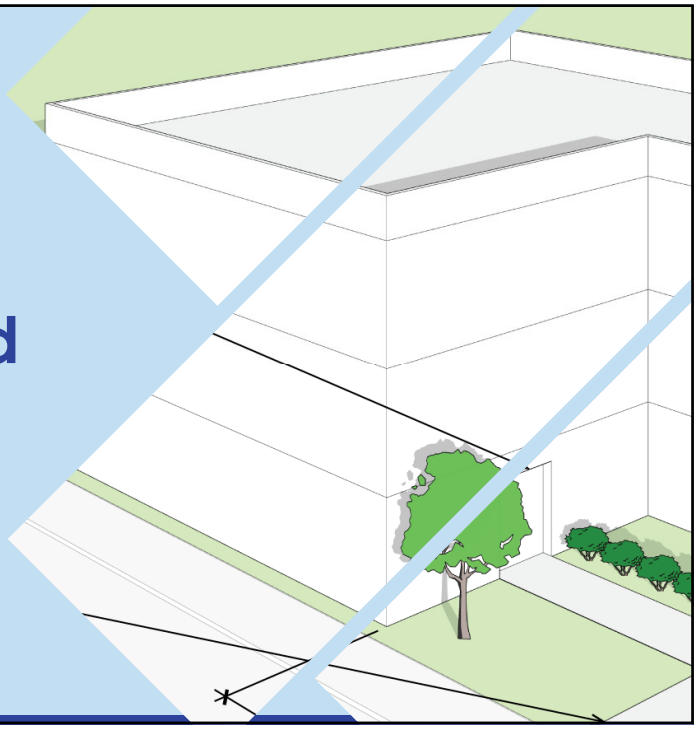
Welcome to the Cupertino ODS Project

- **The City is in the process of developing Objective Design Standards (ODS) for all types of multi-family and residential mixed-use development projects.**
- **Tonight's study session has 3 goals:**
  1. Explain what ODS are and why the City is developing them.
  2. Illustrate potential approaches to ODS and existing ODS.
  3. Solicit Planning Commissioner feedback on design priorities and ODS approaches.

ODS Background



CA Housing: A Statewide Challenge

- **Insufficient supply**
  - » 80,000/decade built v. 180,000/year needed.
- **Unaffordability**
  - » Lowest ownership rates since 1940.
  - » 1.5 million households devote 50% of income to rent.
  - » 22% of national homeless population.
- **Challenges**
  - » Materials, labor, state & local regulations.

CA Housing: Legislative Response

- **Two themes:**
  1. California needs multifamily housing.
  2. Discretionary review constrains production.
- **One common provision**
  - » Subjective criteria can not be used to determine eligibility for residential streamlining.
- **SB 330: Housing Crisis Act**
  - » "Cities can't disapprove…a multifamily housing project, including through design review…unless project is shown to be inconsistent with 'objective, quantifiable standards.'"

CA Housing: A Statewide Response

- **Multiple laws require objective criteria:**
  - » SB 423 (SB 35): Streamlined Ministerial Approval
  - » SB 330: Housing Crisis Act
  - » SB 167: Housing Accountability Act
  - » SB 6: Middle Class Housing Act
  - » SB 9: Housing Opportunity and More Efficiency Act
  - » AB 2011: Affordable Housing and High Road Job Act

ODS: Preserving Local Design Control

- **Traditional design guidelines no longer have approval authority.**

ODS: Design standards that involve no personal or subjective judgment by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion.

- Measurement
- Definable requirement
- Rate
- True/false
- Score
- Numeric range
- Required quantifiable options

Subjective vs. Objective

Subjective	Objective
Provide articulation to reduce **the apparent mass** and scale of the building and to be **sensitive to the neighborhood**.	At intervals of **at least 100 feet** of building length, there **shall be** a plane break along the facade composed of an offset of at least **5 feet in depth by 25 feet in length**.The offset **shall** extend from grade to the highest story.
Rooftop mechanical equipment **should be** screened from public view by a parapet wall, decorative equipment screen, **or other** architectural treatment.	Rooftop mechanical equipment **shall be** screened from public view by a parapet wall or decorative equipment screen.
Provide **ample width and design** for universal access along pathways and walks.	The paved section of sidewalks **shall be** at least **8 feet** in width.

ODS: Applicable Development

Subject to ODS

- All multifamily (2+ units) residential projects.
- Includes townhomes.
- All residential mixed-use projects with at least 30% residential.

Not subject to ODS

- Single family homes.
- Non-infill sites (less than 75% developed perimeter).
- Hazardous sites.
- Natural resource impact.
- Wetlands site.
- Historic impact.

ODS v. Zoning Standards

- **Zoning standards**
  - » Regulate all types of uses.
  - » Regulate development basics such as building height, setbacks and lot size.
  - » Intent is safe, consistent, context-sensitive built environment, not streamlining.
- **ODS**
  - » Limited to housing projects.
  - » Regulate design and aesthetics only, with the goal of streamlined review.
  - » Existing MU/MF zoning standards still apply.
  - » Do not repeat or conflict with zoning.

