CITY OF CUPERTINO
10300 Torre Avenue
Cupertino, California 95014

RESOLUTION NO. 6863

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CUPERTINO RECOMMENDING ADOPTION OF THE VALLCO TOWN CENTER SPECIFIC PLAN

The Planning Commission recommends that the City Council, in substantially similar form to the Draft Resolution attached hereto, as Exhibit SPA, adopt the proposed Vallco Town Center Specific Plan included as Exhibit SPA-1 with the clarifying/supplemental language and errata dated 8/30/2018 and included as Exhibit SPA-2 with the following modifications:

1. Consider adding a middle tier Development Program for Vallco Town Center in Section 3.4 beginning on page 3-14 that would include the same residential allocation as Tier 2 (2,923 available) but reduce the office allocation below 1,500,000 square feet, with a commensurate reduction in community benefits provided to qualify for a community benefits density bonus.

2. The Planning Commission's recommended priority for community benefits, from most important to least important, is: (a) increased benefits to CUSD; (b) benefits to FUHSD; (c) 20% of residential units as Below Market Rate housing, with 40 units designated for Extremely Low Income Households; (d) transportation and traffic-related contributions; (e) City Hall; and (f) Performing Arts Center.

3. If the middle tier Development Program is added, make conforming edits to add a new Development Program Table and update text references to the community benefits density bonus as necessary to implement the middle tier Development Program.

PASSED AND ADOPTED this 4th day of September 2018, at a Special Meeting of the Planning Commission of the City of Cupertino by the following roll call vote:

AYES: COMMISSIONERS: Chair Paulsen, Vice Chair Takahashi, Fung, Sun
NOES: COMMISSIONERS: Liu
ABSTAIN: COMMISSIONERS: none
ABSENT: COMMISSIONERS: none

ATTEST:

Aarti Shrivastava
Assistant City Manager

APPROVED:

Geoff Paulsen
Chair, Planning Commission

EXHIBIT SPA

CITY OF CUPERTINO
10300 Torre Avenue
Cupertino, California 95014
RESOLUTION NO. XXXX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CUPERTINO ADOPTING THE VALLCO TOWN CENTER SPECIFIC PLAN

SECTION I: PROJECT DESCRIPTION

Application No:	SPA-2017-01
Applicant:	City of Cupertino
Location:	10101 to 10333 N Wolfe Rd
APN#s:	316-20-080, 316-20-081, 316-20-103, 316-20-107, 316-20-101, 316-20-105, 316-20-106, 316-20-104, 316-20-088, 316-20-092, 316-20-094, 316-20-099, 316-20-100, 316-20-095

SECTION II: RECITALS

WHEREAS, the Housing Element of the Cupertino General Plan identifies the Vallco Special Area as being appropriate to accommodate at least 389 dwelling units to be developed pursuant to a specific plan for the Vallco Special Area; and

WHEREAS, the Vallco Town Center Specific Plan ("Specific Plan") has been developed pursuant to City Council direction to initiate a project to prepare a specific plan for the Vallco Special Area, including any required changes to the adopted goals and objectives for the Special Area, in order to implement the Housing Element of the Cupertino General Plan and to plan for anticipated future development activity; and

WHEREAS, pursuant to the City Council direction to conduct extensive public outreach the City conducted multiple forms of public outreach including two multi-day charrettes, online civic engagement, open houses and brown bag presentations, comment meetings etc.; and

WHEREAS, the Draft Specific Plan was released for public review in August 2018; and

WHEREAS, the Specific Plan is part of the Vallco Special Area Specific Plan, all as fully described and analyzed in the May 2018 Vallco Special Area Specific Plan Environmental Impact Report ("Draft EIR") (State Clearinghouse No. 2018022021), as amended by the July 2018 Vallco Special Area Specific Plan Environmental Impact Report Amendment ("EIR Amendment") and by text revisions in the August 2018 Vallco Special Area Specific Plan Final EIR document which contains Response to Comments to the Draft EIR and the

EIR Amendment, and the August 2018 Supplemental Text Revisions to the Vallco Special Area Specific Plan Final Environmental Impact Report; (together, the "Final EIR"); and

WHEREAS, the Final EIR was presented to the Environmental Review Committee ("ERC") for review and recommendation on August 31, 2018, and after considering the Final EIR, and Staff's presentation, the ERC recommended that the City Council certify the EIR; and

WHEREAS, following necessary public notices given as required by the procedural ordinances of the City of Cupertino and the Government Code, the Planning Commission held a public hearing on September 4, 2018 to consider the Specific Plan; and

WHEREAS, based on substantial evidence in the administrative record, on September 4, 2018 the Planning Commission recommended that the City Council certify that the Final EIR has been completed in compliance with the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*, and reflects the independent judgment and analysis of the City, adopt the Findings and Statement of Overriding Considerations, and implement all of the mitigation measures for the Project that are within the responsibility and jurisdiction of the City that are identified in Findings, in substantially similar form to the Resolution presented (Resolution No. XXXX); and

WHEREAS, on September 4, 2018, the Planning Commission recommended on a X-X vote that the City Council adopt the Specific Plan, in substantially similar form to the Resolution presented (Resolution no. _____); and

WHEREAS, immediately prior to the Council's consideration of this Resolution, following a duly noticed public hearing on September 18, 2018, the Council adopted Resolution No. XXX, adopting a resolution to adopt a General Plan Amendment to Development Allocations, the General Plan Land Use Map and development standards related to the Vallco Special Area, and the Specific Plan will be consistent with the City's General Plan land use map, proposed uses and surrounding uses as amended; and

WHEREAS, on September 18, 2018, upon due notice, the City Council has held at least one public hearing to consider the Specific Plan; and

WHEREAS, the City Council of the City of Cupertino is the decision-making body for this Resolution; and

WHEREAS, after consideration of evidence contained in the entire administrative record, at the public hearing on September 18, 2018, the City Council adopted Resolution No. [####] certifying the Final EIR, adopting Findings and a Statement of Overriding Considerations, adopting Mitigation Measures, and adopting a Mitigation Monitoring and Reporting Program.

WHEREAS, prior to taking action on this Resolution, the City Council has exercised its independent judgment in carefully considering the information in the Final EIR and finds that the scope of this Resolution falls within the certified Final EIR, in that the aspects of the Specific Plan proposed in this Resolution that have the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment have been examined in the Final EIR and therefore, no recirculation of the Final EIR is required; and

SECTION III: RESOLUTIONS

NOW, THEREFORE, BE IT RESOLVED:
After careful consideration of the, maps, facts, exhibits, testimony and other evidence submitted in this matter, the City Council hereby finds that:

1. The Vallco Town Center Specific Plan is in the public interest and will advance the health, safety, and general welfare of the City of Cupertino; and
2. The Vallco Town Center Specific Plan is consistent with the City of Cupertino's Comprehensive General Plan (Community Vision 2040).

AND THEREFORE, BE IT FURTHER RESOLVED:

That the City Council hereby adopts The Vallco Town Center Specific Plan as shown in Exhibit SPA-1, as amended by the errata shown in Exhibit SPA-2, and authorizes the staff to make grammatical, typographical, numbering, and formatting changes necessary to assist in production of the final published Vallco Town Center Specific Plan

NOW, THEREFORE, BE IT FURTHER RESOLVED:
The foregoing recitals are true and correct and are included herein by reference as findings.

NOW, THEREFORE, BE IT FURTHER RESOLVED:
The City Council finds the Vallco Special Area Specific Plan is within the scope of the EIR and directs the Director of Community Development to file a Notice of Determination with the Santa Clara County Recorder in accordance with CEQA guidelines.

PASSED AND ADOPTED this 18th day of September 2018, at a Regular Meeting of the City Council of the City of Cupertino by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

_____

Grace Schmidt
City Clerk

APPROVED:

_____

Darcy Paul
Mayor, City of Cupertino

EXHIBIT SPA-1

Vallco Town Center Specific Plan

Cupertino, California

Public Review Draft
August 2018

CITY OF
CUPERTINO

Prepared For:

Department of Community Development,
Planning Division, City of Cupertino
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Cupertino, CA 12345
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For the consideration of the Cupertino City Council:

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Rod Sinks, Vice Mayor

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With Consultants:

CD+I, EPS, BKF, Siegman & Associates, Fehr and Peers, Depiction Illustration LLC.

Specific Plan Authority

This Specific Plan is authorized by California Government Code sections 65450 through 65457. The law authorizes adoption of a Specific Plan for the systematic implementation of an area covered by a local general plan.

This Specific Plan implements the goals and policies of the Cupertino General Plan: Community Vision 2040 and provides additional detail to implement the General Plan's policy direction for the Plan Area. This Specific Plan serves as both a policy and regulatory document providing the goals, policies, expected outcomes, programs, standards and guidelines for future development in the Plan Area.

What's Inside?

Vallco Town Center Specific Plan

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Background and Setting 2

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CHAPTER

1

Purpose and Intent

In this chapter

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1.1 Purpose of the Specific Plan

'Community Vision 2015-2040', the Cupertino General Plan, identifies the Vallco Special Area as an area to be transformed into a vibrant mixed-use town center serving the Santa Clara Valley, providing a destination for regional visitors and the local community for shopping, dining and entertainment.

Policy LU-19 of the Cupertino General Plan ('General Plan') requires the preparation of a specific plan prior to any development in the Vallco Special Area ('Plan Area') to specify the requirements for land uses, design standards and guidelines, and infrastructure improvements.

This Vallco Town Center Specific Plan ('Specific Plan') satisfies that requirement and is aimed at one overarching purpose: to transform the existing Vallco Shopping Mall site into a walkable, mixed-use district anchored by retail, entertainment and cultural uses, and supported by new neighborhoods, employment areas and public open spaces. This would provide a major new destination for Cupertino residents and visitors to socialize, work, and enjoy the shops, restaurants and streetscapes.

This vision is the result of a comprehensive public design process with the Cupertino community in 2018. That process and the resulting community direction generated guiding principles that inform and drive the vision, described in Chapter Three: Vision.

Figure 1.1. The Vallco Special Area, with the existing Vallco Shopping Mall.

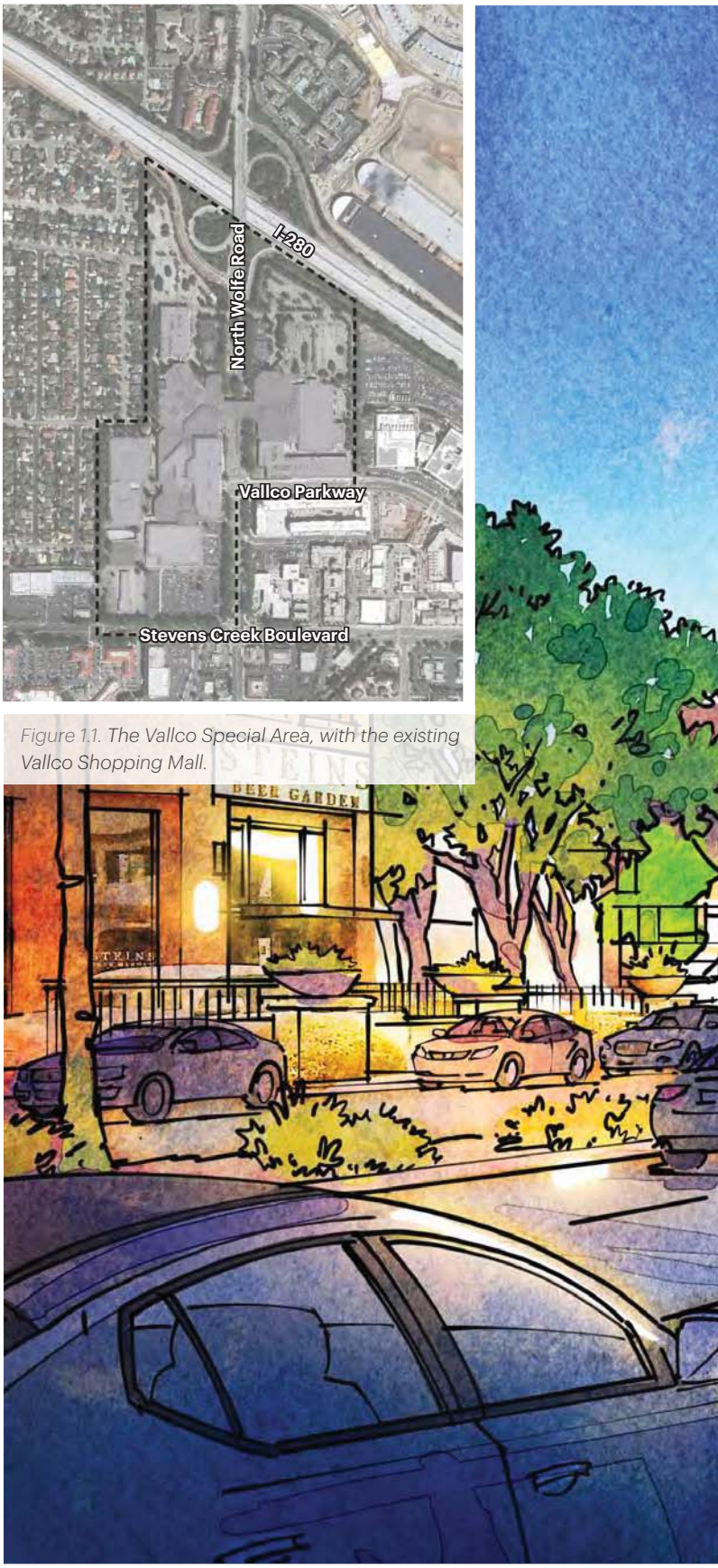


Figure 1.2. A visualization of the Plan Area, viewed from Vallco Parkway looking west towards North Wolfe Road.

1.2 Key Issues and Opportunities

Key issues and opportunities in the Plan Area have shaped the Specific Plan goals and policies.

The 2018 Specific Plan process included extensive community engagement to identify the concerns and aspirations of Cupertino residents and workers, as well as analysis of the site and real estate market conditions in the region, to help define potential redevelopment opportunities for the Plan Area.

This process identified six key issues. Each is described in this section, along with corresponding opportunities. These issues and opportunities informed the process and content of this Specific Plan.

For more information on the community outreach and background analysis, please refer Section 1.4: Community Engagement and Chapter Two: Background and Setting of this Specific Plan.

1

Regional Identity and Relevance

2

Housing Needs and Affordability

3

Lack of Usable Public Space

4

Weak Connectivity and Public Realm

5

Transportation Needs and Congestion

6

Declining School Enrollment

Issue

1 Regional Identity and Relevance

Figure 1.3. Vallco Mall, view from an interior parking court.

Issue

The Plan Area has 1.2 million square feet of existing building area, of which 85 percent was vacant as of early 2018. The Hyatt House hotel was under construction in 2018. The regional indoor mall format for retail is increasingly becoming irrelevant because of a significant increase in online purchasing and the success of revitalized downtowns and new lifestyle centers in the region. Nationally, declining regional malls are adjusting to economic conditions by including a significant housing component; or are being redesigned as walkable, mixed-use developments.

Opportunity

The Cupertino General Plan envisions the Plan Area becoming a regional shopping and entertainment destination and a place where people can live and work. By redeveloping the Plan Area as a mixed-use district, sales leakage to other communities can be reduced. There is an opportunity to accommodate the existing demand for more office space, in particular from the technology sector.

- Integrate an optimal mix of housing, retail, office, lodging and cultural uses to ensure relevance to the community and market trends.

- Establish a new walkable, mixed-use district for Cupertino that is a destination of choice for both residents and visitors.

Issue

2 Housing Needs and Affordability

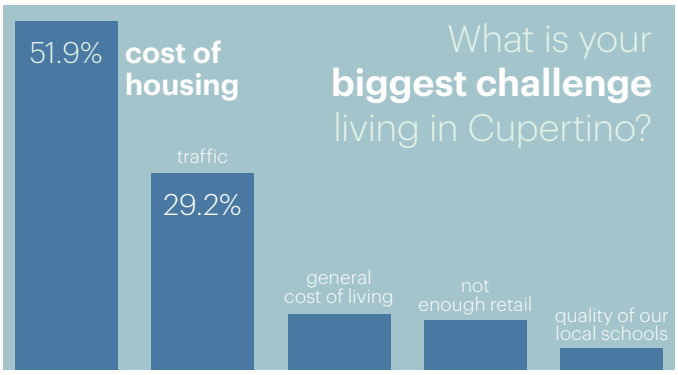


Figure 1.4. A 2018 survey (Data source: www.cupertinotoday.com)

Issue

The Cupertino General Plan expects the city to grow by 22 percent from 2014 to 2040. This translates into 12,898 residents or 4,557 housing units needed over the next 26 years based on a household size of 2.83 persons. Currently, the Plan Area has no residential units on the entire 58 acres. Cupertino also has low housing affordability, with a median home value of $2.3 million and average monthly rents at $3,150 (June 2018 figures). The City's housing stock of approximately 21,500 residential units is approximately 60 percent single-family, higher than the Bay Area average of 54 percent, which limits housing access and diversity.

Opportunity

The 2018 Specific Plan process studied scenarios that could accommodate significant amounts of housing in the Plan Area, including a base density of 35 units per acre, with opportunities for additional units through the state density bonus law or a city-defined "community benefits density bonus" available for qualifying projects that provide more affordable housing than otherwise required and other specified community benefits. The Plan Area can potentially meet 44 to 67 percent of the city's housing needs by 2040.

- Allow and encourage a variety of housing types to accommodate a range of housing needs, including options such as co-housing (shared living). Allow both rental and for-sale housing to advance greater housing access.

- Promote affordable housing at all levels: low, very low, median and moderate.

Issue

3 Lack of Usable Public Space

Figure 1.5. Vallco Mall: lack of outdoor open space.

Issue

The Plan Area has no defined public space. The nearest public spaces, a plaza and park, are at the Main Street development 1,000 feet away. Portal Park is a 3.8-acre neighborhood park in the North Blaney neighborhood to the west of the Plan Area. A boundary wall runs along the western edge of the Plan Area, separating it from the North Blaney neighborhood. The residents of the North Blaney neighborhood have expressed a desire to keep the wall and thus there may not be any bike and pedestrian connections across the property line.

Opportunity

There is an opportunity to realize a variety of public spaces in the Plan Area to serve the new development as well as surrounding neighborhoods.

- **Create a network of publicly accessible spaces anchored by two main centrally located public spaces that can be new gathering places for the community.**

- **Allow civic uses within the site to enhance the active use of publicly accessible spaces.**

- **Establish standards to ensure that all public spaces are quality spaces in terms of size, layout, landscaping and other design details.**

Issue

4 Weak Connectivity and Public Realm

Figure 1.6. Vallco Mall entrance from North Wolfe Road.

Issue

The entire 58-acre Plan Area has limited connections to North Wolfe Road, Vallco Parkway and Stevens Creek Boulevard and no routes across the site. This is a result of the superblock regional mall model with very large footprint buildings separated from streetscapes by large parking lots. The existing public streets within and adjacent to the Plan Area are large arterials primarily focused on the efficient moving of vehicles and less on the needs of cyclists and pedestrians. With the exception of street trees along Perimeter Road and parts of North Wolfe Road, the streetscapes lack visual appeal and coherence.

Opportunity

The site offers an opportunity to implement the Cupertino General Plan direction of establishing a network of streets that will provide multiple routes to popular destinations and support all travel modes.

- **Establish a highly interconnected, fine-grained network of pedestrian-oriented streets and short blocks within the site, with connections to North Wolfe Road, Vallco Parkway and Stevens Creek Boulevard.**

- **Retrofit North Wolfe Road and Stevens Creek Boulevard to promote walkability, transit and biking.**

- **Highlight the street grid through the location of public spaces and design the new streetscapes to encourage walking and biking, and to create a coherent identity.**

Issue

5 Transportation Needs and Congestion

Figure 1.7. Congestion at commute times on the region's highways.

Issue

The auto-oriented land use regulations and street designs of the past have left Cupertino with congested streets and few good alternatives to driving alone. Inadvertently, zoning rules have created strong financial incentives that reward employees and residents for driving alone, but withdraw support if they walk, bike, carpool or take transit.

The result is too many drive-alone motor vehicle trips (which are a primary cause of air pollution and traffic congestion) and community fears that adding new homes, shops, or jobs will worsen matters further.

Opportunity

The high value and large scale of the plan area offers the opportunity to establish a comprehensive transportation system that will give both employees and residents better transportation choices.

- **Establish a menu of solutions and measures such as vehicle trip caps and reduction of single-occupancy vehicle trips, that ensure that employees and residents can walk, bike, take transit or rideshare.**

- **Use impact fees and development standards to build the civic transportation infrastructure needed to minimize traffic.**

- **Establish mixed-use neighborhoods where future residents can choose to meet most daily needs without needing a car.**

Issue

6 Declining School Enrollment

Figure 1.8. A Cupertino school (Image source: www.cusdk8.org)

Issue

Cupertino's regional reputation for the high quality of its schools has contributed to high home sale values and rents. However, according to the Cupertino Union School District, enrollment in the district has declined by 3% from 2016 to 2017. Recent analyses show this trend increasing, resulting in a decline of 1,521 students in the school district from 2018 to 2023. Contributing to this trend are two key factors: lack of housing and changing demographics. Also observed is an increase in teacher turnover, in part due to the lack of affordable housing, that can potentially impact the quality of the schools.

Opportunity

The Plan Area permits new residential units at a maximum base density of 35 units per acre, with opportunities for additional units through the state density bonus law or a city-defined "community benefits density bonus." This planned development can add new students, and consequently additional school fees to the district over the life of this plan. A project that applies for the "community benefits density bonus" would be required to make additional contributions to local school districts.

- **Better utilize and maintain existing school facilities through increased enrollment, and apply school fees generated by the Plan Area development to school programs and facility renovations.**

- **Retain teachers and school support staff by providing more housing choices.**

1.3 Goals and Expected Outcomes

In response to the key issues and opportunities described earlier, the five goals in this section frame this Specific Plan's purpose and inform its vision through corresponding polices and expected outcomes.

To ensure tangible and effective policy direction of the Specific Plan, a summary is provided at the end of each goal to show how the expected outcomes for that goal address the six key issues discussed in Section 1.2: Key Issues and Opportunities.

Goals

Each goal addresses the key issues and opportunities by stating the desired situation or end condition to be reached. The goals are intentionally limited to keep the plan's focus sharp and realistic.

Policies

Each goal is implemented through policies to state Cupertino's position on topics that relate directly to achieving that goal. These policies refine the Cupertino General Plan's intent for the Plan Area so that outcomes can be identified and pursued. The polices are intentionally brief and limited in number to be meaningful and easy to implement.

Expected Outcomes

The policies that implement each goal are carried forward through a list of expected outcomes. This list is also useful to inform the implementation actions and zoning standards needed to achieve the outcomes.

Figure 1.9. A walkable, mixed-use neighborhood provides shops and services within easy walking distance of most homes.

Figure 1.10. Providing adequate facilities for walking and biking promotes a healthier community.

TABLE 1.1 HELPFUL TERMS

The following terms have been used frequently in this Specific Plan to describe the desired quality and aspects of places and uses. They are described here for reference and clarity.

Community-serving. *Amenities that will attract people from within Cupertino and the region, such as 'destination retail', specialty and/or fine-dining restaurants, entertainment venues, special services, civic and cultural uses.*

Neighborhood-serving. *Everyday amenities such as cafés, restaurants and services aimed primarily at the needs of customers within an approximately five-minute walking distance.*

Below Market-Rate (BMR) Housing. *Housing choices, rental or for-sale, that are priced below the prevailing market price. BMR for-sale units are typically made available to median and moderate income households. BMR rental units are typically made available to low, very low and extremely low income households. For more information on the City of Cupertino's BMR program and specifics of each income category, please refer to the City of Cupertino's website (http://www.cupertino.org).*

Market-Rate Housing. *Housing of all product types produced by private developers on sites acquired at fair market value, without any public assistance or public involvement beyond approval of entitlements.*

Mixed-Income Housing*. Development projects that include a combination of market-rate, workforce, and BMR housing. These projects often occur when cities seek to develop workforce and BMR housing units in addition to market-rate units, and can either include public assistance or be done by developers without public assistance beyond approval of entitlements.*

Shopping Streets. *The primary streets with ground-floor retail, entertainment, restaurant and/or other 'active ground floor' uses.*

Goals

1 A Vibrant Mixed-Use District and Town Square

2 Improved Mobility and Adaptability

3 A Network of High Quality Streets and Public Spaces

4 Diverse Housing Choices

5 Integrated Community Amenities

Goal

A Vibrant Mixed-Use District and Town Square

1

The core of the Plan Area is transformed into a compact and highly appealing mixed-use district oriented on a Town Square that is framed by shops, restaurants, entertainment venues and services.

Implementing Policies

1.1 Allow the highest intensity of buildings and uses in the heart of the Plan Area.

1.2 Balance 'destination retail' and entertainment venues with neighborhood-serving retail and services.

1.3 Integrate uses such as housing, office, civic, and cultural in a manner so as to benefit from, and contribute to, the mixed-use quality and character of the Plan Area.

	Expected Outcomes	Key Issues Addressed
a.	The core of the Plan Area has a retail, entertainment and cultural focus with shopping streets.	**1** 2 3 **4** 5 6
b.	Shopping streets around key public open spaces are shaped by taller buildings and lined with active frontages at ground level - shops, restaurants, entertainment venues and building entrances.	**1** **2** 3 **4** **5** 6
c.	Vehicular traffic on Plan Area streets is intentionally slow in favor of a pedestrian-oriented environment.	1 2 3 **4** **5** 6
d.	Street design includes wide tree-lined sidewalks, and allows street parking.	1 2 3 **4** **5** 6
e.	Shopping streets immediately transition to high-quality mixed-use neighborhoods.	1 **2** 3 **4** 5 **6**
f.	The Town Square is located along or between streets with active ground floor uses.	**1** 2 **3** **4** 5 6

Key:

- **X** Issue Addressed
- X Not Applicable
- 1 Regional Identity and Relevance
- 2 Housing Needs and Affordability
- 3 Lack of Usable Public Space
- 4 Weak Connectivity and Public Realm
- 5 Traffic Issues and Lack of Mobility Options
- 6 Declining School Enrollment

Figures 1.11 (top), 1.12 (bottom). Images from Santana Row, San Jose. Diverse uses and well-designed streets, buildings and public spaces help to create an active, vibrant environment.

Goal

2 Improved Mobility and Adaptability

Innovative transportation solutions promote walking and biking, eliminate or reduce potential traffic impacts, and increase mobility choices.

Implementing Policies

2.1 Balance vehicular traffic with the needs of cyclists and pedestrians based on the intended physical context.

2.2 Fully interconnect the street network within the Plan Area to generate walkable urban blocks.

2.3 Design and maintain each street per the thoroughfare strategies discussed in Section 4.3 of this Specific Plan.

2.4 Manage on-street and off-street parking as per the strategies discussed in Sections 4.4 and 4.5 of this Specific Plan.

2.5 Enable adaptability to the future of transit and transportation.

2.6 Apply Transportation Demand Management techniques per Chapter Four: Mobility in support of the intended physical contexts across a variety of uses.

Figure 1.13. Dedicated bike lanes increase safety for riders and drivers.

Figure 1.14. A connected street network promotes multi-modal transportation.

	Expected Outcomes	Key Issues Addressed
a.	Each street is created or retrofitted to support the adjacent blocks while serving its role within the network.	1 2 3 **4** **5** 6
b.	Block lengths and pedestrian-crossing distances are short to enable walking and biking in response to the different transportation needs of the Plan Area districts.	1 2 3 **4** **5** 6
c.	The street network, designed as a grid, provides multiple routes to each destination.	1 2 3 **4** **5** 6
d.	A Mobility Hub on site will complement planned transit improvements.	**1** 2 3 4 **5** 6
e.	The Mobility Hub is integrated into the street network and complements the adjacent blocks and buildings.	**1** 2 3 **4** **5** 6
f.	Mobility on streets adjacent to the Plan Area improves.	1 2 3 **4** **5** 6
g.	North Wolfe Road is reconfigured into a multi-way boulevard providing calm frontage streets along faster through-traffic in the center lanes.	1 2 3 **4** **5** 6

Key:

- **X** Issue Addressed
- X Not Applicable
- 1 Regional Identity and Relevance
- 2 Housing Needs and Affordability
- 3 Lack of Usable Public Space
- 4 Weak Connectivity and Public Realm
- 5 Traffic Issues and Lack of Mobility Options
- 6 Declining School Enrollment

Goal

A Network of High Quality Streets and Public Spaces

3

The public realm consists of a completely interconnected network of pleasant and interesting streetscapes, parks, plazas and green spaces that generate a variety of unique physical places.

Implementing Policies

3.1 Use the public realm to articulate the transition in physical character between the retail and entertainment core of the Plan Area and the adjacent mixed-use neighborhoods.

3.2 Coordinate each street and publicly accessible open space with the adjacent streetscapes and buildings.

3.3 Integrate existing trees, that are in good condition and where practical to do so, into new or extended streets and streetscapes.

3.4 Punctuate the Plan Area with parks, greens and plazas, each with a unique character and identity.

	Expected Outcomes	Key Issues Addressed
a.	Distinct streetscapes articulate the public realm for the various districts and neighborhoods within the Plan Area.	1 2 **3** **4** 5 6
b.	Each streetscape is designed and detailed in support of the adjacent intended physical character and range of activities.	1 2 3 **4** 5 6
c.	Streetscapes integrate the sidewalk with the ground floor of buildings with little if any change in grade from the sidewalk.	1 2 3 **4** 5 6
d.	The Town Square and East Plaza generate identity and appeal for the adjacent buildings, especially the ground floor.	**1** 2 **3** **4** 5 6
e.	Art installations and wayfinding are integrated into publicly accessible parks, plazas and greens.	1 2 **3** **4** 5 6

Key:		
	1 Regional Identity and Relevance	4 Weak Connectivity and Public Realm
X Issue Addressed	2 Housing Needs and Affordability	5 Traffic Issues and Lack of Mobility Options
X Not Applicable	3 Lack of Usable Public Space	6 Declining School Enrollment

Figure 1.15. Plazas adjacent to restaurants and cafes allow outdoor seating.

Figure 1.16. Landscaping enhances the visual appeal of streetscapes.

Goal

4 Diverse Housing Choices

The Plan Area and its neighborhoods offer a wide variety of housing choices for people of all income levels and abilities who live and work in Cupertino.

Implementing Policies

4.1 Expect housing diversity and affordability at the scale of the neighborhood, the individual block and within most buildings.

4.2 Accommodate parcelization needs to promote ownership and rental opportunities, if required for financing or feasibility reasons.

4.3 Enable smaller and more affordable housing by unbundling parking requirements from individual residential units, allowing residents to choose to pay for parking, similar to their choosing a dwelling size or number of bedrooms.

4.4 Provide housing in the form of residential buildings as well as mixed-use buildings to support the intended context.

Figure 1.17 (top) Madera Apartments, Mountain View and Figure 1.18 (bottom) the Fine Arts Building, Berkeley: A mix of residential unit types can promote housing.

	Expected Outcomes	Key Issues Addressed
a.	Each residential block features a range of dwelling sizes.	1 **2** 3 4 5 **6**
b.	A variety of housing types is used to articulate building massing and allow appropriate transitions in scale.	1 **2** 3 4 5 **6**
c.	Parking standards allow parking to be 'unbundled' from housing cost.	1 **2** 3 4 5 **6**
d.	Housing is provided near or within employment centers to increase the ratio of local commutes and promote the use of alternate transportation.	**1** **2** 3 4 **5** 6
e.	At least 15 percent of the Plan Area's dwellings are BMR units, with greater affordability for projects applying for the city-defined "community benefits density bonus".	**1** **2** 3 4 **5** 6
g.	Teacher turnover in the local school district is reduced through affordable housing choices.	1 **2** 3 4 5 **6**

Key:

- **X** Issue Addressed
- X Not Applicable
- 1 Regional Identity and Relevance
- 2 Housing Needs and Affordability
- 3 Lack of Usable Public Space
- 4 Weak Connectivity and Public Realm
- 5 Traffic Issues and Lack of Mobility Options
- 6 Declining School Enrollment

Goal

Integrated Community Amenities with Additional Development

5

Key community amenities for all ages, including entertainment venues, parks and open space, and public art are integrated into the Plan Area.

Implementing Policies

5.1 Incentivize community benefits to be provided through development by allowing intensity and height beyond the maximum base density through a community benefits density bonus program as an alternative to the state density bonus.

5.2 Locate community amenities within or adjacent to public parks, plazas and greens.

5.3 Ensure compatibility between each community amenity and the adjacent ground floor activities.

5.4 Include public art beyond the required amount, in a thoughtful manner to enrich the quality of the overall Plan Area, and each public space.

	Expected Outcomes	Key Issues Addressed
a.	Community amenities are located in the Plan Area as featured destinations.	**1** 2 3 4 5 6
b.	Civic buildings, when provided, are integrated into the walkable grid of streets and blocks, and provide visual emphasis through their architecture and siting.	1 2 3 **4** 5 6
c.	Standards for uses provide clarity about the types of compatible uses that can be near community amenities, public parks, plazas and greens.	1 2 **3** **4** 5 6
d.	Public art is integrated into streetscapes, parks, plazas and other publicly accessible open spaces.	1 2 3 **4** 5 6

Key:		
X Issue Addressed	1 Regional Identity and Relevance	4 Weak Connectivity and Public Realm
X Not Applicable	2 Housing Needs and Affordability	5 Traffic Issues and Lack of Mobility Options
	3 Lack of Usable Public Space	6 Declining School Enrollment

Figure 1.19. Community and civic functions broaden the appeal of mixed-use districts.

Figure 1.20. Public art celebrates the local character of the community.

1.4 Community Engagement

The Vallco Special Area Specific Plan is the result of a robust community engagement process held in the spring of 2018.

The Design Process

At the Project Kick-off public meeting on February 5th 2018, the role of the Opticos team was figuratively described as that of a taxi driver. The community and stakeholders tell the team where they want to go (their values and vision) and the Opticos team, using their professional expertise, determines the best feasible route that leads to a long-term sustainable solution.

Throughout the design process, the team presents optional routes or plans and the community and stakeholders provide input on those. Key to this process of getting feedback and refining design options were two public design workshops, or 'charrettes'.

Community Design Charrettes
The community engagement process featured two community design charrettes to clarify and confirm the vision for the Specific Plan. Each of these multiple-day public design workshops sought to bring together community members, decision makers and stakeholders to provide input to the impartial multi-disciplinary Opticos team through a series of short feedback loops or meetings over the course of the multiple-day charrette.

Through this charrette feedback process, the Opticos team narrowed down the options to present to City Council. Anyone directly affected by the outcome of the project, as well as those in a position to approve, promote, provide valuable information, or even potentially block the project were invited to engage in the design process.

The following describes the six-step process for gathering information about the community values and vision.

TABLE 1.2. COMMUNITY PARTICIPATION: January - May 2018
For details, visit www.envisionvallco.org

- ***3,219*** *recorded public comments*
- ***928*** *in-person participants (interviews, formal interviews, charrettes, public meetings)*
- ***152*** *hours of public access (meetings, charrette 'Open Studio' and 'Open House')*
- ***4,175*** *unique visits to project website*
- ***440*** *total registered users*
- ***545*** *online comments*
- ***7,446*** *online page views*

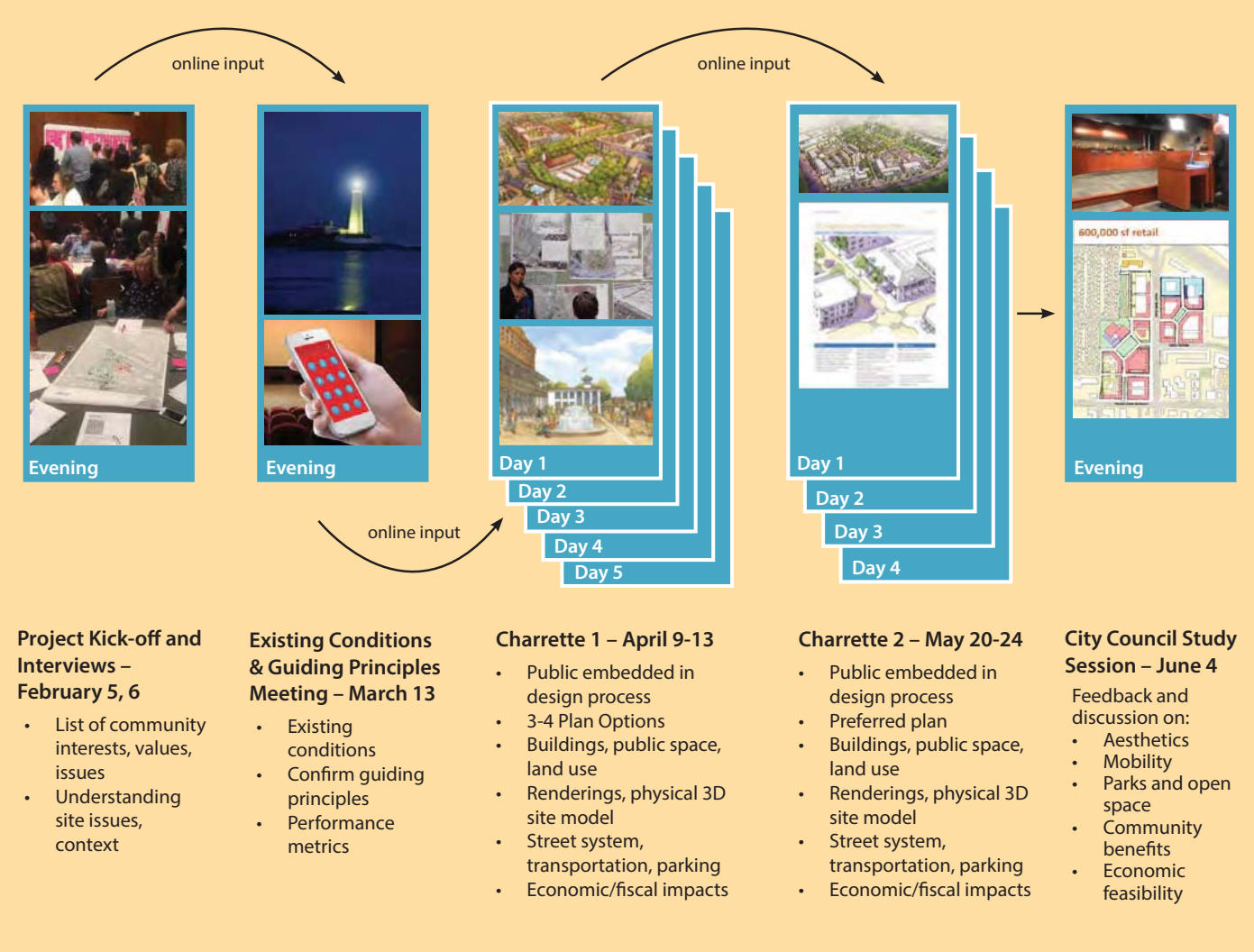


Figure 1.21. The community engagement process featured a series of feedback loops at key points for receiving public input, both in person and online.

Step 1: Listening, learning and building trusting relationships

Public Kick-Off Meeting

The Opticos team held a Public Kick-Off Meeting at City Hall on February 5th 2018 with over 150 people attending. Upon entering the venue, participants were asked to write their top three concerns or interests about the Vallco project on sticky notes (one per note) that they then placed, roughly organized by topic, on a wall in the meeting room to create a 'Vision Wall'.

After an introduction by the Mayor, the Opticos project team made a presentation on the process and objectives of the Specific Plan.

Participants then worked in table groups using maps to identify opportunities and challenges in and around the site. They then repeated the exercise, stating their 20-year vision for the site. The comments were recorded by table facilitators on flip charts and by hand on aerial maps of the site. Every note was transcribed verbatim and posted on the project website.

Interviews

On February 6th 2018, the Opticos team held a full day of interviews with community members and other stakeholders. The purpose of the interviews was to begin to create relationships between the Opticos team, stakeholder groups, community leaders and others, and to learn about the varying viewpoints within the community.

The interviews were not intended to poll the number of people holding different

Figure 1.22 (top left). The Project Kick-Off public meeting included a presentation on the team's role in the project. Figure 1.23 (bottom left). Table groups participated in an exercise to identify opportunities and their future vision for the Plan Area. Figure 1.24 (right). Community members wrote their top three issues, concerns and aspirations for the Plan Area to create a Vision Wall.

viewpoints. Rather, they were designed to connect the Opticos team one-on-one with community members and build an understanding about the general dynamics within the community.

The list of invitees to the focus group meetings was created by the Opticos team based on their discussions with people across the political and demographic spectrum. This list was created independent of the property owner and the City, and included only people who live and/or work in Cupertino.

The interviews lasted over six hours with over 70 participants, representing a wide range of viewpoints including site neighbors, block leaders, pro-Measure C, pro-Measure D, students, seniors, faith-based and philanthropic organizations, parent groups, planning commissioners, planning supporters, employees of technology companies, renters, business chambers, local businesses and 'undecided'. In addition, Opticos conducted phone interviews with anyone who requested an interview.

Step 2: Existing Conditions and Guiding Principles

The Existing Conditions & Guiding Principles Public Meeting on March 13th 2018 marked the first feedback session of the Specific Plan process. The Opticos team presented its analysis of existing conditions and a draft set of project guiding principles based on the community input gathered in Step One.

The guiding principles represent the community's values and needs and are one of the key measures used throughout the design process to guide decision-making during the charrettes. During the meeting, community members provided feedback on the guiding principles using polling keypads.

The results of this meeting launched the community-wide input process on the guiding principles using a survey on the interactive website, CiviComment. All

Figure 1.25 (left). At the Existing Conditions and Guiding Principles public meeting, the Opticos team presented their initial background analysis and preliminary guiding principles. Figure 1.26 (top right). Community members voted on preliminary guiding principles using keypads allowing for instant display of the polling results. Figure 1.27 (bottom right). The meeting also included break-out discussions with the team. Feedback was collected through written comments.

online survey participants were required to register on the website, and agree to the rules of participation.

Step 3: Charrette One - Plan Options

Charrette One was held during five days from April 9th to 13th 2018. It began with a public meeting explaining the focus and desired objectives of the charrette. Over the course of the week, the Opticos team developed a set of plan options in response to the feedback and information received in Steps One and Two.