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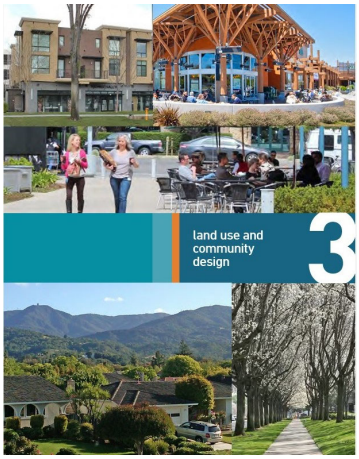
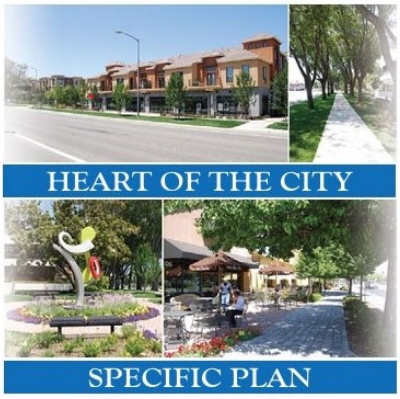
Design Direction: General Plan

- Plan sites to enhance streetscapes.
- Promote diverse architecture and articulation.
- Design active frontages for inviting pedestrian environments.
- Link blocks, boulevards and nodes.
- Reduce visual impact of parking.



Design Direction: Specific Plans

- Screen unsightly building features.
- Allow for special architectural features.
- Design livable common & private open spaces.
- Promote variety in building facades via window, materials and other design details.
- Require attractive, landscaped easements.



Design Direction: Zoning Code

- Building stepbacks.
- Standards for visual privacy.
- Balcony and private open space standards.
- Vehicle entryway limits.
- Various townhome design standards.
- Building glass and lighting standards.

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Developing ODS

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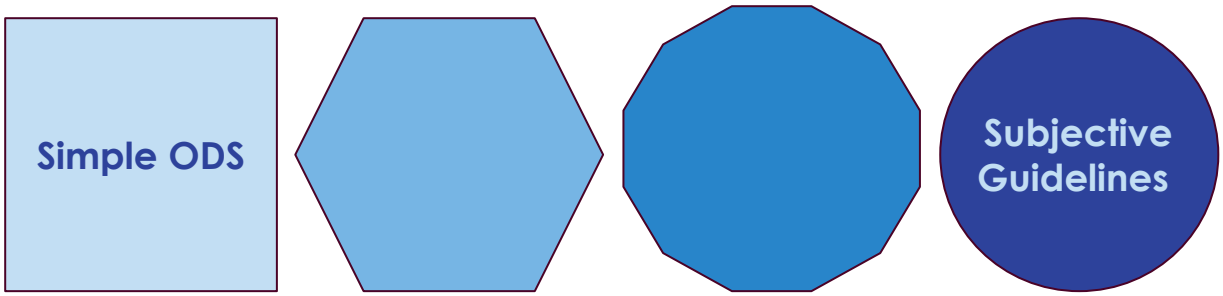
ODS Balance: Design Control and Streamlining



- Few decision points
- Rapid streamlining
- Less control of design details

- Infinite decision points
- No streamlining
- Most local control

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Adopted Standards: Site Design