The design intent was to test various options for street and block frameworks, street types, building massing, and public spaces, as well as initial thoughts on the program for the Plan Area. The plan options were analyzed and refined through feedback sessions with the general public as well as key stakeholders.

Unique to this charrette was the use of a physical 3D model that was used to test various plan and massing schemes. This allowed the design team and the community members to get a better understanding of the scale and relationship of the buildings and spaces while working on the plan options.

The feedback sessions included break-out discussions following the formal Opening and Closing Presentations and the Brown Bag lunch presentations; team pin-ups and the informal Mid-Point presentation, as well as Open Studio hours which offered opportunities to observe the ongoing work and to interact further with the charrette team.

The impacts and trade-offs of the plan options were openly discussed and the participants could weigh in on which ideas deserved to move forward. The Opticos team then synthesized the best aspects of the larger set of frameworks and design ideas into two plan options, each with variations in program and design components. These were shared at the comprehensive Closing Presentation at a public meeting on the last night.

TABLE 1.3. WHAT IS A DESIGN "CHARRETTE"?
("Charrette" means 'cart' in French)

In the 1800s, students at the École des Beaux-Arts in Paris were assigned intensive, short-term design projects, that ended "en charrette" as proctors circulated a cart to collect drawings, while students continued to put finishing touches on their work.

Applied to community design and planning, a charrette describes an intense, time-compressed design effort; peer-reviewed and community-critiqued. This 'co-design' process results in greater interaction between the design team and community at the critical design stages, to get comprehensive feedback and consensus for ideas and concepts. This focus helps to identify issues and resolve problems more quickly and with stakeholder input, resulting in creative yet feasible design solutions.
In the more typical approach of first designing, then presenting finished results for review, the timeline is often longer, and can lead to re-work, coordination delays, and the community to lose interest. This can adversely affect the project's outcome.

Figure 1.28. The charrettes featured a scaled model of the site, for participants to get a better sense of the scale and size of buildings and spaces.

Figures 1.29, 1.30. Both charrettes included Open Studio (24 hours for Charrette One and 14 hours for Charrette Two), during which participants could view and comment on the work being produced.

Figures 1.31, 1.32. Throughout the week during both charrettes, the design team generated graphics and pinned them up daily in the studio; reviewed comments from the community, and replaced them with revised versions in a series of three feedback loops.

Figure 1.33 (left). The 3D model was used to test and refine plan elements such as the size of public spaces as well as transitions in building form and height, such as at the western edge of the side, adjacent to the North Blaney neighborhood (Figure 1.34, right).

Figures 1.35, 1.36. Both charrettes featured formal and informal presentations that included break-out discussions with the design team.

Figures 1.37 (top), 1.38 (bottom). Similar to the first charrette, the second charrette included robust discussions with Cupertino residents and workers that helped to inform the draft Specific Plan.

The results of Charrette One were a set of illustrative drawings and diagrams for each of the two plan options including site plans, framework diagrams, 3D renderings addressing land use and built form; as well as initial strategies related to transportation, parking and Transportation Demand Management (TDM), and potential economic and fiscal impacts.

Step 4: Plan Options Analysis and Public Comment

The results of Charrette One were posted on the CiviComment interactive web tool on the project website, and from April 27th to May 15th 2018, the community could comment on the plan options. During the time between the two charrettes, the Opticos team also conducted an analysis of the performance of the plan options according to the project guiding principles and indicators. The online feedback was analyzed by the design team and design modifications were made accordingly.

Step 5: Charrette Two - Specific Plan Elements

Charrette Two was held from May 20th to 24th 2018 and broadly followed the same format as Charrette One, with fewer structured events. It started with an Open House on May 20th and an Opening Presentation at a public meeting on May 21st. During the public meeting, the Opticos team presented updated plan options that were developed after Charrette One in response to what was heard from the community. These updated options included modified program ranges and were supported by a preliminary economic analysis to highlight the trade-offs for providing various community amenities.

The team clarified the objective of the second charrette - to take the results of the work done to date and start identifying and refining key elements that would be addressed further in the Specific Plan. It was made clear that the project objective

Figure 1.39. A highlight of both charrettes was that community members had many opportunities for one-on-one discussions with the design team and experts on the topics of transportation, parking, form-based codes and economics.

TABLE 1.4. COMMUNITY ISSUES AND CONCERNS

The most common themes heard during the community involvement process are listed below. The complete log of community input can be found on the project website (www.envisionvallco.org).

- *Cupertino shares in the Silicon Valley housing crisis. The Plan Area provides a unique opportunity to provide more housing that is affordable to all income levels.*
- *Many people are concerned about increased traffic from office and retail uses.*
- *There is a desire for more local retail.*
- *There are concerns about the impacts of additional housing on school enrollment.*
- *There is desire for public parks and green space.*
- *There is a desire that the project be walkable, bikeable and offer transit options.*
- *There is a desire that any new office space provide opportunities for local tenants including medical offices and providers of services.*
- *There are concerns from adjacent neighbors about increased parking on streets and buildings looming over their homes.*

Figure 1.40. Charrette Two included a presentation on the latest statistics on school enrollment by the Cupertino Union School District.

Figure 1.41. Opticos presented key findings to the City Council at the Study Session on June 4th 2018.

was not to design a particular scheme; but to learn from the various plan options to create a set of design rules that would guide future development in the Plan Area. Also presented at the charrette were strategies to significantly reduce traffic impacts though Transportation Demand Management; as well as a presentation by the Cupertino Union School District on the topic of school enrollment, presenting data and facts from the latest surveys.

Over the next three days, community members continued to engage with the Opticos team during the Open House and Open Studio time. The Opticos team worked on testing and refining various design elements using the 3D model and computer modeling, and presented the results during the Closing Presentation at a public meeting on May 24th.

Step 6: Post-Charrette Study Session with City Council

The Opticos team, along with City staff, made a presentation to the City Council at a public meeting on June 4th 2018. The intent was to give a brief overview on the results of the two charrettes, and get direction from the council on key topics that included Aesthetics, Mobility, Parks and Open Space, Community Amenities and Economic Feasibility.

The feedback received at the Study Session, from the community, and from the Plan Area property owners have helped to guide the Specific Plan.

Preparation of this Specific Plan

The Opticos team worked with City staff to take all of the preceding community input and City Council direction to prepare the Specific Plan. The public review draft of the Specific Plan was released to the public in August 2018. Following this, the Planning Commission gave direction to City staff, supported by the Opticos team, in September 2018 and recommended approval of the Specific Plan. The final Specific Plan was considered and adopted by City Council in October 2018.

Background and Setting

CHAPTER 2

In this chapter

2.1 Location and Regional Relevance 2-02

2.2 Competing Centers in the Region 2-04

2.3 Site Conditions and Surrounding Context 2-06

2.4 Access, Transit and Mobility 2-08

2.5 Bike and Pedestrian Networks 2-09

2.6 Built Form and Public Realm 2-10

2.7 Utility Infrastructure 2-11

2.8 Relationship to Existing Plans and Policies 2-12

2.1 Location and Regional Relevance

In planning for the transformation of the Plan Area into a mixed-use retail, employment and entertainment destination for Cupertino and the region, it is important to consider the competing downtowns and established retail, 'lifestyle' and mixed-use centers in the region.

Location and Overview

The Plan Area is located in north-east Cupertino in Santa Clara county and is identified in the General Plan as the Vallco Shopping District Special Area. The Plan Area consists of approximately 70 acres, including 58.1 acres of developable area under the ownership of three different entities: Vallco Property Owner, LLC (50.82 acres), Simeon Properties (5.16 acres) and KCR Properties (2.12 acres).

The Vallco mall is on the parcels owned by Vallco Property Owner, LLC, and the Simeon parcel is vacant. The KCR parcel has a hotel, Hyatt House, under construction in 2018.

The Plan Area has direct access to Interstate 280 via North Wolfe Road, an arterial that bisects the Plan Area. Stevens Creek Boulevard, one of the city's major arterials, runs along the southern edge.

Adjacent areas consist of the North Blaney neighborhood to the west, an established single-family neighborhood with an elementary school and a park. Commercial and office developments east and north of the Plan Area include Cupertino Village and the recently constructed Apple Park campus. To the south of the Plan Area, are several retail and mixed-use developments including Main Street Cupertino and The Marketplace.

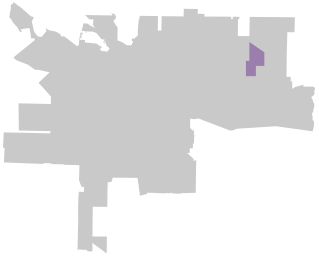
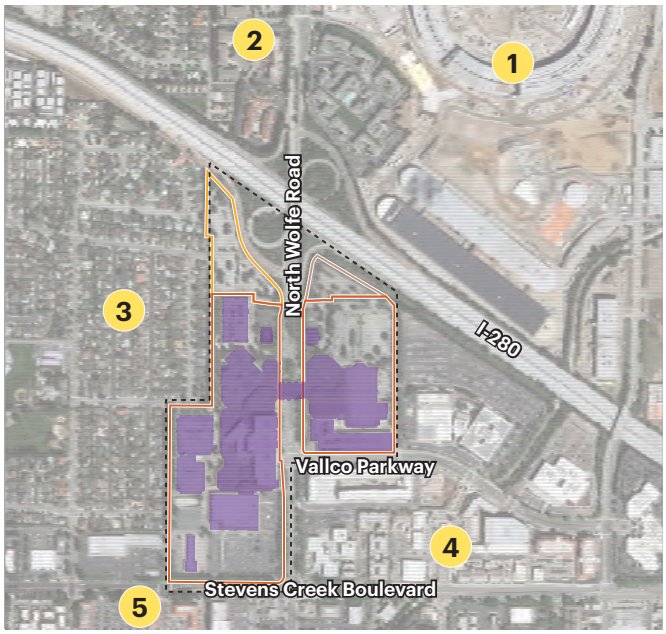


Figure 2.1. Location of the Plan Area within Cupertino.



1 Apple Park campus
2 Cupertino Village
3 North Blaney neighborhood
4 Main Street Cupertino
5 The Marketplace

Plan area (70 ac. approx; 58.1 ac. developable)
Vallco Property Owner, LLC (50.82 ac.)
Simeon Properties (5.16 ac.)
KCR Properties (2.12 ac.)

Figure 2.2. The Plan Area has direct access to Interstate 280 and at the intersection of two major roads: North Wolfe Road and Stevens Creek Boulevard.

Role Within the Region

According to the 'Vallco Special Area Real Estate Market Assessment, 2018' Cupertino has 60,000 residents, with an average growth rate of 0.6 percent, lower than that of neighboring cities. Cupertino's economy is fueled by the science and technology sector in Silicon Valley, and the city is the headquarters of major global businesses including Apple and Seagate. Other major employers include CRC Health, Mirapath, DURECT and DeAnza Community College.

As of 2015, Cupertino had 40,000 jobs and a jobs-to-working residents ratio of 1.59. Cupertino experienced a 46.3 percent increase in jobs between 2006 and 2015. However, 93 percent of Cupertino jobs are held by non-residents.

The 'Vallco Special Area Real Estate Market Assessment, 2018' analyzed existing market conditions, recent performance trends of project types, pipeline projects and other economic data. A summary of the key findings is summarized in Table 2.1.

For more information, refer to Section 2.2 of this Specific Plan.

Figure 2.3. Apple Park, directly north-east of the Vallco site. With approximately 16,000 employees in the Cupertino area, Apple is the City's largest employer.
Image source: Uladzik Kryhin, Curbed SF

TABLE 2.1. SUMMARY OF REAL ESTATE MARKET ASSESSMENT (2018)

Office.	***Retail.***	***Residential.***	***Lodging.***
Cupertino's central location within Silicon Valley and highly educated workforce positions it well for the office sector. Cupertino has added little office over the past decade, during which time the office inventory in Santa Clara county grew by 23 million square feet in response to the booming technology sector. The office market is strong, with a low vacancy rate of two percent, no projects in the pipeline, and lease rates above the county average.	*Lease rates and occupancy rates in Cupertino are high, discounting the Vallco mall. Keeping in mind the competition from established 'super-regional' malls and 'lifestyle centers' in the region, in order for a new retail-dominant center to succeed in the current market, it must fit into one of two extremes: luxury or value, with the middle market struggling to compete with online retailers.*	*Cupertino attracts many families for the quality of its schools. With spiraling housing costs in the Bay Area, the Vallco site has tremendous potential for housing due to its location, size and relatively simple ownership pattern. The recently constructed Apple Park campus and ongoing economic growth in Silicon Valley has further increased demand for housing in the region.*	*Cupertino's hotel market is strong, with a high weekday occupancy of 90 percent. Recent construction may satisfy lodging needs in the short term, including the 148-room Hyatt House hotel in the Plan Area, under construction in 2018.*
The Plan Area is extremely attractive due to its location and access and could absorb some of the demand for Class A office space from various businesses in the region.	*The Plan Area has good location and access. However, for it to have a successful major retail component, it would need unique positioning that would complement, not compete, with the region's established centers.*	*Analysis of the housing market suggests that the Plan Area can successfully accommodate a large number of residential units and support denser housing formats than currently offered in Cupertino.*	*Existing hotels mainly cater to business travelers, and the market analysis suggests that well-positioned hotels (for example in the boutique or luxury categories) may be successful in the current market.*

2.2 Competing Centers in the Region

Competition in the Region

Within Cupertino's approximately 10-mile trade area (a 20-minute commute), competition comes from established centers - four within a mile of the Plan Area, and seven outside Cupertino - as well as from mixed-use downtowns in Mountain View (8 miles away), San Jose, Campbell (9 miles away), Los Gatos (9 miles away) and Palo Alto (14 miles away).

The locations of these are shown in Figure 2.4, and descriptions of the centers are listed on the facing page.

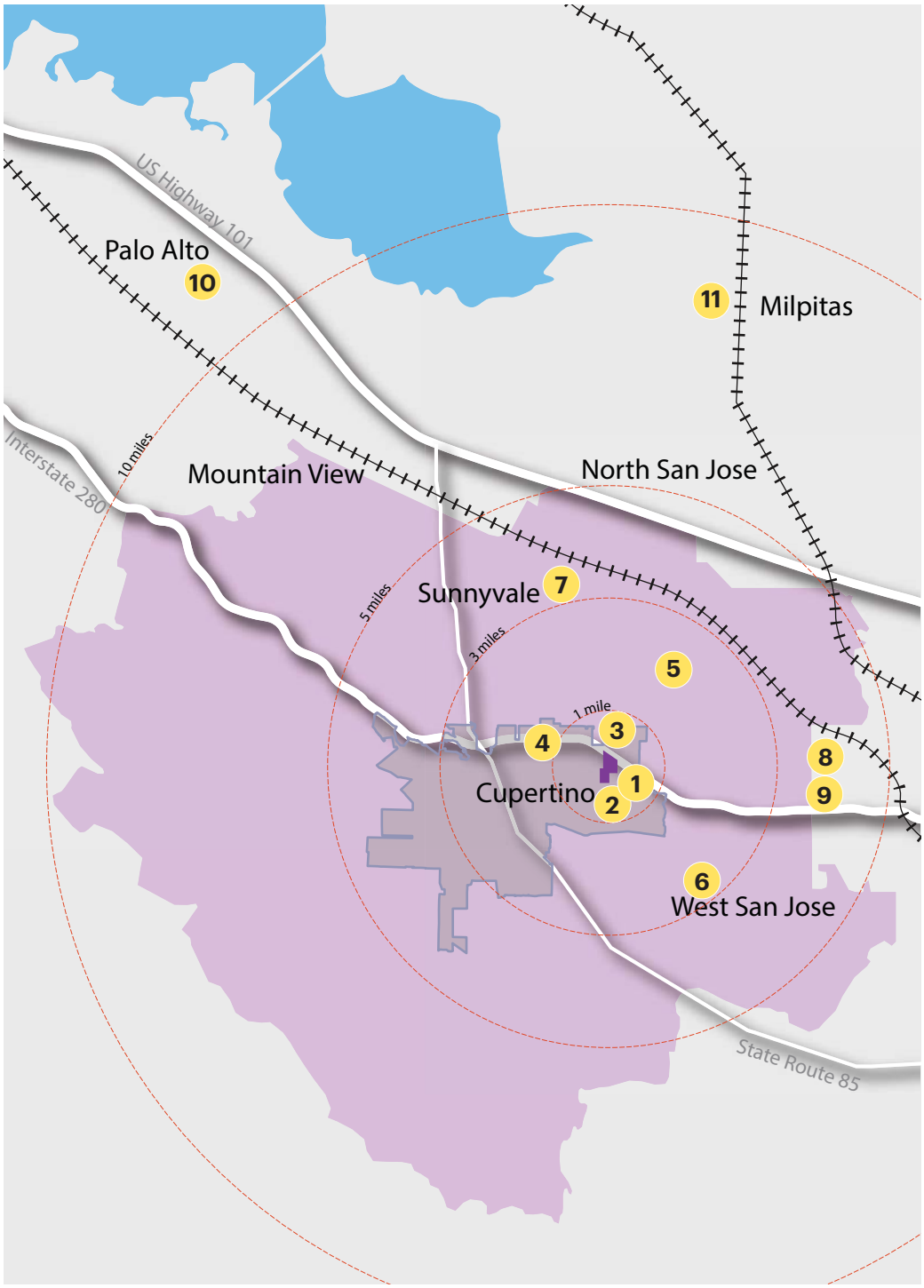


Figure 2.4. Competing centers within the Plan Area's trade area

Competing Centers within Cupertino:

1. **Main Street Cupertino**
   0.5 mile away
   133,000 square feet retail, 160,000 square feet office, 120 residential units, 180 hotel rooms.
2. **The Marketplace**
   0.5 mile away
   85,656 square feet retail with 30,000 square feet possible expansion.
3. **Cupertino Village**
   0.7 mile away
   113,200 square feet of retail with 25,000 square feet expansion approved.
4. **Homestead Square**
   2 miles away
   175,000 square feet retail.

Competing Centers outside Cupertino:

5. **Lawrence Square, Santa Clara**
   2 miles away
   100,000 square feet retail
6. **Westgate Center, San Jose**
   3 miles away
   645,000 square feet retail
7. **Cherry Orchard Center, Sunnyvale**
   3 miles away
   45,000 square feet retail
8. **Westfield Valley Fair, Santa Clara**
   3.5 miles away
   1,415,765 square feet retail
9. **Santana Row, San Jose**
   5 miles away
   1,700,000 square feet of retail, office, hotel and residential including 615 rental units, 219 condos, 30 restaurants, 376,000+ square feet of Class A office space.
10. **Stanford Shopping Center, Palo Alto**
    15 miles away
    928,600 square feet retail
11. **Great Mall, Milpitas**
    16 miles away
    1,366,000 square feet retail

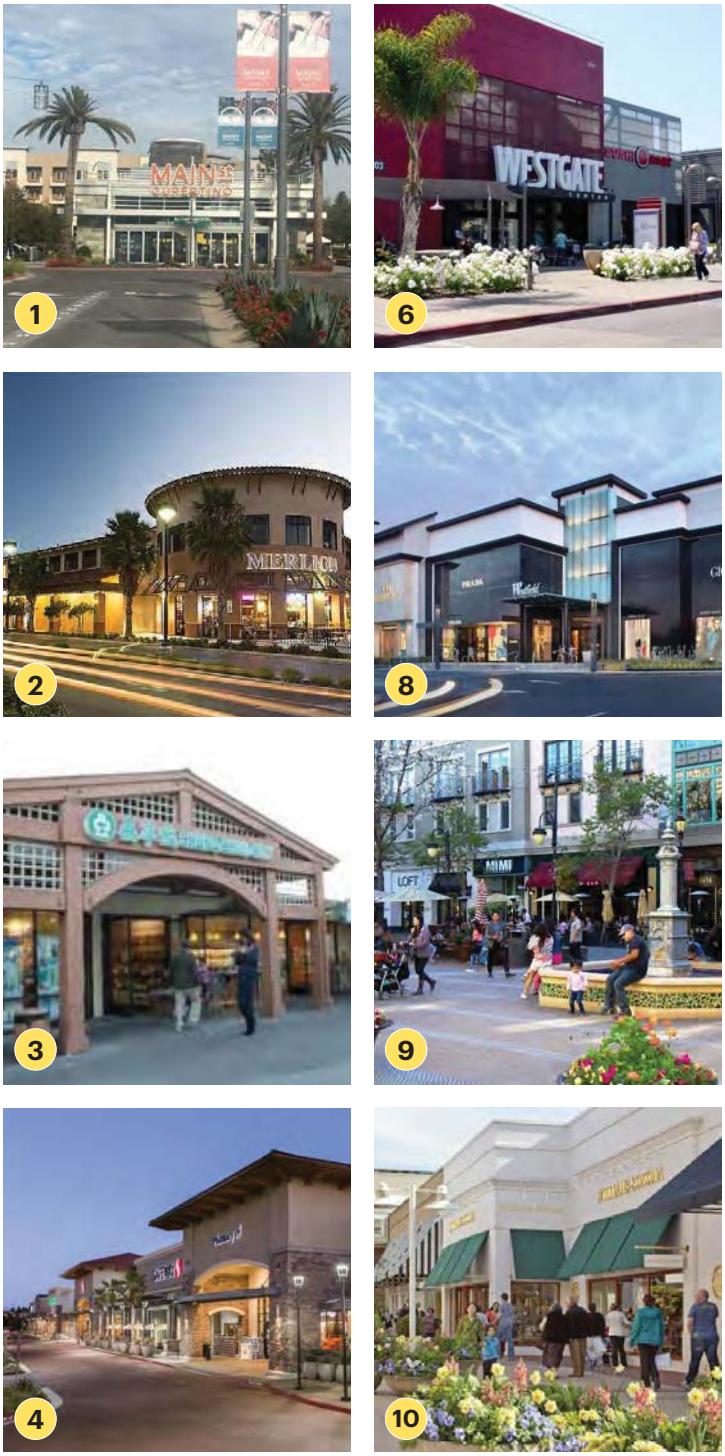


Figure 2.5. Local and regional competing centers within Cupertino's 10-mile trade area (a 20-minute commute).
Image sources: www.loopnet.com (2), www.yelp.com (3), www.sbci.com (4), www.shopwestgatecenter.com (6), www.sanjose.org (8), www.tripadvisor.com (10).

2.3 Site Conditions and Surrounding Context

1. *Cupertino Village Shopping Center (12.51 acre site, 113,200 square feet retail)*
2. *The Hamptons residential development*
3. *Vacant parcel (owned by Simeon Properties)*
4. *North Blaney neighborhood separated from the Plan Area by a wall, with Perimeter Road and a row of trees on the Plan Area side of the wall*
5. *The last remaining businesses in the Plan Area:*
6. *Dynasty Seafood Restaurant (5), Bowlmor Lanes (6),*
7. *Cupertino Ice Center (7),*
8. *Bay Club (8), Cold Stone Creamery, Starbucks and Benihana*
9. *Local strip malls*
10. *Hyatt House, a 148-room, 5-story hotel (under construction in 2018)*

Ownership

- Vallco Property Owner LLC
- Simeon Properties
- KCR Properties

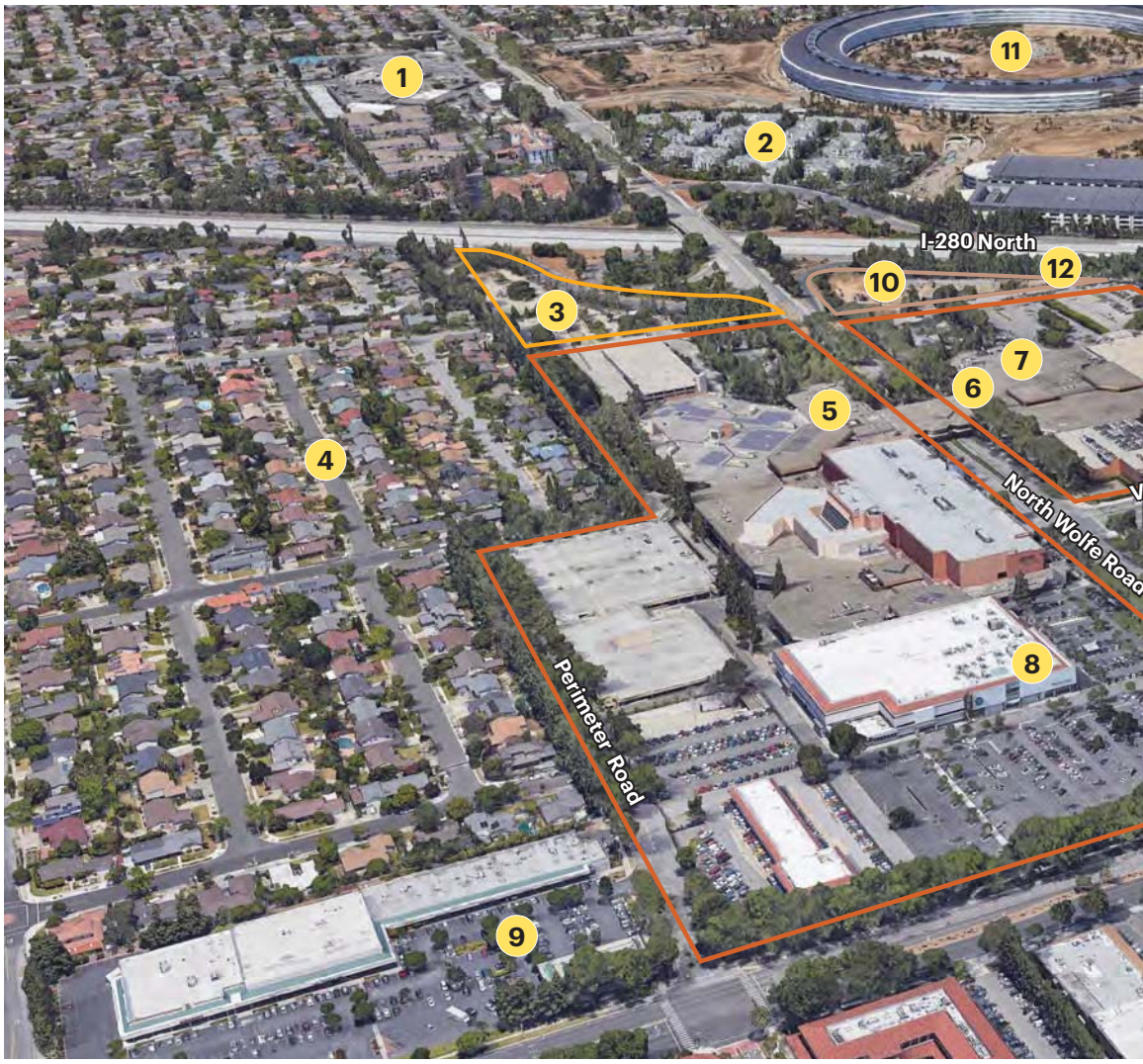


Figure 2.7. The Vallco sign along Interstate 280.

Figure 2.8. The Vallco site in 1973. Image source: Niels Marienlund, Flickr

Figure 2.9. Interior of the Vallco Mall in 1977. Image source: Niels Marienlund, Flickr

1955
Cupertino incorporates as a city

1960
Vallco Business and Industrial Park created

Figure 2.6. Plan Area: existing conditions.

11 *Apple Park, the new Apple campus (office parking structures along Interstate 280)*

12 *The 80-foot tall Vallco sign, visible from Interstate 280*

13 *Main Street Cupertino, a mixed-use development with a plaza; offices and the '19800' residential development*

14 *Apple offices*

Major Streets

Interstate 280 [8 lanes, 65 mph, 158,000 ADT* (2018)]

North Wolfe Road [4-6 lanes, 35 mph, 44,900 ADT* (2018)]

Stevens Creek Boulevard, a major arterial connecting to SR 85, I-280 and Lawrence Expressway; [6 lanes, 35 mph, 25,000 ADT* (2018)]

Vallco Parkway [6 lanes, 35 mph, 2,800 ADT* (2009)]

Perimeter Road, a 2-lane private street in the Plan Area

Miller Avenue, a collector street

* ADT = Average daily vehicles
Source: Vallco Special Area Specific Plan, Transportation Impact Analysis (Fehr and Peers, 2018)

1967
De Anza College established

1972
Stanford Shopping Center opens in Palo Alto

1976
Vallco Fashion Park opens

1987
Westfield Valley Fair opens in San Jose

1988
Major mall renovation at Vallco

2002
Santana Row opens in San Jose

2014-2016
Main Street Cupertino opens

2015-16
Anchor stores Macy's, Sears, J.C. Penney close

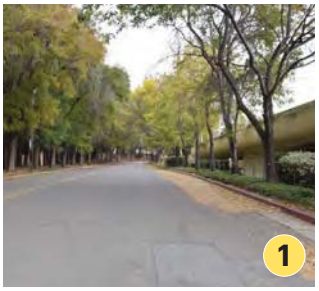
2017
Apple Park campus completed

2018
AMC closes

2.4 Access, Transit and Mobility

Major Streets and Circulation

- Primary access from signalized intersections on Stevens Creek Boulevard, North Wolfe Road and Vallco Parkway
- The private Perimeter Road provides peripheral access, and tunnels beneath North Wolfe Road to connect the east and west sides of the site.



- Plan Area Boundary
- Highways
- Arterials
- Collectors
- Local Streets
- Curb Cut
- Bus Stop
- Signalized Intersection

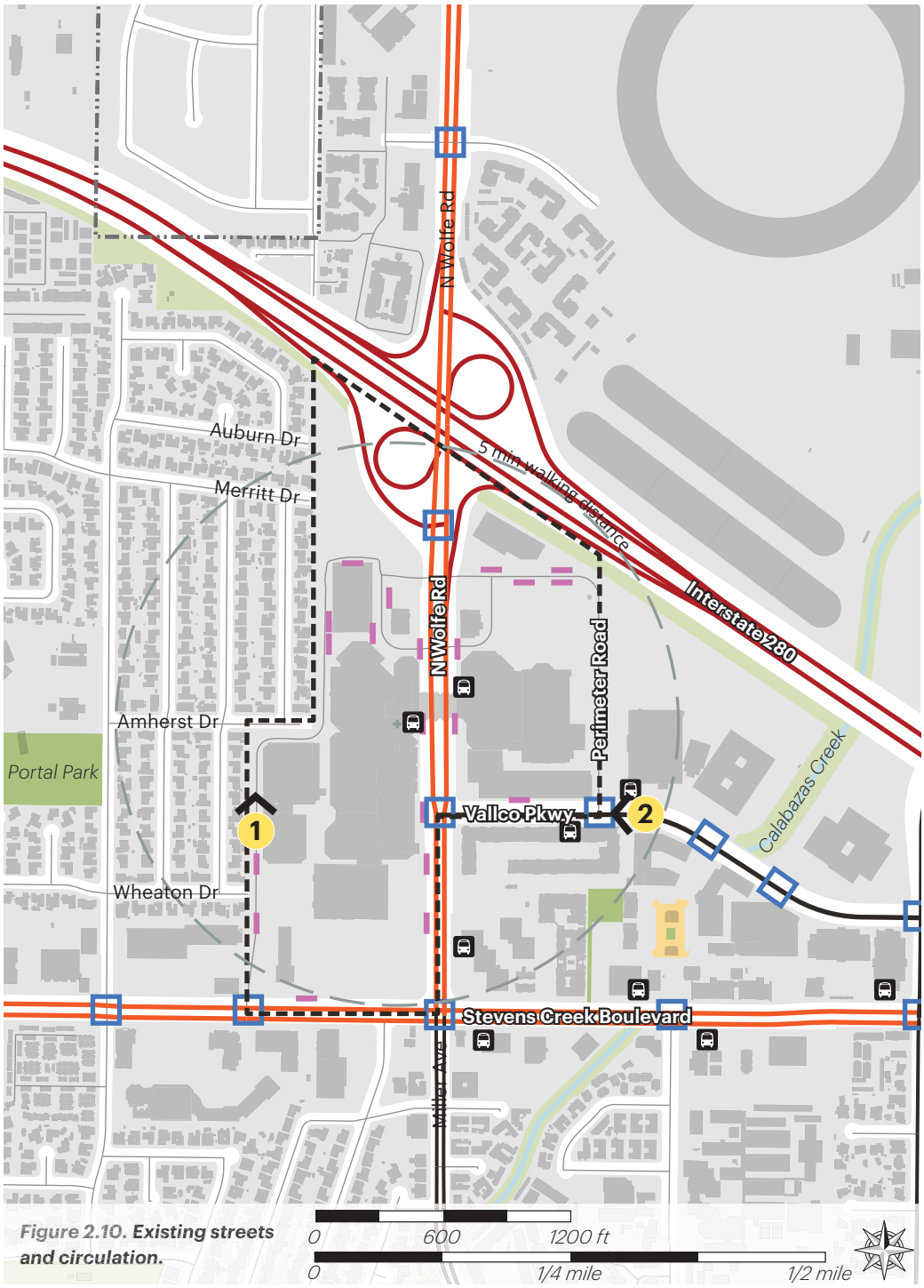


Figure 2.10. Existing streets and circulation.

2.5 Bike and Pedestrian Networks

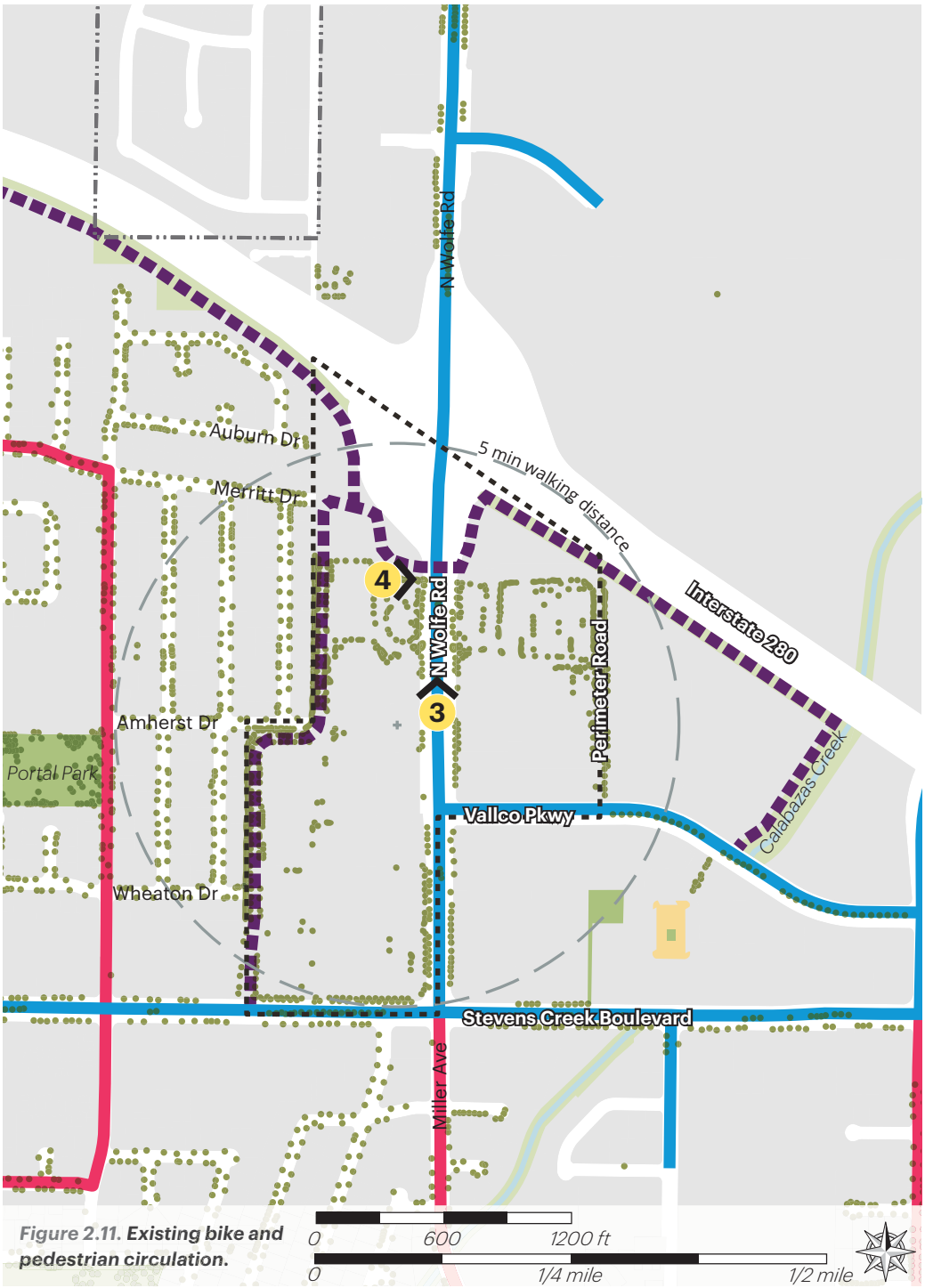


Figure 2.11. Existing bike and pedestrian circulation.

Bike Infrastructure and Pedestrian Realm

- Pedestrian and bike activity is low because of inadequate or missing facilities and safety concerns.
- Planned Class I bike route along I-280.
- Existing pedestrian bridge over North Wolfe Road, currently closed.

- Plan Area Boundary
- Class I Bike Path (Proposed)
- Class II Bike Lane
- Class III Bike Route
- Trees
- Parks
- Squares
- Blocks

2.6 Built Form and Public Realm

Building Scale and Public Space

- Existing buildings are large-scale 'block-form' buildings two to three stories in height.
- Most buildings are accessed from the site interior; most building frontages and entrances do not address the surrounding streets.
- Public spaces are absent in the current layout, with available open spaces being used for parking and access.

Figure 2.12. Existing sidewalks within and adjacent to the Vallco site.

Figure 2.13. Existing built form and public realm analysis.

2.7 Utility Infrastructure

TABLE 2.2. EXISTING UTILITY INFRASTRUCTURE AND PROVIDERS
See Chapter Five: Infrastructure and Public Facilities for additional information

Utility/ Service	Provider(s)
Water	California Water Service Company
Wastewater	Cupertino Sanitation District Vallco Town Center Specific Plan (greywater on-site)
Electricity	Pacific Gas and Electric
Gas	Pacific Gas and Electric
Fire Protection	Santa Clara County Fire Department
Police Protection	Santa Clara County Sheriff's Office, West Valley Division
Schools	Cupertino Union School District Fremont Union High School District
Library	Santa Clara County Library District
Solid Waste Disposal	Recology South Bay

Existing Utilities in the Plan Area

Please refer to Chapter Five: Infrastructure and Public Facilities for information about existing utility infrastructure.

2.8 Relationship to Existing Plans and Policies

This Specific Plan has been prepared for the systematic implementation of the General Plan within the Vallco Special Area. The following discussion identifies key General Plan policies related to the Plan Area.

Cupertino General Plan

The Cupertino General Plan ('Community Vision 2015-2040') provides vision and policy direction through the year 2040. This state-mandated document provides the vision for Cupertino's growth and reinvestment by setting policy direction in a number of areas including land use, mobility, housing, open space, infrastructure, public health and safety, and sustainability.

The General Plan is organized into 21 'Planning Areas': nine 'Special Areas' and twelve 'Neighborhoods'. The Plan Area, 'Vallco Special Area', is one of those nine Special Areas. Policy LU-19.1 states that a Specific Plan is to be created for the site based on specified strategies.

The General Plan identifies a maximum of 35 dwelling units per acre in the Plan Area and it authorizes eligible projects in the Vallco Special Area to apply for a "community benefits density bonus" to increase the Plan Area's development potential (Figure LU-2 'Community Form Diagram', page LU-17). In compliance with the General Plan, building heights and setbacks are determined by this Specific Plan. The General Plan identifies a citywide available allocation of 3,527 dwelling units (calculated at the base density) through

Zoning
The Plan Area is zoned as 'Town Center Zone'.

Allowed Uses
Commercial, office, lodging, civic, cultural and residential.

Housing Priority
The General Plan identifies the entire Plan Area as a housing priority site (Site A2 in the Housing Element).

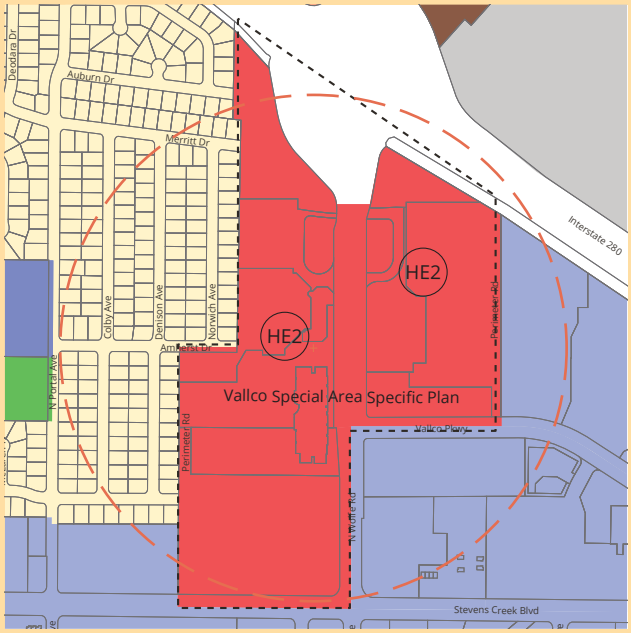


Figure 2.14. ***Existing zoning and allowed uses.***

General Plan Guiding Principles
(Refer page 1-4 and 1-5 of the Cupertino General Plan)

- Develop Cohesive Neighborhoods
- Improve Public Health and Safety
- Improve Connectivity
- Enhance Mobility
- Ensure a Balanced Community
- Support Vibrant and Mixed-Use Businesses
- Ensure Attractive Community Design
- Embrace Diversity
- Support Education
- Preserve the Environment
- Ensure Fiscal Self Reliance
- Ensure a Responsive Government

2040, or 4,416 dwelling units through 2040 if the "community benefits density bonus" is approved.

General Plan Strategy LU-1.2.1 (Planning Area Allocations) and Table LU-1 identify the following development allocations to the Plan Area:

- Minimum 600,000 square feet of retail
- 750,000 square feet of office
- 339 hotel rooms, and
- 2,034 dwellings

Table LU-1 also authorizes 400,000 square feet of retail, 85,000 square feet of civic/ cultural facilities, 1,750,000 square feet of office, 339 hotel rooms, and 2,923 dwelling units if the "community benefits density bonus" is approved.

Cupertino Municipal Code

The Cupertino Municipal Code (CMC) is the primary document that implements the General Plan. The CMC's zoning code provides the regulations for land uses along with development regulations and procedures for all land within the city.

The Plan Area has been zoned 'Town Center Zone' concurrent with the adoption of this Specific Plan. This zoning designation establishes Chapter Six: Development Standards of this Specific Plan, as the standards for use and development within the Plan Area. If there are any inconsistencies or conflicts between the requirements of this Specific Plan and the CMC or other applicable regulation, policy or procedure, the provisions of this Specific Plan take precedence, control and govern the Plan Area.

Other Relevant Plans

City of Cupertino Pedestrian Transportation Plan
First adopted in 2002, this plan was updated in 2018. This plan is designed to improve pedestrian and bicycling conditions through the City, and its vision is structured by three main goals: safety, access, and connectivity that look to enhance quality of life for all community members and visitors. This Plan shows the location and intent of shared use paths within and adjacent to the Plan Area.

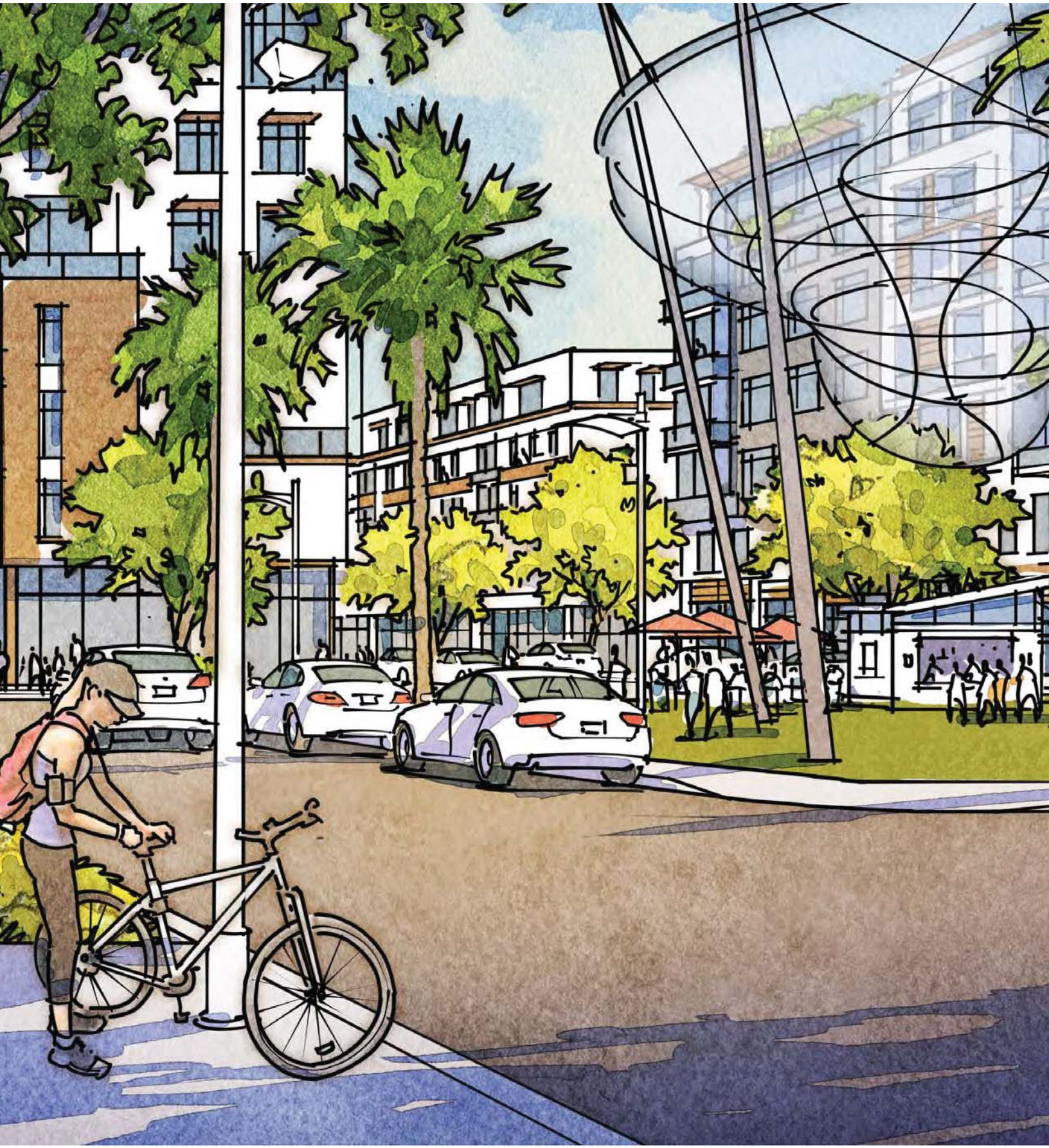
Cupertino Bicycle Transportation Plan
This plan is designed to encourage bicycling as a safe, practical and healthy alternative to the use of a motor vehicle through identifying priorities for the next decade based on community direction. The plan's direction for the Plan Area is to install buffer zones along existing bike lanes.

Other Regional Agencies

Metropolitan Transportation Commission (MTC). *The MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay area. MTC is responsible for regularly updating the Regional Transportation Plan, a comprehensive blueprint for mass transit, highway, freight, bicycle, and pedestrian facilities.*

Caltrans. *The Plan Area is located in Caltrans District 4. Caltrans is responsible for the design, construction, maintenance, and operation of the California State Highway System as well as the portion of the Interstate Highway System with the State's boundaries.*

Valley Transit Authority (VTA). *VTA is Santa Clara County's congestion management agency, responsible for the design and construction of specific highway and pedestrian and bicycle improvements. The VTA has proposed the Stevens Creek Bus Rapid Transit (BRT) project, which would provide service along 8.5 miles from DeAnza College to the Transit Mall in downtown San Jose.*



Vision

CHAPTER 3

In this chapter

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3.1 Guiding Principles for the Vision

The community's vision for the Plan Area is shaped by six design principles.

The project goals and policy direction stated in Chapter One: Purpose and Intent helped generate these six design principles. The principles are intended to generate a beautiful, pedestrian-oriented, multi-modal and mixed-use destination with walkable neighborhoods, shopping and employment areas.

Principle

1

A Vibrant Mixed-Use District Providing Goods, Services and Entertainment for All Ages.

Principle

4

Diverse Housing Choices For All Incomes and Abilities.

Principle 2

Transportation Solutions That Support Walkable, Bikeable, Transit-Oriented Neighborhoods.

Principle 3

Parks, Greens and Plazas Link the District's Individual Places.

Figure 3.1. A visualization of the Plan Area viewed from Vallco Parkway looking west towards North Wolfe Road.

Principle 5

Robust Public and Cultural Amenities Create a Unique Identity.

Principle 6

Thoughtful Physical Transitions to Context.

Principle

1 A Vibrant Mixed-Use District Providing Goods, Services and Entertainment For All Ages

The core of the Plan Area is anchored by two-sided shopping streets of neighborhood-serving, community-serving and destination retail, restaurants and entertainment. These streets are the primary feature within the entire district and connect with adjacent neighborhoods and employment areas.

A Vibrant Retail Environment

Vibrant retail environments feature one or several shopping streets that are compact in footprint - one to four blocks - with diverse businesses that make each street appealing throughout the day and evening, aimed at a wide variety of people.

Retail includes restaurants as well as neighborhood and community services. In order to broaden the district's appeal and to ensure against the feeling of a mall, civic and cultural uses are included.

Adding to the vibrancy of this place is the ability for people to enjoy the public realm - the streetscapes, parks, plazas and green spaces - without needing to make a purchase.

When people think of a destination as a place to meet others or to enjoy being outside, the appeal of that destination is stronger and the variety of potential customers increases.

Figure 3.2. The combination of retail, restaurants and services on the shopping streets makes a place that appeals to a wide variety of people.

Principle

Transportation Solutions That Support Walkable, Bikeable, Transit-Oriented Neighborhoods

2

Through a combination of Transportation Demand Management, an interconnected street network, and pedestrian-oriented street design, the Plan Area offers a wide variety of mobility choices.

Many Transportation Options

The Plan Area's thoroughfares, from intimate pedestrian passages to broad, gracious boulevards, make walking, bicycling and riding transit safe and comfortable for people of all ages. Protected bikeways and sidewalks, built-in traffic-calming measures, and safe, frequent crosswalks aim to substantially reduce traffic fatalities.

Priority is given to space-efficient modes of transportation, allowing public transit and employer shuttles to provide fast, frequent and reliable service on major streets.

Required Transportation Demand management (TDM) plans and enforceable vehicle trip caps create an environment where employees and residents can choose to commute by walking, bicycling, ridesharing, or taking transit. Public and private sectors work together, through public, private, and joint initiatives, to create many good transportation choices for residents, employees,and shoppers, resulting in a transportation system that minimizes impacts on neighbors.

Figure 3.3. Connected thoroughfares make walking, bicycling, and taking transit feel safe for people from ages "8 to 80". Well-managed parking and loading keeps curb spaces readily available for shoppers and deliveries.

Principle

3 Parks, Greens and Plazas Link the District's Individual Places

An interconnected system of publicly accessible open spaces anchored by two key public spaces - the Town Square and the East Plaza - connects each of the district's places and enhances the identity of adjacent buildings and streetscapes.

A Continuous Public Realm

Connectivity is critical in ensuring that public spaces are well-used, which in turn helps to make them safer and more interesting places for the community. Further, an authentic public realm is one which anyone can access, use, and feel comfortable being in, for free.

The district's public realm varies in response to each of the places it shapes but it is also one, continuous system of parks, greens and plazas. Each public space is linked to the others by the connecting streetscapes along individual blocks. The intent is to provide a variety of public places that can support activities for all ages and abilities. To create a central focus, there are two key public spaces - the Town Square on the west and East Plaza in the east side of the Plan Area.

The physical beauty and character of each park, green and plaza is emphasized through the physical transition from the streetscapes that lead into each public space.

Figure 3.4. Parks, greens and plazas are visually inviting, safe and interesting. Many wonderful public spaces are simple in design, yet succeed in providing visual interest and supporting a range of activities.

Principle

Diverse Housing Choices For All Incomes and Abilities

4

The Plan Area offers a variety of housing choices: living in the core of the district in mixed use buildings, along the edges in more residential neighborhoods, or near and as part of an employment center.

Variety At All Scales

The variety of housing choices occurs within an individual block and to a lesser degree within a building. Housing choice also occurs through the size of dwellings: from very small to large. This is important in making an authentic place that is not segmented.

Housing choices range from ground floor flats, lofts and townhouses in neighborhood areas to upper story flats, lofts and townhouses in the core and near or as part of employment areas. Some choices include being on or near a park, plaza or green. Further, housing choices are made available to more people by allowing the unbundling of parking from the cost of a dwelling.

For those who want parking, they have the option and can pay for it while others who may not want any can put the savings to other expenses.

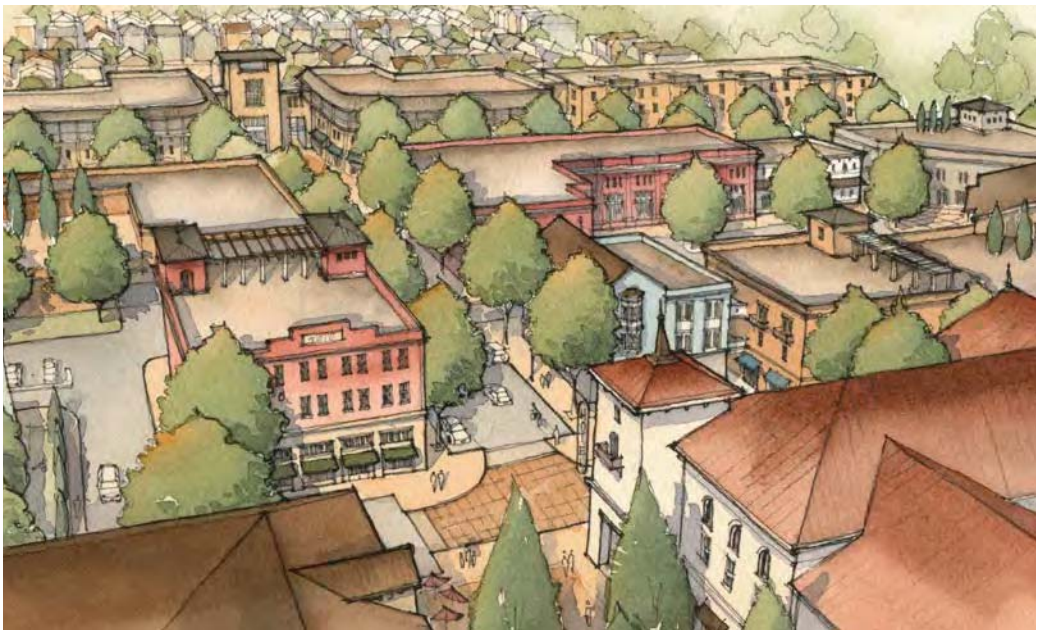


Figure 3.5. Housing choices are integrated throughout the district, offering a choice of housing and a choice of location.

Principle

5 Robust Public and Cultural Amenities Create a Unique Identity

The Plan Area includes a cultural dimension by encouraging uses important to the community and allowing a variety of new functions such as co-working spaces, an innovation hub for businesses, incubator and maker spaces, and educational uses.

A 'Real' Destination

The Plan Area is an authentic community because it encourages the integration of civic and cultural amenities along with housing, employment, retail and entertainment. This makes it an attractive and convenient destination for residents and visitors who might be looking for more than shopping or dining.

These civic and cultural amenities are intended to broaden the district's appeal, promote socializing, and bring customers to the shops and restaurants.

A variety of amenities make the entire Plan Area a genuine destination of choice for the community.

Figure 3.6. The Vallco Plan Area will be a real place when people see it as many different things: a place to eat, a place to shop, a place to meet others, a place to continue education, a place to work, a place to relax.

Principle

Thoughtful Physical Transitions To Context

6

The Plan Area is most intense in building size and scale in the Office/ Mixed-Use District, then in the Retail and Entertainment/ Mixed-Use District west of North Wolfe Road, with buffers and transitions to the surrounding context, in particular along the western edge adjacent of the North Blaney neighborhood.

Physical Scale and Character

Within the Plan Area, physical transitions are made from one environment to the other by shaping the overall height of buildings, their distance from the sidewalk, and the different types of streetscapes.

Generally, building size and scale decreases from the east towards the west edges of the Plan Area. Along the western edge of the Plan Area adjacent to the North Blaney neighborhood, effective physical transitions are made by requiring a transition buffer along the wall (that also retains the existing trees), and by ensuring that building heights and widths are regulated to create an appropriate transition in scale and form.

Figure 3.7. Building width is as important as height in generating effective physical transitions between areas of very different intensity.

3.2 The Vallco Mixed-Use Districts

The Plan Area is a mosaic of three diverse districts, each with its distinct role and character. The districts share similar qualities of being walkable, mixed-use places and together, they create a cohesive identity. The exact location and extents of these districts will be finalized through an approved Master Site Development Permit.

Retail and Entertainment/ Mixed-Use District

Forming the core of the Plan Area, this mixed-use, pedestrian-oriented district provides a new shopping, cultural and entertainment destination for Cupertino and the region, with the Town Square as its central focus and with a variety of retail, entertainment, residential and civic functions in mixed-use buildings.

Neighborhood/ Mixed-Use District

With a housing focus supported by amenities and public spaces, set within walkable streets and blocks, this district brings a much-needed housing component to create a true mixed-use community. The intensity of development is lower, with building heights transitioning to the lowest along the western edge of the Plan Area.

Office/ Mixed-Use District

Conveniently located adjacent to the Retail and Entertainment/ Mixed-Use District, with good access to the freeway and major streets, this district has an employment focus, along with employee amenities and housing choices. The intensity of development is high, with the tallest buildings at the eastern edge, and around the East Plaza, the district's central public space.

Figure 3.8. Visualization of the Vallco districts: Retail and Entertainment/ Mixed-Use District (top), Neighborhood/ Mixed-Use District (middle) and Office/ Mixed-Use District (bottom).

Figure 3.9. The three Vallco mixed-use districts.
Please note that these illustrations are conceptual.

3.3 Vallco Places: Special Design Areas

The Plan Area also has several 'Places': areas of special design focus, to create a unique identity. The design of the buildings and public realm in these Places has been given extra attention in the Specific Plan.

Town Square and East Plaza

The Town Square (A) in the Retail and Entertainment/ Mixed-Use District, and the East Plaza (B) in the Office/ Mixed-Use District, are intended to be the two main public open spaces for outdoor recreation and activity.

Built Character. The Town Square and East Plaza are framed by six to nine-story, and eight to ten-story buildings respectively. The buildings have active ground floor uses, including civic uses, if provided, to activate the open spaces.

Public Realm Character. The adjacent streetscapes feature tree-lined streets, wide sidewalks, and active frontages with a retail focus.

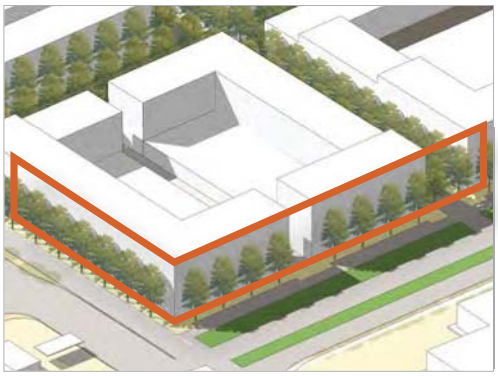
A B *Figure 3.10. The Town Square and East Plaza, the Plan Area's main public open spaces. Special attention is required for the design of the buildings framing the open space and accompanying streetscape* ***Please note that these illustrations are conceptual.***

District Edges

The edges along North Wolfe Road and Vallco Parkway (C) and Stevens Creek Boulevard (D) are defined by an environment of mixed-use buildings that are primarily residential, supported by ground floor retail and services.

Built Character. Five to seven- story buildings line the edges of the Plan Area, with active ground floor uses. Retail is prioritized on Stevens Creek Boulevard.

Public Realm Character. The adjacent streetscapes feature tree-lined streets, wide sidewalks, and active frontages.



C D *Figure 3.11. The District Edges along North Wolfe Road, Vallco Parkway and Stevens Creek Boulevard.* ***Please note that these illustrations are conceptual.***

Figure 3.12. Location of the Vallco 'Places'. ***Please note that these illustrations are conceptual.***

Vallco Gateway

The visual 'entrance' to the Retail and Entertainment/ Mixed-Use District, terminating the view from Vallco Parkway looking west towards the Plan Area.

Built Character. The Vallco Gateway has mixed-use, six to seven-story buildings with extra attention to design and articulation, to define the 'entrance' to the district. Building corners are taller for visual emphasis.

Public Realm Character. The adjacent streetscapes feature tree-lined streets, wide sidewalks, and active frontages with a retail and entertainment focus.

E *Figure 3.13. Vallco Gateway at the intersection of Vallco Parkway and North Wolfe Road.*
Please note that these illustrations are conceptual.

Table 3.1. Design Intent: Illustrative Examples

A *Design example: Town Square*

B *Design example: East Plaza*
Image source: Townshend LA, John Sturrock

C *Design example: District Edge*

E *Design example: Vallco Gateway*

3.4 Development Program

The current pattern of two superblocks, with large impersonal buildings surrounded by parking lots, is transformed into a beautiful pattern of walkable blocks and pedestrian-oriented streetscapes.

Development Program

The maximum allowable amount of development for the Plan Area is identified in Table 3.2 (Tier 1). As discussed in more detail in Chapter Seven: Administration, Implementation and Financing, a city-defined "community benefits density bonus" is available as an alternative to the state density bonus for projects in the Plan Area that provide specified community benefits in addition to complying with the standard requirements of the Specific Plan. Table 3.3 identifies the development capacity for the Plan Area if the City approves a project with a "community benefits density bonus" (Tier 2).

In addition, the minimum required amount of public open spaces (parks, plazas, greens) under both development scenarios is identified.

Transfers. Transfers are allowed in accordance with the requirements described in Chapter Seven: Administration, Implementation and Financing.

Figure 3.14. To test out the development capacity and built form and other design parameters that should be part of the Specific Plan, various Plan Options were created at the Design Charrette One, two of which are shown here.

Please note that these plan options are purely illustrative to indicate two of many possible build-out scenarios; they are not suggested as preferred design schemes. There can be many creative design solutions that satisfy the requirements of this Specific Plan.

TABLE 3.2. TIER 1 DEVELOPMENT PROGRAM [without "community benefits density bonus"] *See Chapter Seven: Administration, Implementation and Financing for more information.*

	Simeon Properties (A)	Vallco Property Owner, LLC (B)	KCR Properties (C)	Total
Maximum Residential *(Number of units)*	181	1,779	74	**2,034**
Minimum Commercial/ Retail *(Square feet)*	-	600,000	-	**600,000**
Maximum Office *(Square feet)*	-	750,000	-	**750,000**
Maximum Hotel *(Number of rooms)*	-	191	148	**339**
Civic Uses and Public Open Spaces				
Minimum Civic/ Cultural Uses* *(Square feet)*	None Required			
Minimum Public (at-grade) Open Space *(Acres)*	-	6.0	-	**6.0**

TABLE 3.3. TIER 2 DEVELOPMENT PROGRAM [with approved "community benefits density bonus"] *See Chapter Seven: Administration, Implementation and Financing for more information.*

	Simeon Properties (A)	Vallco Property Owner, LLC (B)	KCR Properties (C)	Total
Maximum Residential *(Number of units)*	181	2,668	74	**2,923**
Minimum Commercial/ Retail subject to including Civic/ Cultural Uses* *(Square feet)*	-	485,000 (includes 85,000 for civic/ cultural uses)	-	**485,000**
Maximum Office *(Square feet)*	-	1,500,000	-	**1,500,000**
Maximum Office Amenity Space *(Square feet)*	-	250,000	-	**250,000**
Maximum Hotel *(Number of rooms)*	-	191	148	**339**
Civic Uses and Public Open Spaces				
Minimum Public (at-grade) Open Space *(Acres)*	-	6.0	-	**6.0**

Notes:

** If not used by civic and public education facilities, the space allocated for civic uses may be converted into uses that qualify under 'minimum retail requirement' or incubator/ co-working/ maker spaces.*

3.5 Retail and Entertainment/ Mixed-Use District

The focus of the Plan Area, the Retail and Entertainment/ Mixed-Use District provides a new shopping, cultural and entertainment destination for Cupertino and the region. Please refer to Chapter Six: Development Standards for design controls and standards.

Physical Character

This district is at the core of the Plan Area and its key features include the **Town Square**, a new public space, and vibrant shopping streets connecting with the adjacent Neighborhood/ Mixed-Use District to the north.

The built environment of this district is made of short, walkable blocks with large block-form buildings, approximately six-stories tall, each with a tall ground floor for accommodating uses that can include retail, restaurants, entertainment, lodging, civic, cultural and office.

Another key design element of this district is the **Vallco Gateway** at the intersection of North Wolfe Road and Vallco Parkway. At this location, the corners of the block-form buildings have additional height to create an 'entrance' feature.

Frontages such as shopfronts, arcades and galleries along the ground floor help in transitioning from the scale of the buildings to the scale of the pedestrian.

Along North Wolfe Road, Vallco Parkway and Stevens Creek Boulevard are the **District Edges**, an area of mixed-use buildings with residential uses, supported by ground floor retail and services, in buildings up to five to seven-stories tall. The buildings may contain several floors of signature retail uses, in particular along Stevens Creek Boulevard.

Figure 3.15 (above). The Retail and Entertainment/ Mixed-Use District within the Plan Area.

Figure 3.16. Examples of mixed-use buildings with one or two levels of ground floor retail. The design intent is to make the ground floors along the main shopping streets visually prominent and distinct from the upper floors.

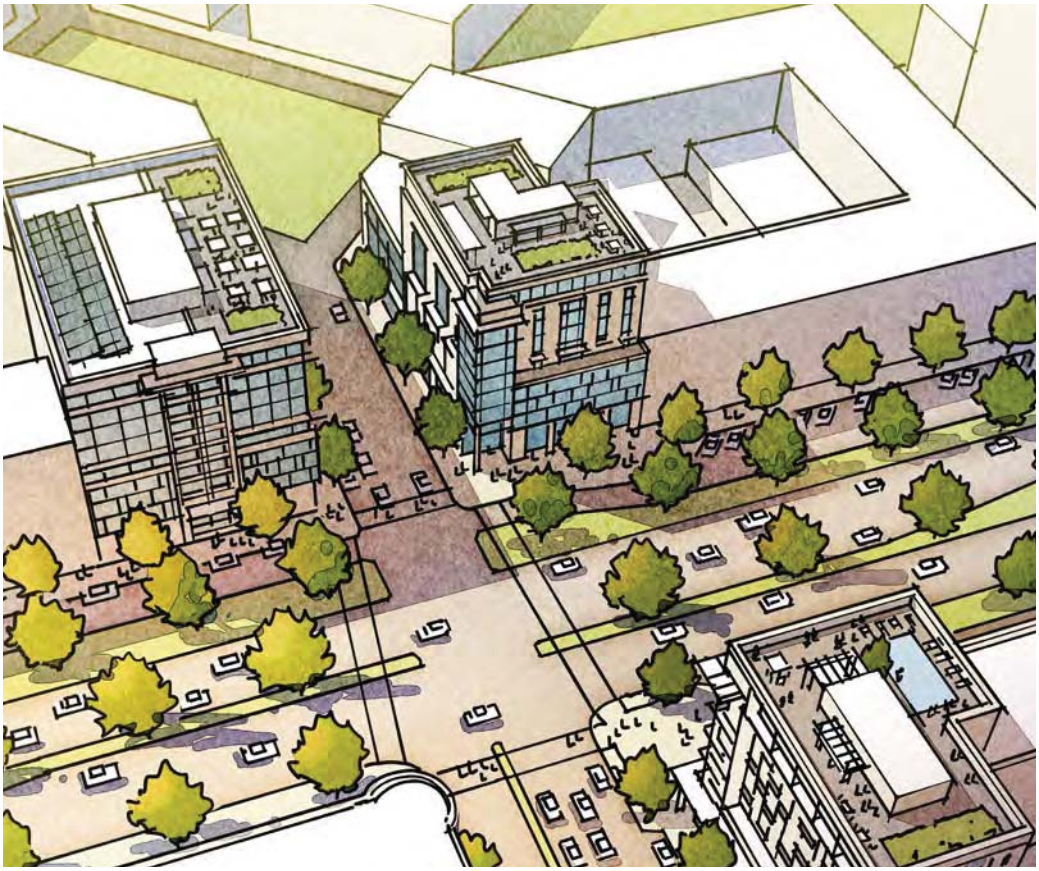


Figure 3.17. An illustrative view from Vallco Parkway looking west towards the Vallco Gateway at the intersection of Vallco Parkway and North Wolfe Road.

The Specific Plan recommends that North Wolfe Road be reconfigured as a multi-way boulevard with calm frontage streets that are amenable to creating a mixed-use environment. Along these edges, the ground floors are encouraged to have active frontages, to create an attractive environment. Approval for the frontage street along North Wolfe Road is subject to a review, through an approved Master Site Development Plan.

TABLE 3.4. INTENDED BUILDING FORM AND PUBLIC REALM

Refer to Chapter Six for development standards

- Buildings are five to six-story tall, with taller buildings around the Town Square, and at the Vallco Gateway. Building heights decrease towards the western edge of the Plan Area, stepping down to four-story buildings near the west plan area boundary.
- Buildings should have active ground floor uses, with shopfronts, gallery or arcade frontages.
- Buildings are attached or detached.
- Buildings are at or near the sidewalk.
- The Town Square is intended to be the main public open space. Other ped-bike connections include the North Wolfe Pedestrian Bridge and a ped-bike greenway long the western edge.
- On-street parking is allowed in addition to public off-street parking.
- If provided, civic buildings are encouraged to be sited adjacent to or near the Town Square.

Figure 3.18. An illustration of the Town Square framed by mixed-use buildings with ground floor retail, restaurants, entertainment and neighborhood services. ***Please note that the Specific Plan guides, but does not define the exact location and attributes of the Town Square in order to encourage creative design solutions.***

Public Realm

The design of the public realm is intended to support the key function of this district: a destination for shopping, recreation and socializing.

The streets form a 'shopping loop' and have wide sidewalks with shade trees that make them unique and memorable. Buildings are directly adjacent to the sidewalk to shape the public realm, or are recessed just enough to make a forecourt lined with ground floor retail, restaurants, entertainment, cultural and other uses.

The **Town Square**, located along or at the end of these active shopping streets, provides a large, active public space for many types of events or for simply enjoying the surroundings.

Civic uses, if provided, are encouraged to be located near or adjacent to the Town Square to add a cultural dimension to this district.

Figure 3.19. An illustration of a key open space and connectivity element in the Plan Area, the North Wolfe pedestrian bridge. This unique open space offers a practical route for pedestrians and cyclists across North Wolfe Road.

Figure 3.20. The Town Square offers the opportunity to incorporate public art through simple options such as a bandshell or more dramatic, sculptural elements to create a sense of place.

A unique element of the public realm is the **North Wolfe Pedestrian Bridge** that provides an important connection across both sides of the Plan Area for pedestrians and cyclists.

This bridge functions as a publicly accessible space, with appropriate landscaping and small retail kiosks as amenities.

Figures 3.21 (top), 3.22 (bottom). Public art and creative building and roof forms can create a unique identity.

Figure 3.23, 3.24. Images from Santana Row, San Jose. Kiosks and landscaping elements help create an active, well-used public space.

3.6 Neighborhood/ Mixed-Use District

The Neighborhood/ Mixed-Use District is located adjacent to the Retail and Entertainment/ Mixed-Use District, offering a variety of housing choices in a mixed-use setting within a framework of walkable streets and blocks. Please refer to Chapter Six: Development Standards for design controls and standards.

Physical Character

Located north of the Retail and Entertainment/ Mixed-Use District, this district features short, walkable blocks with medium to large block-form, four to seven-story buildings providing a range of housing choices.

Frontage types such as dooryards, porches and stoops along the street and in building courtyards help in transitioning from the scale of the building to the scale of the pedestrian.

Building heights step down towards the western edge of the Plan Area, in relation to the distance from the west boundary. Building widths are scaled and articulated to present 'medium-scale' building forms and make an effective transition.

Public Realm

Streets in the Neighborhood/ Mixed-Use District connect directly to the adjacent Retail and Entertainment/ Mixed-Use District and are residential in character, with wide sidewalks, shade trees and planting. Buildings are set back from the sidewalk enough for ground floor entries to face the street and provide opportunities for people to interact along the streetscape.

Pocket parks and greenways provide public open spaces for the community. The existing double row of trees along Perimeter Road on the western edge of the Plan Area is preserved to the extent practical, or replanted; and a bike and pedestrian trail is incorporated.

Figure 3.25. Neighborhood/ Mixed-Use District within the Plan Area.

TABLE 3.5. INTENDED BUILDING FORM AND PUBLIC REALM
Refer to Chapter Six for development standards

- Buildings are approximately four-story tall along the western edge of the Plan Area.
- Buildings have ground floor retail in some locations, and feature dooryards, porches and stoop frontages in most locations.
- Buildings are attached or detached.
- Buildings are set back from the sidewalk.
- Pocket parks and greenways are the public open spaces, with a ped-bike connection along the west edge.
- On-street parking is allowed in addition to off-street parking.

Figures 3.26 (top), 3.27 (bottom). A physical separation at the west edge along the North Blaney neighborhood can be achieved in different ways: it could include a neighborhood street and a park (above); or a larger public green (such as a community garden) without the street (below).

Figure 3.28, 3.29, 3.30. Dooryard (top), stoop (middle) and porch (bottom) frontages provide semi-private space for residents and 'life' on the street.

Figure 3.31. Pocket parks and linear greenways provide open spaces at an intimate scale, appropriate for the needs of a neighborhood.

3.7 Office/ Mixed-Use District

A mixed-use district with an employment focus across the street from the Retail and Entertainment and Neighborhood Mixed-Use Districts. Please refer to Chapter Six: Development Standards for design controls and standards.

Physical Character

This district primarily contains Class 'A' offices with some housing, lodging and employee amenities, continuing the character of the Retail and Entertainment/ Mixed-Use District across North Wolfe Road. The central focus and main public open space of the district is the **East Plaza**.

This built environment is made of walkable blocks with large 'block-form' buildings ranging from six to ten-stories in height. The tallest buildings are in the north-east part of the district, and around the East Plaza, buildings can be taller than neighboring buildings to frame and accentuate the open space.

Frontages such as shopfronts, arcades and galleries along the ground floor help in transitioning from the scale of the buildings to the scale of the pedestrian. Buildings 'face' the streets by orienting entrances, ground floor lobbies and similar active uses towards key streets, in particular those around the East Plaza.

Along the **North Wolfe Road District Edge**, six to seven-story buildings have mainly office uses and active ground floor frontages to create an attractive environment and a prestigious office address along this major street.

Along the **Vallco Parkway District Edge**, buildings are encouraged to be lower-scaled than the office buildings in the

Figure 3.31. The Fenwick & West building in Mountain View, CA. An illustration of a six-story office building with creative massing to break down the apparent size and scale. Image source: www.cpexecutive.com.

Figure 3.32. Santana Row, San Jose. An example of an active, mixed-use environment with employment, residential and retail uses, anchored by an appropriately-scaled and well-designed public space.

district's interior, and to be mixed-use with residential uses above and active ground floor uses, 'facing' the street to activate it.

Public Realm

Streetscapes relate to the character of the Retail and Entertainment/ Mixed-Use District across North Wolfe Road, with buildings at or near wide sidewalks, with shade trees and planting.

Buildings are at or near the sidewalk with shopfronts or large windows to create an active streetscape. Since this district has an employment focus, it is important to encourage and maintain public pedestrian access to key streets serving the East Plaza.

The **East Plaza** is the main public space, and the focus of this district, framed by active ground floor uses. The **North Wolfe Pedestrian Bridge** connects the east and west sides of the Plan Area across North Wolfe Road and provides an opportunity for an elevated publicly accessible space.

TABLE 3.6. INTENDED BUILDING FORM AND PUBLIC REALM

Refer to Chapter Six for development standards

- Building heights range from six to ten-stories, with the tallest buildings along the north and east edges of this district. Building heights are lowest along Vallco Parkway.
- Buildings have active ground floor uses, and have shopfronts, gallery or arcade frontages.
- Buildings are at or near the sidewalk.
- Buildings are attached or detached.
- The East Plaza is the main public open space, along with the North Wolfe Pedestrian Bridge.
- On-street parking is allowed in addition to off-street parking.

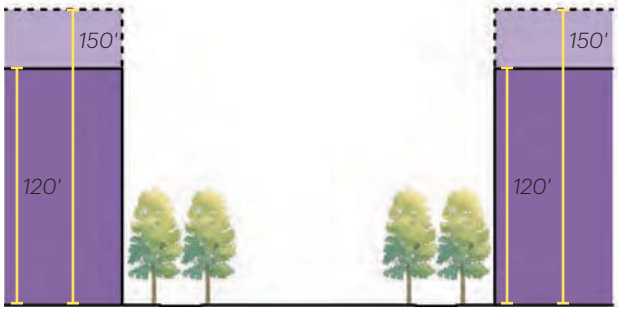
3.8 Design Guidelines: Building Massing and Heights

The preceding sections describe the general character and design intent for the three Plan Area districts. In addition, this section covers guidelines for articulating built form and heights to achieve appropriate transitions to the adjacent context. Please refer to Chapter Six: Development Standards for details and standards.

Building Height Transitions

The Specific Plan proposes building heights to be regulated for several reasons: to create a visual hierarchy within the Plan Area; to frame and accentuate important public spaces; to ensure privacy for residents; and to create appropriate physical transitions to the surrounding context to avoid the appearance of bulky, monolithic buildings.

A system of height step-backs has been proposed to achieve an attractive massing envelope for the Plan Area, while accommodating the development program for both Tiers 1 and 2. The schematic sections below and on the facing page illustrate this concept for key streets in the Plan Area. For additional information on building heights, please refer to Chapter Six: Development Standards.



Building heights around the East Plaza

Building heights around the Town Square

Figure 3.33. Building heights adjacent to the two main public open spaces in the Plan Area: the Town Square and East Plaza.

Tier 1 heights

Additional heights for Tier 2

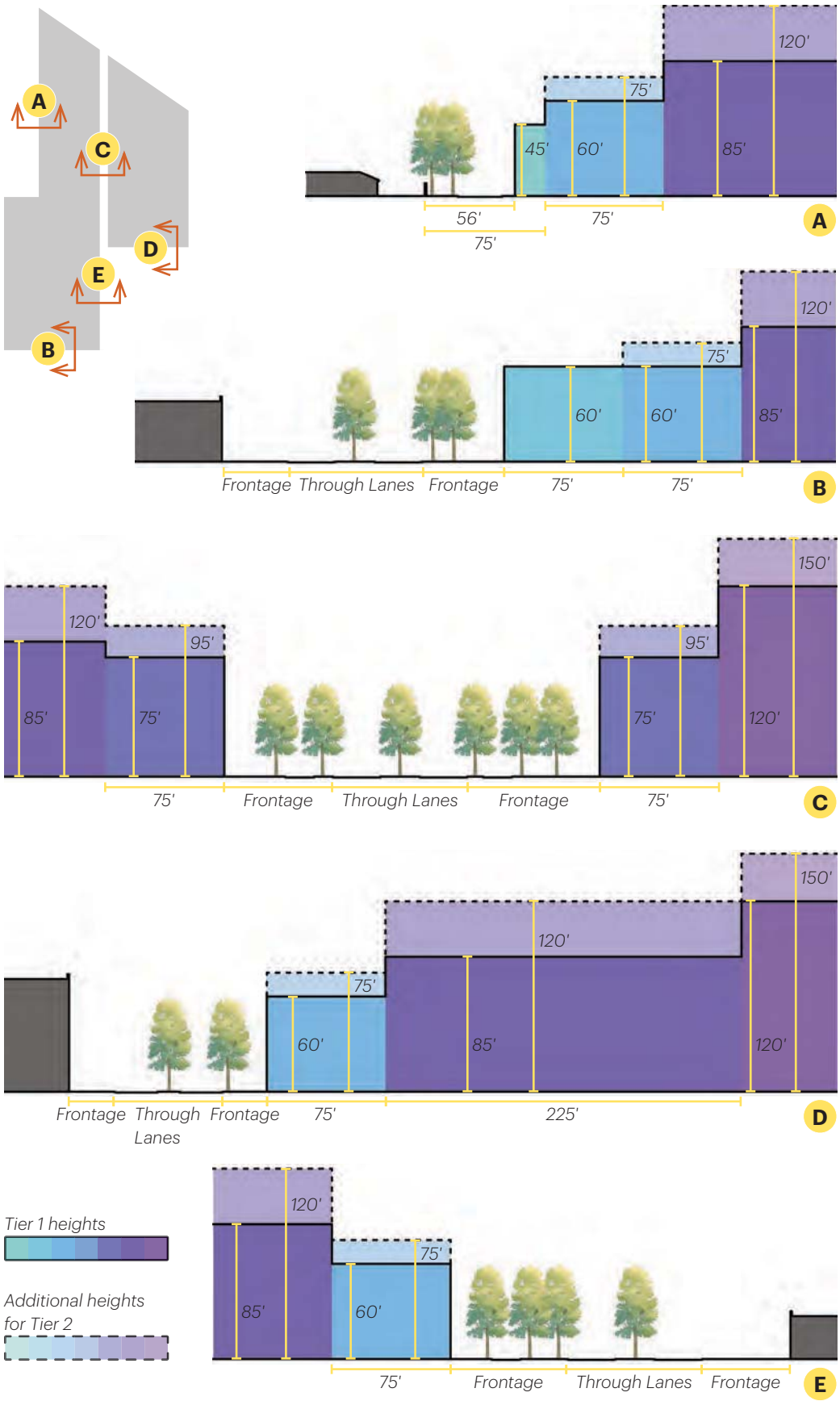


Figure 3.34. Height transitions: Sections for key streets in the Plan Area.

3.9 Design Guidelines: Built Form and Public Realm

This section includes general guidelines for the design and function of buildings and the public realm that are intended to help achieve the envisioned form and character. Please refer to Chapter Six: Development Standards for details and standards.

Physical Character

- Extra design attention in terms of architectural details and finishes for the buildings facing the Town Square, East Plaza, Vallco Gateway, especially those facades most visible from streets leading to these places.
- Variety and articulation of facades and massing, for upper stories of buildings, especially above the third floor.
- A mix of private open space for upper stories of buildings (balconies, podium courtyards, roof decks, green roofs, etc).
- A variety of active ground floor uses along streets to lengthen the 'open' hours for which the district is active.
- Ground floor entries face the street or public space (as applicable). Access to upper story units is through ground floor lobbies accessed directly from the sidewalk.
- Buildings incorporate design features and architectural elements to create active frontages, and for scale transitions from the building to the sidewalk. Residential buildings incorporate features such as dooryards, stoops, and recessed entries. For

Figure 3.35. The public realm is a combination of interrelated elements.

- *Frontage*
- *Space to window-shop*
- *Space to walk*
- *Space to sit or park a bike*
- *Public open space*
- *Public art*
- *Active uses within public spaces*

commercial buildings such as offices and hotels, building entrances and public and semi-public spaces such as lobbies face the public realm.

- Civic and/or cultural uses, if provided, are in unique buildings and face the Town Square.
- Large shopfront windows for pedestrians to easily see into shops.
- Bird-safe facade design.

Public Realm

- Short block lengths to increase walkability, extend the street network, provide multiple route options, and contribute to slow vehicle speeds.
- Slow vehicle speeds to promote pedestrian safety.
- Off-street parking, loading, and servicing activities located behind buildings or underground.
- Public space is provided at ground level and at other elevated locations such as green roofs, building terraces, pedestrian bridges, etc.
- Street trees provide shade while allowing views of ground floor shops and frontages.
- The existing wall and row of trees along the west Plan Area boundary is retained as replanted if needed.
- Sidewalks are wide enough to provide spaces to walk, to window shop, to sit and to park bikes.
- Creative signage that enhances the ambience of the shopping streets.
- Simple and durable street furniture that is functional and does not visually dominate the streetscape.
- Public art prominently featured through its location and visibility.