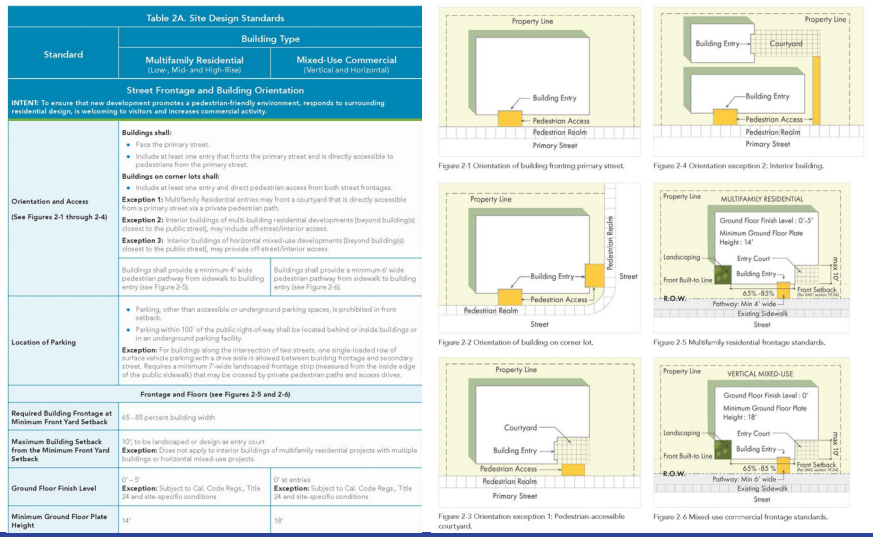

Table 2A. Site Design Standards

Standard	Building Type	
	Multifamily Residential (Low-, Mid- and High-Rise)	Mixed-Use Commercial (Vertical and Horizontal)
Street Frontage and Building Orientation		
INTENT: To ensure that new development promotes a pedestrian-friendly environment, responds to surrounding residential design, is welcoming to visitors and increases commercial activity.		
Orientation and Access (See Figures 2-1 through 2-4)	Buildings shall: • Face the primary street. • Include at least one entry that fronts the primary street and is directly accessible to pedestrians from the primary street. Buildings on corner lots shall: • Include at least one entry and direct pedestrian access from both street frontages. **Exception 1:** Multifamily Residential entries may front a courtyard that is directly accessible from a primary street via a private pedestrian path. **Exception 2:** Interior buildings of multi-building residential developments (beyond building(s) closest to the public street), may include off-street/interior access. **Exception 3:** Interior buildings of horizontal mixed-use developments (beyond building(s) closest to the public street), may provide off-street/interior access.	
	Buildings shall provide a minimum 4' wide pedestrian pathway from sidewalk to building entry (see Figure 2-5).	Buildings shall provide a minimum 6' wide pedestrian pathway from sidewalk to building entry (see Figure 2-6).
Location of Parking	• Parking, other than accessible or underground parking spaces, is prohibited in front setback. • Parking within 100' of the public right-of-way shall be located behind or inside buildings or in an underground parking facility. **Exception:** For buildings along the intersection of two streets, one single-loaded row of surface vehicle parking with a drive aisle is allowed between building frontage and secondary street. Requires a minimum 7'-wide landscaped frontage strip (measured from the inside edge of the public sidewalk) that may be crossed by private pedestrian paths and access drives.	
Frontage and Floors (see Figures 2-5 and 2-6)		
Required Building Frontage at Minimum Front Yard Setback	65 - 85 percent building width	
Maximum Building Setback from the Minimum Front Yard Setback	10', to be landscaped or design as entry court **Exception:** Does not apply to interior buildings of multifamily residential projects with multiple buildings or horizontal mixed-use projects.	
Ground Floor Finish Level	0' – 5' **Exception:** Subject to Cal. Code Regs., Title 24 and site-specific conditions	0' at entries **Exception:** Subject to Cal. Code Regs., Title 24 and site-specific conditions
Minimum Ground Floor Plate Height	14'	18'

Figure 2-1 Orientation of building fronting primary street.
Figure 2-2 Orientation of building on corner lot.
Figure 2-3 Orientation exception 1: Pedestrian-accessible courtyard.
Figure 2-4 Orientation exception 2: Interior building.
Figure 2-5 Multifamily residential frontage standards.
Figure 2-6 Mixed-use commercial frontage standards.

- **Focused on layout**
  - » Building orientation
  - » Pedestrian access
  - » Frontages
  - » Parking location
  - » Corner sites

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Adopted Standards: Site Design

2.1 SITE PLANNING

a. Site design requirements (including density, building height, site coverage, setbacks, parking ratio, and open space requirement) shall be that specified for the zoning district in which the project is located.

b. Residential complex developments with 8 to 14 buildings[1] shall provide a minimum of two distinct color schemes. A single color scheme shall be dedicated to no less than 30 percent of all residential buildings.

c. Residential complex developments with 15 to 29 buildings[1] shall provide the following. The number of buildings in a single style shall be no less than 30 percent.
   i. Two architectural styles from Chapter 4 *and*
   ii. Two distinct different color schemes.

d. Residential complex developments with 30 or more buildings[1] shall provide the following. The number of buildings in a single style shall be no less than 30 percent.
   i. Three architectural styles from Chapter 4 *and*
   ii. Three distinct different color schemes.

e. Architectural styles capped at three stories (i.e., Craftsman and Farmhouse) may be allowed to build an additional story if the fourth story footprint is less than 70 percent of the ground-level footprint.

f. Larger projects (greater than 150 units) shall contain at least two of the following to reduce the appearance of bulk:
   - Vary roof heights

1 EXCLUDING NONRESIDENTIAL BUILDINGS SUCH AS COMMONS BUILDINGS, CARPORTS, SERVICE STRUCTURES, ETC.

Buildings along streets shall provide visual interest by using different layouts or architectural features.

Large residential complex developments shall provide diversity through different architectural styles or colors.

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- **Focused on site-wide aesthetics**
  - » Design themes
  - » Architectural styles
  - » Visual consistency
  - » Roof and facade standards

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Adopted Standards: Massing and Roofline

- **Required setbacks depending on building height**
- **Use of setbacks**
- **Pitched roof standards**
- **Flat roof standards**

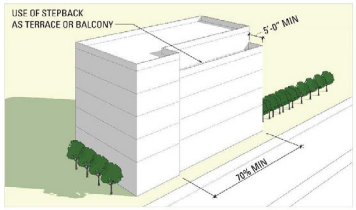

Figure 3-1 Mid-rise multifamily or vertical mixed-use stepback.

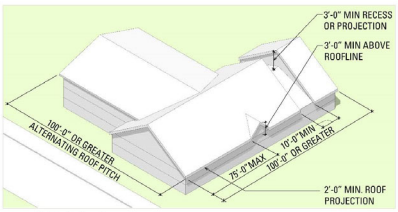

Figure 3-11 Pitched roof variation.

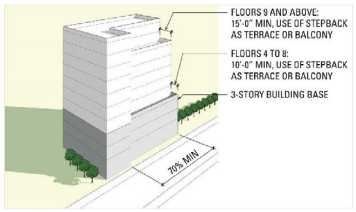

Figure 3-2 High-rise multifamily or vertical mixed-use stepback.

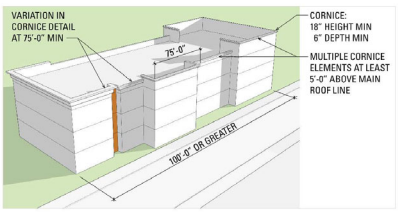

Figure 3-12 Flat roof variation.