Figure 3.36. The testing of building forms, building separation and open space parameters was done at the two design charrettes.

Figure 3.37. The walkability of a place is determined by the quality of its streets and sidewalks in providing a safe, comfortable and interesting pedestrian experience, diverse destinations to walk to, and visually appealing buildings and facades.

Mobility

CHAPTER **4**

In this chapter

4.1 Mobility Strategy: Purpose and Intent 4-02

4.2 Streetscapes: The Public Realm 4-04

4.3 Thoroughfare Strategy 4-06

4.4 Managing Curb Space 4-08

4.5 Parking, Loading and Traffic Reduction 4-10

4.6 Improving Transportation Choices 4-12

4.1 Mobility Strategy: Purpose and Intent

This chapter sets forth transportation policies and standards. The essential aim of these policies and standards is to establish and maintain in perpetuity the transportation system necessary to support a thriving district where most employees, and many residents, will meet their daily needs by walking, bicycling, taking transit, and ridesharing.

Walkability and 'Complete Streets'

The future vision for the plan area is one in which users of the site, choose to meet their daily needs by walking, bicycling, taking transit, and ridesharing. Achieving this goal is fundamental to the task of creating a place of enduring value, achieving Cupertino's Climate Action Plan goals, and minimizing impacts on neighbors.

The public realm in the Plan Area includes a collection of different types of streets that play particular roles in circulation.

A common feature for all the streets is that they should be multimodal and accommodate the needs of all users. All streets in the Plan Area are to be designed as Complete Streets, the attributes of which are described on the facing page.

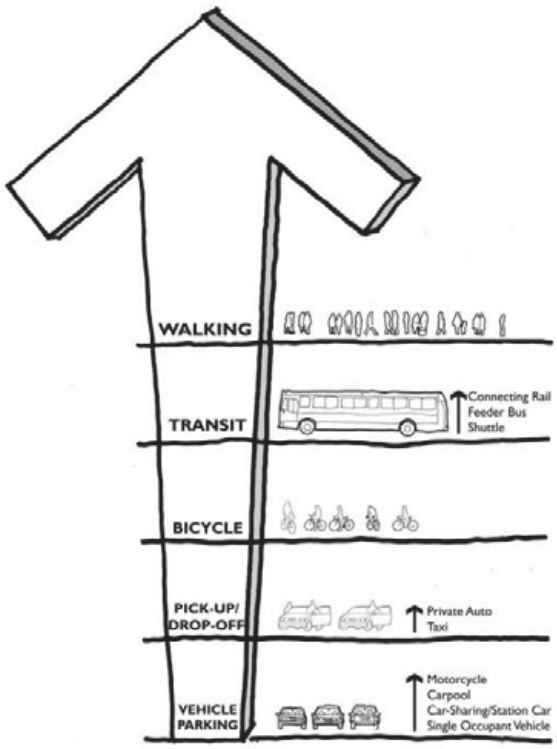


Figure 4.1. Streets are public spaces of limited width. To maximize their capacity to move people and goods, top priority must be given to space-efficient modes of transportation – to space for people on foot, on bicycles and in transit vehicles – when allocating space on streets. This is a matter of geometry, not ideology. The example shows BART's Station Access Policy.

Image source: Patrick Siegman and BART

TABLE 4.1. DESIGN FEATURES OF COMPLETE STREETS

Example of a Complete Street with features that create an appealing, context sensitive, pedestrian-oriented public realm.

A) Transit prioritization at intersections.
Design intersections to help public transit run on time.

B) Intelligent traffic signals.
Designed to control traffic flow, transit, and pedestrian crossing safely and efficiently.

C) Comfortable Bicycle lanes.
Design bicycle lanes to create space for bicycles and protect them from moving cars.

D) Minimum vehicular travel lanes.
Reduce the number of travel lanes to provide traffic calming and enable wider sidewalks.

E) Enhanced crosswalks.
Crosswalks are designed to make the pedestrian experience safer and easier.

F) Wide sidewalks.
Design sidewalks for a comfortable pedestrian experience for all ages and sidewalk dining with the widest sidewalks on shopping streets.

G) Street Trees.
Select species that thrive in urban environments, provide shade and beauty, and reduce air pollution.

H) Smart Meters.
Over time, as parking becomes more valuable, consider electronic stations to manage parking spaces, and make paying for parking easy by basing price on use.

I) Green Infrastructure.
Adds visual interest while directing stormwater directly to the soil to allow groundwater recharge.

J) Ease of maintenance.
Reduce the cost of maintenance for streets through selection of durable materials.

'Complete Streets' in the Plan Area

Multi-Modal. *Each street serves all users by balancing the needs of automobiles, buses, and trucks with those of pedestrians and cyclists. This is done in different ways and by using a different combination of strategies depending upon the use of the street and ultimately will provide many options for moving throughout the Plan Area and adjacent neighborhoods.*

Context Sensitive. *Each street is designed to accommodate the different users while working within the existing or intended physical context of the area.*

Physical Appeal. *Each street is designed integrally with the ultimate public realm in mind from the outset: shopping streetscapes, neighborhood streetscapes, or urban streetscapes.*

For additional information on Complete Streets, visit www.smartgrowthamerica.org/complete-streets

4.2 Streetscapes: The Public Realm

The Plan Area's image is largely shaped by the highly interconnected street network with a variety of urban streetscapes that share common attributes to promote walkability.

A Walkable Streetscape

The quality of the public realm in the Plan Area will be determined by ensuring walkable streetscapes, combined with short blocks and public spaces. A walkable streetscape has the following attributes:

- is visually interesting and has strong spatial enclosure by the ground floor frontages and street-facing facades.
- is comfortable through short crossing distances, wide sidewalks with planting and seating, and street trees that provide a canopy effect for pedestrians.
- is safe through the visibility from and to the inside of the ground floor, and by the pedestrian activity on the sidewalk.

Types of Streets

The Plan Area has two general categories of streets, described further in Chapter Six: Development Standards.

'Active Ground Floor' Streets: To be used in environments where an active and typically non-residential ground floor use is required; such as retail, restaurant, entertainment, office and cultural.

Neighborhood Streets: Streets in residential neighborhoods, similar to Active Ground Floor streets but with typically residential ground floor uses.

Figure 4.2. "The design of cities begins with the design of streets. To make a good city, you need good streets, and that means streets where people want to be. Streets need to be safe and comfortable, they need to be interesting, and they need to be beautiful. They need to be places."

Image source: 'Street Design: The Secret to Great Cities and Towns' by Victor Dover and John Massengale

Figure 4.3 (top). Example of a street with an 'active ground floor'. Figures 4.4 (middle) and 4.5 (bottom). Examples of neighborhood streets.

TABLE 4.2. STREETSCAPES: DESIRED QUALITIES

'Active Ground Floor' Streets

Refer to 'Active Ground Floor Streets' in Chapter Six: Development Standards for detailed information.

- *Buildings have shopfront frontages with galleries, arcades, forecourts; and active ground floor uses. Umbrellas and awnings add shade and comfort.*
- *Wide sidewalks with space for trees, walking, outdoor dining and display of merchants' wares.*
- *Ground floor level generally flush with sidewalk.*
- *Small to no building setbacks.*
- *On-street parking.*

Neighborhood Streets

Refer to 'Neighborhood Streets' in Chapter Six: Development Standards for detailed information.

- *Buildings have stoop and dooryard frontages with forecourts and some shopfronts.*
- *Wide sidewalks with street trees.*
- *Small to medium building setbacks.*
- *On-street parking.*

4.3 Thoroughfare Strategy

Figure 4.6. Walking and bicycling should feel safe for people of all ages.

Figure 4.7. Thoroughfares should be designed as both corridors for movement and as places to linger.

Figure 4.8. Raised cycle tracks eliminate conflicts between vehicles parking and loading and people on bikes. Image source: "Sustainable Transportation in the Netherlands"

To support a thriving mixed-use district with minimal traffic congestion, thoroughfares must achieve two fundamental goals: creating beautiful streets, where people want to be; and creating streets that efficiently move many people, in space-efficient forms of transportation, from walking and bicycling to fast, frequent and reliable transit.

Direction for Thoroughfare Design and Operations

Vision Zero

In the design and operation of thoroughfares, protecting human life and health is paramount, and shall take priority over mobility and other transportation system objectives. Thoroughfares should be designed and operated with the aim of eliminating traffic fatalities and reducing non-fatal injury collisions in the Plan Area.

Streets for 8 to 80-Year-Olds

Thoroughfares should be designed to make bicycling, walking, and taking transit safe and comfortable for everyone, whether they are age eight or eighty. Sidewalks shall be provided on all thoroughfares.

Placemaking

Thoroughfares should be designed as places for dining, shopping and social interaction, as well as corridors for movement.

Target speeds

Design speeds for all streets should be selected using the concept of target speed. Maximum target speeds shall be 35 mph for Stevens Creek Boulevard, Vallco Parkway and North Wolfe Road, and 20 mph for all other streets.

Transit & Emergency Response Priority

On Stevens Creek Boulevard and North Wolfe Road, the City of Cupertino (City) will continue to prioritize maintaining transit speed and schedule reliability, and emergency response times, over single occupant vehicle movement, and consider using measures such as signal prioritization, queue jumps, bus-only lanes and bus bulbs and in-lane transit stops.

Design Guides

The National Association of City Transportation Officials (NACTO) 'Urban Street Design Guide', 'Urban Bikeway Design Guide' and the 'California Manual on Uniform Traffic Control Devices' (CA-MUTCD) will continue to be used as the design standards for thoroughfares. In the event of a conflict the City will determine the most appropriate standard.

Performance Metrics

New development within the Plan Area should be evaluated using vehicle miles traveled per capita (VMT per capita) as the primary metric for evaluating transportation impacts.

Figure 4.9. Features such as dedicated bike lanes make biking safe for all ages.

Adjacent Thoroughfare Improvements
New development may be required to improve adjacent portions of existing thoroughfares, including Stevens Creek Boulevard, Vallco Parkway and North Wolfe Road to meet the standards of this plan.

Multimodal Transportation Impact Fee
The project shall contribute the City's transportation impact fee for new development for improving all modes of transportation, including projects identified in the City's Bicycle Master Plan and Pedestrian Master Plan.

Transit Assessment
Transit stops may be located in the Plan Area.

Figure 4.10. Bicycling is a social activity and bikeways should be wide enough to allow for riding side-by-side.
Image source: Streetsblog

Figure 4.11. Adding a low-speed side drive to North Wolfe Road can make it a fine setting for shopfronts.

4.4 Managing Curb Space

The following apply to existing and new thoroughfares within and immediately adjacent to the Plan Area.

Direction for On-Street Parking Design and Operations

Priorities for Use of Curb Space
In order to prioritize the use of scarce curb space, in general, the needs of the following uses should be addressed before examining long-term parking needs (shown in order from highest to lowest priority):

1. Bicyclists, pedestrians, and transit
2. Active freight and passenger loading
3. Placemaking uses, such as parklets and sidewalk dining
4. Short-term parking.

Curb Parking That is Well-Used but Readily Available
The City may provide the applicant the option of setting curb parking prices with the aim of ensuring that on-street curb parking is well-used, but readily available. Where necessary to maintain availability, the following strategies may be considered:

- Implement performance-based parking pricing with rates that may vary by time of day, day of the week and by block.
- Charge for parking wherever and whenever necessary – including evenings and weekends – to achieve a target occupancy range of approximately 65 to 85 percent occupancy on each block.
- Use prices rather than time limits to maintain curb parking availability.
- Net parking revenues may be used (i.e., after covering parking program expenses) to fund facilities and services that benefit the blocks where the parking revenue is generated.

Figure 4.12. Features such as parklets can add vibrancy and greatly enhance retail activity.

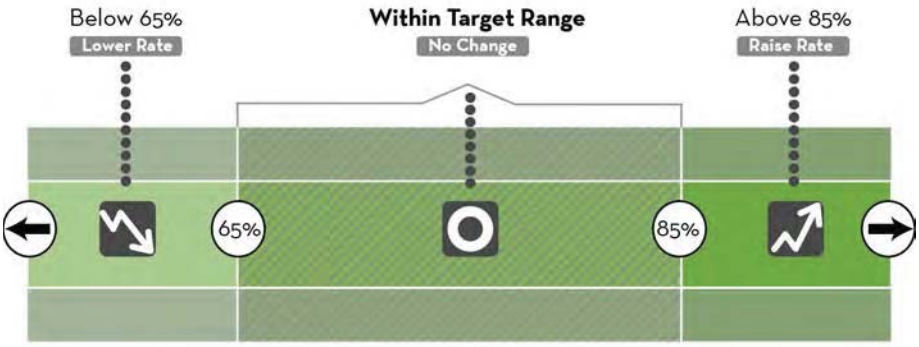


Figure 4.13. Performance-based curb parking pricing sets rates at the lowest price needed to make parking readily available on each block.

Figure 4.14. Redwood City uses performance-based parking prices: no time limits needed.

Figure 4.15. Good curb space management keeps spaces available for shoppers.

4.5 Traffic Reduction and Parking

Figures 4.16 (top) and 4.17 (bottom). Employer shuttles give employees a stress-free commute, while bikeshare fleets provide a new option for workday errands and that last-mile connection to public transit hubs.

Image sources: Genentech (above), Ford GoBike (below).

The primary purpose of the policies in this section is to improve transportation choices and reduce motor vehicle traffic, pollution, and traffic-related fatalities and injuries.

The goal of the Specific Plan is to create a mixed-use environment that provides a place for people live, work and play and also encourages residents, employees and visitors on the site to use alternate modes of transportation. This is not only reflected throughout the Specific Plan but also in the mitigation measures of the adopted Environmental Impact Report (EIR) document.

Project-level Transportation Demand Management Plans

Developments within the Specific Plan will be required to participate in the Project Transportation Management Association (TMA) to create a Transportation Demand Management (TDM) Plan designed to achieve the mode share target for the office component and collectively reduce traffic for the entire project.

Parking Standards

The TDM Plan establishes maximum parking requirements to make alternate modes more attractive for residents and employees. In addition, the TDM Plan will be required to consider mode-share and trip cap targets through strategies including:

1. Unbundling the cost of parking from the cost of rents and/or sale price for residential and non-residential uses.
2. Optimizing the amount of parking provided, to meet the project's needs while encouraging alternate means of transportation. Refer to Chapter Six: Development Standards for parking requirements.
3. Providing carshare and preferential carpool spaces.
4. Providing a concierge service to users of the site to encourage alternative transportation.

Additional TDM measures may be applied per the EIR's mitigation measures, MSDP conditions of approval and/or a development agreement approved by City Council.

Parking Cash Out

Each employer who provides a parking subsidy to employees could offer a parking cash-out program that gives employees who do not drive a cash benefit equivalent to the value of the parking subsidy.

Free Transit for Employees and Residents

Developments could provide passes for local transit service (for example, a deep-discount group pass such as the VTA SmartPass) to the development's residents and employees free of charge.

Shuttle Services

Shuttle service should be provided to employees, hotel guests, users and/or residents of the developments in the

Plan Area. A community shuttle for users and visitors to the site that connects to other key shopping areas, high schools and to transit stations such as Caltrain is encouraged as part of a Community Benefits program.

Shared Parking
Projects may propose shared parking facilities, with the goal of an efficient use of spaces, between land uses, based on different times of peak parking demand.

Parking Wayfinding
Projects shall be required to develop an integrated way-finding system for parking facilities, including both static and dynamic (changeable electronic display) signage to provide guidance and real-time parking availability information.

Mobility hub/ Transit hub
A Mobility and/orTransit hub(s) may be located in flexible locations to accommodate future transit connections to allow for transportation choices.

4.6 Improving Transportation Choices

A Transportation Management Association can efficiently provide services like bikesharing (Figure 4.18, above), including electric bikes (Figure 4.19, below).

Large projects can successfully minimize traffic congestion, carbon dioxide emissions and air pollution by providing resources that play a crucial role to provide project employees and residents, as well as visitors and the community, with better transportation options.

Transportation Management Association (TMA)

The Project shall establish a Transportation Management Association (TMA) to serve employers and residents within the project. All tenants and property owners shall be required to join the TMA. The key purpose of the TMA will be to help office users of the project improve transportation choices and achieve the mode-share targets and keep within the trip cap.

Key functions of the Project TMA shall include:

- Assisting TMA members in traffic reduction goals.
- Creating and managing a coordinated shuttle service.
- Developing transportation services and demand management strategies, which may include but are not limited to carshare and bike share programs, providing commuter and resident incentives to use alternatives to driving, and securing funding from TMA members to support these strategies.

A key function of a TMA is providing shuttle services including, potentially, autonomous shuttles like the ones pictured in Figure 4.20 (above) in Sion, Switzerland, and in Figure 4.21 (below) at the University of Michigan.

CHAPTER

5

Infrastructure and Public Facilities

In this chapter

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5.2 Storm Drainage and Water Quality Management 5-03

5.3 Potable, Fire and Recycled Water 5-06

5.4 Wastewater Treatment and Conveyance 5-08

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5.7 Solid Waste and Recycling 5-12

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5.1 Introduction

A variety of public facilities and services are needed to support the development allocation proposed in this Specific Plan. Services include: water, sanitary sewer, storm drainage, solid waste disposal, fire and police protection, schools, library, and utilities. In addition, there are several infrastructure improvements required in the public right-of-way related to transportation and mobility.

Existing infrastructure is provided within public utility easements that run throughout the Plan Area by a variety of providers, as shown below in Table 5.1: Utility/ Service Providers. Removal and/or re-routing of existing utilities and associated easements will be required as part of plan implementation.

TABLE 5.1. UTILITY/ SERVICE PROVIDERS

Utility/ Service	Provider(s)
Water	California Water Service Company
Recycled Water	Santa Clara Valley Water District City of Sunnyvale California Water Service Company
Wastewater	Cupertino Sanitation District
Electricity	Pacific Gas and Electric
Gas	Pacific Gas and Electric
Fire Protection	Santa Clara County Fire Department
Police Protection	Santa Clara County Sheriff's Office, West Valley Division
Schools	Cupertino Union School District Fremont Union High School District
Library	Santa Clara County Library District
Solid Waste Disposal	Recology South Bay

5.2 Storm Drainage and Water Quality Management

Storm Drainage

An existing public storm drain main extends north under North Wolfe Road, traverses through the existing Vallco Mall property on the east side of North Wolfe Road, continuing through the KCR property to its discharge point into the Santa Clara Valley Water District's Junipero Serra Channel that runs along I-280 (near the I-280 SB off-ramps) and discharges into Calabazas Creek, which ultimately drains to the San Francisco Bay.

Storm drainage discharge from the Plan Area will be treated in stormwater treatment facilities designed for that purpose. The stormwater system for the Plan Area is shown in Figure 5.1: Conceptual Stormwater Management Plan. Rain water would be collected at grade throughout the project site and may be stored on-site in compliance with current Santa Clara county C.3 stormwater quality standards, at approximately the locations shown on Figure 5.1 prior to discharging to existing drains, ensuring that stormwater would meet all discharge and water quality standards.

Other innovative strategies to ensure that water quality standards are met may also be included in the project. Specific measures will be defined in a project-specific stormwater management plan. From the site, rainwater will be discharged directly into the relocated public storm drain located in the public utility easement for discharge through the adjacent properties to the North and to the Junipero Serra Channel.

Water Quality

The Plan Area currently contains buildings, parking lots, and other impervious surfaces that make up over 90 percent of the total area which were constructed prior to the current requirements related to stormwater discharge. Currently, stormwater runoff discharges into drain inlets that convey the runoff into Junipero Serra Channel, and ultimately into San Francisco Bay, with no treatment prior to discharge.

Stormwater requirements now mandate treating 100% of the stormwater runoff with Low Impact Development (LID) practices, practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrological functions. These can include rainwater harvesting, re-use, infiltration, biotreatment, and green infrastructure, among others, or any combination of methods, prior to being allowed to discharge to the public storm drain system. Any future development will include the following features.

During Construction

The project shall comply with the NPDES General Construction Activity Storm Water Permit administered by the Regional Water Quality Control Board. Prior to construction grading the applicant shall file a Notice of Intent (NOI) and receive a Waste Discharger Identification (WDID) number to comply with the General Permit and prepare a Storm Water Pollution Prevention Plan that includes storm water quality best management practices (BMPs).

The Storm Water Management Plan shall detail how runoff and associated water quality impacts resulting from the proposed project will be controlled and/or managed. The Plan shall be submitted to the Director of Public Works for review and approval. The specific BMPs to be used in each phase of development shall be determined based on design and site-specific considerations and shall be determined prior to issuance of building and grading permits.

Post-Construction

1. The project shall comply with Provision C.3 of the MRP NPDES permit, which provides enhanced performance standards for the management of storm water for new development. Prior to issuance of building and grading permits, each phase of development shall include provisions for post-construction storm water controls in the project design in compliance with the MRP Provision C.3 requirements, and shall include source control and on-site treatment control BMPs for reducing contamination in stormwater runoff as permanent features of the project.

   The project shall include a stormwater management plan that incorporates Low Impact Development (LID) measures such as bioretention areas, porous concrete, infiltration facilities, and water harvesting devices to reduce the pollutant loads and volumes of stormwater runoff from the site. The stormwater management plan shall be consistent with the landscaping plan and trees to be preserved.

2. To protect groundwater from pollutant loading of urban runoff, BMPs that are primarily infiltration devices (such as infiltration trenches and infiltration basins) must meet, at a minimum, the following conditions:

   - Pollution prevention and source control BMPs shall be implemented to protect groundwater.
   - Use of infiltration BMPs cannot cause or contribute to degradation of groundwater.
   - Infiltration BMPs must be adequately maintained.
   - Vertical distance from the base of any infiltration device to the seasonal high groundwater mark must be at least 10 feet. In areas of highly porous soils and/or high groundwater table, BMPs shall be subject to a higher level of analysis (considering potential for pollutants such as on-site chemical use, level of pretreatment, similar factors).
   - Infiltration devices shall be located a minimum of 100 feet horizontally from any water supply wells.
   - Class V injection wells are not permitted.

3. BMPs shall be selected and designed to the satisfaction of the Director of Public Works in accordance with the requirements contained in the most recent versions of the following documents:

   - City of Cupertino Post-Construction BMP Section Matrix
   - SCVURPPP "Guidance for Implementing Storm water Regulations for New and Redevelopment Projects"
   - NPDES Municipal Storm water Discharge Permit issued to the City of Cupertino by the California Regional Water Quality Control Board, San Francisco Bay Region
   - California BMP Handbooks
   - Bay Area Stormwater Management Agencies Association (BASMAA) "Start at the Source" Design Guidance Manual
   - BASMAA "Using Site Design Standards to Meet Development Standards for

Stormwater Quality – A Companion Document to Start at the Source"

- City of Cupertino Planning Procedures Performance Standard.

4. To maintain effectiveness, all storm water treatment facilities shall include long-term maintenance programs.

5. The applicant, project arborist, and landscape architect, shall work with the City and the SCVURPPP to select pest resistant plants to minimize pesticide use, as appropriate, and the plant selection will be reflected in the landscape plans.

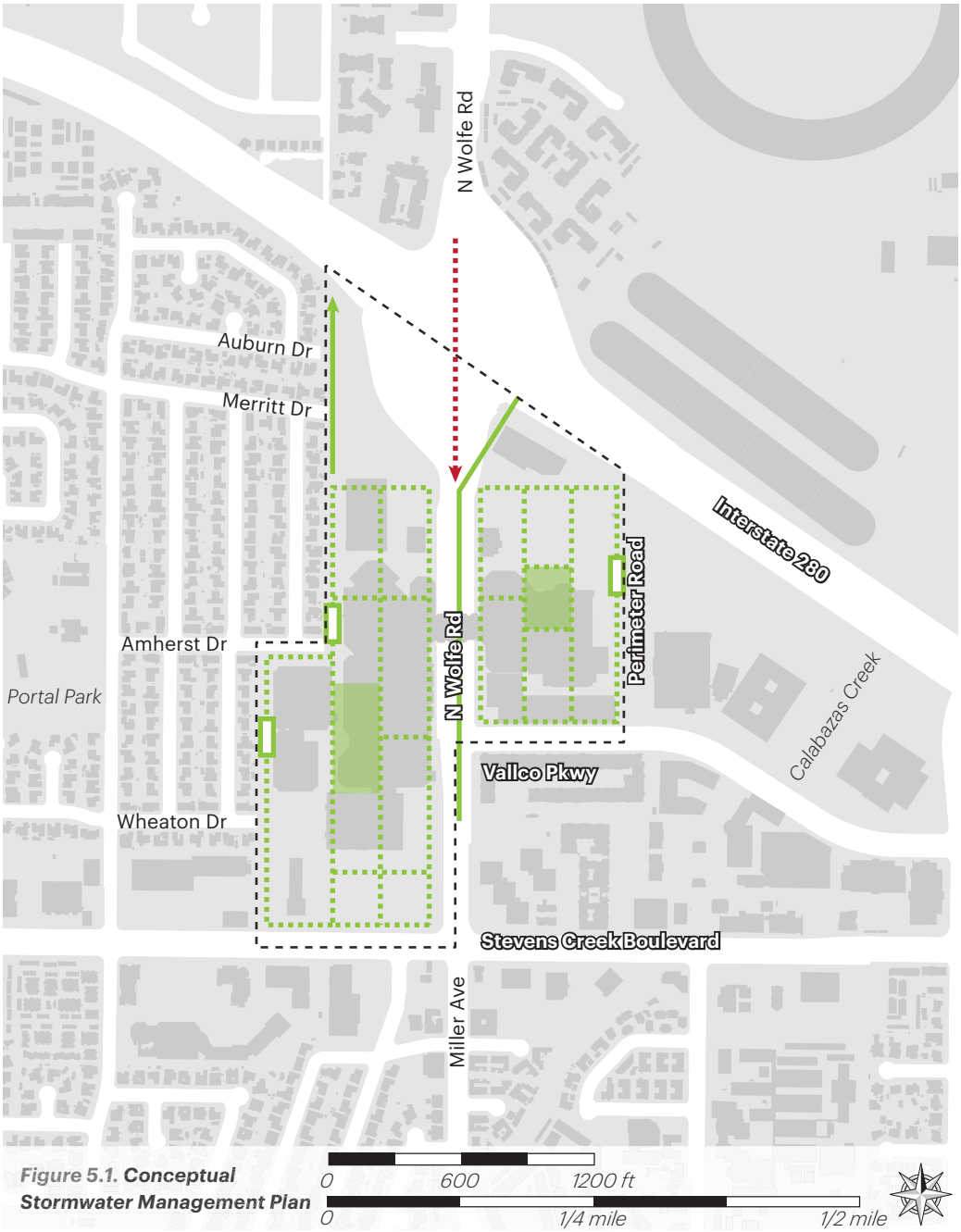


Figure 5.1. Conceptual Stormwater Management Plan

5.3 Potable, Fire and Recycled Water

Potable Water

Public water lines are owned and operated by the California Water Service Company (CalWater). There are currently public water mains within a Public Utility Easement under Perimeter Road, Stevens Creek Boulevard, North Wolfe Road and Vallco Parkway to supply domestic water, fire water, and irrigation.

Implementation of the Specific Plan may include rerouting of existing water lines and relocating easements. The project will utilize potable water from existing water mains. The new connections and water services will be designed to CalWater standards, and appropriate water meters will be provided as required by state law based on the type of use of that connection.

Fire Water Lines

The City of Cupertino and California Water Service Company have a combined public fire and domestic water system. All building fire water, including public hydrants along North Wolfe Road, Vallco Parkway and Stevens Creek Boulevard, and private hydrants on Perimeter and internal roads, will be served from this domestic water system and will be designed to meet or exceed fire code requirements. Recent flow data show that fire code requirements can be met without significant system upgrades.

Recycled Water

Recycled water in the project vicinity is supplied by the City of Sunnyvale's Water Pollution Control Plant (WPCP). There is presently no existing recycled water system serving the Plan Area. The closest recycled water line is the Wolfe Road Pipeline, which currently terminates at intersection of Homestead Road and Wolfe Road on the north side of I-280.

In 2013, the City of Sunnyvale, Santa Clara Valley Water District (SCVWD), California Water Company (CalWater), and others entered into a partnership to extend recycled water service in the City of Sunnyvale south to a nearby office campus. Long-term plans call for the extension of this recycled water line across I-280 to the intersection of North Wolfe Road / Stevens Creek Boulevard.

Future development is encouraged to incorporate recycled water within the project and extend the Wolfe Road Pipeline to Stevens Creek Boulevard.

The buildings and irrigation systems in the Plan Area will be plumbed to accept recycled water and accommodate the planned public recycled water system, if and when it is implemented. Santa Clara Valley Water District would be the wholesaler for recycled water, with CalWater being the distributer.

If required by the Building Code, future development will incorporate on-site water recycling including rainwater harvesting and gray water use for facilities that can accommodate on-site water recycling such as, landscaping or re-use in toilets. Figure 5.2: Conceptual Potable Water Service Plan, identifies the planned potable water system and additional

facilities to accommodate recycled water for the Plan Area.

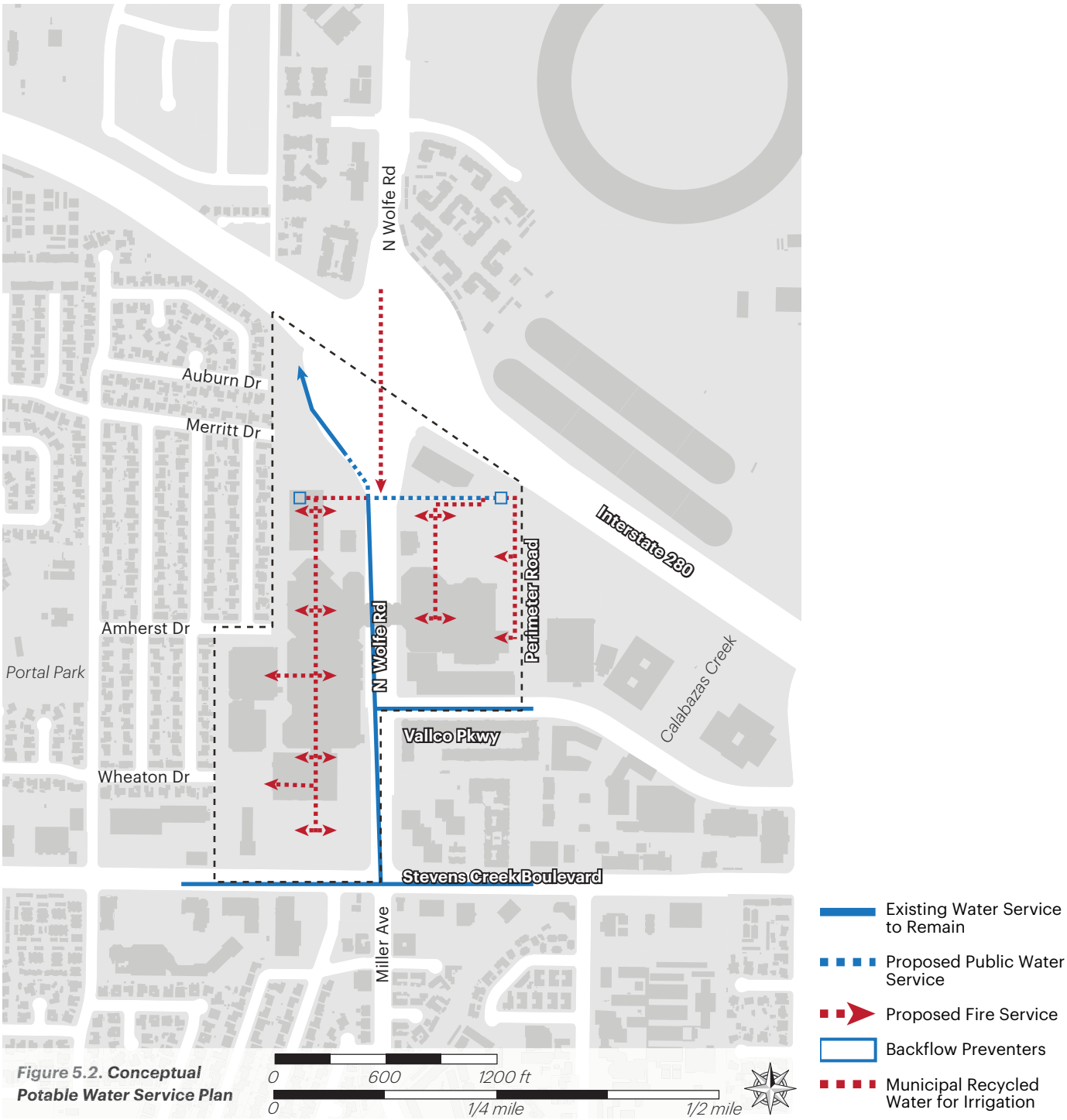


Figure 5.2. Conceptual Potable Water Service Plan

5.4 Wastewater Treatment and Conveyance

Existing 12-, 15-, and 27-inch sewer mains in Wolfe Road collect sewage generated from the project site. These sewer mains run north on Wolfe Road to Homestead Road and then to Cupertino Sanitary District's (CuSD) Flume station where CuSD's flow enters the City of Santa Clara system to the Regional Waste Facility for treatment.

The City of Santa Clara interceptor line has a peak design flow, permitted by agreement between CuSD and the City of Santa Clara, of 13.8 mgd and the peak 1-hour flow rate is currently modeled at 10.7 mgd.

Existing 12- and 15-inch sewer mains in Wolfe Road and downstream connections from the project site are near capacity under existing conditions. The 15-inch sewer system connects to a recently installed 27-inch line at Wolfe/Pruneridge, which is operating at capacity. The newer 27-inch sewer main ultimately discharges to the San Jose/Santa Clara Water Pollution Control Plant, via the City of Santa Clara system.

It is anticipated that upgrades may be required to the existing lines in North Wolfe Road to accommodate the projected flows from implementation of the Specific Plan. The Specific Plan EIR indicates that the existing 12- and 15-inch sewer mains in Wolfe Road would have to either be replaced with new mains of an adequate size as determined by the Cupertino Sanitary District, or an 18-21 inch parallel pipe needs to be installed.

The Specific Plan EIR also anticipates the replacement of the existing 27-inch sewer main in Wolfe Road and Homestead Road with new mains of an adequate size as determined by the Cupertino Sanitary District.

The estimated peak net sewage generation for the project is 2.38 mgd. If additional hydraulic modeling is performed on the CuSD system and the model indicates that the 13.8 mgd contractual limit through the City of Santa Clara would be surpassed by the project, future development would not be permitted to obtain building permits for any structures or units that result in the contractual limit being exceeded until additional capacity is available through the City of Santa Clara's sewer system; improvements are made to the CuSD sewer system that reduce the peak wet weather flows that enter the City of Santa Clara system; improvements are made on the project site that ensure the contractual limit is not exceed; or the completion of any combination of these approaches that adequately addresses potential capacity issues.

There is also a sewer main located in the current Perimeter Road on the western edge of the Plan Area that collects sewage from the North Blaney residential community to the west and flows to the 15-inch North Wolfe Road sewer main as described above.

The existing sewer main on the west side of the property, and the main that crosses through the property from North Wolfe

Road that discharges through the northern portion of the Plan Area may be rerouted to avoid future building pads. If the main is relocated, a new public utility easement will be required.

The Specific Plan Wastewater Plan is shown in Figure 5.3: Conceptual Wastewater Plan, including both new and upgraded sewer public sewer lines.

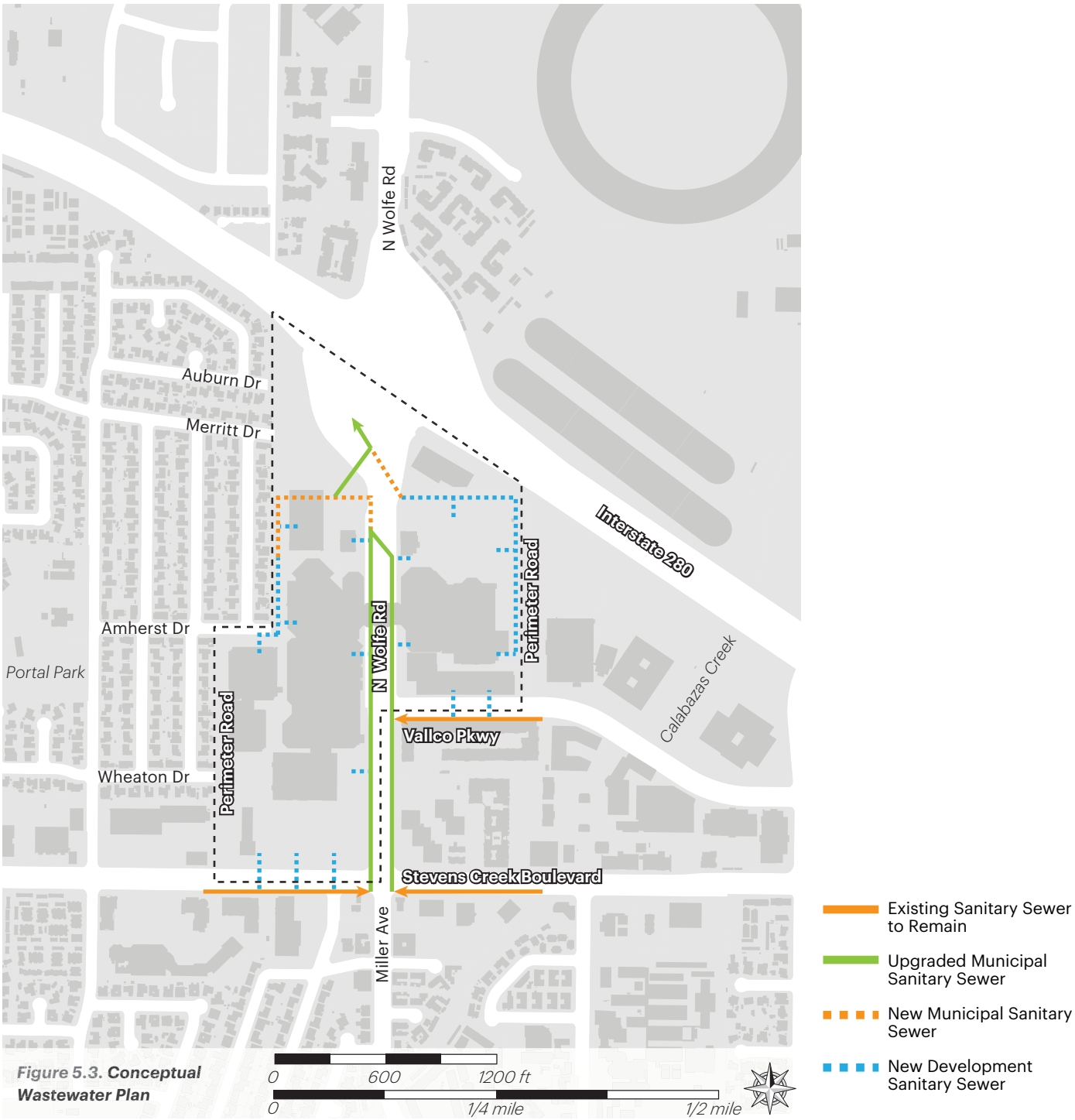


Figure 5.3. Conceptual Wastewater Plan

5.5 Water Supply and Demand

California Water Service Company (CalWater) is the municipal water utilities provider for the Los Altos Suburban (LAS) District of the City Cupertino where the Plan Area is located. Water supply for the LAS District is a combination of groundwater from wells in the District and treated water purchased from the Santa Clara Valley Water District (SCVWD). Approximately 32 percent of supply comes from groundwater production and 68 percent from SCVWD.

In a given year, the amount of groundwater production versus purchased treated water varies depending on the supply available from SCVWD. SCVWD imports surface water to its service area from the South Bay Aqueduct of the State Water Project (SWP), the San Felipe Division of the federal Central Valley Project (CVP) and the San Francisco Public Utilities Commission's (SFPUC) Regional Water System. However, Cal Water only receives SCVWD water from the SWP and CVP sources.

CalWater has a contract with SCVWD until 2035 to purchase treated surface water and convey it to the LAS District. The SCVWD "contract" water is delivered through four connections within its transmission system. These connections are called the Vallco, Granger, Farndon, and Covington turnouts. Each of these turnouts is equipped with pressure and flow control devices that provide a hydraulic transition between their respective delivery main and the LAS District distribution system.

The LAS District owns and operates a water system that includes 295 miles of pipeline, 65 booster pumps, and 46 storage tanks. Cal Water proactively maintains and upgrades its facilities to ensure a reliable, high-quality water supply.

As described in the Vallco Special Area Specific Plan EIR ('Specific Plan EIR'), Plan Area development would result in a maximum net increase in water demand of 249 AFY compared to existing 2015 water demand on-site. Based on projected supply, LAS District is anticipated to meet projected demand during normal, single dry, and multiple dry year conditions.

The future development is encouraged to incorporate on-site water recycling including rainwater harvesting and gray water use for facilities that can accommodate on-site water recycling such as landscaping, or re-use in toilets.

5.6 Dry Utilities

Central Plant

A central plant or distributed plants may be constructed within the Plan Area to centralize heating and cooling for the project. Any externally visible mechanical equipment would be screened from public views by preferably integrating such equipment into proposed buildings or placing them underground or, less preferably, by screening them with screens that are at least as tall as the equipment it is screening.

In addition, mechanical equipment shall be required to incorporate noise reduction measures in accordance with the Cupertino Municipal Code and the Specific Plan's MMRP to reduce impacts on surrounding uses.

Energy Infrastructure: Gas and Electric Lines and Gasoline

The operational energy demand at build out for the Plan Area is estimated to be approximately 72 net gigawatt-hours (GWh) of electricity per year, 75 net billion British thermal units (Btu) of natural gas per year, and 11,900 gallons of gasoline per year compared to existing conditions. Public gas and electric facilities are owned and operated by Pacific Gas and Electric. Existing (PG&E) gas and high voltage electric lines are located in North Wolfe Road, running from north to south.

As analyzed in the Specific Plan EIR, proposed development will not use energy or fuel in a wasteful manner. Therefore, there are no anticipated changes to the location of these existing facilities, and it is believed that existing facilities will be adequate to meet future demand. However, PG&E will need to review proposed project loads and determine if upgrades to the system are necessary to serve the project in conjunction with subsequent development applications in the Plan Area.

There is also a public joint trench along the southwest section of the existing Perimeter Road, including natural gas, communications and electrical that may need to be relocated out of future building pads.

Even though the existing and/or upgraded PG&E infrastructure will be utilized to provide electricity to the project, electricity for future development shall be provided by Silicon Valley Clean Energy (SVCE) or another provider that sources electricity from 100 percent carbon free sources in order to comply with the regional Climate Action Plan consistency. Future developers are required to indicate how compliance with this requirement will be achieved by project users.

Communication Lines

Existing public communication lines run underground on the east side of North Wolfe Road from north to south. There are no proposed changes to the location of these facilities. Upgrades to these facilities will be necessary to support the users of the site, and the communication lines may need to be rerouted to ensure availability of the lines during construction or to avoid other required utilities based on final approved construction plans within the Plan Area.

5.7 Solid Waste and Recycling

Recology South Bay is the exclusive franchise company that currently provides curbside recycling, garbage, and yard waste services to the City of Cupertino. It would continue to provide solid waste and recycling service to the Plan Area, subject to change by the City of Cupertino per state and local requirements and/or agreements.

The City shall continue its current recycling ordinances and zero waste policies in an effort to further increase its diversion rate and lower its per capita disposal rate. The City will impose conditions of approval on future development in the Plan Area to implement these policies, and it may require solid waste technologies such as pneumatic collection, advanced treatment such as anaerobic digestion to help reduce the amount of solid waste being exported from the Plan Area, or other implementation mechanisms.

In addition, development within the Plan Area is subject to Chapter 16.72 of the Cupertino Municipal Code regarding recycling and diversion of waste during construction and demolition to reduce the total amount of waste that will be landfilled.

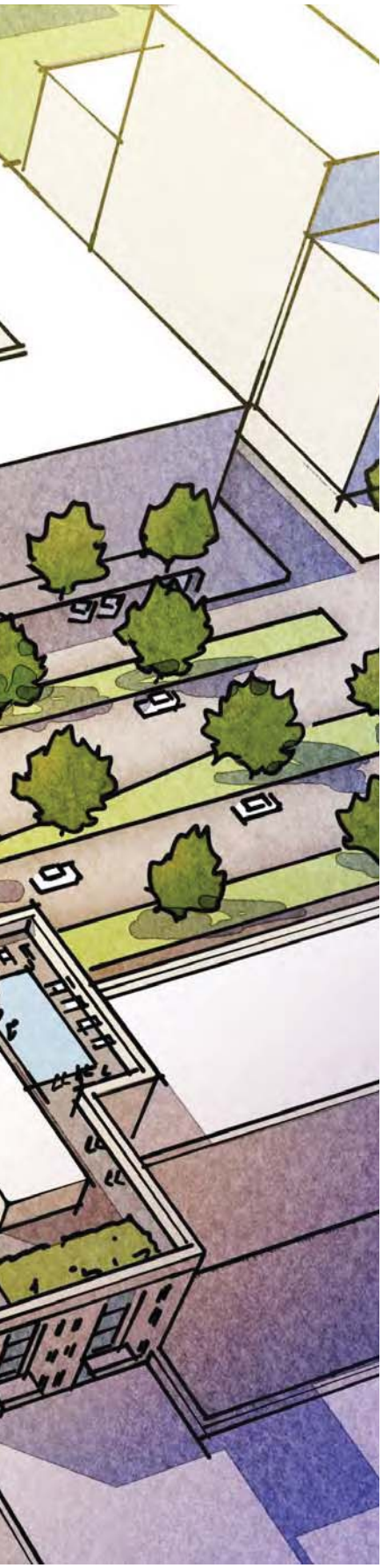
5.8 Mobility and Transportation

Build out of the Plan Area will require new internal streets, including enhanced bicycle and pedestrian facilities. New development shall be required to improve adjacent portions of existing thoroughfares, including Stevens Creek Boulevard, Vallco Parkway, and North Wolfe Road. The proposed street network, along with right-of-way improvement requirements, is illustrated and discussed in Chapter Six: Development Standards.

In addition to improvements within the Plan Area, the development projects authorized by this Specific Plan are considered to be projects of regional significance. Therefore, there are several improvements that are required to maintain the transportation infrastructure in the vicinity of the project site in compliance with City standards.

In addition, the Specific Plan requires further transportation management measures to reduce trip generation within the Plan Area. These include:

1. Fair-share contribution towards the City's cost of the I-280/ North Wolfe Road interchange project.
2. Implementation of the conditions of approval, standard permit conditions, and mitigations identified in the certified Specific Plan EIR.



Development Standards

CHAPTER **6**

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6.1.1 Purpose and Intent

6.1.101 Purpose and Intent

This Chapter sets forth standards for building form, streetscapes and uses. These standards are also referred to as the Town Center Code or "Code".

A. This Chapter implements the policy direction set forth in the Vallco Town Center Specific Plan to create a vibrant Town Center. The standards regulate buildings, streets, and open spaces that create a variety of walkable environments:

   1. Vibrant pedestrian-oriented streets lined with active uses and a mix of uses above the ground floor;

   2. Vibrant public open spaces lined by an active ground floor and a mix of uses; and

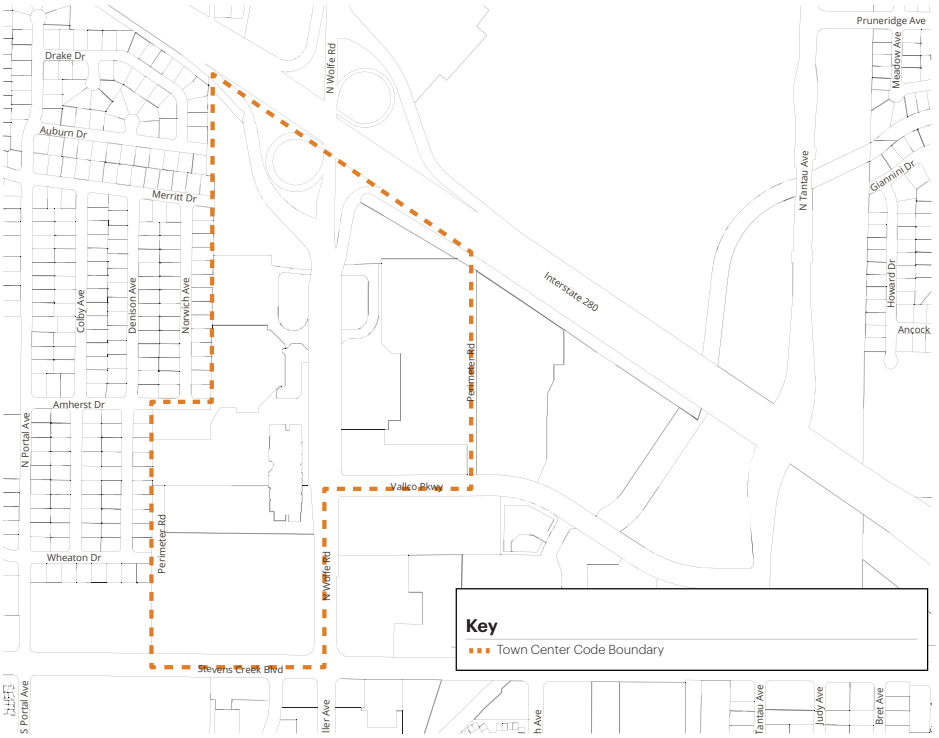
   3. Neighborhood streets.

B. The Code provides standards that apply through out the Code Boundaries identified in Figure 6.1.102.A (Town Center Code Boundaries) and provides specific standards based on the intended form and character.

6.1.102 Applicability

The standards in this Chapter apply to all development and improvements within the Code Boundaries identified in Figure 6.1.102.A (Town Center Code Boundaries) show below.

Figure 6.1.102.A: Town Center Code Boundaries



6.1.103 Town Center Zone Established

This Section establishes standards to implement the vision described in Chapter 3 (Vision) of the Specific Plan. The standards of the Town Center Zone are applied to the parcels within the Code boundaries identified in Figure 6.1.102.A (Town Center Code Boundaries).

6.1.104 Administration and Procedures

A. Development proposals are to be reviewed and processed per the procedures in Chapter 7 (Administration, Implementation and Financing) of the Specific Plan.

B. Where references are made to the "City", City means the applicable department(s) of the City of Cupertino.

6.2: Zone Standards

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6.2.1 Regulating Plan

6.2.101 Form and Character District Regulating Plan

The Town Center Zone applies standards for development and uses through form and character districts as identified in Figure 6.2.101.A (Form and Character District Regulating Plan).

Figure 6.2.101.A: Form and Character District Regulating Plan

6.2.102 Standards by Form and Character District

Table 6.2.102.A: Standards by Form and Character District

Requirements	Town Center Zone Form and Character Districts			
	Neighborhood/ Mixed Use	Retail and Entertainment/ Mixed Use	Office/ Mixed Use	Additional Standards
1.Block Size				
Block Face Length	250' to 500' [1]	250' to 500' [1]	250' to 500' [1]	
Block Perimeter	1,800'max.	1,800'max.	2,400'max.	
[1] When a Paseo is applied mid block, the block face may be up to 650' in length.				
2.Open Space:				Figure 6.2.202.A
Greenway	Allowed	Allowed	Allowed	See 6.2.202.A.1
Neighborhood Park	Allowed	Allowed	Allowed	See 6.2.202.A.2
Plaza/Square	Not Allowed	Required [1]	Required [1]	See 6.2.202.A.3
Pedestrian Bridge	Allowed	Allowed	Allowed	See 6.2.202.A.4
Pocket Plaza/Park	Allowed	Allowed	Allowed	See 6.2.202.A.5
[1] Building height is required to be modified adjacent to this open space				See 6.2.203.D
3.Streets				Figure 6.2.201.A
Neighborhood Street	Allowed	Allowed	Allowed	See 6.2.201.A.1
Active Ground Floor Street	Allowed	Allowed	Allowed	See 6.2.201.A.2
Paseo	Allowed	Allowed	Allowed	See 6.2.201.A.3
Service Lane	Allowed	Allowed	Allowed	See 6.2.201.A.4
North Wolfe Road (North of Vallco Parkway)	Required (West)	Required (West)	Required (East)	See 6.2.201.B.1
North Wolfe Road North of Stevens Creek	Required (West)	Required (West)	N/A	See 6.2.201.B.2
Vallco Parkway	N/A	N/A	Required (North)	See 6.2.201.B.3
Stevens Creek Boulevard	N/A	Required	N/A	See 6.2.201.B.4
Perimeter Road Retrofit (West of North Wolfe)	Required	Required	N/A	See 6.2.201.B.5
Perimeter Road Retrofit (East of North Wolfe)	N/A	N/A	Required	See 6.2.201.B.6
4.Building Height				
Building Height	See A, C, D, E, F	See A, B, C, F, H	See C, D, E, F, G, H	Figure 6.2.203.A
Ground Floor Ceiling Height	11'min.	16'min. [1]	16'min. [1]	
[1] 11'min. along Neighborhood Streets				

Table 6.2.102.A: Standards by Form and Character District (Continued)

Requirements	Town Center Zone Form and Character Districts			
	Neighborhood/ Mixed Use	Retail and Entertainment/ Mixed Use	Office/ Mixed Use	Additional Standards
5.Building Placement [1]				
Front/Side Street Setback (Facade Zone)	5'min.; 15'max.	0'min.;10'max.	0'min.;15'max.	
Side Setback	0'min.	0'min.	0'min.	
Rear Setback	5'min.	5'min.	5'min.	
Frontage Build out [2]	70%min.	90%min.	80%min.	
[1] Setback measured from back of sidewalk to Building Facade				
[2] The required amount of ground floor facade within the required facade zone setback along the front and along side street				
6.Facade Articulation				
Facade	See 6.2.204	See 6.2.204	See 6.2.204	
Building Projections[1]	Not Allowed	3'max.	3'max.	
[1]Baywindows and balconies				
7.Frontages				
Porch	Allowed	Allowed	Allowed	See 6.2.205.A.1
Dooryard	Allowed	Allowed	Allowed	See 6.2.205.A.2
Stoop	Allowed	Allowed	Allowed	See 6.2.205.A.3
Forecourt	Allowed	Allowed[1]	Allowed[1]	See 6.2.205.A.4
Shopfront	Allowed	Allowed	Allowed	See 6.2.205.A.5
Terrace	Allowed	Allowed	Allowed	See 6.2.205.A.6
Gallery	Allowed	Allowed	Allowed	See 6.2.205.A.7
Arcade	Allowed	Allowed	Allowed	See 6.2.205.A.8
[1]Required on any facade that exceeds 200 linear feet as measured along the adjacent sidewalk				
8.Parking Placement				Figure 6.2.207.C
Front/Side Street Setback	45'min.[1]	45'min.[1]	45'min.[1]	
Side/Rear Setback	5'min.	5'min.	5'min.	
Vehicular Access	Side Street or Alley	Side Street or Alley	Side Street or Alley	
[1]Parking must be located behind habitable space and not be exposed to view from street or public open space				
9.Uses				
Allowed Uses	See 6.2.206.A	See 6.2.206.A	See 6.2.206.A	

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6.2.2 Town Center Zone Standards

6.2.201 Street and Block Network

A. **Applicability.** The requirements of this Section apply to the design and construction of blocks and streets to generate a street and block network.

B. **Block Network and Connectivity.**

The land within the Code boundaries is required to be divided into the minimum network of streets and blocks identified in Figure 6.2.201.A (Conceptual Street and Block Network Regulating Plan). Individual block faces and the total block perimeter shall be designed in compliance with the standards identified in Table 6.2.102.A (Standards by Form and Character District), and the following:

1. Interconnected Streets. As identified in Figure 6.2.201.A (Conceptual Street and Block Network Regulating Plan) streets are required to be interconnected and connect with adjacent thoroughfares to provide multiple routes for pedestrian, bicycle and vehicle trips from, to, and within the site.
2. Pedestrian and Bicycle connectivity is required as identified in Figure 6.2.201.A (Conceptual Street and Block Network Regulating Plan).
3. Streets are required to terminate/connect to other streets except as specified in Subsection 6.2.201.B.6.a (Exceptions). Streets are not allowed to terminate on service lanes. Existing streets are to connect with new internal streets and are to be retrofitted as identified in Sections 6.2.201.B.1-B.6 (Existing Streets).
4. Street Extensions. New streets are required to connect to existing or planned streets and stubs, except when adjacent to existing single family neighborhoods on west side of the Plan Area.
5. Two types of new streets are allowed: Neighborhood and Active Ground Floor types, identified in Figure 6.2.201.A (Conceptual Street and Block Network Regulating Plan). Additional streets may be added in compliance with the requirements of this Section.
6. Dead-End Streets and Cul-de-sacs. Streets may not include dead-end streets or cul-de-sacs except as specified below:
   a. Exceptions. Block face length and perimeter standards are not applicable along:
      (i) Western edge along Perimeter Road;
      (ii) Northern edge along Interstate 280; and
      (iii) North termination of the Neighborhood Street in the North West corner of the Code boundaries.
   b. The length of a dead-end street is not to exceed 300 feet, as measured from the center of the closest intersection to the center of the cul-de-sac bulb. These streets are to include a suitable turn-around designed subject to the review and approval of the City.

7. Location and Alignment of Streets. The location of new streets may be adjusted from the location identified in Figure 6.2.201.A (Conceptual Street and Block Network Regulating Plan) in compliance with the standards for block size in Table 6.2.102.A (Standards by Form and Character District) subject to City review and approval. Figure 6.2.201.A (Conceptual Street and Block Network Regulating Plan) shall be revised to reflect the final street locations and alignments as approved by the City, the word "Conceptual" shall be removed from the Figure.

C. **General Street Standards.** All streets are required to be designed in compliance with the standards of the applicable street type, and the General Street Standards provided bellow.

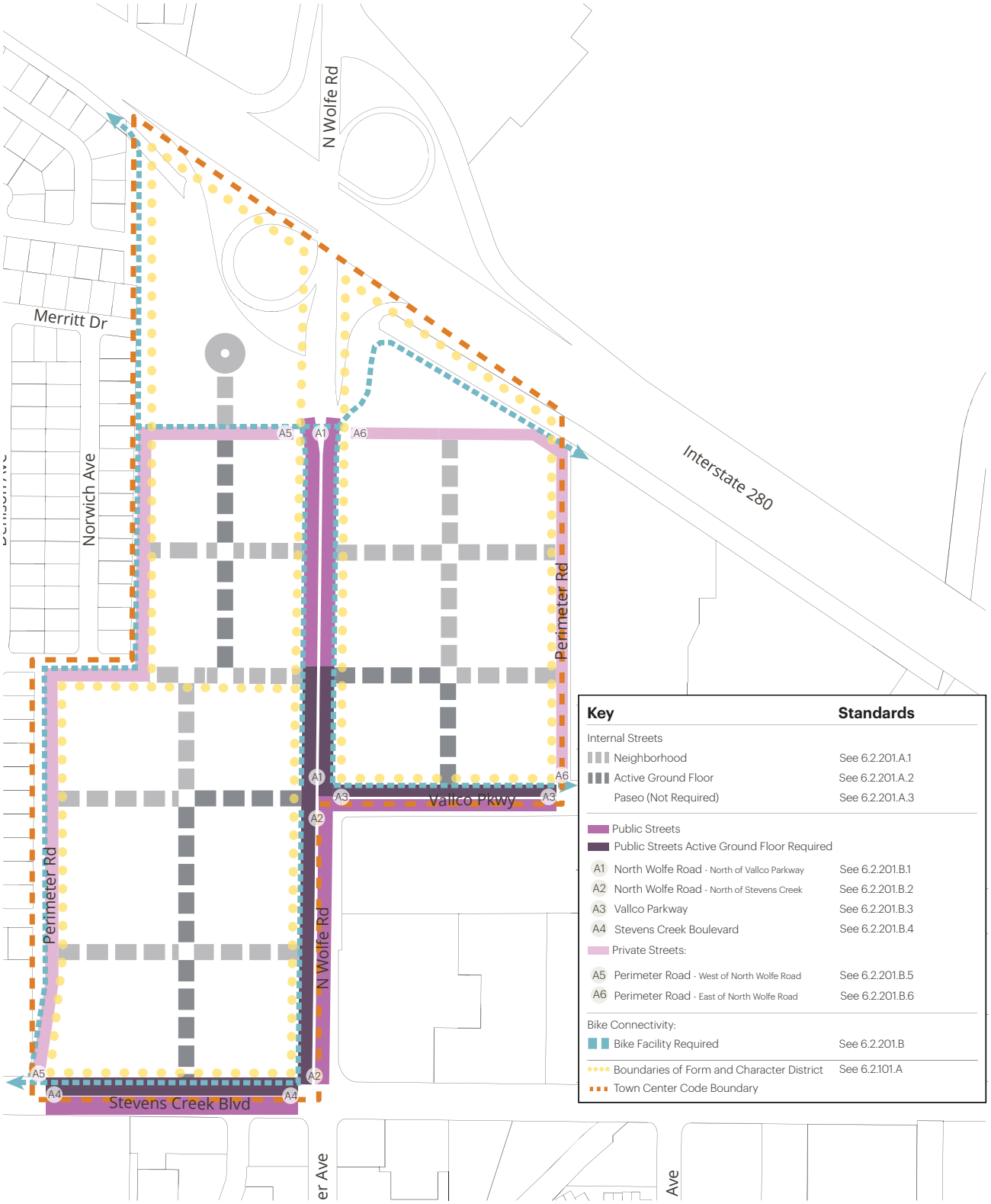
1. All streets and intersections require review of fire and traffic safety and must be approved by the City and appropriate Fire Official.
2. On-street parking standards.
   a. On-street parking and street trees planters may overlap in section.

D. **Development Standards**. The development standards are to be applied to the land behind the edge of the adjacent street(s). The land in the Code boundaries will be divided into blocks and streets. Each block may remain as part of the larger parcel of which it is a part or, it may be legally subdivided into a new parcel.

E. **Utilities.**

1. The following amenities and utilities shall be installed subject to the specifications of the subdivision ordinance:
   a. All utilities including water, gas, sanitary and storm sewers, underground power systems;
   b. Amenities including, lighting electroliers, curbs, gutters, streets and sidewalks; and
   c. Connections to main systems shall be installed subject to the specifications of the subdivision ordinance of the City.
2. All wires, pipes, cables, utilities and connections shall be placed in underground or subsurface conduits subject to the specifications of the subdivision ordinance of the City.
3. Underground vaults, or, well screened areas, if underground vaults are deemed to be infeasible by the City Engineer and the Director of Community Development, must be provided for the installation of the necessary utilities.
4. Mechanical and other equipment - Air conditioning, exhaust fans, and other mechanical equipment shall be visually screened in a manner satisfactory to the Director of Community Development.

Figure 6.2.201.A: Conceptual Street and Block Network Regulating Plan



6.2.201.A.1 Neighborhood Street

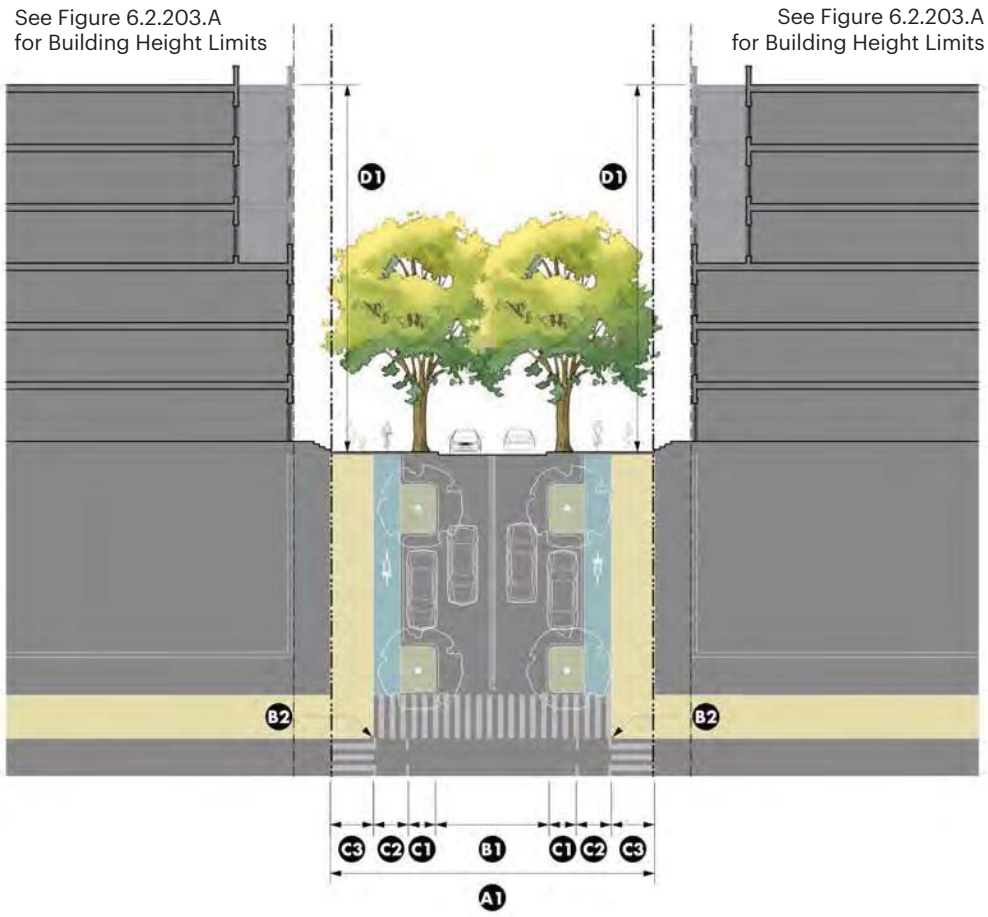


Table 6.2.201.A.1: Street Standards			
Element	**Minimum**	**Maximum**	
A. Overall Width			
Street	60'	80'	A1
B. Lane Assembly			
Through Lanes			
Number of Travel Lanes	1 each way	N/A	
Traffic Lane	10'	13'	B1
Curb radius	5'	N/A	B2
On-Street Parking Allowed/Not Required			
C. Public Frontage Assembly			
Planter Type	Landscape planter(s), or Trees in planters		
Planter Width	7'	N/A	C1
Tree Spacing	Trees at 30' o.c. Avg.		

Table 6.2.201.A.1: Street Standards (Continued)			
Element	**Minimum**	**Maximum**	
C. Public Frontage Assembly (continued)			
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track Allowed/Not Required			C2
Sidewalk	5'	N/A	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1

6.2.201.A.2 Active Ground Floor Street

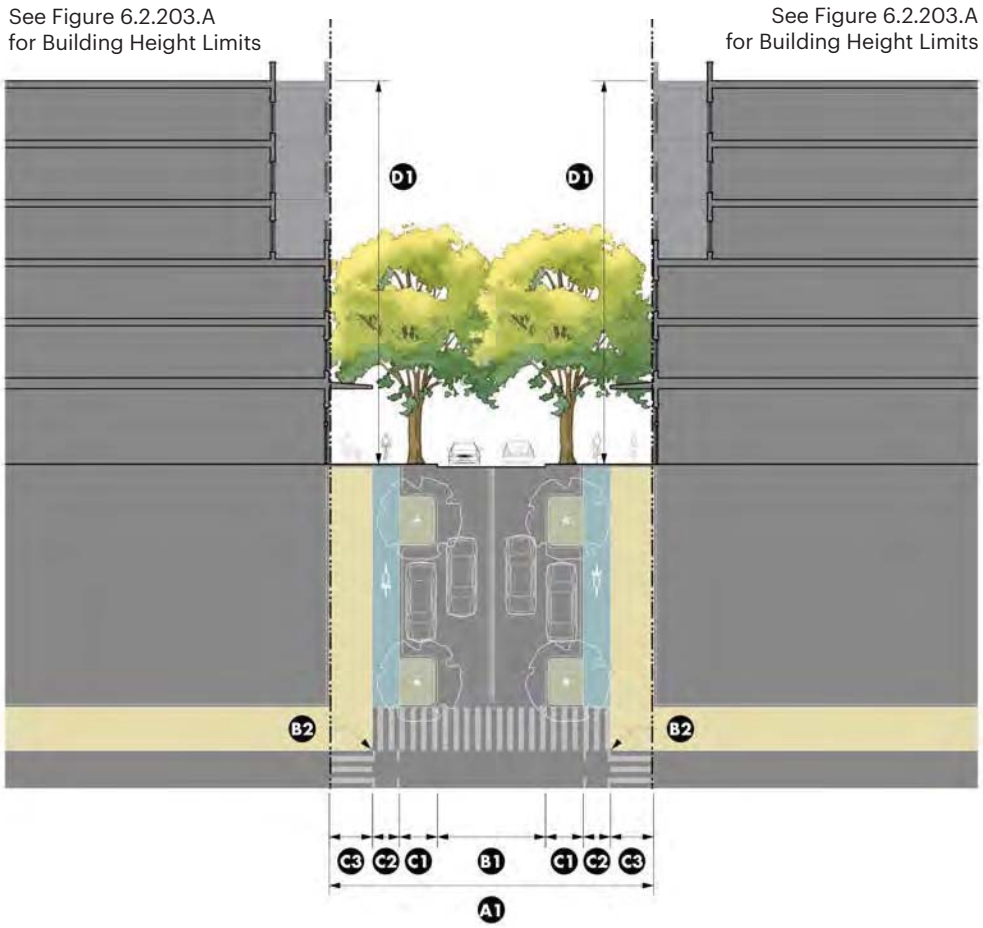


Table 6.2.201.A.2: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	60'	80'	A1
B. Lane Assembly			
Through Lanes			
Number of Travel Lanes	1 each way	N/A	
Traffic Lane	10'	13'	B1
Curb radius	5'	N/A	B2
On-Street Parking Allowed/Not Required			
C. Public Frontage Assembly			
Planter Type	Trees in Tree grates		
Planter Width	7'	N/A	C1
Tree Spacing	30' o.c. Avg.		

Table 6.2.201.A.2: Street Standards (Continued)

Element	Minimum	Maximum	
C. Public Frontage Assembly (continued)			
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track Allowed/Not Required			C2
Sidewalk	8'	N/A	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1

6.2.201.A.3 Paseo

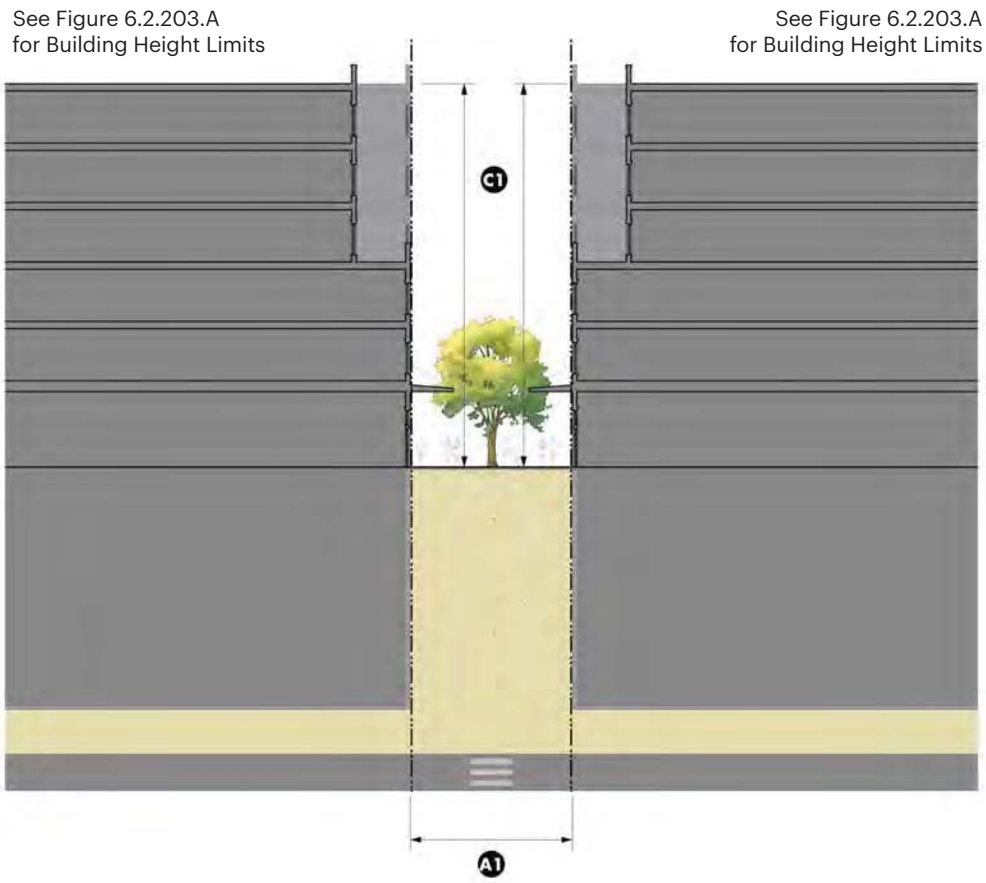


Table 6.2.201.A.3: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	30'	N/A	A1
B. Public Frontage Assembly			
Planter Type	Landscape planter(s), or Trees in planters		
Planter Width	Varies		
Lighting Type	Pedestrian scaled along sidewalks		
C. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			C1

6.2.201.A.4 Service Lane

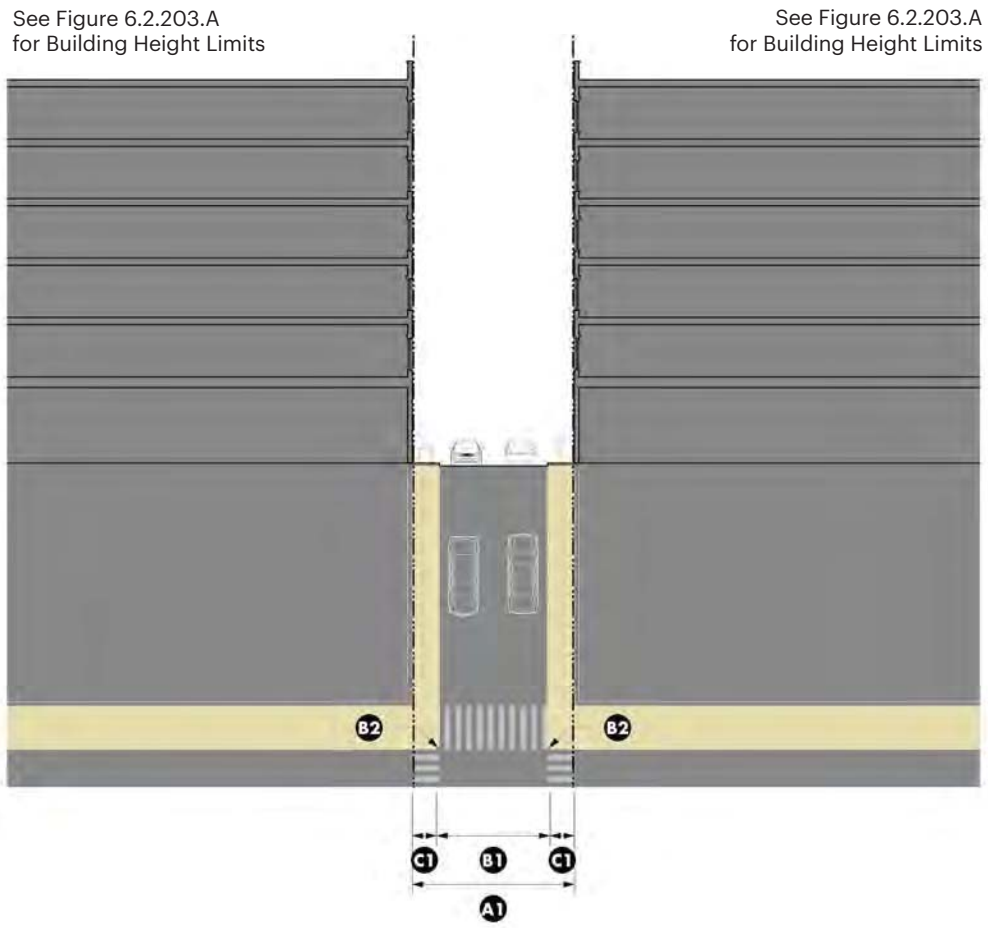


Table 6.2.201.A.4: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	30'	N/A	A1
B. Lane Assembly			
Through Lanes			
Number of Travel Lanes	1 each way	N/A	
Traffic Lane	10'	13'	B1
Curb radius	5'		B2
C. Public Frontage Assembly			
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Sidewalk	5'	N/A	C1

6.2.201.B.1 North Wolfe Road - North of Vallco Parkway

See Figure 6.2.203.A
for Building Height Limits

See Figure 6.2.203.A
for Building Height Limits

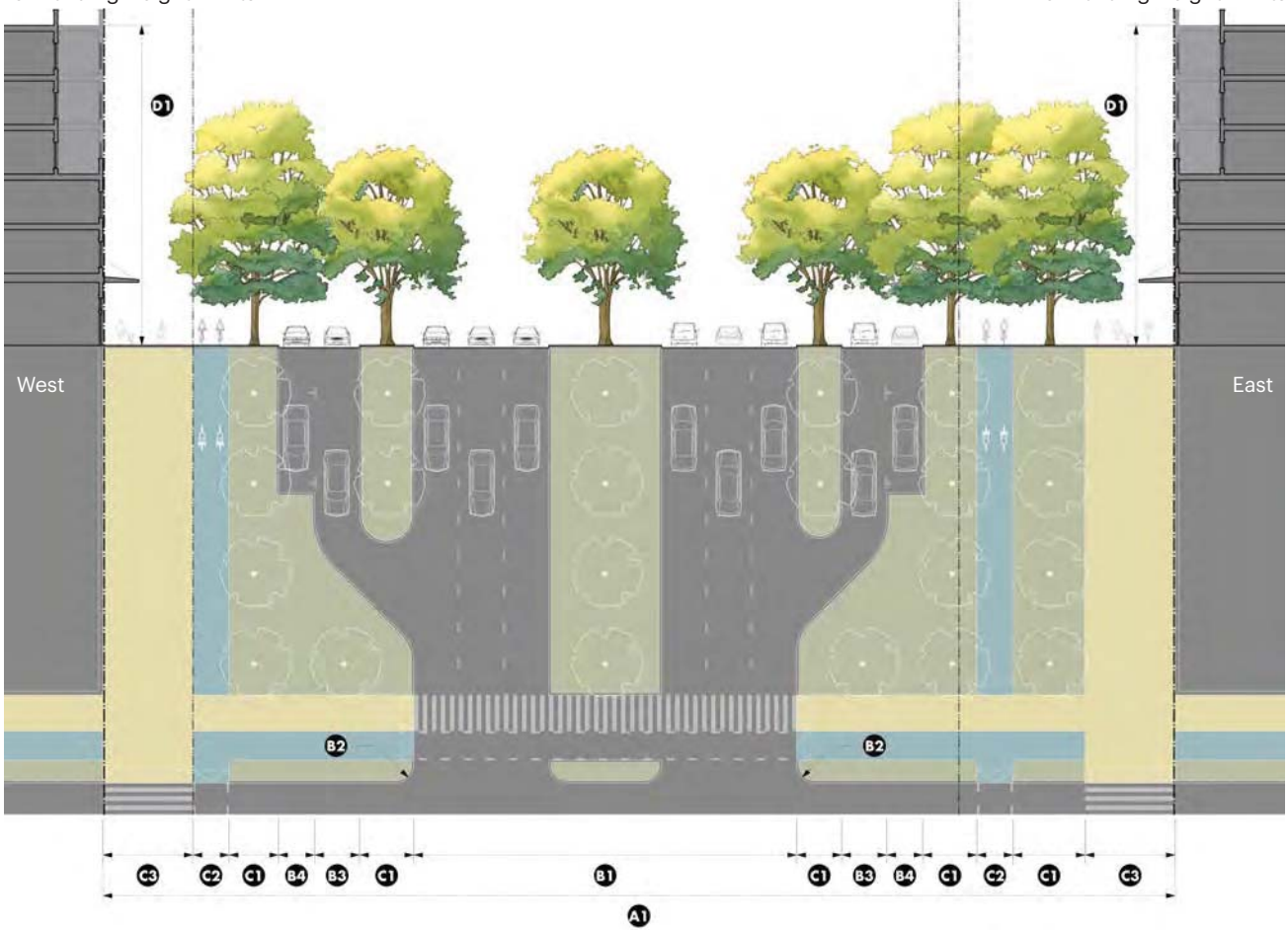


Table 6.2.201.B.1: Street Standards			
Element	**Minimum**	**Maximum**	
A. Overall Width			
Street	240'	N/A	A1
B. Lane Assembly			
Through Lanes			
The number and length of required through lanes, turn lanes and median shall be specified by the City, in order to provide for the transportation mitigation measures specified in this Specific Plan's Environmental Impact Report.			B1
Curb radius	25'		B2
Frontage Road			
Number of Travel Lanes	1 each way	N/A	
Travel Lane	10'	12'	B3
On-Street Parking Lane	8'	8'	B4

Table 6.2.201.B.1: Street Standards (Continued)			
Element	**Minimum**	**Maximum**	
C. Public Frontage Assembly			
Planter Type	Varies		
Planter Width	Varies		C1
Tree Spacing	Trees at 30' o.c. Avg.		
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track			C2
one-way	6'-6"	N/A	
Sidewalk	15'	20'	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1

6.2.201.B.2 North Wolfe Road -North of Stevens Creek Boulevard

See Figure 6.2.203.A
for Building Height Limits

Existing East side of Street to Remain

Table 6.2.201.B.2: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	175'	N/A	A1
B. Lane Assembly			
Through Lanes			
The number and length of required through lanes, turn lanes and median shall be specified by the City, in order to provide for the transportation mitigation measures specified in this Specific Plan's Environmental Impact Report.			B1
Curb radius	25'		B2
Frontage Road			
Number of Travel Lanes	1	N/A	
Travel Lane	10'	12'	B3
On-Street Parking Lane	8'	8'	B4

Table 6.2.201.B.2: Street Standards (Continued)

Element	Minimum	Maximum	
C. Public Frontage Assembly			
Planter Type	Varies		
Planter Width	Varies		C1
Tree Spacing	Trees at 30' o.c. Avg.		
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track			C2
one-way	6'-6"	N/A	
Sidewalk	15'	20'	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1