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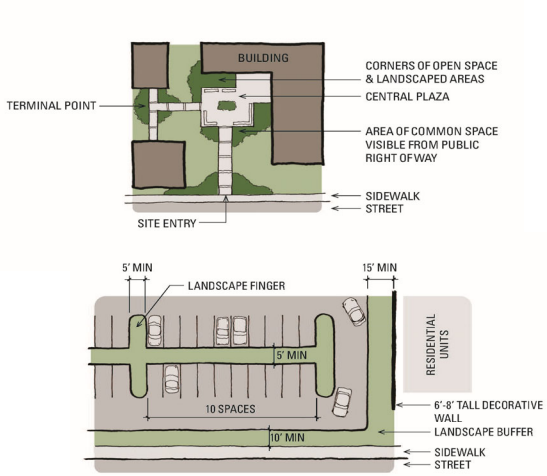
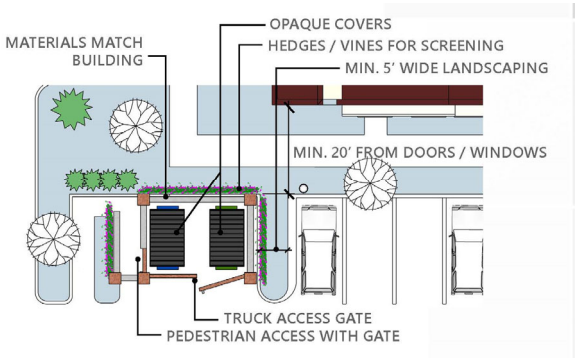
Adopted Standards: Target Landscaping

- **Focal Point Landscape Standards**
  - » Entries
  - » Plazas
  - » Terminal points of pedestrian pathways
- **Surface Parking Landscape Standards**
  - » Required Buffers
  - » Islands planting
  - » "Fingers"



Adopted Standards: Trash and Services

- » Trash enclosures shall be finished using at least two (2) materials used on primary building.
- » Trash enclosures visible from upper stories of adjacent structures shall have an opaque horizontal cover/screen.
- » Storage areas shall not be closer than 20 feet from doors or operable windows of adjacent structures.



Adopted Standards: Exterior Lighting

- **Lighting Fixtures.** All building- and ground-mounted lighting shall be oriented away from the street and adjacent properties and be fully shielded so that no light is emitted above a 90-degree angle.
- **2.4.4.2 Entryway Illumination.** The front porch, landing, other recessed entryway, including garage recess, shall include a lighting element consistent with the design, materials, and/or color of the structure.
- **2.4.4.3 Ground-Mounted Lighting.** Ground-mounted lighting to illuminate driveway edges, landscaped areas, or stair approaches shall be limited to three feet tall.

2.4.4 Exterior Lighting

Intent
Provide outdoor lighting that increases residential safety without impacting adjacent properties or rights-of-way.

2.4.4.1 Lighting Fixtures
All building- and ground-mounted lighting shall be oriented away from the street and adjacent properties and be fully shielded so that no light is emitted above a 90-degree angle.

Example of building and ground-mounted lighting that is fully shielded.

2.4.4.2 Entryway Illumination
The front porch, landing, other recessed entryway, including garage recess, shall include a lighting element consistent with the design, materials, and/or color of the home.

2.4.4.3 Ground-Mounted Lighting
Ground-mounted lighting to illuminate driveway edges, landscaped areas, or stair approaches shall be limited to three feet tall.

Example of entryway lighting.

2.5 Objective Design Standards for Accessory Dwelling Units in Single-Family/ Duplex Zoning Districts

2.5.1 Two-Story Accessory Dwelling Unit Design

- Two-story accessory dwelling units (ADUs) in any yard shall incorporate design measures that reduce the mass of the ADU. These measures shall include the use of different siding materials and paint color between the first and second floors.
- Material transition involving lap siding shall incorporate two inches by six inches nominal trim band between floors and two-inch by four-inch nominal corner trim. All windows on wall containing lap siding shall incorporate either 2 1/2" brick moulding trim or two inches by four inches or larger nominal window trim.
- Roof design shall be the same or complementary to that of the primary residence. The entrance to any attached or detached ADU shall be connected to the driveway or the home or city sidewalk with a concrete pedestrian pathway.

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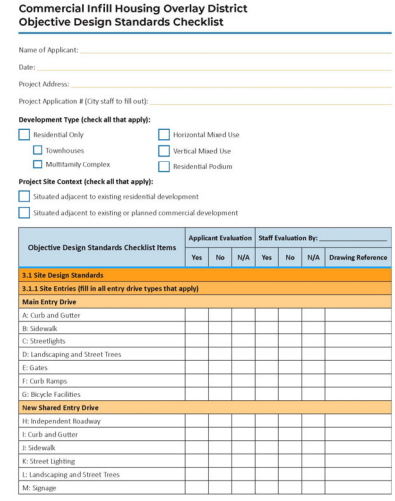
Adopted Approach: ODS "Checklist"