6.2.201.B.3 Vallco Parkway

See Figure 6.2.203.A
for Building Height Limits

Existing South side of Street to Remain

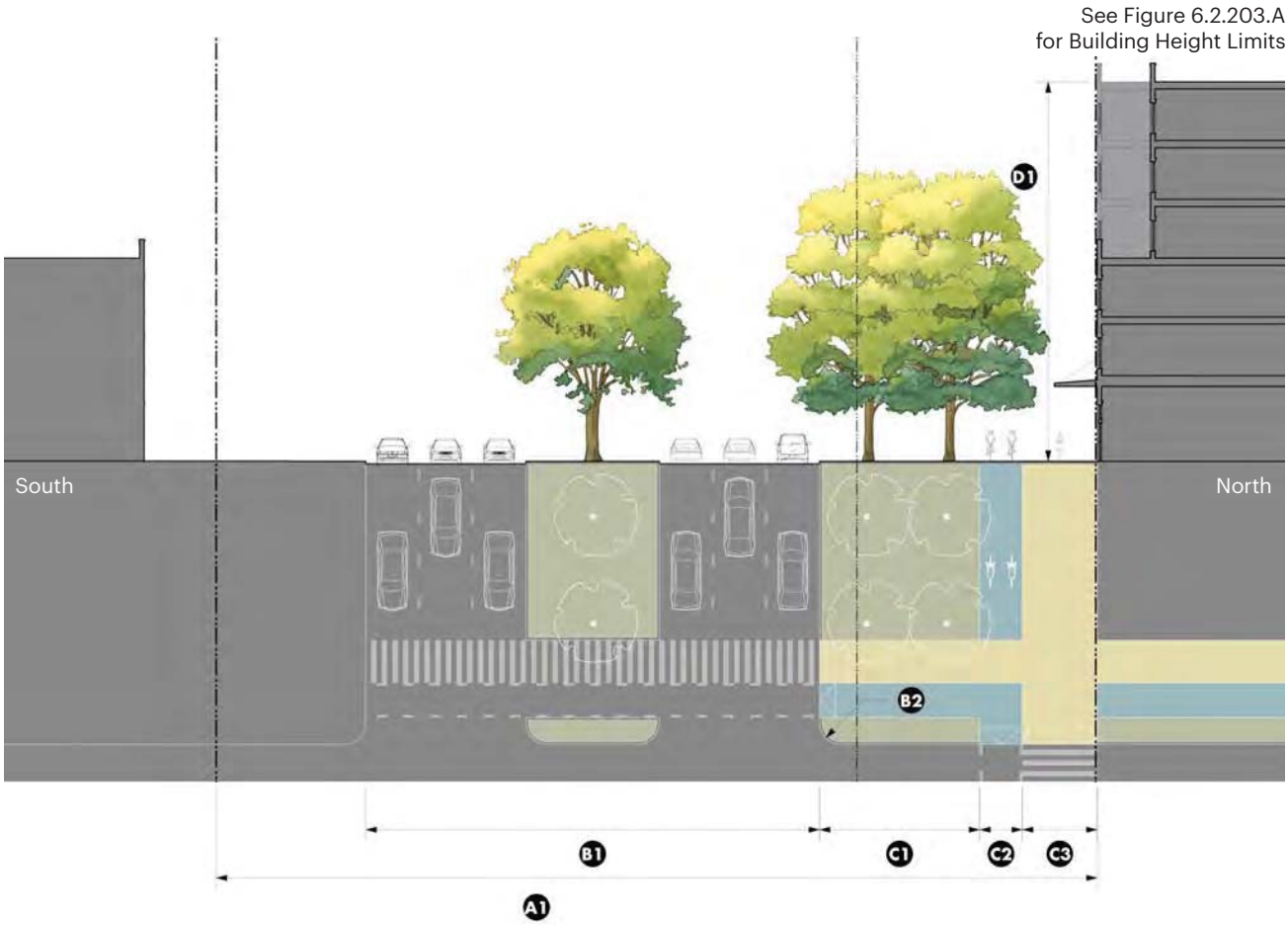
Table 6.2.201.B.3: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	120'	N/A	A1
B. Lane Assembly			
Through Lanes			
The number and length of required through lanes, turn lanes and median shall be specified by the City, in order to provide for the transportation mitigation measures specified in this Specific Plan's Environmental Impact Report.			B1
On-Street Parking Lane	8'	8'	B2
Curb radius	25'		B3
C. Public Frontage Assembly			
Planter Type	Varies		
Planter Width	Varies		C1

Table 6.2.201.B.3: Street Standards (Continued)

Element	Minimum	Maximum	
C. Public Frontage Assembly (continued)			
Tree Spacing	Trees at 30' o.c. Avg.		
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track			C2
one-way	6'-6"	N/A	
Sidewalk	14'	N/A	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1

6.2.201.B.4 Stevens Creek Boulevard



Existing South side of Street to Remain

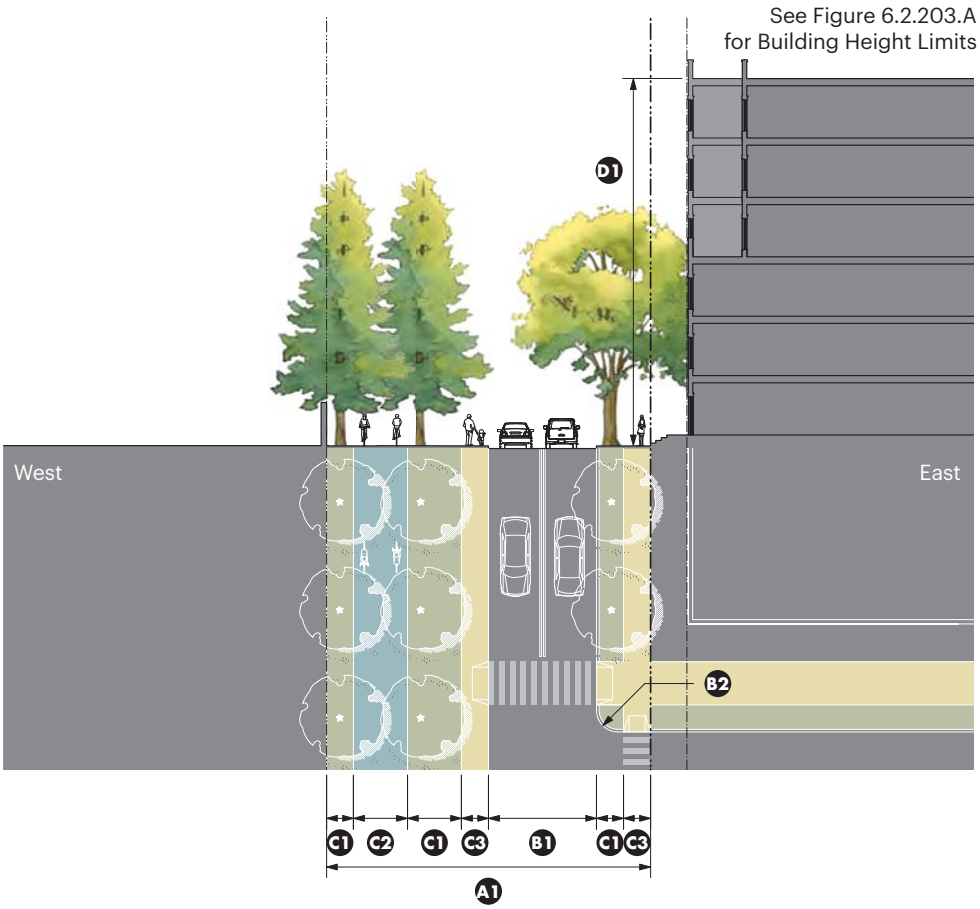
Table 6.2.201.B.4: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	164'	N/A	A1
B. Lane Assembly			
Through Lanes			
The number and length of required through lanes, turn lanes and median shall be specified by the City, in order to provide for the transportation mitigation measures specified in this Specific Plan's Environmental Impact Report.			B1
Curb radius	25'		B2
On-Street Parking Not Allowed			
C. Public Frontage Assembly			
Planter Type	Varies		
Planter Width	Varies		C1

Table 6.2.201.B.4: Street Standards (Continued)

Element	Minimum	Maximum	
C. Public Frontage Assembly (continued)			
Tree Spacing	Trees at 30' o.c. Avg.		
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track			C2
one-way	6'-6"	N/A	
Sidewalk	14'	N/A	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1

6.2.201.B.5 Perimeter Road - West of North Wolfe Road



Existing East side of Street to Remain

Table 6.2.201.B.5: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	60'	N/A	A1
B. Lane Assembly			
Through Lanes			
Number of Travel Lanes	1 each way	N/A	
Traffic Lane	10'	13'	B1
Curb radius	5'		B2
On-Street Parking Allowed/Not Required			
C. Public Frontage Assembly			
Planter Type	Varies		
Planter Width	Varies		C1
Tree Spacing	Trees at 30' o.c. Avg.		

Table 6.2.201.B.5: Street Standards (Continued)

Element	Minimum	Maximum	
C. Public Frontage Assembly (continued)			
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track			C2
Two-way	12'	N/A	
Sidewalk	5'	N/A	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1
E. Notes			
Street may moved to accommodate green way or other Open Space type.			

6.2.201.B.6 Perimeter Road - East of North Wolfe Road

Existing West side of Street to Remain

Table 6.2.201.B.6: Street Standards

Element	Minimum	Maximum	
A. Overall Width			
Street	60'	N/A	A1
B. Lane Assembly			
Through Lanes			
Number of Travel Lanes	1 each way	N/A	
Traffic Lane	10'	13'	B1
Curb radius	5'		B2
On-Street Parking Allowed/Not Required			
C. Public Frontage Assembly			
Planter Type	Varies		
Planter Width	Varies		C1
Tree Spacing	Trees at 30' o.c. Avg.		

Table 6.2.201.B.6: Street Standards (Continued)

Element	Minimum	Maximum	
C. Public Frontage Assembly (continued)			
Lighting Type	Pedestrian scaled along sidewalks		
Curb Type	Vertical		
Cycle Track			C2
one-way	6'-6"	N/A	
Sidewalk	8'	N/A	C3
D. Facade Articulation			
See Section 6.2.204 (Facade Articulation) for Requirements			D1

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6.2.202 Open Space

A. **Applicability.** The requirements of this Section apply to all development and improvements within the Code boundaries as identified in Table 6.2.102.A (Standards by Form and Character District).

B. **Publicly Accessible Open Space.**

1. Required Amount.

   a. Six (6) acres of publicly accessible open space are required within the Code Boundaries. Planting strips and parkways in streets do not qualify as publicly accessible open space.

   b. The required amount for each form and character district may be distributed within each district using the allowed open space types.

2. Location.

   a. Publicly accessible open space shall be located in the general location(s) identified in Figure 6.2.202.A (Conceptual Open Space Regulating Plan) using the allowed open space types and requirements in Table 6.2.202.B (Open Space Requirements). Upon final approval of open space locations and types, Figure 6.2.202.A (Conceptual Open Space Regulating Plan) shall be revised to reflect the final location, sizes and types. The word "Conceptual shall be removed from the Figure.

Table 6.2.202.B: Open Space Requirements

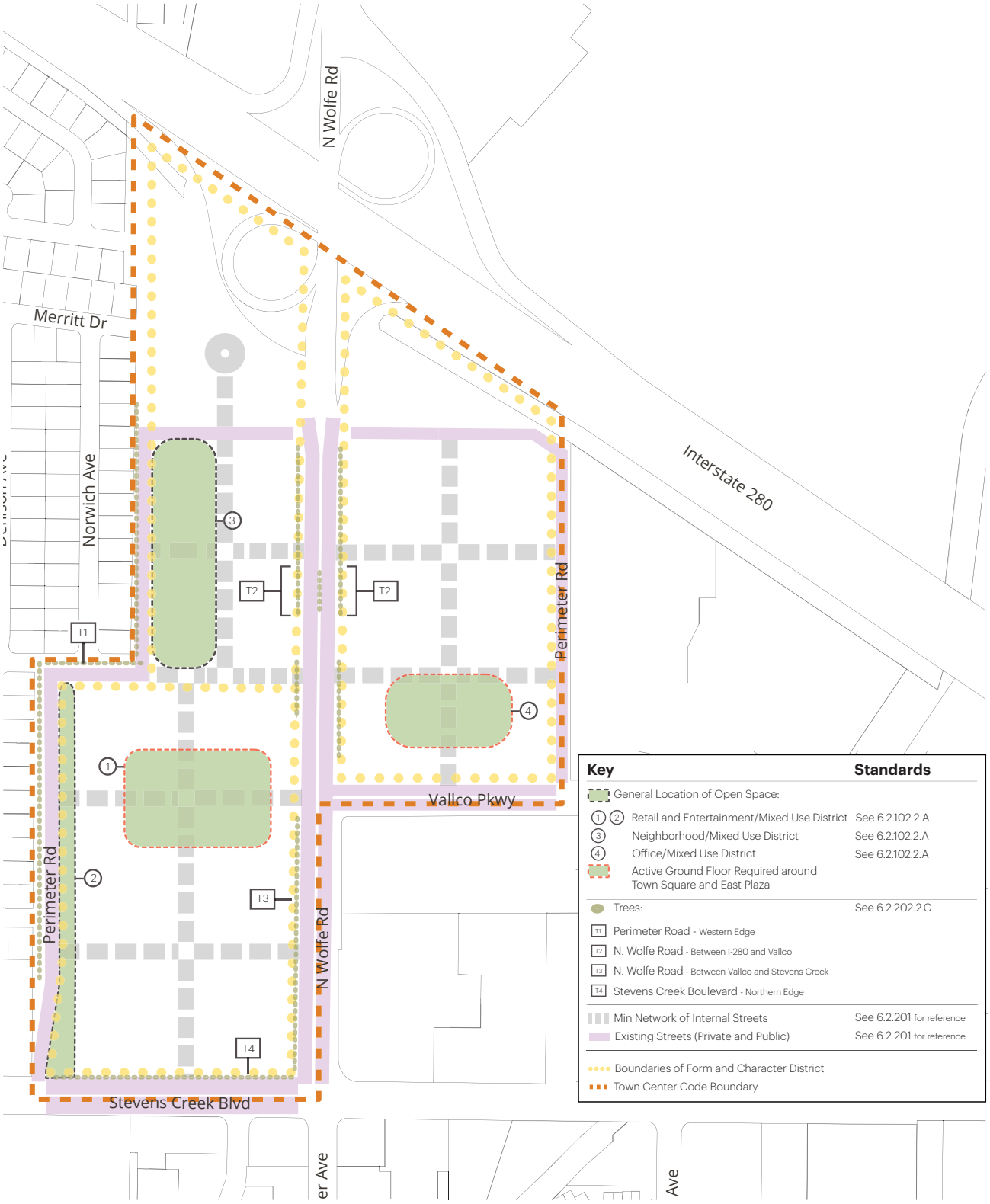
Open Space Type	Min. Width	Min. Size	Other Requirements
Parkland Requirement | Per CMC Table 13.08.050 - Parkland Dedication Table			
Min. total at grade publicly accessible open space	N/A	6.0 Acres	Generally at level of adjacent sidewalk (+/-12 inches)
Remaining on site open space (may be above ground)	Shall be consistent with open space types listed below		Publicly accessible open space shall be credited 100% towards parkland requirement. Open spaces that are privately accessible to residents shall be credited 50% towards parkland requirement. Private open space provided for office users only do not count since office use is not subject to a parkland requirement
Park Fees	N/A	N/A	Any parkland requirement that is not met on site shall pay the applicable parkland fee per CMC Chapter 13.08 (Parkland Dedication Fee)

Table 6.2.202.B: Open Space Requirements (Continued)			
Open Space Type	**Min. Width (feet)**	**Min. Size**	**Other Requirements**
Open Space Types to count towards Parkland Requirement (whether publicly or privately accessible)			
Greenway	55 feet	1.0 acre	See 6.2.202.A.1
Neighborhood Park	90 feet	0.25 acre	See 6.2.202.A.2
Plaza/Square: Town Square (Retail and Entertainment/Mixed Use District)	200 feet	1.75 acres	See 6.2.202.A.3
Plaza/Square: East Plaza (Office/Mixed Use District)	125 feet	0.75	See 6.2.202.A.3
Pedestrian Bridge	If landscaped open space is provided on the bridge, shall be consistent with open space types listed above		See 6.2.202.A.4
Pocket Plaza/Park	50 feet	2,500 sq. ft.	See 6.2.202.A.5
Private Open Space			
Common Open Space for Residential Units	60 feet	60 sq. ft.	Privately accessible. May be provided in the form of podium central courtyards, pool areas, decks, etc.

C. **Trees.** Existing trees identified in Figure 6.2.202.A (Conceptual Open Space Regulating Plan); and described below will be integrated to the extend feasible into street retrofit and landscaping improvements at the following locations:

1. Perimeter Road. Trees along the western edge of Perimeter Road, identified as T1;
2. North Wolfe Road between I-280 and Vallco Parkway. Trees on both sides of the street and within the median, identified as T2;
3. North Wolfe Road between Vallco Parkway and Stevens Creek Boulevard. Trees on the western edge of North Wolfe Road and within the median, identified as T3; and
4. Stevens Creek Boulevard. Trees along the northern edge of Stevens Creek Boulevard, identified as T4.
5. Existing trees shall be evaluated by a certified arborist to determine the condition of trees and which are to be preserved or replaced.

Figure 6.2.202.A: Conceptual Open Space Regulating Plan



6.2.202.A.1 Greenway

General Note: Images on this page are illustrative, not regulatory.

A. Description
Linear space for community gathering and strolling for residents and employees, serving multiple neighborhoods. Greenways can serve an important role as a green connector between destinations.

B. General Character
Formal or informal
Hardscape path(s) within at least 60% landscaping
Spatially defined by tree-lined streets and adjacent buildings

C. Size and Location
Min. 1 acre
Min. Width 55 ft.

D. Typical Uses
Passive recreation
Formal or informal seating
Multi-use pathway at the Western Edge if combined

6.2.202.A.2 Neighborhood Park

General Note: Images on this page are illustrative, not regulatory.

A. Description
Neighborhood focal point available for civic purposes, commercial activity, and passive uses. Appropriate civic elements, kiosk, and pergola.
B. General Character
Formal, urban
Combination of hardscape (60%min.) and planted areas (40%max.) in formal patterns
Spatially defined by tree-lined streets and adjacent buildings
Walkways and plantings at all edges, shaded seating areas
Civic element must be provided
C. Size and Location
Min. 0.25 acre
Min. Width 90 ft.
D. Typical Uses
Unstructured or structured recreation
Commercial and civic uses
Casual seating and/or outdoor dining
Multi-use pathway at the Western Edge if combined

6.2.202.A.3 Plaza/Square

General Note: Images on this page are illustrative, not regulatory.

A. Description
Community-wide focal point primarily for civic purposes and commercial activities, serving multiple neighborhoods. Commercial activities are subordinate to Civic activity.
B. General Character
Formal, urban
Combination of hardscaped (60%min.) and (40%max.) in planted areas in formal patterns
Spatially defined by buildings and tree-lined streets
Civic element provided
C. Size and Location
Town Square
Min. 1.75 acre
Min. Width 200 ft.
Required in Retail and Entertainment/Mixed Use District
East Plaza
Min. 0.75 acre
Min. Width 125 ft.
Required in Office/Mixed Use District
D. Typical Uses
Civic uses, commercial uses in support of civic uses
Passive recreation

6.2.202.A.4 Pedestrian Bridge

Image Source: Mike Peel

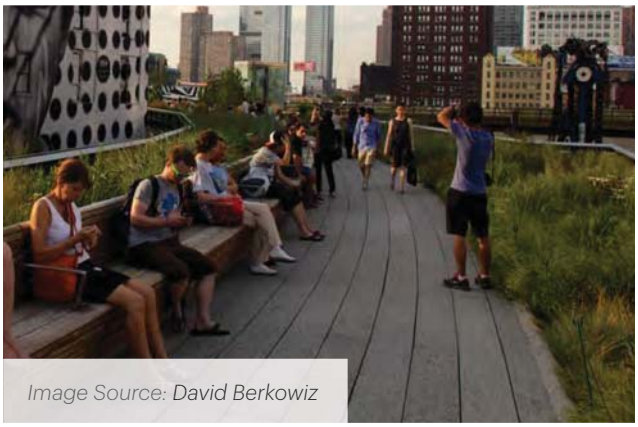


Image Source: David Berkowiz

General Note: Images on this page are illustrative, not regulatory.

A. Description
Community-wide focal point primarily for commercial activities while functioning as a publicly accessible open space.
B. General Character
Formal or informal, urban
Combination of planted areas (60%min.) and hardscape
C. Size and Location
Min. Width 30 ft.
Only allowed across North Wolfe Road
D. Typical Uses
Passive recreation, casual seating
Commercial uses open to the public See Table 6.2.206.A (Allowed Land Uses)
Food or retail kiosks not more than 500 sq. ft. each and not more than 2,500 sq. ft. total and less than 5% open space sq. ft.
Other buildings allowed per the land use table shall not count towards open space

6.2.202.A.5 Pocket Plaza/Park

General Note: Images on this page are illustrative, not regulatory.

A. Description

Small-scale, open space available for civic purposes and commercial activity serving the immediate neighborhood, intended as intimate spaces for seating or dining. Pocket plazas can also be used to create a formal space in front of a prominent building entrance.

B. General Character

Formal, urban

Primarily hardscape (60%min.) with landscape accents

Spatially defined by building frontages and upper story facades

Trees and shrubs optional

C. Size and Location

Min. 2,500 sq. ft.

Min. Width 50 ft.

D. Typical Uses

Civic activity

Commercial in support of civic activity

Casual seating and/or outdoor dining

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6.2.203 Building Height

A. **Applicability.** The requirements of this Section apply to new buildings and their additions.

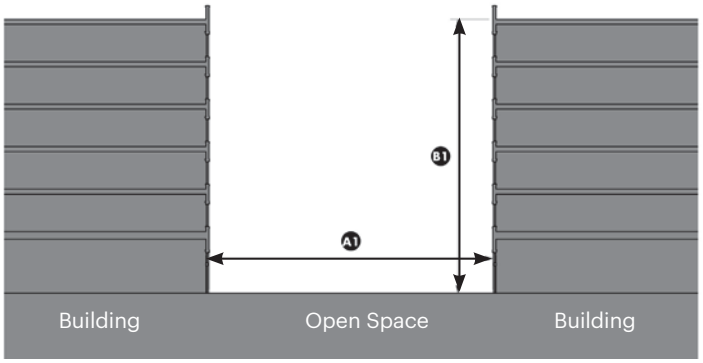
B. **Height Areas.** Eight height areas implement the intended physical character described in the Specific Plan. The allowed height areas are identified in Figure 6.2.203.A (Building Height Regulating Plan).

C. **Maximum Height.** Each height area has a maximum base height that is by-right (Tier 1). Additional height is allowed when public benefits are provided (Tier 2) as described in Chapter 7 (Administration, Implementation and Financing) in the Specific Plan; and identified in Table 6.2.203.A (Height Limits) below.

Table 6.2.203.A: Height Limits

Area	Max. Height Tier 1	Max. Height Tier 2
Area A	45'max.	45'max.
Area B	60'max.	60'max.
Area C	60'max. (72'max. on Area H)	75'max. (87'max. on Area H)
Area D	75'max.	75'max.
Area E	75'max.	95'max.
Area F	85'max. (97'max. on Area H)	120'max. (132'max. on Area H)
Area G	120'max.	150'max.

D. **Height adjacent to Open Space.** Building height shall be adjusted in compliance with the height to width ratio requirements in Figure 6.2.203.B (Height to width adjacent to Open Space) within the maximum allowed by this Section for the required Town Square and East Plaza.



A1 Distance between buildings (may include roads) is required to equal or exceed B1

Figure 6.2.203.B Height-to-width adjacent to Open Space

Figure 6.2.203.A: Building Height Regulating Plan

6.2.204 Facade Articulation

A. **Applicability.** The requirements of this Section apply to new buildings, additions or façade renovations that are within fifty feet of a street or public open space.

B. **Requirements.** At least one of the façade articulation techniques in Subsection B.2 and B.3 identified in Table 6.2.204.A (Facade Articulation), as relevant is to be applied to the building design. The design of the building is subject to review and approval by the City.

Table 6.2.204.A: Facade Articulation	
1. All buildings	
	Tripartite Façade Design. Facades shall be designed with tripartite architecture, with a distinct base, middle and top. An expression line, setback or other architectural element shall be used to delineate the base and top.
2. Above the third story on all buildings	
	Change in Color, Material. This technique modulates the apparent size and scale of a building by changing colors and/or materials and may be applied throughout the building but is required above the third story.
	Architectural Recession(s). This technique modulates the apparent size and scale of a building by recessing a portion(s) of the façade as an architectural element(s) or space(s) from the plane(s): a recessed entry from the sidewalk, a loggia or recessed balcony cut into the plane of the facade. Buildings that exceed 250 linear feet as measured along the adjacent sidewalk are required to integrate a Forecourt in compliance with Section 6.2.205.A.4 (Forecourt). The recession at the ground floor is required to extend through the top of the building.
3. Buildings over 150 feet long	
	Horizontal Articulation. This technique modulates the apparent size and scale of the building by stepping a portion of the facade forward or backward from the predominant façade plane by at least three feet forward or backward. This technique may be applied throughout the building but is required above the third story.
	Vertical Articulation. This technique modulates the apparent size and scale of the building by stepping a portion of the facade upward or downward from the predominant building height. This technique offers the opportunity to organize a long building into multiple apparent buildings to avoid the appearance of a block-long building. When this technique is applied, a minimum vertical distance of one story upward or downward is required.

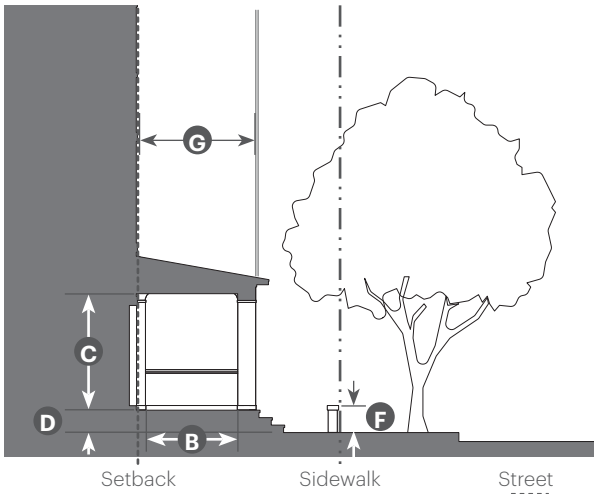
6.2.205 Frontages

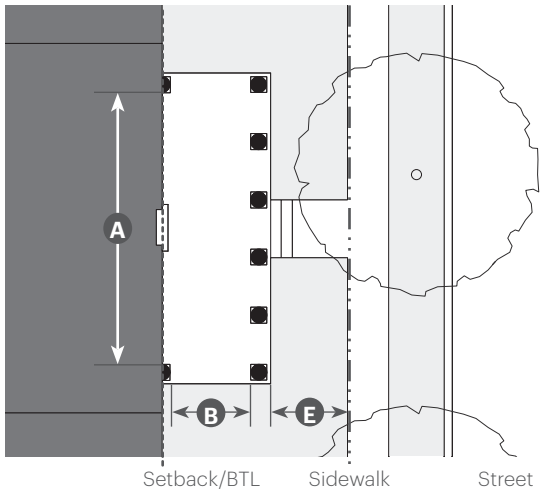
A. **Applicability.** These requirements on this Section apply to all ground floor facades along a street, paseo or publicly accessible open space. Table 6.2.205.A (Frontage Types Overview) provides an overview of the allowed frontage types. Other frontage types such as those for office buildings and large residential buildings may be allowed subject to design review.

B. **Requirements for active ground floor frontage.**

1. Each building shall apply at least one frontage type on each facade along a street or open space, using the frontage types allowed in Table 6.2.102.A (Standards by Form and Character District).
2. A building may have multiple frontage types in compliance with the requirements of this Section.
3. Fencing or other physical barriers between facades and the sidewalk along a street or public open space must be in compliance with the standards of this section.
4. Fencing is not allowed to be used to prevent public access to building entries and public open spaces.
5. The required setbacks identified in Table 6.2.102.A (Standards by Form and Character District) identify the required distance between each building facade and the sidewalk along the adjacent open space or street.

6.2.205.A.1 Porch





Key

–··– Sidewalk / Lot Line ----- Setback Line

A. Description

The main facade of the building is setback from the adjacent sidewalk to accommodate the porch. The porch may be entirely or partially recessed into the facade. The resulting front yard is typically very small and can be defined by a fence or hedge to spatially maintain the edge of the street.

B. Size

Width, Clear	8'min.	A
Depth, Clear	6'min.	B
Height, Clear	8'min.	C
Finish Level above Sidewalk	18"min.	D
Area between Porch and Sidewalk	3'min.	E
Height of fence or hedge	2'-6"max.	F
Building is allowed over Porch	N/A	G

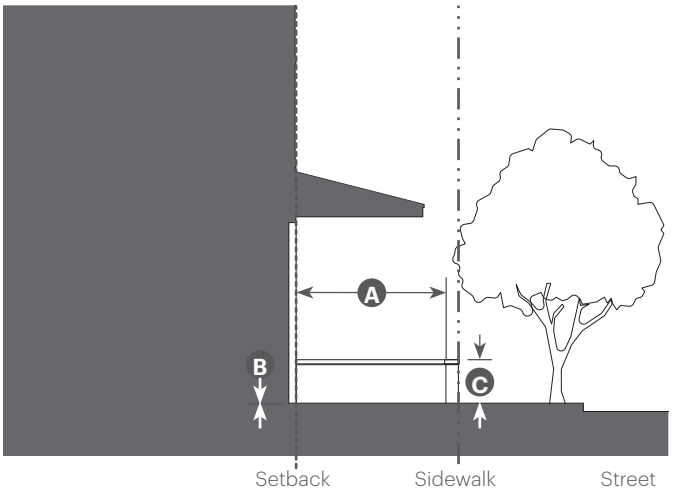
C. Miscellaneous

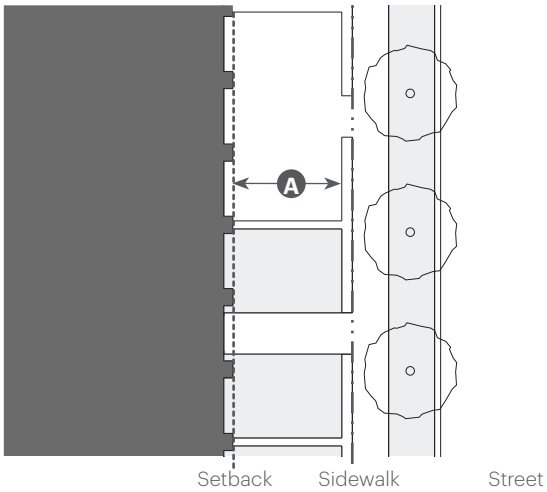
Porches must be open on at least two sides

Porches must have a roof,

Example of projecting porch that extends the living area into the front yard.

6.2.205.A.2 Dooryard





Key

–·–· Sidewalk / Lot Line ----- Setback Line

A. Description

The main facade of the building is set back from the adjacent sidewalk and the resulting space is defined by a low wall or hedge, creating a small yard. The dooryard does not provide public circulation along a street. The dooryard is typically at grade and is intended for ground-floor residential and/or live/work.

B. Size

Depth, Clear	5'min.	A
Ground Floor Transparency	50%min.[1]	
Depth of Recessed Entries	5'max.	
Finish Level above Sidewalk	3'-6"max.	B
Finish Level below Sidewalk	6'max.	
Height of fence or hedge	2'-6"max.	C

[1] For live/work, retail and service uses only

C. Miscellaneous

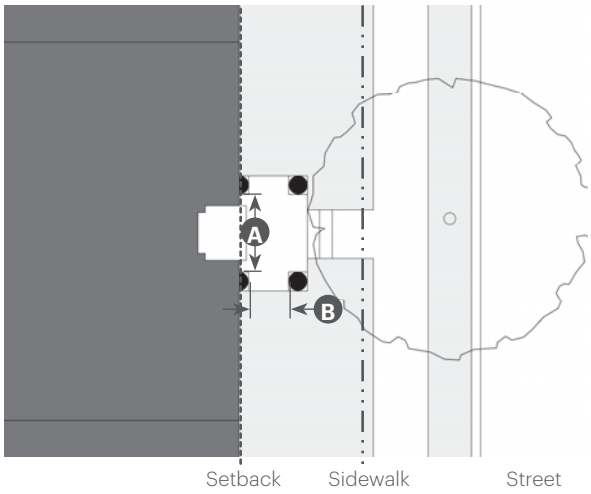
For live/work, retail and service uses, these standards are to be used in conjunction with those for the Shopfront Type. In case of conflict design review shall be utilized to resolve the standard.

Each Dooryard may provide access up to five ground floor entries.

A series of dooryards with low fences defining the private edge, and engaging the sidewalk.

A series of small commercial dooryards.

6.2.205.A.3 Stoop



Key

–··– Sidewalk / Lot Line ----- Setback Line

A. Description

The main facade of the building is near the adjacent sidewalk and an elevated stoop engages the sidewalk to provide privacy for the sidewalk-facing rooms. Stairs or ramps from the stoop may lead directly to the sidewalk or may be side-accessed. The stoop may be entirely or partially recessed into the facade. The stoop is appropriate for residential uses with small setbacks.

B. Size

Width, Clear	4'min.; 8'max.	A
Depth, Clear	4'min.	B
Height	1 story max.	
Depth of Recessed Entries	6'max.	
Finish Level above Sidewalk	18"min.	C
Height of fence	3'max.	D

C. Miscellaneous

Stairs may be perpendicular or parallel to the building facade.

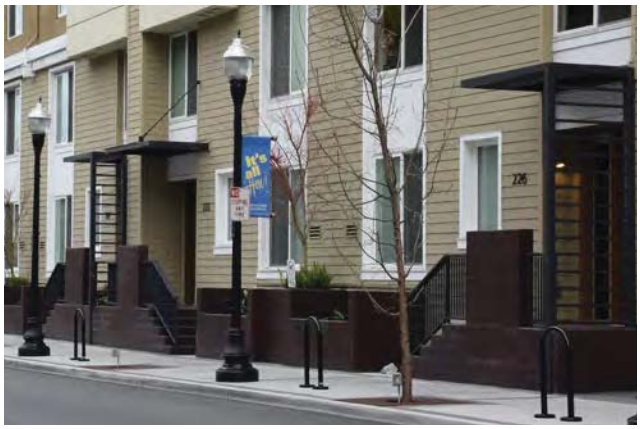
Ramps shall be parallel to facade or along the side of the building.

Entry doors are covered or recessed to provide shelter from the elements.

Gates are not allowed.

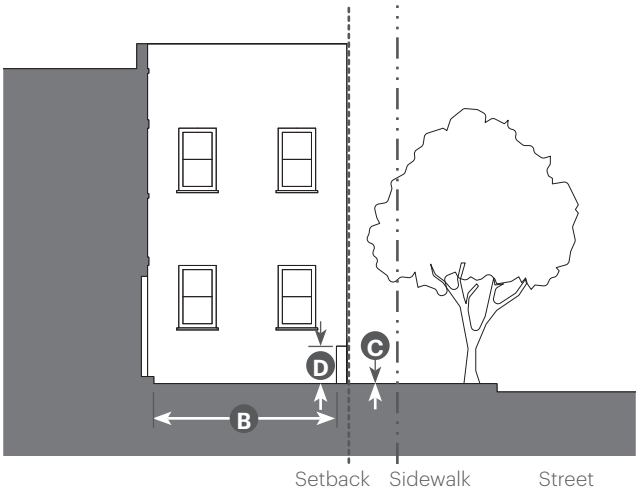
Doors are required to be visible from the street.

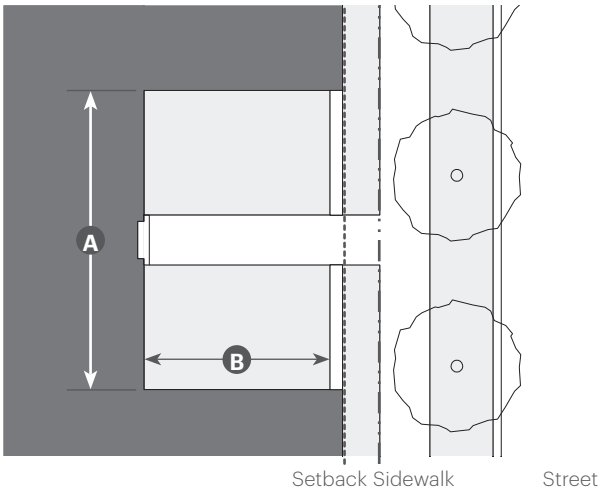
High stoop clears space for windows along basement.



Uniquely shaped stoop.

6.2.205.A.4 Forecourt





Key

–·–· Sidewalk / Lot Line ----- Setback Line

A. Description

The main facade of the building is at or near the adjacent sidewalk and a small portion is set back, creating a small court space. The space may be used as an entry court or shared garden space for apartment buildings, office, or as an additional shopping or restaurant seating area within retail and service areas.

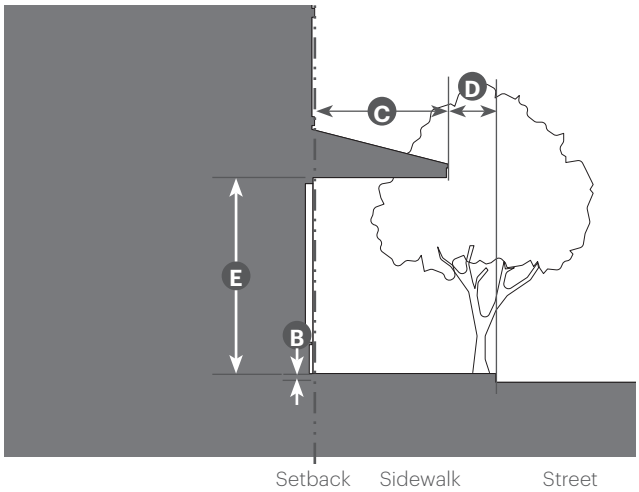
B. Size

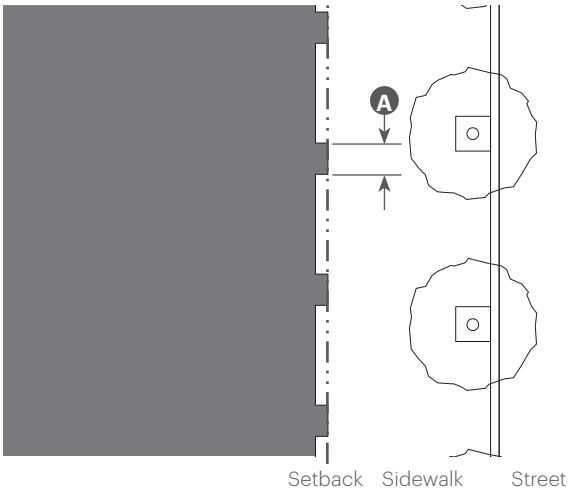
Width, Clear	30'min.	A
Depth, Clear	30'min.	B
Height above sidewalk	3'-6"max.	C
Height of fence or hedge	2'-6"max.	D

This forecourt visually extends the public realm into the lot.

This residential forecourt provides an entry yard and breaks down the overall massing along the street.

6.2.205.A.5 Shopfront





Key

–··– Sidewalk / Lot Line ----- Setback Line

A. Description

The main facade of the building is at or near the adjacent sidewalk with at-grade entrance(s) along the sidewalk. This type is intended for retail and/or office use, has substantial glazing between the shopfront base and the ground floor ceiling, and may include an awning that overlaps the sidewalk. Terrace, gallery, and arcade frontages are used in conjunction with shopfront.

B. Size

Distance between Glazing	1'max.	A
Ground Floor Transparency	75%min.	
Distance between entries	50'max.	
Depth of Recessed Entries	6'max.	
Entry flush with sidewalk		B

C. Awning/Canopy

Depth	4'min.	C
Setback from Curb	2'min.	D
Height, Clear	8'min.	E

D. Miscellaneous

Residential windows are not allowed.

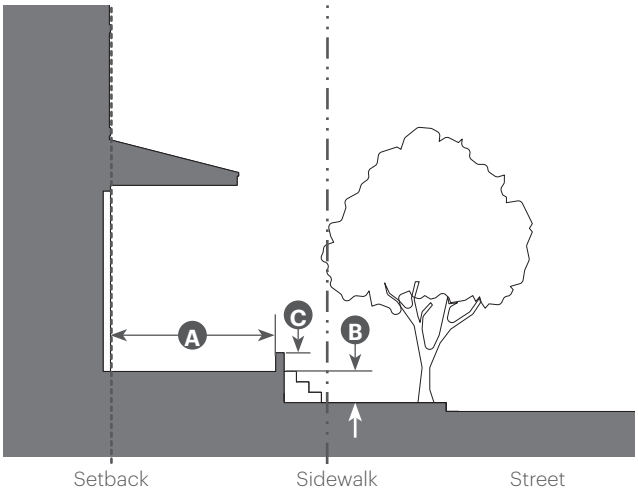
Reflective or dark glass is not allowed.

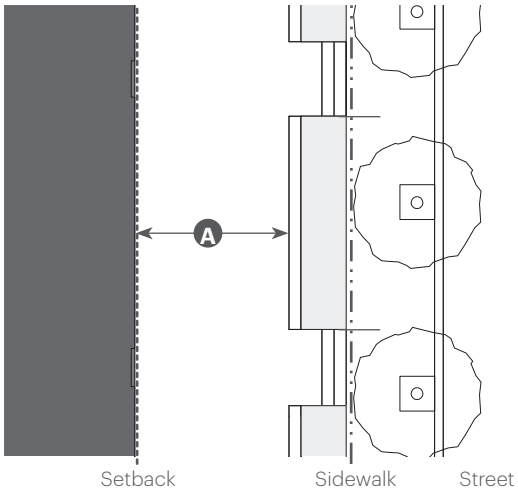
Operable awnings and open-ended awnings are allowed.

2 story shopfront

Shopfront with pilastered bays and recessed entry.

6.2.205.A.6 Terrace





Key

–·–· Sidewalk / Lot Line ----- Setback Line

A. Description

The main facade of the building is setback from the adjacent sidewalk to provide space for an elevated terrace providing public circulation along the facade. This type can be used to provide at-grade access while accommodating a grade change. Frequent steps up to the terrace are necessary to avoid dead walls and maximize access.

B. Size

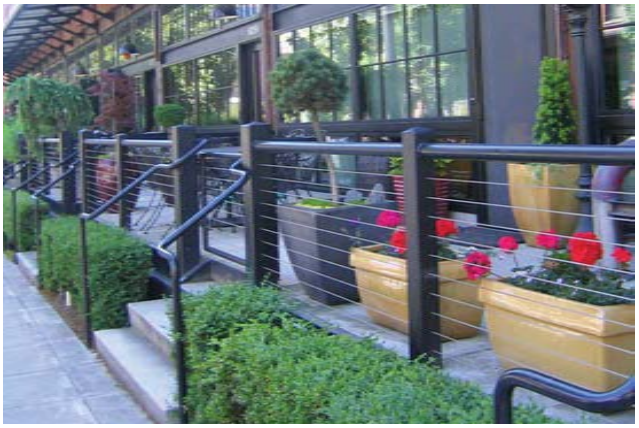
Depth, Clear	8'min.	A
Finish Level above Sidewalk	4'max.	B
Height of fence or hedge	2'-6"max.	C

C. Miscellaneous

These standards are to be used in conjunction with those for the Shopfront Type where the Shopfront Type is required.