- **For use by applicant and city staff**



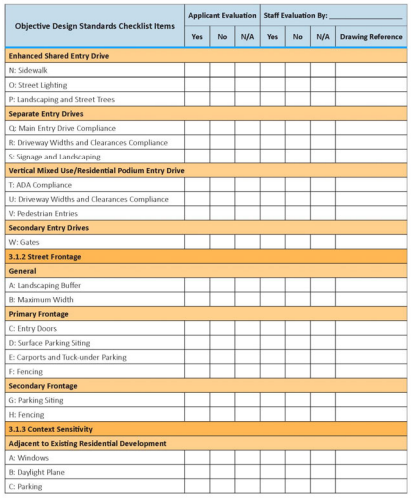
Commercial Infill Housing Overlay District
Objective Design Standards Checklist

Name of Applicant:
Date:
Project Address:
Project Application # (City staff to fill out):

Development Type (check all that apply):
☐ Residential Only ☐ Horizontal Mixed Use
☐ Townhouses ☐ Vertical Mixed Use
☐ Multifamily Complex ☐ Residential Podium

Project Site Context (check all that apply):
☐ Situated adjacent to existing residential development
☐ Situated adjacent to existing or planned commercial development

Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By:			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
3.1 Site Design Standards							
3.1.1 Site Entries (fill in all entry drive types that apply)							
Main Entry Drive							
A: Curb and Gutter							
B: Sidewalk							
C: Streetlights							
D: Landscaping and Street Trees							
E: Gates							
F: Curb Ramps							
G: Bicycle Facilities							
New Shared Entry Drive							
H: Independent Roadway							
I: Curb and Gutter							
J: Sidewalk							
K: Street Lighting							
L: Landscaping and Street Trees							
M: Signage							



Objective Design Standards Checklist Items	Applicant Evaluation			Staff Evaluation By:			
	Yes	No	N/A	Yes	No	N/A	Drawing Reference
Enhanced Shared Entry Drive							
N: Sidewalk							
O: Street Lighting							
P: Landscaping and Street Trees							
Separate Entry Drives							
Q: Main Entry Drive Compliance							
R: Driveway Widths and Clearances Compliance							
S: Signage and Landscaping							
Vertical Mixed Use/Residential Podium Entry Drive							
T: ADA Compliance							
U: Driveway Widths and Clearances Compliance							
V: Pedestrian Entries							
Secondary Entry Drives							
W: Gates							
3.1.2 Street Frontage							
General							
A: Landscaping Buffer							
B: Maximum Width							
Primary Frontage							
C: Entry Doors							
D: Surface Parking Siting							
E: Carports and Tuck-under Parking							
F: Fencing							
Secondary Frontage							
G: Parking Siting							
H: Fencing							
3.1.3 Context Sensitivity							
Adjacent to Existing Residential Development							
A: Windows							
B: Daylight Plane							
C: Parking							

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Proposed Cupertino ODS Outline

1. Purpose
A. Legal Background
B. Definition
C. Organization
D. Administration and Review

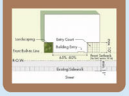
2. Mixed-Use & Multifamily ODS

Typologies:
- Vertical Mixed-Use (Low-, Mid- and High-Rise)
- Multifamily Residential (Low-, Mid- and High-Rise)
- Townhomes

"Block Scale" = 2+ stories; 10+ units

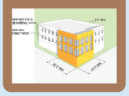
Guiding Principles: High quality design via diverse approaches; pedestrian orientation; coordination of project, site and surrounding circulation.

A. Site Design
Design Intent Statement
I. Connectivity
II. Building Orientation
III. Vehicle Access and Parking
IV. Equipment, Utilities and Storage Areas

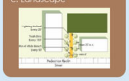


B. Building Form
Design Intent Statement
I. Massing
II. Façade Articulation
III. Context and Scale
IV. Roof Form
V. Equipment Screening
VI. Fenestration

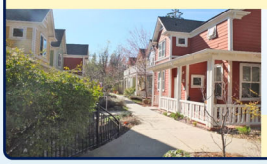
C. Pedestrian Experience
Design Intent Statement
I. Ground Floor Design
II. Building Frontage Design
III. Entryway Design
IV. Streetscape Design



D. Common Open Space & Landscaping
Design Intent Statement
I. Types: Ground Level Outdoor & Rooftop
II. General Standards
III. Type Specific:
a. Access b. Amenities c. Landscape



3. Small-Scale Residential ODS



Typologies:
- Duplexes
- Triplexes
- Quadplexes
- Multiplexes
- Small, courtyard-style developments

"House Scale" = 1-3 stories; 2-10 units

Guiding Principles: Integration of single-family design elements, public-facing access to individual units, commitment to neighborhood scale.

A. Duplexes, Triplexes and Multiplexes
Design Intent Statement
I. Orientation
II. Scale
III. Neighboring Roofline
IV. Front Elevation Massing
V. Entryway Design
VI. Vehicle Access

B. Courtyard Residential
Design Intent Statement
I. Site Design
II. Unit Orientation
III. Unit Entryways
IV. Shared Open Space Design
V. Vehicle Access

City of Cupertino
Objective Design Standards

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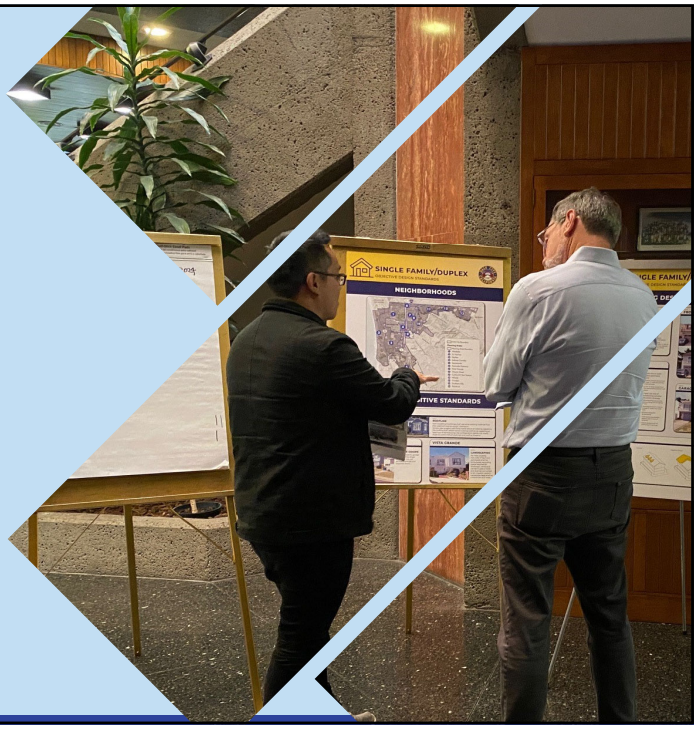
Community Insights

City of Cupertino
Objective Design Standards



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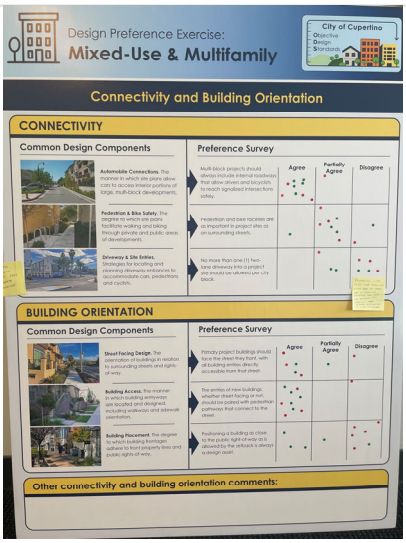
Large Projects: Connectivity and Orientation



- "Driveways with just garages do not create communities"
- "Projects with 4+ units must have at least 1 entrance driveway and 1 separate exit driveway."

PC 5-13-2025

Item No.3
Steven's Creek Blvd. Corridor Vision Study

Presentations

Stevens Creek Blvd Corridor Vision Study

A Multijurisdictional Long-Range 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 · CITY OF SAN JOSE CAPITAL OF SILICON VALLEY · THE COUNTY OF SANTA CLARA · Valley Transportation Authority