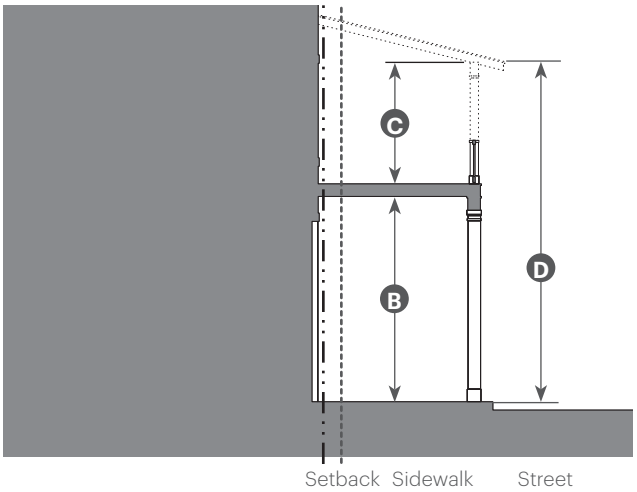
Low walls used as seating are allowed.

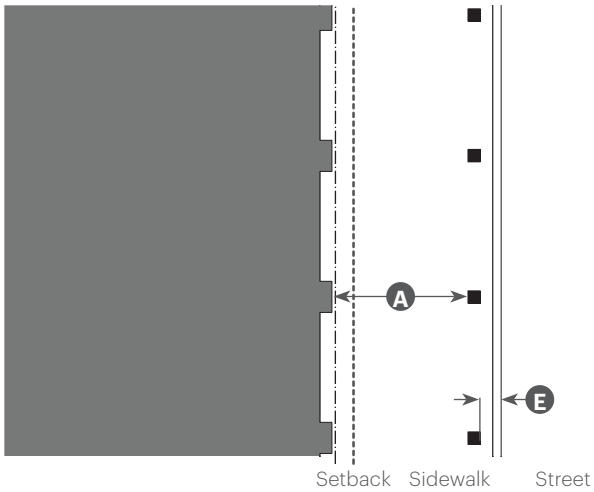
Terrace is used to accommodate a change in grade with low walls to provide seating.



One terrace spans across four residential units with individual entries separated by landscaping.

6.2.205.A.7 Gallery





Key

–··– Sidewalk / Lot Line ----- Setback Line

A. Description

The main façade of the building is at or near the adjacent sidewalk and the gallery element overlaps the sidewalk. This type is intended for buildings with ground-floor commercial, retail , office uses and may be one or two stories.

B. Size

Depth, Clear	8'min.	A
Ground Floor Height, Clear	11'min.	B
Upper Floor Height, Clear	9'min.	C
Height	2 stories max.	D
Setback from Curb	2'min.; 3'max.	E

C. Miscellaneous

Galleries shall project over the sidewalk.

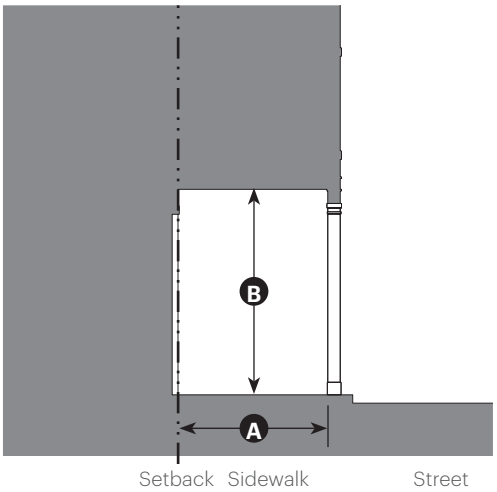
Galleries along an attached plaza, pocket plaza, or pocket park may be set back further from curb.

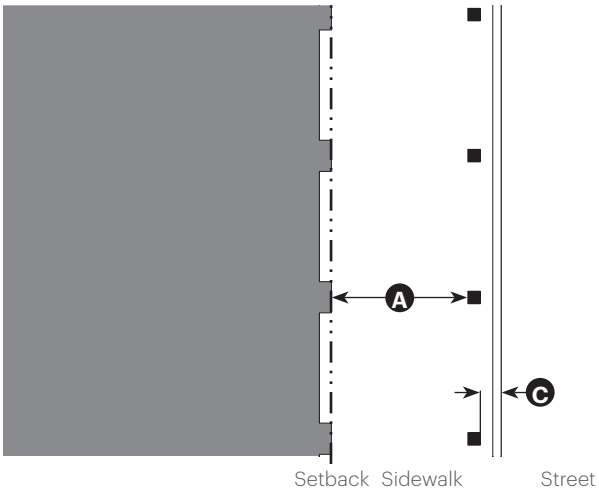
Fencing not allowed.

A two-story gallery with the second story covered.

A two-story gallery over the sidewalk.

6.2.205.A.8 Arcade





Key

–·–· Sidewalk / Lot Line ----- Setback Line

A. Description

The main facade of the building is at or near the adjacent sidewalk and the arcade overlaps the sidewalk. The arcade extends far enough from the building to provide adequate protection and circulation for pedestrians. This type is intended for buildings with ground floor commercial, retail, office uses and is common along public courtyards and paseos.

B. Size

Depth, clear	8'min.	A
Ground floor height, clear	11'min. clear	B
Setback from edge of curb	2'min.; 3'max.	C

C. Miscellaneous

The arcade shall incorporate the regulations for the Shopfront Type.

Arcades shall have a consistent depth.

Arcades along an attached plaza, pocket plaza, or pocket park may be set back further from curb.

Fencing not allowed.

The arcades provide the only means of circulation along the ROW.

6.2.206 Uses

A. **Applicability**

1. The requirements of this Section apply to new uses, change in use, and expansion in use.
2. Land Uses are described and defined in Chapter 19.08 (Definitions). Where CUP is required, findings consistent with applicable section of Chapter 19.08 (Definitions).
3. Specialized terms and phrases are described in Section 6.3 (Definitions) of this Chapter.

B. **Allowed Uses.**

1. Table 6.2.206.A (Allowed Land Uses) identifies the allowed uses in each form and character district and the required permit.
2. Figure 6.2.201.A (Conceptual Street and Block Network Regulating Plan) identifies certain streets as Active Ground Floor streets. The allowed uses are coordinated with this diagram to implement the Specific Plan's intent to create a pedestrian-oriented environment of primarily retail, restaurants, personal services, and entertainment with ground floor lodging and/or residential lobbies.

C. **Minimum Retail Requirement.** Only the following uses shall qualify for this minimum.

1. Retail;
2. Restaurant and Bars;
3. Entertainment;
4. Health and Fitness facilities (10%max. of total retail. May be increased to 15%max. to accommodate large format fitness center);
5. Personal Service (10%max. of total retail); and
6. Assembly uses (5%max. of total retail).

Table 6.2.206.A: Allowed Land Uses

Use Type	Town Center Zone Form and Character Districts		
	Neighborhood/ Mixed Use	Retail and Entertainment/ Mixed Use	Office/Mixed Use
A. Residential			
Multi Family	P	P	P
Home Occupation	P	P	P
Small family day care (within residential units)	P	P	P
Large family day care (within residential units)	N/A	N/A	N/A
Live/Work	P	P	P
Congregate Residence (Co-Housing)	P	P	P

Key

P Permitted **CUP-A** Conditional Use Administrative **N/A** Not Allowed

Table 6.2.206.A: Allowed Land Uses (continued)

Use Type	Town Center Zone Form and Character Districts		
	Neighborhood/ Mixed Use	Retail and Entertainment/ Mixed Use	Office/Mixed Use
B. Retail			
Regional Retail*	P [1]	P	P
Pedestrian Oriented Retail	P	P	P
Specialty Food	P	P	P
Convenience Market	P	P	P
Arts/music/photography studio	P	P	P
Temporary /seasonal events (Farmers Market)	P [1]/ CUP-A	P	P
Co-working i/incubator	P [2]	P [2]	P [2]
[1] Permitted when facing North Wolfe Road and Town Square			
[2] Up to 40,000 sq. ft. of retail is allowed. Exceeding 40,000 sq. ft. is counted toward office use.			
C. Restaurants and Bars			
Eating Establishments, with the following features:			
Without bar facilities;	P	P	P
With bar facilities;	P	P	P
Outdoor Dining	P	P	P
Bars/Clubs/Lounges	P [1]/ CUP-A	P	P
Live entertainment in association with eating establishments	P [1]/ CUP-A	P	P
[1] Permitted when facing North Wolfe Road and Town Square			
D. Entertainment			
Theaters	P [1]/ CUP-A	P	P
Family Entertainment (Bowling, Skating, etc.)	P [1]/ CUP-A	P	P
[1] Permitted when facing North Wolfe Road and Town Square			
E. Civic/Cultural			
Performing Arts Center	P [1]/ CUP-A	P	P
Public Educational Facility	P	P	P
Public Safety:			
Up to 1,000 sq. ft.	P	P	P
Over 1,000 sq. ft.	CUP-A	CUP-A	P
[1] Permitted when facing North Wolfe Road and Town Square			

Key

P Permitted **CUP-A** Conditional Use Administrative **N/A** Not Allowed

Table 6.2.206.A: Allowed Land Uses (continued)			
	Town Center Zone Form and Character Districts		
Use Type	Neighborhood/ Mixed Use	Retail and Entertainment/ Mixed Use	Office/Mixed Use
F. Assembly (No more than 5% of total Retail)			
Churches, private clubs, lodges, or fraternal organizations (As subordinate uses in buildings intended primarily for other permitted uses provided for in this Section).	CUP-A [1]	P [1]	P [1]
Churches, private clubs, lodges, or fraternal organizations (As principal uses in buildings).	CUP-A [2]	CUP-A [2]	CUP-A [2]
[1] With no more than 50 ft. of frontage on ground floor where active ground floor uses are required			
[2] Not Allowed in areas requiring active ground floor uses			
G. Hospitality			
Hotel	P [1]/ CUP-A	P	P
[1] Permitted when facing North Wolfe Road and Town Square			
H. Health and Fitness (10% max. of Retail; 15% max. for large format/single user)			
Fitness Centers, Gyms	P	P	P
Indoor Sports	P [1]	P [1]	P [1]
[1] With no more than 50 ft. of frontage on ground floor where active ground floor uses are required			
I. Personal Services - Directly serve the Public (10% max. of Retail)			
Beauty salon/barber shop	P	P	P
Spas/Massage establishments	P	P	P
Real State/Insurance Offices/Financial Offices/Banks	P	P	P
Dry cleaner/Tailor	P	P	P
Business services (FedEx, etc.)	P	P	P
Specialized schools, Dance/music studios	P	P	P
Daycare	P [1]	P [1]	P [1]
Dog day care (Located in sound-proof structures)	P	P	P
Auto services	N/A	N/A	N/A
[1] With no more than 50 ft. of frontage on ground floor where active ground floor uses are required			
J. Office/Research and Development			
Service offices (medical/dental), limited to 250,000 sq.ft. of total office use	P [1]	P [2]	P
Corporate/R&D/incubator, coworking space	P	P [2]	P
Office amenity space	P	P [2]	P
[1] With no more than 50 ft. of frontage on ground floor along Town Square			
[2] With no more than 50 ft. of frontage on ground floor where active ground floor uses are required			

Key

P Permitted **CUP-A** Conditional Use Administrative **N/A** Not Allowed

Table 6.2.206.A: Allowed Land Uses (continued)			
	Town Center Zone Form and Character Districts		
Use Type	Neighborhood/ Mixed Use	Retail and Entertainment/ Mixed Use	Office/Mixed Use
K. Other			
Accessory facilities and uses customarily incidental to permitted uses and otherwise conforming with provisions of CMC Chapter 19.100	P	P	P
Bike hub/Mobility hub	P	P	P
Commercial garages	P	P	P
Establishments with drive-through facilities	N/A	N/A	N/A
Late evening activities which occur between 11:00 pm through 7:00 am	P [1]/ CUP-A	P	P
Live entertainment (outdoor)	P [1]/ CUP-A	P	P
Public Storage	N/A	N/A	N/A
Warehouse business consistent with the character of the Town Center Specific Plan, and which do not create significant adverse impacts to the surrounding area due to odor, dust, fumes, glare, radiation, vibration, noise, traffic or litter	CUP-A [2]	CUP-A [2]	CUP-A [2]
Wireless communication facilities	See CMC Title 19	See CMC Title 19	See CMC Title 19
Other uses which are neither permitted uses or nor excluded uses and which are, consistent with the character of the Town Center Specific Plan, and which do not create significant adverse impacts to the surrounding area due to odor, dust, fumes, glare, radiation, vibration, noise, traffic or litter	CUP-A	CUP-A	CUP-A
[1] Permitted when facing North Wolfe Road and Town Square			
[2] With no more than 50 ft. of frontage on ground floor where active ground floor uses are required			
L. Pedestrian Bridge over North Wolfe Road			
Restaurants	P	P	P
Retail/food kiosks under 500 sq. ft. each (no more than 2,500 sq. ft. total) within open spaces	P	P	P

Key

P Permitted **CUP-A** Conditional Use Administrative **N/A** Not Allowed

6.2.207 Parking

A. **Applicability.** The requirements of this Section apply to all development and improvements within the Town Center Code Boundaries, unless otherwise specified, as described below:

1. New building;
2. Change in use; and
3. Changes in intensity of buildings or structures made after the effective date of this ordinance that cause an increase or decrease of 25 percent or greater in:
   a. Gross floor area;
   b. Seating capacity;
   c. Dwelling units; and/or
   d. Parking spaces.

B. **Parking and Vehicle Access.**

1. Allowed Spaces.
   a. The minimum and maximum number of parking spaces allowed is listed in Table 6.2.207.A (Parking Spaces Requirements), and the permitted land uses in Section 6.2.206 (Uses). See Chapter 19.124 (Parking Regulations) in Cupertino Municipal Code (CMC) for additional standards.
   b. Sharing of parking between different uses and developments is permitted, requires parking study.

Table 6.2.207.A: Parking Spaces Requirements

Use Type	Auto		Bike
	Minimum	Maximum	Minimum
Residential	0.5/bedroom	Studios 1.5/unit 1 Bed 1.5/unit 2+ bed 2/unit	see CMC
Office	see CMC [1]	see CMC; except 250,000 of office amenity space shall not provide any parking	see CMC
Retail	see CMC [1]	see CMC	see CMC
Entertainment	see CMC [1]	see CMC	see CMC
Theaters/PAC	see CMC [1]	see CMC	see CMC
Other	see CMC [1]	see CMC	see CMC
Hotel	see CMC [1]	see CMC	see CMC

[1] Parking study subject to Max. requiremets.

2. Traffic-Minimizing Parking Standards.

   a. Carshare Parking Spaces. If parking is provided at a development, carshare parking spaces shall be provided in the amounts specified in Table 6.2.207.B (Required Carshare Parking Spaces) below.

Table: 6.2.207.B: Required Carshare Parking Spaces

Land Use	Required Spaces
Residential	
0 - 49 units	None
50 -200 units	1
201 or more units	2 + 1 per additional 200 units
Office	
≤ 10,000 sf	None
> 10,000 sf	1/100,000 sf

   b. The required carshare spaces shall be made available, to a carshare service for purposes of providing carshare services to its members. At the election of the property owner, the carshare spaces may be provided:

      (1) On the building site; and

      (2) On another off-street site that is both within 800 feet of the building site and within the Plan Area.

   c. Required carshare space or spaces shall be designed in a manner that will make the spaces accessible to non-resident subscribers from outside the building as well as building residents.

   d. If it is demonstrated to the satisfaction of the City that no carshare service can make use of the dedicated carshare parking spaces, the spaces may be occupied by non-carshare vehicles.

3. Carpool Spaces. If parking is provided at a development, parking spaces reserved for use by carpool/vanpool vehicles shall be designated in preferred locations (e.g. closest to building entries).

C. **Parking Spaces, Lot Design and Layout.**

1. Parking Access Points. Access to parking spaces should follow these standards:

   a. Side street: Limited to one per block face;

   b. Rear of building, from alley: Up to 2

   c. Access driveway width.

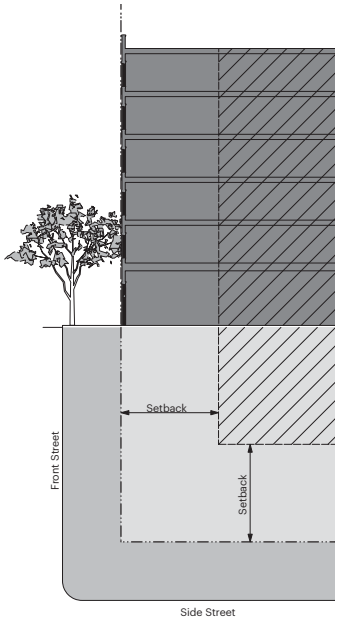
      (i) Side Street: up to 20 feet.

      (ii) Rear of building, from alley: up to 30 feet

2. Accessible Parking. All parking facilities that require accessible parking spaces shall ensure that a portion of the total number of required parking spaces shall be specifically designated, located, and reserved for use by persons with physical disabilities, in accordance with the standards in the Federal Americans with Disabilities Act (ADA).
3. Dimensional Standards for Parking Spaces and Aisles.
    a. Parking facilities shall comply with City of Cupertino standards. See Table 19.124.040(A) (Parking Space Dimensions) and Table 19.124(B) (Uni-size Stall Dimensions) in Chapter 19.124 (Parking Regulations).
4. Parking Area Location. Parking is allowed to be located as described below:
    a. At-grade and above grade. Parking spaces shall be located in compliance with the parking setbacks identified in Table 6.2.102.A (Standards by Form and Character District).
    b. Below-grade. Parking spaces may be located anywhere on the site in compliance with all other applicable requirements.

D. **General Parking Standards.**

1. On-site Parking. On-site parking for retail uses shall be provided as available-to-the-public parking, not reserved to a specific business or property.
2. Allowed parking may be provided off-site at another location within the Code Boundaries.



Building

Parking Area
Parking must be setback as identified in Table 6.2.102.A

Figure 6.2.207.A Parking Area Location

3. Larger Vehicle Parking
    a. Trucks, tractors or tractor-trailers having a capacity of more than a one-and-one-half-ton load, front- and rear-end loaders, or any kind of commercial, industrial, agricultural or transportation vehicles/equipment used primarily for business purposes, shall not be parked or stored in the Code Boundaries for purposes other than unloading, loading or delivery services.
    b. Automobiles, small trucks, vans, vehicle trailers allowed in conjunction with an approved home occupation (one per home occupation), and recreational vehicles, utilized for personal or business use, are excluded from the provisions of this Section.
    c. Recreational vehicles shall not be parked in the front yard setback unless adequately screened as determined by the City.
4. Cargo or Freight Container. Portable cargo or freight storage containers in the Plan Area for purposes of loading or unloading, may be parked or stored for a period not to exceed 10 days and shall be located in the rear of the building site.

6.2.208 Screening

A. **Applicability.** The requirements of this Section apply to all development and improvements within the Code Boundaries.

B. **Design Standards for Screening.**

1. High quality screening, compatible with arch and surorrundings, is required. Subject to design review as part of the ASA.

C. **Reduction of Required Screening or Screening Design Standards.**

1. The City may completely or partially waive required screening and associated standards in cases where the City deems the relief necessary to maintain or enhance the architectural character of the surrounding neighborhood.

D. **Fencing on retaining walls.**

The total height of fences and the retaining walls that they are mounted on or attached to shall be limited in height to six feet subject to city review and approval. However, the City may approve higher fencing if it is determined that there will be little or no impact on the adjoining properties and the height is necessary to achieve the objectives of this Section or is required for health and safety.

E. **Mechanical Equipment Screening.**

1. For all new installation or relocation of existing mechanical equipment for commercial/industrial development, the equipment shall be screened from public view whether installed on the roof, ground, or walls.

   a. Roof-mounted equipment. Building parapets or other architectural elements in the building's architecture style shall screen roof-mounted equipment.

      (1) New buildings shall be designed to provide a parapet or other architectural element that is as tall or taller than the highest point on any new mechanical equipment to be located on the roof of the building.

      (2) For existing buildings with no or low parapet heights, mechanical equipment shall be surrounded on all sides by an opaque screen wall as tall as the highest point of the equipment. The wall shall be architecturally consistent with the building. All new roof screens are subject to City review and approval.

b. Wall- and ground-mounted equipment

(1) High quality screening, compatible with arch and surorrundings, is required. s subject to design review as part of the ASA.

(2) Shall not be located between the face of the building and the street.

(3) All screen devices shall be as high as the highest point of the equipment being screened. Equipment and screening shall meet rear and side yard setbacks of the applicable form and character district.

(4) Screening shall be architecturally compatible with the building.

(5) All new mechanical screens for ground or wall-mounted equipment shall be subject to City review and approval.

F. **Trash Enclosure Screening.**

1. All outdoor storage areas for refuse containers and all loading/unloading areas or service bays shall be designed in compliance with Chapter 19.48 (Fences).

6.2.209 Bird-safe Design

A. **Applicability.** The requirements of this Section apply to new buildings and their additions.

B. **Bird-safe Design.**

1. Future development shall incorporate bird safe building design measures such as the following standards and as determined by best professional practice:
   a. Avoiding large, uninterrupted expanses of glass near open areas;
   b. Prohibiting glass skyways and freestanding glass walls;
   c. Avoiding transparent glass walls coming together at building corners;
   d. Prohibiting up-lighting or spotlights;
   e. Shielding outdoor lights; and
   f. Utilizing fritted, glazed, and/or low reflective glass

6.2.210 Outdoor Lighting

A. **Applicability.** The requirements of this Section apply to all development and improvements within the Code Boundaries.

B. **Outdoor Lighting Requirements**

1. Site Plan Requirements. A site plan shall include a description of:
   a. Any lighting fixture not affixed to an existing or proposed building; and
   b. A proposed or existing lighting fixture that will be located in an adjacent right-of-way.
2. Building Permit Requirement. A building permit application shall include a description of any lighting fixture affixed to an existing or proposed building. A description of a new lighting fixture may include catalog cuts and manufacturer illustrations that demonstrate the lighting fixture will comply with this Section.
3. Fully Shielded and Full Cut-off Light Fixtures Required. A fixture that is fully-shielded and full cut-off is required for an outdoor lighting application that illuminates:
   a. Public street and pedestrian lighting;
   b. Parking lots;
   c. Sidewalks;
   d. Recreational areas;
   e. Billboards;
   f. Product display area lighting; and
   g. Building overhangs and open canopies.
4. Lighting of Building Facades.
   a. A fixture that illuminates a building or structure must be fully-shielded and full cut-off.

b. A fixture that illuminates a building façade may only be used to highlight specific architectural features such as principal entrances and towers.

5. Directional Luminaries. A directional luminaire may be used to illuminate a sign or a flagpole if the luminaire:

   a. Is installed and aimed to illuminate a specific object or area; and

   b. Does not shine directly onto neighboring properties or roadways, or distribute excessive light skyward.

6. Lamp or Fixture Substitution.

   a. After the applicable site plan or building permit is approved or after a site plan exemption is granted, a request to modify or substitute an outdoor lighting fixture or the type of light source shall:

      (1) Be submitted to the City for approval; and

      (2) Include documentation that the modification or substitution complies with this division.

   b. An outdoor lighting fixture or the type of light source may not be modified or substituted unless approved by the City.

6.2.211 Signage

A. **Applicability.** The requirements of this Section apply to all new or modified signage. Table 6.2.211.A (Signage Types Overview) provides an overview of the sign types allowed.

   1. New or modified signage, regardless of the nature or location, unless specifically exempted, which is intended to be viewed from a public street, and to signs which are intended to be viewed from outdoors in areas of public and private property used for public pedestrian access.

   2. Temporary Signs. Temporary shall be consistent with the requirements of Chapter 19.104 (Signs). Temporary signs on internal streets are allowed on sidewalks immediately adjacent to the advertising business so long as pedestrian or bike movements are not impeded.

   3. Exempt Signs. Exempt signs shall follow Chapter 19.104 (Signs) standards.

   4. Unless stated otherwise, the requirements of Chapter 19.104 (Signs) apply.

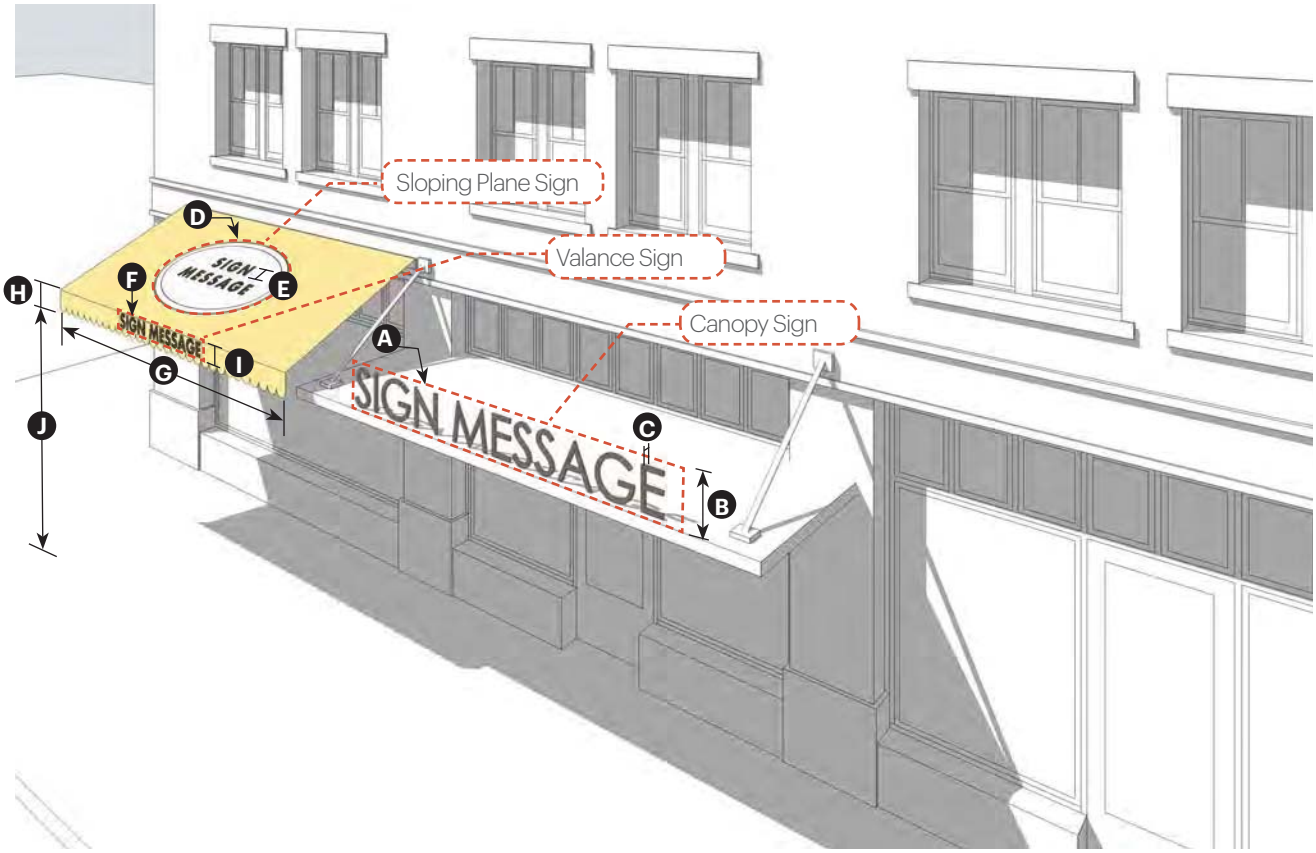
B. **Master sign program.** A master sign program is required, consistent with Chapter 19.104 (Signage) of the Cupertino Municipal Code. Unless otherwise specified, other types of signage, such as way finding signs, building signs, changeable copy signs for movie theaters, and types that require flexible creative criteria may be utilized that are not listed in Table 6.2.211.A (Signage Types Overview). All proposed signage shall be included in and are subject to the City's administrative review and approval of the master sign program.

C. **Existing Vallco Monument Freeway Sign**. The sign is listed in the Cupertino Municipal Code (CMC) as a "landmark sign" and is defined in the CMC as "an existing, legal non-conforming ground sign that has a distinctive architectural style" but has no special historical status and therefore may be removed. If removed, no new free-standing freeway oriented sign is allowed. Modifications may be made to modernize, structurally stabilize and update the theme of the development.

D. **Interpretation.** This Section is not intended to, and does not restrict, speech on the basis of its content, viewpoint, or message. No part of this Section shall be construed to favor commercial speech over non-commercial speech. A non-commercial message may be substituted for any commercial message displayed on a sign, or the content of any non-commercial message displayed on a sign may be changed to a different non-commercial message, without the need for any approval or permit, provided that the size of the sign is not altered. To the extent any provision of this Section is ambiguous, the term shall be interpreted not to regulate on the basis of the content of the message.

E. **Total Sign Area.** Each building is allowed the maximum number and sizes of signs allowed by this section. The actual combination and design of each sign type on each building is subject to the City's review and approval.

6.2.211.A.1 Awning/Canopy Sign



A. Description

A pedestrian-oriented sign on an awning or the canopy of a shopfront, that is read along the sidewalk or from the other side of the street.

B. Sign Size

Canopy Sign		
Signable Area[1]	1 sf per linear foot of awning width, max.	A
Lettering Height	16" max.	B
Lettering Thickness	6" max.	C
Sloping Plane on an Awning		
Signable Area	Max. 45% of sloping plane	
Awning Width	Max. 25% coverage of sloping plane	D
Lettering Height	18" max.	E

B. Sign Size (continued)

Valance Sign		
Signable Area	75% coverage max. of	G H F
Width	60% valance width, max.	G
Height	8" min.; 16" max.	H
Lettering Height	75% of valance height	I

[1] If an awning covers multiple store fronts, each store is allowed a signable area of 75% of the store width.

C. Location

Clear Height	8' min.; 14' min. over driveways and alleys	J
Signs per Awning	1 Canopy, or 1 Valance; and 1 Sloping Plane, max.	

D. Miscellaneous

Vinyl or plastic awnings are not allowed.

Note: Image not intended to limit sign message copy.

6.2.211.A.2 Changeable Copy Sign

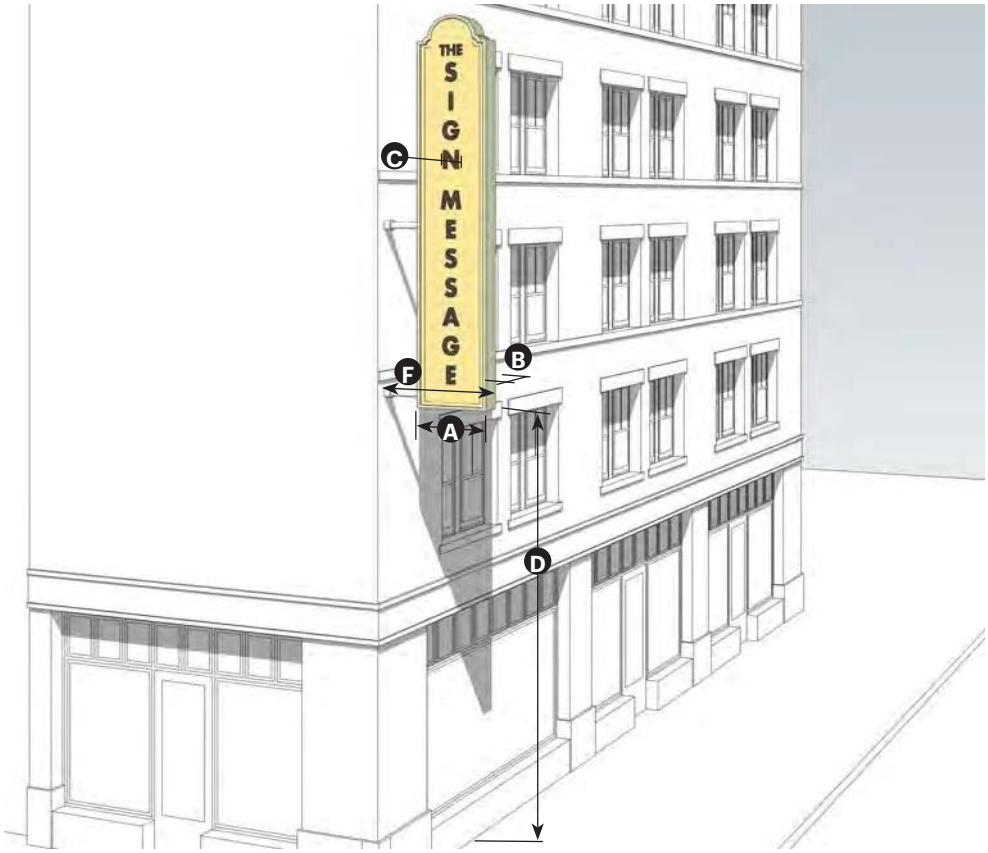
A. Description
A pedestrian-oriented sign that is designed so that characters, letters, numbers, or illustrations can be manually changed or rearranged without altering the face or surface of the sign. This sign may have up to 3 sides when mounted to project from the building.

B. Sign Size		
Signable Area	Max. 20% of total building wall sign area[1]	A
Height	3' max.	B

C. Location		
Clear Height	8' min.	C
Signs per Building	1 max.	

D. Miscellaneous
Internal illumination permitted.
Permitted only as an integral part of a building-mounted sign.
Creative design elements applied to the top and/or bottom of the sign may exceed allowed sign height subject to the City review and approval.
Note: Image not intended to limit sign message copy.

6.2.211.A.3 Marquee Sign



A. Description

A vertical sign that is located either along the face, where it projects perpendicular to the facade, or at the corner of the building, where it projects at a 45 degree angle. Marquee signs may extend beyond the parapet of the building, or may terminate below the cornice or eave.

B. Sign Size

Signable Area		
Width	30" max.	A
Depth	10" max.	B
Lettering Width	75% of sign width max.	C

C. Location

Clear Height above Sidewalk/ Ground	12' min.[1]	D
Extension above Top of Facade that Sign is Attached to	10' max.	
Projection from Facade	6' max.	F

C. Location (continued)

Signs per 500' Street Frontage 1 max.

Marquee signs must be placed at highest story of building.

Shall only be located along a street frontage.

[1] When located over driveways or alleys, Marquee Signs must have a minimum clear height of 14'.

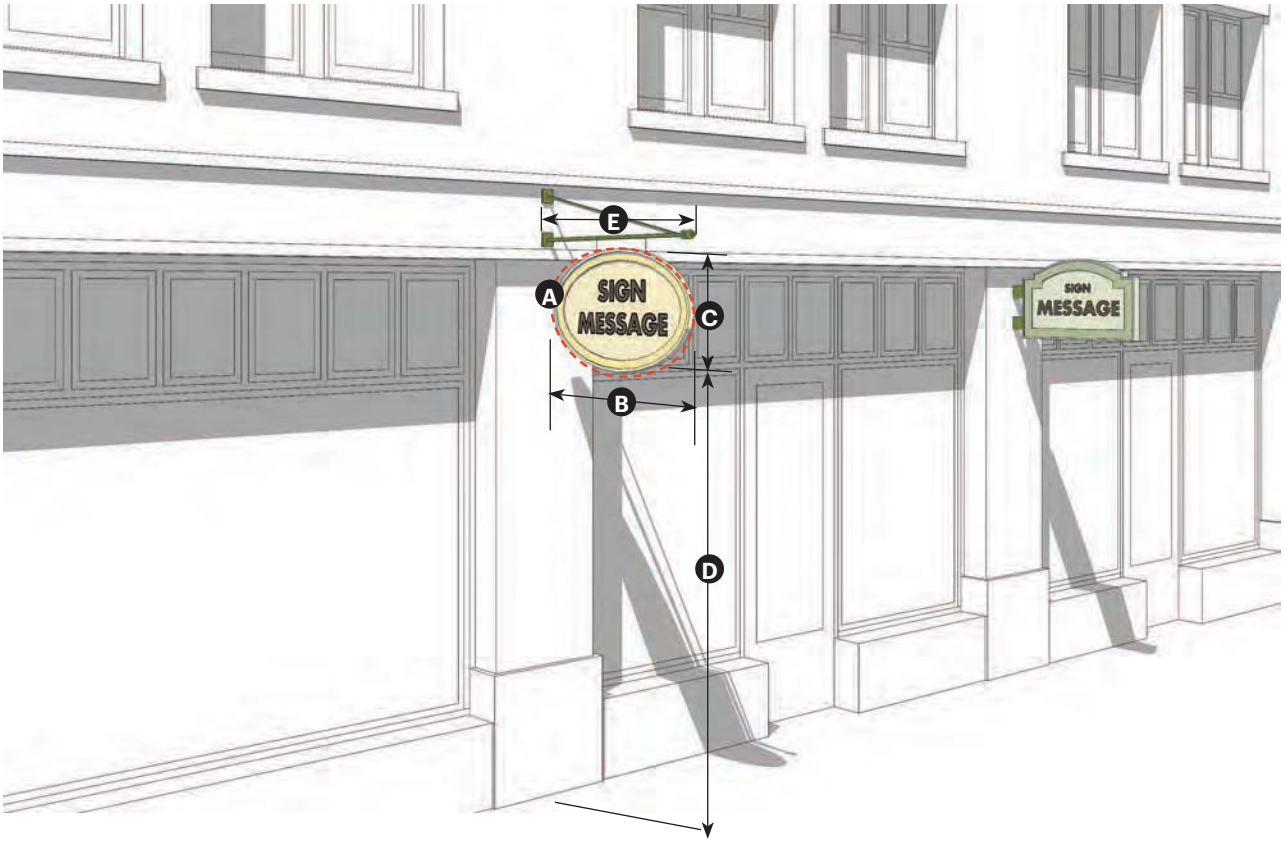
D. Miscellaneous

Neon lettering, upon City review and approval may only be used in conjunction with painted lettering; signs consisting only of neon lettering are not permitted.

Shall only be located along a street frontage.

Note: Image not intended to limit sign message copy.

6.2.211.A.4 Blade Sign



A. Description

A pedestrian-oriented sign mounted perpendicular to a building's facade by decorative brackets that may allow the sign to swing slightly, is small in size, and intended to be read along the sidewalk.

B. Sign Size

Area	6 sf per side, max.; 12 sf total, max.	A
Width	36" max.	B
Height	36" max.	C
Thickness	4" max.[1]	

Signs that have a three dimensional quality may have a greater thickness subject to approval by the City.

C. Location

Clear Height	8' min.	D
Projection	4' max.	E
Signs per 50' of Street Frontage	1 max.	
Distance between two Projecting Signs	25' min.	F

D. Miscellaneous

Projecting signs must be mounted perpendicular to a building's facade.

Note: Image not intended to limit sign message copy.

6.2.211.A.5 Wall Sign

A. Description

A pedestrian-oriented sign mounted flat against the facade consisting of individual cut letters applied directly to the building. Wall Signs are placed above shopfronts and run horizontally along the "expression line," and/or decorative cornice or sign band at the top of the building.

B. Sign Size

Area	1 sf per linear foot of shopfront width up to 80sf max.	A
Ground Floor Width	Shopfront width, max.	B
Height	12" min.; 3' max.	C
Upper Story Location		
Width	75% of Facade width	
Depth	3' to 5' subject to City approval	
Lettering/Image Width	75% of signable width, max.	D
Lettering/Image Height	75% of signable height or 18" max. (Whichever is lesser)	E

C. Location

Signs per Frontage	1 max for ground floor,
Upper Story Location	1 per Building
Projection	8" max.

D. Miscellaneous

Shall not project above the roof or top of parapet, unless it is an integral part of the face of an architectural projection

Note: Image not intended to limit sign message copy.

6.2.211.A.6 Window Sign

A. Description

A pedestrian-oriented sign consisting of individual letters and designs applied directly on the inside of a window.

B. Sign Size

Signable Area (Permanent and Temporary Signs combined)	25% of window surface	A
Width	75% max. of Shopfront Width	B
Height	36" max.	C

C. Location

No applicable standards

D. Miscellaneous

Window Signs must have a clear background.

Neon window sign: 4sf

One "open" sign less than 2sf exempt from standards

Perimeter neon window signage not allowed

Note: Image not intended to limit sign message copy.

6.3: Definitions

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6.3.1 Definitions

6.3.101 Purpose

This Section provides definitions of terms and phrases used in this Chapter and in the Specific Plan that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions Chapter 19.08 (Definitions) of the Cupertino Municipal Code (CMC), these definitions shall control for the purposes of this Chapter. If a word is not defined in this Section, or in other provisions of this Chapter, please see City of Cupertino standards in Chapter 19.08 (Definitions).

6.3.102 Applicability

The definitions in Section 6.3.103 (General Terms and Phrases) apply to all development and improvements within the Town Center Code Boundaries.

6.3.103 General Terms and Phrases

A. Definitions

Above Ground Structures. Structures/floors whose height is greater than 42 inches above the sidewalk grade along the closest street (which also includes Perimeter Road).

Active Ground Floor Uses. Uses that do not require screening of interior spaces, provide visibility into the space through maintaining clear and uncovered windows, create "eyes on the street", create a "face on the street," and allows and benefits from a flow of pedestrians between the use and street frontage. Qualifying uses include retail, personal service and health & fitness as listed in Table 6.2.206.A and is expanded to include bike hubs, mobility hubs, office/residential lobbies, employee/resident amenities and seating areas, café/bar areas, and work portion of live/work. Utility, trash and other similar back-of-house functions are not allowed in active ground floor use areas (see Figure 6.2.201.A).

Active Ground Floor Use Areas. Streets and areas shown in Figure 6.2.201.A, located on Vallco Parkway (facing 19800 Vallco Parkway), Stevens Creek Boulevard, Wolfe Road (or internal street facing Wolfe Road) on both sides up to one block north of Vallco Parkway, the central street or shopping loop in the Retail & Entertainment/Mixed-use District, the streets around the Town Square and East Plaza (see Figure 6.2.202.A), and the central street in the Neighborhood/Mixed-use District.

B. Definitions

Bay Window. A window that projects from the building facade or elevation that begins on the ground floor and can extend to upper floors.

Block Face. The aggregate of all the Building Facades on one side of a block. The Block Face provides the context for establishing architectural harmony.

Block Length. The horizontal distance measured from one end of the block to the other end along the same street.

Block Perimeter. The aggregate of all sides of a block measured along the adjacent streets.

Block Scale, Building. A building that is individually as large as a block or collectively arranged along a street to form a continuous facade as long as most or all of a block.

Buildable Area. The area in which a building is permitted to be constructed.

Building. A structure consisting of one or more foundations, floors, walls and roofs that surround an interior space, and may include exterior appurtenant structures such as porches and decks.

Building Elevation/Facade. The exterior wall of a building not adjacent to a street, the front or side along a private street, or civic space.