Cupertino's Role

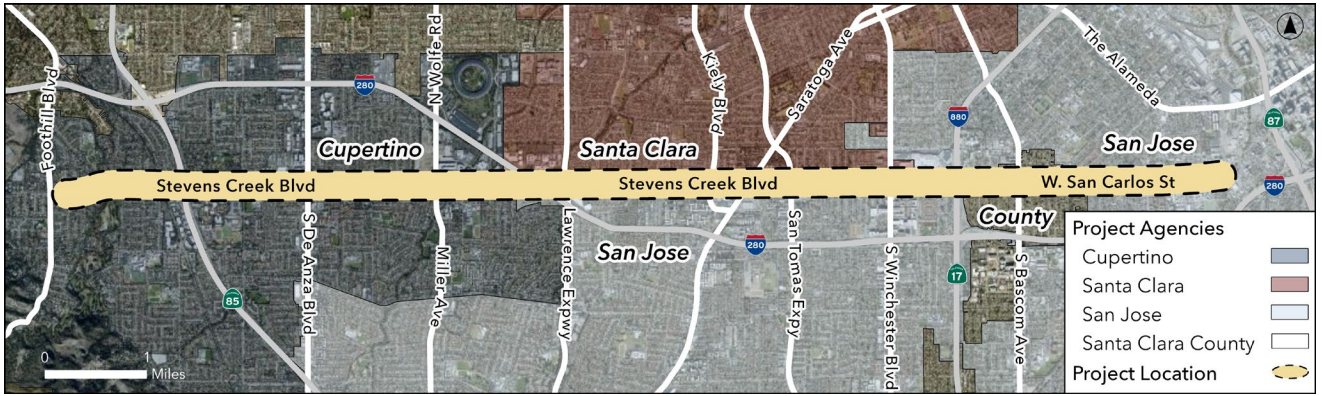
Directed by Resolution No. 19-089

- 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

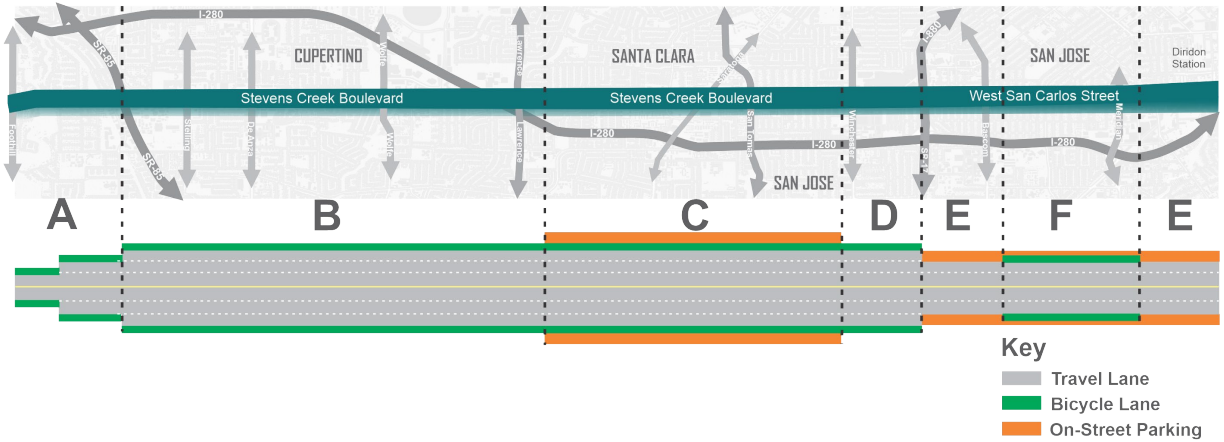
- Stevens Creek Boulevard/West San Carlos Street (9 miles)
    - From Foothill Blvd in Cupertino to Diridon Station in San Jose



Project Location

Project Limits

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



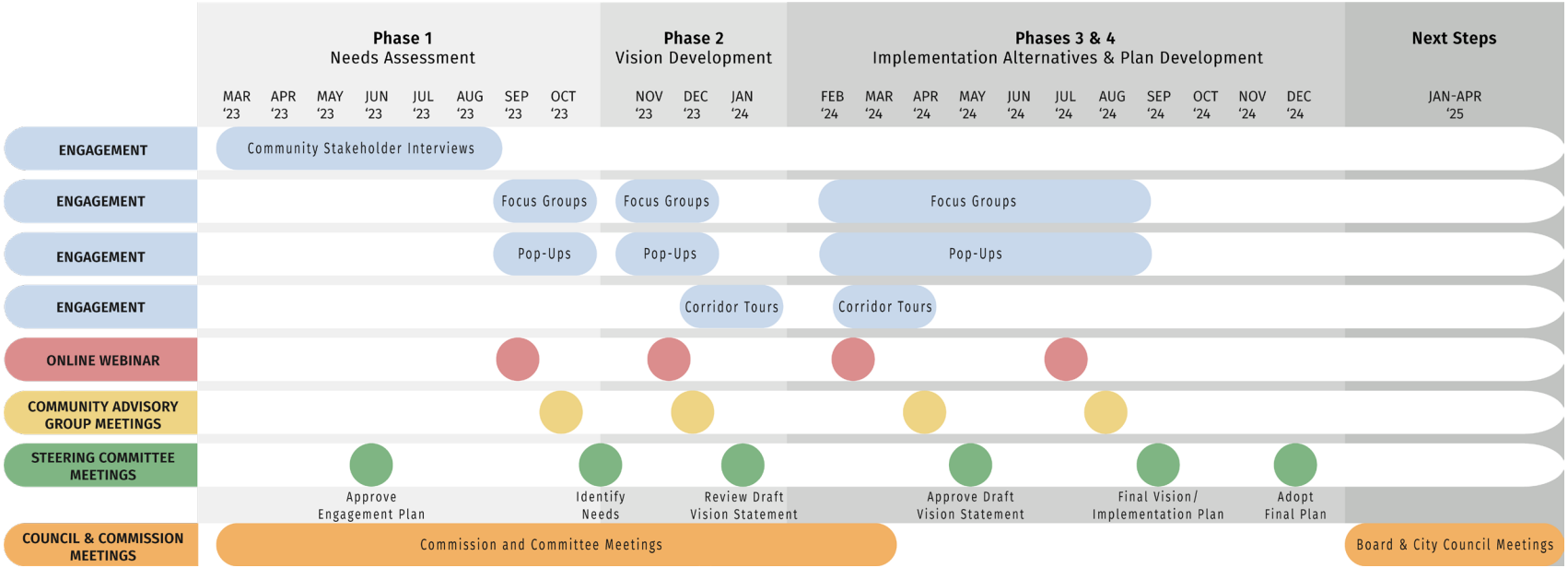
Project Location

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

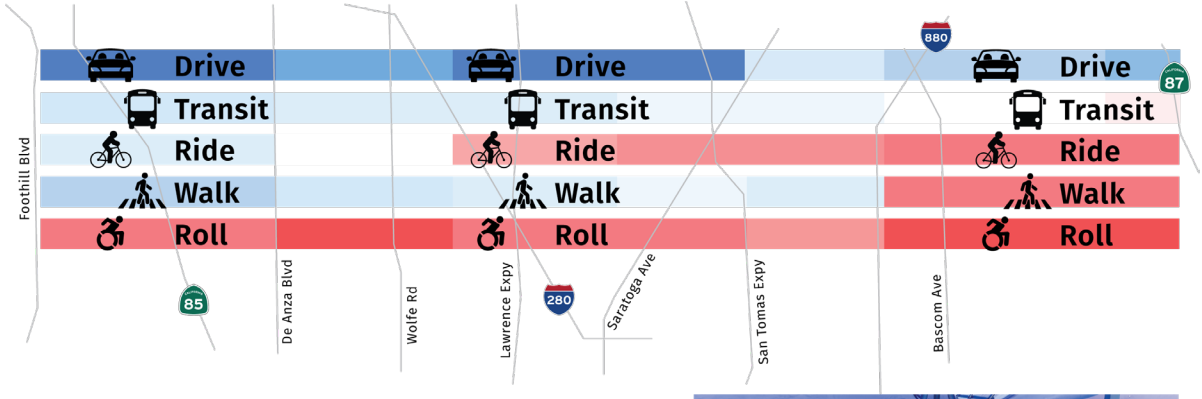
Engagement Methods

- 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

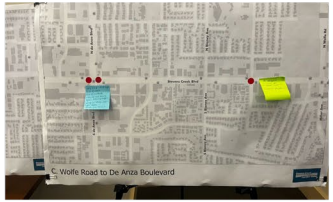
Very uncomfortable and inconvenient

Somewhat uncomfortable and inconvenient

Community Feedback by Phase

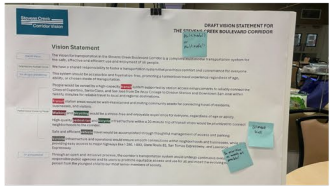
Phase 1: Needs Assessment

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



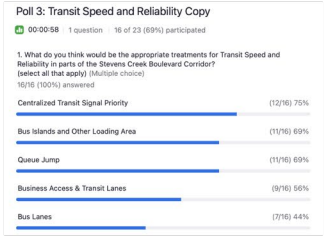
Phase 2: Vision Development

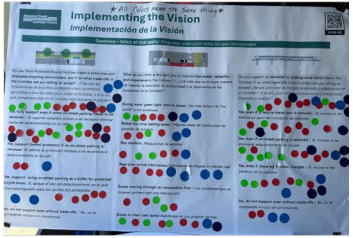
- Better transit service
- Complete streets
- Community integration
- Bikeability and walkability
- Corridor Connections



Phase 3: Project Recommendations

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





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

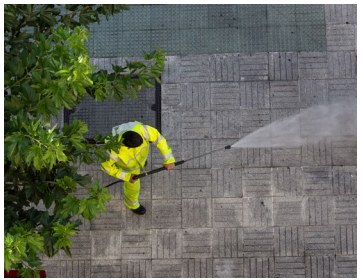
'Implementation' Plan

- 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

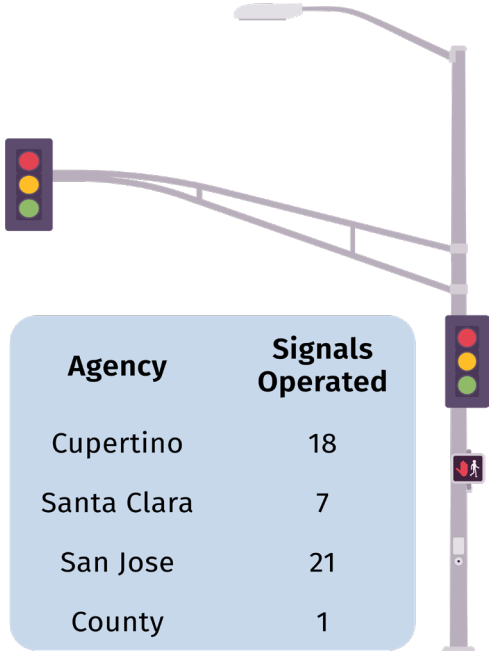
- Convene businesses and business groups to explore:
    - Joint advertising and branding opportunities
    - Marketing and special events
    - Public safety and hospitality
    - Small business grants/loans
- Communicate business resources to Corridor businesses.
- Coordinate street cleaning and maintenance, 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.



Agency	Signals Operated
Cupertino	18
Santa Clara	7
San Jose	21
County	1

Near-Term Projects

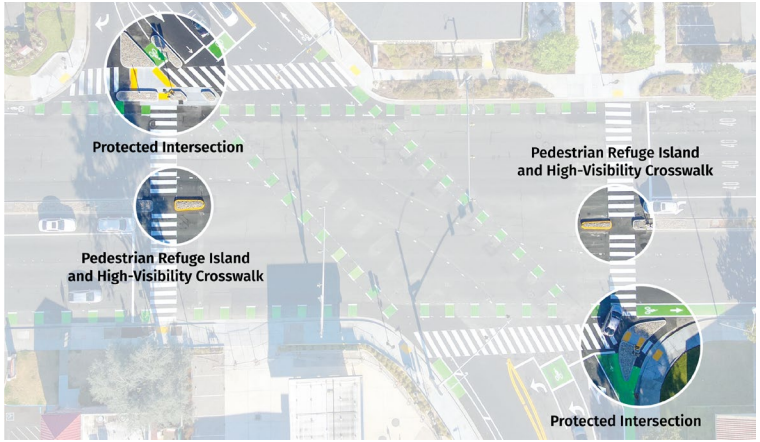
Enhanced Corridor Walking and Biking Infrastructure and Connections

- 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

December 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.

Cupertino 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.

Next Steps

Ongoing Coordination

- Reconvene the 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 Plan now doesn't constitute the approval of approving the Plan's recommended projects, like the grade-separated transit project.

Recommended Action

- Recommend that the City Council accept the Stevens Creek Boulevard Corridor Vision Study.