Building Entrance. A point of pedestrian ingress and egress to the front of a building along the sidewalk of the street immediately adjacent to the building.

Building Form. The overall shape and dimensions of a building.

Building Frontage. The length of the lot line of any one premises parallel to and along each street and/or open space which it borders.

Building Type. A structure defined by its combination of configuration, disposition and function.

C. Definitions

Ceiling Height, Ground Floor. The height from finished floor to finished ceiling of primary rooms on the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms and storage spaces.

Ceiling Height, Upper Floor(s). The height from finished floor to finished ceiling of primary rooms on the floor(s) above the ground floor, not including secondary rooms such as bathrooms, closets, utility rooms and storage spaces.

Chamfered Corner. An external wall of a building joining two perpendicular exterior walls, typically at a symmetrical, 45 degree angle creating a beveled edge to the building rather than a 90 degree corner.

Charrette. A multiple-day collaborative design and planning workshop held on-site of the area being planned and inclusive of all affected stakeholders.

Civic. A term defining not-for-profit organizations that are dedicated to arts, culture, education, religious activities, recreation, government, transit, and public parking facilities.

Civic Building. A structure operated by governmental or not-for-profit organizations and limited to civic and related uses.

Commercial. A term defining service and retail uses collectively.

Communications Tower. Any structure which supports an antenna.

Corner Entry. An entrance located on the corner of a building.

Coworking Space. A facilitated environment which may contain shared facilities such as conference rooms, reception services, phones, and other business amenities. Work spaces are used by a recognized membership who share the site in order to interact and collaborate with each other as part of a community and to reduce duplicated costs by sharing facilities. The uses shall have externally observable attributes similar to uses permitted in the District in which that they are located. Equipment is limited to those which do not generate noise or pollutants in excess of what is customary within a typical office environment. Such space located in a research & development building may use equipment consistent with research & development uses. Coworking space may be interchangeably referred to as "incubator space."

D. Definitions

Defensible Space. A public, private, or semi-private residential environment whose physical characteristics—building layout and site plan—function to allow inhabitants themselves to become key agents in ensuring their security.

Depth, Ground-Floor Space. The distance from the street-facing facade to the rear interior wall of the ground-floor space available to an allowed use.

Disposition, Formal. Composed in a formal arrangement, in a regular, classical, and typically symmetrical manner.

Disposition, Informal. Composed in an informal character with a mix of formal and natural characteristics.

Distance Between Entries. The horizontal distance measured parallel to the facade between entrances to a building or buildings.

E. Definitions

Efficiency Unit. A type of secondary dwelling designed to be occupied by a limited number of persons in limited space.

Elevated Ground Floor. A ground floor situated above the grade plane of the adjacent sidewalk.

Encroachment. Any architectural feature, structure or structural element, such as a gallery, fence, garden wall, porch, stoop, balcony, oriel window, bay window, terrace or deck, that breaks the plane of a vertical or horizontal regulatory limit extending into a setback, or beyond the build-to-line into the public frontage, or above a height limit.

Entry. An opening, such as a door, passage, or gate, that allows access to a building.

Entry, Primary. The opening that allows access to a building directly from the sidewalk along the front facade.

Entry, Service. An entrance located toward or at the rear of the building intended for the delivery of goods and removal of refuse.

F. Definitions

Facade. See Building Elevation/Facade.

Facade Zone. The area between the minimum and maximum setback lines along the front of a lot and along the side street of a corner parcel.

Fence. A structure made of wire, wood, metal, masonry or other material, and typically used as a screen or enclosure for a yard or open space or as a divider along a lot line.

Finish Level, Ground Floor. Height difference between the finished floor on the ground floor and the adjacent sidewalk. In the case of a terrace frontage that serves as the public right-of-way, the floor finish level is the height of the walk above the adjacent street. Regulations for ground floor finish level for ground floor residential uses do not apply to ground floor lobbies and common areas in buildings.

Flex Space. A room or group of internally connected rooms designed to accommodate an evolution of use over time in response to an evolving market demand. Typically designed to accommodate future commercial uses, while accommodating less intense short-term uses, such as residential or live/work, until the commercial demand has been established.

Floorplate. An area measurement in square feet of either the gross or the rentable floor area of a typical floor in a building.

Floorplate, Non-residential. The square footage area measurement of a floorplate dedicated to non-residential uses.

Floorplate, Residential. The square footage area measurement of a floorplate dedicated to residential uses.

Footprint. The outline of the area of ground covered by the foundations of a building or structure.

Freestanding Wall. A wall that is separate from a building and supported by independent means.

Front. See Lot Line, Front.

Frontage. A strip or extent of land abutting a street or public open space.

1. **Frontage, Private.** The area between the building facade and the shared lot line between the street and the lot.
2. **Frontage, Public.** The area between the curb of the vehicular lanes and the edge of the street.

Frontage Line. The lot line(s) of a lot fronting a street or public open space.

Frontage Type. See Section 6.2.205 (Frontages).

G. Definitions

Glazing. Openings in a building in which glass is installed.

Gross Floor Area. The total floor area inside the building envelope, including the external walls, but not including the roof.

Ground Floor. The floor of a building located nearest to the level of the ground around the building.

H. Definitions

Height. The distance measured from closest adjacent street to top of cornice, parapet, or eave line of a peaked roof with the following exceptions:

1. Mechanical equipment and utility structures. Rooftop mechanical equipment may exceed height limitations if they are:

    Enclosed, generally centrally located on the roof and not visible from adjacent streets;

    Screened from public view; and

    Provided with measures where possible with reasonable efforts to buffer noise from adjacent existing residential uses.

2. Small amenity structures such as, clubhouses or cafeterias, located in public or private rooftop open spaces areas may exceed height limitations if they are:

    Generally centrally located on the roof and not visible from adjacent streets;

    No more than 5% of the open space area within which they are located or 5,000 square feet total, whichever is less; and

    No taller than 12 feet above the maximum allowed heights.

Hotel. A facility containing guest rooms or suites, used by guests on a transient occupancy basis, less than thirty (30) days. Also includes guest amenities such as swimming pools, gyms, restaurants, bars, meetings rooms, etc. House Scale Building. A building that is the size of a house and set apart from other buildings with setbacks.

I. Definitions

Improvement. The product of any modification to a lot, structure or building.

J. Definitions

No specialized terms beginning with the letter J are defined at this time.

K. Definitions

No specialized terms beginning with the letter K are defined at this time.

L. Definitions

Landing. A level area at the top or bottom of a staircase or between one flight of stairs and another.

Lined Building. A two-part building consisting of an exterior occupiable building specifically designed to mask the interior building from a street or public open space. The interior building consists of a parking structure or a building with few windows.

Live/work. Units that combine and accommodate both residential and the place of business for the resident(s) of the unit. Typically characterized with having the “work” function at the ground level and the “live” function on upper levels.

Loading Dock(s). A platform where cargo from vehicles or trains can be loaded or unloaded.

M. Definitions

Main Body. The primary massing of a building.

Main Facade. The front façade of a building.

Major. Having a greater size, scope, effect, characteristic or quality relative to the other corresponding sizes, scopes, effects, characteristics or qualities; or being the greater of two or more.

Massing. The overall shape or arrangement of the bulk or volume of a building.

Minor. Having a lesser size, scope, effect, characteristic or quality relative to the average size, scope, effect, characteristic or qualities; or being the lesser of two or more.

Mixed-Use, Walkable Urban. Multiple functions within the same building in a context where walking and bicycling to daily destinations is a viable option.

Mixed-Use, Auto-oriented Suburban. Multiple functions within the same building or the same general area in a context where driving to daily destinations is the viable option.

N. Definitions

No specialized terms beginning with the letter N are defined at this time.

O. Definitions

Office Amenity Space. Non-employee, non-traffic-generating uses that are not easily convertible to employee-generating uses such as exterior covered walkways, lobby atriums, large cafeteria and employee lounge areas, employee fitness areas, anechoic chambers, and laboratories.

Open Space, Private. A portion of a development held in common and/or single ownership and not reserved for the exclusive use or benefit of an individual tenant or owner and is available for use by all occupants of the building.

Open Space, Publicly Accessible. An outdoor area dedicated for public gathering and civic activities.

Oriel Window. A window that projects from the building facade or elevation, located on upper floors and may extend for multiple stories.

Overhead Doors. Doors constructed in horizontally hinged sections that are equipped with hardware that rolls the sections into an overhead position, clear of the opening.

P. Definitions

Parapet. A wall along the edge of a roof or the portion of a wall that extends above the roof line.

Parking Driveway Width. The horizontal measurement of an access driveway to a parking area, measured perpendicular to the direction of travel.

Pedestrian-oriented Retail. General commercial businesses that allow customers to park once and complete multiple transactions and visits on foot. The overall intent is establish a character of a shopping and entertainment area that encourages people to walk instead of drive.

Planting Strips. A landscaped or grassy area located between a street and a sidewalk.

Podium. A continuous projecting base or pedestal under a building often occupied by parking.

Podium Top. A flat, elevated and open area above a podium that can be used as common area.

Public Use. A use undertaken by a political subdivision, its agents or assigns.

Q. Definitions

No specialized terms beginning with the letter Q are defined at this time.

R. Definitions

Rear. Opposite of front.

Rear Loaded (Rear Access). Lots that provide vehicular access from the rear of the lot.

Recessed Entry. An entrance to a building that is set back from the facade of the building.

Regulating Plan. A map for a development that identifies the zoning standards to be applied to specific locations.

Retail. Businesses that provide products and services (including restaurants) which are for sale to the general public.

S. Definitions

Semi-Public Use. A use owned or operated by a non-profit organization, private institution or foundation.

Service Entries. Building access for service providers.

Setback, Building. The mandatory clear distance between a lot line and a building.

Setback Lines. Lines to regulate the placement of buildings, accessory structures and their improvements with respect to streets, alleys and property lines.

Setback, Parking. The mandatory clear distance between a lot line and parking.

Shared Parking. Any parking spaces assigned to more than one user, where different persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Sidewalk. A paved area along a street intended exclusively for pedestrian use and often installed between a street and lot frontages.

Single Loaded, Building. A building containing dwellings and/or commercial suites without common hallways for access to the dwellings and/or suites.

Site. One or more adjacent lots under common ownership.

Street, Front. Street located along the front lot line.

Street, Side. Street located along a lot line that is not along the front lot line.

Storefront. The portion of a shopfront frontage composed of the display window and/or entrance and its components, including windows, doors, transoms and sill pane.

Street. A public or permanent private thoroughfare which affords a primary means of access to property.

Street Frontage, Principal. The length of the property line of any one premises parallel to and along the public right-of-way which it borders and which is identified by an officially assigned street address.

Street Tree. A tree of any species or size planted in open spaces, parkways, sidewalk areas, easements, and streets.

Structure. An improvement permanently attached to real property.

Structure, Accessory. A subordinate structure, the use of which is incidental and secondary to that of the main structure on the same lot.

T. Definitions

Tandem Parking. A parking space deep enough to allow two cars to park, one behind the other.

Transit Station. A lot or structure used for the purpose of parking, loading and unloading freight and passengers from public transportation. May include parking facilities and other commercial amenities to service transit passengers.

Transit Stop. A location where buses stop to load and unload passengers. A transit stop sometimes includes a shelter or a dedicated platform along the sidewalk.

U. Definitions

Understory. The smaller trees and shrubs below the canopy of large trees.

Unit. A discrete portion of a building.

Upper Floor. A floor in a building containing habitable space that is located above the ground floor.

Use. The purpose for which land, premises or structure thereon is designed, arranged, or intended, or for which it is or may be occupied or used.

V. Definitions

No specialized terms beginning with the letter V are defined at this time.

W. Definitions

Walkability. The condition when an area is highly interconnected to other areas and appeals to pedestrians for recreational walking or for walking to work, transit, errands, shopping, or restaurants.

Wall Plane. A vertical surface defined by the facades of buildings.

Width-to-Height Ratio. The ratio of the horizontal size of a space measured perpendicularly to the vertical height of a building.

Wings, Secondary. A structure physically attached to, and secondary and incidental to, the Main Body of a building.

X. Definitions

No specialized terms beginning with the letter X are defined at this time.

Y. Definitions

No specialized terms beginning with the letter Y are defined at this time.

Z. Definitions

No specialized terms beginning with the letter Z are defined at this time

CHAPTER 7

Administration, Implementation and Financing

In this chapter

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This chapter discusses the development review procedures by the City of Cupertino applicable to the Specific Plan. A process for modifications and amendments to the Specific Plan is discussed, as well as financing for implementation of the Specific Plan.

7.1 Administration

Except as otherwise provided in this section, Development Review is required prior to any new construction, modifications to building exteriors or site improvements, and changes in land use.

Development applications within the plan area shall be reviewed for conformance with the Specific Plan, other applicable plans and ordinances and, as applicable, a Development Agreement.

Any issues not addressed in the Specific Plan shall be subject to the Cupertino Municipal Code (CMC) unless otherwise indicated in this Specific Plan, or, if applicable, a Development Agreement. To the extent any standard or other provision in the CMC conflicts with the Specific Plan, the standard or other provision in the Specific Plan shall control.

Permits - Applicability

The City will review and consider approval of planning entitlement permits, building and other permits and relocation of public utility and access easements, to implement the Specific Plan.

Demolition of the existing structures and all grading on the site must be done in compliance with the Mitigation Measures, Conditions of Approval and Standard Permit Conditions identified in the certified Vallco Special Area Specific Plan EIR ('Specific Plan EIR').

There are three permit types that are required to prior to development of structures on the site. These are:

1. **Master Site Development Permit (MSDP)**
   Any project proposed in the Plan Area south of Perimeter Road will be required to submit an application for a MSDP in order to ensure a cohesive, coordinated development and implementation of the Specific Plan. If a project proposed south of Perimeter Road also includes proposed development in the area north of Perimeter Road, the entire project shall be required to be included in the MSDP application.
2. **Development Permit (DP)**
   The outlying parcels north of Perimeter Road may be permitted to submit an application for a Development Permit if they are not proposed for development concurrently with parcels south of Perimeter Road and required to apply for an MSDP.
3. **Architectural and Site Approval (ASA)**
   Applicable to all development within the Plan Area subsequent to the approval of an MSDP or DP (as applicable). An application for ASA may be submitted for processing concurrently with an application for an MSDP or DP. Architectural and Site Approval is required prior to approval of building permits for vertical construction to implement the design standards in the specific plan by determining the final architecture, site and landscape improvements, etc. for buildings, and open spaces.

Other permits may be required as follows:

1. **Adjustments (ADJ)**
   Applicable when an applicant requests an adjustment to development standards within the Specific Plan. Applications that result in an increase in building height, or a reduction in setbacks along the western boundary of the Plan Area or a reduction in the total acreage of at-grade publicly accessible open space shall require amendment(s) to the Specific Plan.

2. **MSDP Amendment**
   Applicable when an applicant wishes to modify aspects of an approved MSDP such as street layout, grades, locations and massing of buildings, the location and size of publicly accessible open spaces, etc.

3. **DP Amendment**
   Applicable when an applicant wishes to modify some aspects of an approved DP.

4. **Modification (DIR)**
   Applicable when an applicant wishes to modify aspects of an approved MSDP, DP, or ASA and it is deemed to not require an MSDP Amendment, DP Amendment, a new ASA, or Transfers pursuant to Chapter 19.164 of the CMC.

5. **Transfers of Development Allocations (TRN)**
   Applicable when an applicant wishes to request that the City consider transfer of development allocations within or between Development Allocation Areas within the Plan Area. Participating properties must be within the boundary of a proposed or approved MSDP. Applications that result in an increase in building height, or a reduction in setbacks around the western boundary of the Plan Area or reduction in the total acreage of at-grade publicly accessible open space shall require amendment(s) to the Specific Plan.

6. **Other**
   All other permits, processes and agreements required to implement the Specific Plan shall be processed as required by the CMC, adopted City policy or prevalent practice.

Consistent with state law, a Development Agreement between any person having a legal or equitable interest in the property and the City of Cupertino may also be entered into, but is only required for projects applying for the "community benefits density bonus" (Tier 2 development). Any Development Agreement will be processed pursuant to the requirements of Chapter 19.144 of the CMC. A Development Agreement may expedite procedures for consideration and issuance of permits and approvals.

7.2 Approval Authority

Table 7.1 shows the approval authority, noticing radius, type of public meeting, signage requirements, expiration date and extension dates for projects; provided, however, that if a Development Agreement is processed and approved pursuant to the requirements of Chapter 19.144 of the Cupertino Municipal Code (CMC), then the project entitlement's expiration date may be modified as set forth in the Development Agreement. For all required permit types not identified in Table 7.1 of this Specific Plan, please refer to the CMC.

Table 7.1. Approval Authority

Type of Permit or Decision [A, B]	Administrative Review	Planning Commission	City Council	Public Hearing/ Public Meeting [C]	Noticing Radius [D, E]	Posted Site Notice [D, F]	Expiration Date [G]
Area south of current Perimeter Road – Master Site Development Permit (MSDP)	-	R	F	PM	300'	Yes	4 years
Parcels north of current Perimeter Road –Development Permit [H]	Processed pursuant to Cupertino Municipal Code Chapter 19.12. If combined with the area south of Perimeter Road, must be processed with a MSDP						
Architectural and Site Approval [I,O]	F	A[1]	A[2]	PM	Adjacent	Yes	Greater of 2 years or life of MSDP
Adjustment(s)[J,O]	F	A[1]/F	A[2]	PM	300'	Yes	Greater of 2 years or life of MSDP
Transfers of Development Allocations [K,L]	F	A[1]/F	A[1]/A[2]	PM	300'	Yes	Greater of 2 years or life of MSDP

Table 7.1. Approval Authority (contd.)

Type of Permit or Decision [A, B]	Administrative Review	Planning Commission	City Council	Public Hearing/ Public Meeting [C]	Noticing Radius [D, E]	Posted Site Notice [D, F]	Expiration Date [G]
MSDP Amendment, Major [K]	-	F	A[1]	PM	300'	Yes	Greater of 2 years or life of MSDP
MSDP Amendment, Minor [K,N,O]	F	A[1]	A[2]	PM	300'	Yes	Greater of 2 years or life of MSDP
Modification	F	-	A	-	None	No	Greater of 2 years or life of MSDP

Key

R - Review and recommendation body

F - Final decision-making body unless appealed

A[1] - Appeal Body on first appeal

A[2] - Appeal Body on second appeal

A - Permits can be processed concurrently with other applications, at the discretion of the Director of Community Development.

PH - Public Hearing

PM - Public Meeting

B - Projects with combined applications shall be processed at the highest level of approval in conformance with Cupertino Municipal Code Section 19.04.090.

C - Public Hearing (PH): Projects types that need noticing pursuant to the CA Government Code; Public Meeting (PM): Project types that need only a mailed notice and no newspaper notices.

D - Noticing and Site Signage shall be in conformance with Cupertino Municipal Code Section 19.12.110.

E - Noticing Radius of an application in a combined application shall correspond to the maximum noticing radius required for any one of the applications.

F - Posted Site Signage of an application in a combined application shall correspond to the maximum required for any one of the applications.

G - Expiration date of an approval processed in a combined application shall correspond to the maximum expiration date allowed for any one of the development applications (not including Subdivision Map Act applications, General Plan Amendments and Zoning Map or Text Amendments.)

H - Type of Development Permit is dependent on the size of the project proposed pursuant to the requirements of Cupertino Municipal Code Section 19.12.030.

I - Type of Architectural and Site Approval Permit is dependent on proposed project pursuant to the requirements of Municipal Code Section 19.12.030.

J - Planning Commission review is only required for applications that result in adjustments greater than 10% of a numerical development standard.

K - Subject to any necessary environmental review and incorporation of appropriate mitigations.

L - Planning Commission review is required for applications with transfers that result in a transfer of greater than 25% of the allocation for that use type in the Specific Plan. Transfers are allowed without amending the Specific Plan.

M - Applications that result in an increase in building height, or a reduction in setbacks around the west boundary of the Plan Area or reduction in the total acreage of at-grade publicly accessible open space shall require amendment(s) to the Specific Plan.

N - Minor MSDP Amendments involve amendments to an approved MSDP that substantially conform to the original approval.

O - If a project is subject to a Development Agreement, the City Council will be the first and final Appeal Body.

7.3 Application Process

Application Materials

Applications may be made by the owner of record (or agent), and must be filed with the Director of Community Development. In addition to the then applicable application or processing fee, applications must include the following materials, unless waived by the Director of Community Development based on the scope of the proposal.

The Director of Community Development may reasonably require additional information which is pertinent and essential to the application.

A. Master Site Development Permit

- A complete legal description of the subject property and map showing the location of the property for which the permit is sought.
- A preliminary title report of the subject property.
- The proposed conceptual site development plan indicating:

1. Proposed development program
2. Site plan
3. Location of:

    a) All buildings and structures, including building massing and establishment of building pads.

    b) Parking facilities for the overall program proposed by type.

    c) Streets, roads, driveways, alleys and access points.

    d) Public open spaces by type including conceptual program and improvements for publicly accessible open space.

    e) Any undeveloped site(s) for future phase(s) including provisions for interim landscaping and other attractive improvements, and security and maintenance of any undeveloped land to be developed under future construction.

    f) Stormwater management facilities

    f) Public Art (conceptual location) in conformance with Chapter 19.148 of the Cupertino Municipal Code (CMC).

    g) Plaques in compliance with the General Plan to recognize the site as a Community Landmark.

4. Location and types of land uses
5. Location and programming of mobility hub
6. Modifications to existing buildings
7. Streetscape and mobility improvements
8. Utility infrastructure
9. Grading
10. General landscaping scheme

- A topographical map of the Plan Area and the neighboring properties.
- A conceptual construction sequencing plan.
- Indicate compliance with the adopted Mitigation Monitoring and Reporting Program and the Specific Plan.

B. Development Permit
Consistent with the requirements of Cupertino Municipal Code (CMC) Chapter 19.12 and Section 19.156.010.

C. Architectural and Site Approval

- Architectural drawings of the proposed development, building additions or other structures. Drawings shall indicate square footages, building height, number of stories, parking, exterior materials, colors, window treatment and other architectural features.
- Color Renderings of exterior facades.
- Material boards.
- A landscape plan.

Adjustment Applications

- Plans clearly indicating the location of the adjustment(s) being requested.
- Calculations indicating by what percentage the development standard is being proposed to be adjusted.
- A justification statement for why the adjustment is being requested.
- Why the requested adjustment(s) is the minimum required to achieve the project objectives while complying with the goals and vision of the Specific Plan and all other development standards and guidelines.
- Why the requested adjustment(s) achieve an improvement to achieving the goals and vision of the Specific Plan as well as the architectural design and streetscape experience as compared to the previously approved project.

Transfer of Development Allocation Applications

- Plans clearly indicating the locations to and from which transfers are being proposed.
- The amount of the transfer and change from the Development Allocation Area.
- A statement for why the transfer is being requested.
- Why the requested transfer(s) is the minimum required to achieve the project objectives while complying with the goals and vision of the Specific Plan and all other development standards and guidelines.

Action by Director

Upon receipt of an application for a permit, the Director of Community Development shall act in compliance with the CMC Section 19.12.090.

Decision

The Approval Authority will render a decision in compliance with CMC Section 19.12.100.

Noticing

The City shall cause appropriate noticing by permit type identified in Table 7.1 in Section 7.2 of this chapter in compliance with CMC Section 19.12.110.

Action by Approval Authority

The appropriate Approval Authority identified in Table 7.1, will act in compliance with CMC Section 19.12.120, 19.12.130 and 19.12.140, as applicable.

Notice of Decision and Reports

The Notice of Decision shall be transmitted in compliance with Section 19.12.150A and reporting shall occur pursuant to CMC Section 19.12.150B.

Effective Date

The Effective Date of all permits shall be in compliance with CMC Section 19.12.160.

Appeals

Appeals may be filed and processed pursuant to Cupertino Municipal Code (CMC) Section 19.12.170. The Appeal Hearing Body shall be determined in accordance with Table 7.1. The Notice of Decision of an Appeal shall be transmitted in compliance with CMC Section 19.12.170.

Expiration and Extensions

1. **Expiration**: Approval on a permit shall become null and void and of no effect, upon expiration of the time frame specified in Table 7.1, unless a shorter or longer time period is prescribed in the conditions of the permit or a Development Agreement, unless:

- A building permit has been filed and accepted by the City (fees paid and permit number issued). In the event that a building permit expires for any reason, the permit shall become null and void.
- In the event a building permit is issued, a permit shall be deemed "vested" only when sufficient building activity has occurred and continues to occur in a diligent manner.

2. **Extensions**: A permit may be extended for the time frame specified in Table 7.1, upon timely submittal of an application with the Director of Community Development, prior to expiration and indicating the reasons for the delay in project commencement.

Parcelization

Limited parcelization is permitted in connection with approval of a Master Site Development Permit to promote a mix of rental and ownership residential options, and facilitate the development of subsidized affordable housing and senior housing.

Consideration may be given to accommodate development phasing and financing. If a Development Agreement is entered into, the Development Agreement may include additional details regarding a specific parcelization plan.

7.4 Findings for Permit Approval

In approving the Specific Plan, the City has determined that the Specific Plan is in the public interest and will advance the health, safety, and general welfare of the City of Cupertino and is consistent with the City's Comprehensive General Plan (Community Vision 2040).

Findings for Master Site Development Permit Approval

The Master Site Development Permit may be approved if all of the following findings can be made:

1. The proposed development includes at least eighty-five percent (85%) of the maximum residential units permitted under the Specific Plan.
2. The proposed development and land uses are consistent with the goals, policies, purpose, vision, and development standards contained in the Vallco Town Center Specific Plan.
3. The proposed development and land uses, at the proposed locations, will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare; provided, however, that if a project is eligible for the "community benefits density bonus" and subject to a Development Agreement, this finding shall not be used as a basis to reduce the development program shown in Table 3.3, condition a project such that it is physically or financially infeasible to develop the development program shown in Table 3.3, or frustrate the implementation of the goals, policies, purpose, vision, development standards and guidelines contained in the Vallco Town Center Specific Plan.
4. The proposed development and land uses will be located and conducted in a manner that is in accordance with the Cupertino General Plan, this Specific Plan, and applicable regulations.

The proposed development and land uses comply with the California Environmental Quality Act (CEQA) by incorporating all measures identified in applicable adopted environmental documents.

Findings for Architectural and Site Approval

The Architectural and Site Approval Permit may be approved if all the following findings can be made:

1. The application conforms with the Specific Plan and applicable regulations.
2. The proposed project conforms with the standard conditions of approval and environmental mitigations.
3. The proposed design, appearance, and general quality of the proposed development and the proposed materials, textures, colors and details of construction and plant material meet or exceed the design standards and guidelines in the Specific Plan.

Findings for Development Permit

The Development Permit may be approved if the findings in CMC 19.156.040 can be made.

Findings for Modification

The Modification may be approved if proposed development is otherwise consistent with the City's General Plan and with this Specific Plan.

Findings for Adjustment

In order to provide design flexibility in situations where unique circumstances make it impossible to adhere to the development standards and where all efforts to meet the standards have been exhausted, an applicant for development may file an application for adjustment to seek approval to deviate from the standards. The possibility of consolidation of lots lots under the same ownership, if an adjustment(s) is needed for a substandard parcel, shall be evaluated.

An adjustment from development standards can be approved if the final approval authority for a project makes all of the following findings:

1. The proposed development is otherwise consistent with the City's General Plan and with the goals of this Specific Plan.
2. The proposed development requires an adjustment, which involves a minor modification of, or deviation from, the development standards in this Specific Plan, and still promotes the vision of the General Plan and Specific Plan.
3. The proposed development will not be injurious to property or improvements in the area nor be detrimental to public health and safety.
4. The proposed development will not create a hazardous condition for pedestrian, bike and vehicular traffic.
5. The proposed development has legal access to public streets and public services are available to serve the development.

Findings for Transfer of Development Allocation Permit

A Transfer of Development Allocation Permit may be approved only if the following findings can be made:

1. The proposed development is otherwise consistent with the City's General Plan and with the Specific Plan (except for the development program shown in Tables 3.2 and 3.3 of Chapter Three: Vision).
2. The proposed transfer will not be injurious to property or improvements in the area nor be detrimental to public health and safety.
3. The proposed development will not create a hazardous condition for pedestrian, bike and vehicular traffic.

Enforcement

The City shall enforce the provisions of this Specific Plan consistent with City customary practices and consistent with the provisions of the General Plan and Cupertino Municipal Code (CMC). It shall be unlawful for any person to initiate any vertical development work within the Plan Area without first obtaining permits.

Whenever in this Specific Plan any act is prohibited or is made or declared to be unlawful, or the doing of any acts required, or the failure to do any act is determined to be unlawful, the City of Cupertino retains its authority under the CMC to enforce such violation or offense.

Severability

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect the Specific Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Specific Plan are declared to be severable as set forth in this Specific Plan.

7.5 Construction Sequencing

The Specific Plan may be implemented over time and in a sequenced approach as approved in the MSDP or DP as applicable.

The anticipated sequence of Plan Area construction is as follows

Stage 1. Retail and Entertainment/ Mixed-Use District.

Stage 2. The Neighborhood/ Mixed-Use District and the Office/ Mixed-Use District are expected to be completed in a similar time frame.

Stage 3. Streets/ at-grade level publicly accessible open spaces are expected to be completed within 12 months of completion of construction in each district. This will provide time to complete the paving and landscaping work after construction trucks and material have been moved off the site.

Stage 4. Below Market-Rate units. The phasing of such units shall be consistent with the City's BMR Mitigation Manual unless otherwise approved as part of the MSDP or DP. For example, tax-credit BMR projects or those requiring multiple funding sources may be allowed to be sequenced based on the funding source requirements and schedule.

It should be noted that this sequencing may be subject to change to accommodate phasing plans approved in an MSDP or DP or Development Agreement.

Other provisions and requirements include:

1. Except as described in this section and consistent with the approved MSDP, DP or Development Agreement, all or any portion of the existing development is permitted to remain in place and continue in commercial use, such that at any time the Plan Area may be improved partially with all or some of the existing buildings and partially with new development. Any undeveloped site(s) for future phase(s) shall include provisions for interim landscaping and other attractive improvements, and security and maintenance of any undeveloped land to be developed under future construction.
2. Parking shall be provided consistent with the requirements of the Specific Plan such that adequate parking is provided for each of the phases as they occur.
3. Staging of construction equipment and vehicles would primarily be required to be on-site with some staging within the public right-of-way for any improvements in the right of way subject to the review and approval of traffic control plans by the Department of Public Works

7.6 Financing and Maintenance of Public Improvements

Implementation of the Specific Plan requires the Specific Plan applicant(s), property owner(s) or their designee(s) to assure that all on- and off-site infrastructure, facilities, and services (improvements) required by this Specific Plan are installed, constructed, and completed prior to or concurrent with need. The improvements include, among others, enhancement, and ongoing maintenance of open space and private roadways.

The improvements contemplated for the Plan Area may consist of elements for use by the general public, as well as for exclusive use of the property owner, tenants, or occupants. Once constructed, long-term maintenance of improvements will be required, and the party responsible for maintaining those improvements may vary depending on whether they are dedicated for general public use or privately owned within the Plan Area.

While a variety of financing techniques are available, Specific Plan development components will be installed or constructed using private financing for the majority of the development costs. Certain elements of the improvements, however, may use assessments or community facility district mechanisms.

If used to fund improvements, the assessment or community facility district will only apply to the Plan Area and only be assessed against the property owners, tenants, or occupants thereof. No resident or property owner outside of the Plan Area will be included in any proposed assessment or community facility district providing required facilities to the Plan Area. These provisions ensure that the Specific Plan pays its own way.

This section identifies potential financing methods that may be used individually, collectively, or in combination to fund implementation and maintenance of various improvements identified in the Specific Plan. The Specific Plan's implementation will be complemented by these improvements and directly serve and benefit not only the Plan Area, but also the greater community.

This section of the Specific Plan identifies a mix of financing mechanisms applicable to future development in the Plan Area. These mechanisms are important to assure the timely financing of new improvements concurrent with Specific Plan development.

The Specific Plan allowable financing mechanisms may include offers of dedication, fee dedications, and/or easements; assessment districts; infrastructure financing districts (for example: open space management/maintenance, lighting and landscaping, bridge and thoroughfares), reimbursement agreements.

Allowable Specific Plan financing mechanisms also may include offers of dedication, fee dedications, and/or easements, assessment districts, infrastructure financing districts (for example open space management/maintenance, lighting and landscaping, bridge and thoroughfares), and reimbursement agreements.

The primary financing mechanisms to be used within the Plan Area are described further below.

Recorded Covenants among Plan Area Owners

Covenants, conditions and restrictions (CC&Rs) and reciprocal easement agreements are private agreements among property owners used to allocate payment for certain costs among various property owners, most frequently used for the maintenance of common areas. The recording of CC&Rs against a property creates a permanent obligation that can be enforced against the property owner by other owners.

For example, the CC&Rs could require that maintenance of the open space and stormwater facilities in the Plan Area be funded by development throughout the Plan Area. The CC&Rs would not be susceptible to unilateral amendment by the owner of the burdened property, and in the event of a breach by the burdened property owner, the other parties to the CC&Rs would have an array of enforceable remedies. The CC&Rs would be approved by the City and would include provisions to require City approval prior to any changes to the CC&R's.

Development Impact Fees

The City requires payments of impact or development fees to finance public improvements. These fees compensate the community for the extra costs of public improvements caused by new development. These fees are often payable either upon recordation of a final subdivision map, issuance of a building permit, or at a different time if negotiated in a Development Agreement, with the proceeds placed in a fund designated by the City for the construction of certain improvements.

Generally, fees are collected to fund traffic mitigation, parks and recreation facilities, fire facilities and services, schools, drainage and flood control facilities, and water and sewer facilities. The fee schedule is generally updated annually through a consumer price index adjustment.

Private Financing

Most typically, developers receive private debt and equity financing from a variety of lenders to pay for public improvements as part of the construction of a project. Terms vary greatly depending on current interest rates, type of lender and other factors. This financing mechanism will pay for the majority of the public improvements required for the implementation of the Specific Plan.

All developments shall be required to join the Plan Area Transportation Management Association (TMA), and property owners shall ensure that all tenants are TMA members in perpetuity. Private financing will be used to establish the TMA and to fund its ongoing operation, with cost allocations divided under agreements between the project users.

Financing for Below Market Rate Units

These may include a variety of sources including private financing, tax credit financing and other governmental sources, etc.

Below Market Rate housing financing often requires layering of multiple sources of funds. Federal, state, and local government funding sources can include the U.S. Department of Housing and Urban Development (HUD), the California Department of Housing and Community Development, the California Housing Finance Agency, and local funding mechanisms such as County

Measure A funds and housing trust funds. HUD-administered programs that may be available include: Section 8 Certificates and Vouchers, Community Development Block Grant (CDBG), HOME Investment Partnership (HOME), and the Homeless Emergency Assistance and Rapid Transition to Housing Act (HEARTH) Programs.

Common state funding programs include: Multifamily Housing Program (MHP), State Proposition 1C programs (including the Infill Infrastructure Grant Program, and the Transit Oriented Development Housing Program), and the Affordable Housing Sustainable Communities grant program.

In addition, federal and state low income housing tax credits provide a significant source of funding for private development of affordable housing.

7.7 Financing Plan

Table 7.2: Improvements and Financing, summarizes on- and off-site improvements required to be in place prior to, or concurrent with need, as well as a description of the allowable financing mechanisms. This summary of allowable financing mechanisms is provided as a guideline; actual implementation of specific financing mechanisms will be accomplished pursuant to established procedures, laws, and regulations applicable to such financing mechanisms.

Table 7.2: Improvements and Financing

Improvements	Allowable Mechanism(s)
Parks and Open Space	• Private financing • Private Endowment • Dedication • CC&Rs
Traffic Improvements	• Traffic impact fees for projects in TIF program • Reimbursement agreement(s) • Private financing • TMA user agreement(s)
Community Benefits	• Private financing • Private endowment
Drainage and Stormwater Management	• Private financing • Impact fees • CC&Rs
Water and Sewer Systems	• Private financing • Capacity and connection fees • CC&Rs
Schools	• Impact fees • Private financing
Below Market-rate units	• Tax credit financing • Private financing • Other non-profit sources • Government sources

EXHIBIT SPA-2

CITY OF CUPERTINO

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

CITY HALL
10300 TORRE AVENUE • CUPERTINO, CA 95014-3255
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8/30/2018
Public Review Draft – Vallco Town Center Specific Plan
Clarifying/supplemental language and errata

GLOBAL:

- All spelling and sequential numbering errors and formatting errors will be corrected in the final Specific Plan and are not listed here.
- Naming conventions within text and graphics will be corrected for consistency throughout document, including:
  General Plan Special Area name: Vallco Town Center Special Area
  Specific Plan name: Vallco Town Center Specific Plan
  Zone name: Town Center Zone
  Plaza on west side of Plan Area: Town Square
  Plaza on east side of Plan Area: East Plaza
- Downtown: the word "downtown" will be replaced with either "Plan Area," "District," "neighborhood" or "Town Center" as applicable to the context.
- Graphics depicting Plan Area boundaries for conceptual and regulatory plans will be edited for consistency of Plan Area boundaries to not include I-280 and I-280 on ramp.
- Chapter 6 Street sections. Delete "Public frontage assembly" where streets are internal and private, and include in lane assembly.
- Use term bicycle lane and not cycle track. Where applicable for internal streets correct to say multi-use path.

CHAPTER 1

Page	Edit
1-23	Charrette Two included a presentation on the latest statistics on school enrollment by the ~~Cupertino~~ Fremont Union High School District.

CHAPTER 2

Page	Edit
2-11	~~Vallco Town Center Specific Plan (greywater on site)~~
2-12	Term "lodging" replaced with "hotel"

CHAPTER 3

Page	Edit
3-12, 3-13, 3-17	Notes to all reference to building stories: stories are approximate, ground floor is presumed to be 13-14 feet, upper floors approximately 11 feet. This is the Tier One vision. Tier Two vision is further explained in development program section. The vision statement is not regulatory, but rather narrates how development standards were distilled from the vision. Apart from the Tier 1 and Tier 2 development program requirements in Section 3.4, all other development standards are in Chapter 6. Final development plans or master site development permits shall meet the height limits in Chapter 6, Figure 6.2.203.A: Building Height Regulating Plan.
3-15, Following table 3.3	**Community Benefits Density Bonus.** A Community Benefits Density Bonus is available for projects in a portion of the Plan Area that provide specified community benefits in addition to complying with the Specific Plan's standard requirements. The development standards defined in Section 6.2 of this Specific Plan allow residential development at a maximum density of 35 dwelling units per acre (Tier 1), plus an increase available for projects that meet all of the standards of State Density Bonus Law (California Government Code Section 65915 et seq.) and Cupertino Municipal Code Chapter 19.56. The Specific Plan also allows a mix of retail and office uses as shown in Table 3.2. A Community Benefits Density Bonus (Tier 2) is an alternative to the State Density Bonus Law that allows an increase to the overall development potential of the Plan Area above the maximum amount of development otherwise permitted by this Specific Plan. The Community Benefits Density Bonus (required to be approved in conjunction with a Development Agreement) is available to projects in a defined area that include specified public benefits, including more affordable housing than would be provided to qualify for a State Density Bonus. The Community Benefit Density Bonus provides both a residential density bonus and additional office square footage substantially in excess of the benefits provided by State Density Bonus Law. Consequently, if a project elects to apply for a Community Benefits Density Bonus, the project may not seek or receive a density bonus, nor any waivers, incentives, concessions, or parking reductions provided under either State Density Bonus Law (California

	Government Code Section 65915 et seq.) or Cupertino Municipal Code Chapter 19.56, unless explicitly provided for by this Specific Plan. Table 3.2 defines the maximum development potential within the Specific Plan area for base projects (Tier 1), and Table 3.3 does the same for projects with a Community Benefits Density Bonus (Tier 2). Only properties in Development Allocation Area B, as shown the figure below, are eligible to apply for the Community Benefits Density Bonus. An applicant shall be required to apply for a development agreement to memorialize the details and timeframe for providing the required community benefits and any other contributions in connection with the increased development potential available using the Community Benefits Density Bonus. To be eligible for a Community Benefits Density Bonus, the community benefits agreed to in a Development Agreement must include (1) at least 11% of the base density restricted to very low income households and additional affordable housing beyond the standard requirement of 15% of the total residential development program, (2) a commitment to support civic and/or, cultural uses, which may be provided in the project, off-site, and/or through monetary payments, (3) multi-modal transportation benefits, (4) support for local school districts; and (5) any other benefits mutually agreed to that exceed standard code requirements in a development agreement. KEY TO DEVELOPMENT ALLOCATION AREA

3-19	This bridge functions as a publicly accessible space, with appropriate landscaping, restaurant and small retail kiosks as amenities.
3-20	Buildings are set back from the sidewalk enough for ground floor entries to face the street and provide landscaping and opportunities for people to interact along the streetscape. See Figure 3.28, 3.29 and 3.30 as examples on Page 3-21. Porches and frontage
3-23	Since this district has an employment focus, it is important to encourage and maintain public pedestrian access to key streets and open spaces serving the East Plaza. Active ground floor uses are in specific locations, mainly along Vallco Parkway and one block north of Vallco Parkway along Wolfe Road. Under Tier 2 and with community benefits, a single corporate user in the Office Mixed-Use District, may use bollards, gates or fencing at the interior street to reserve them for private access for security purposes, subject to the City's design review. Bollards, gates and fencing must be removable to revert back to public access in the event that the tenants become multi-users. The fences, bollards shall be artistically integrated subject to design review and shall be located in the private portion of the streets. The surrounding streets (Perimeter Road, frontage road along Wolfe Road and street around the East Plaza) and the East Plaza shall remain accessible to the public. Buildings in the office/mixed-use district are allowed to connect via overhead bridges, as long as the bridges are above the third story, subject to design review and so that the ground level streets are not substantially covered by the overhead bridges.

3-27	Civic and/or cultural uses, if provided, are in unique buildings and located in the Retail and Entertainment/Mixed-Use District ~~and face the Town Square.~~ The existing wall and row of trees along the west Plan Area boundary is retained ~~as~~ and replaced as necessary, ~~if needed~~

CHAPTER 4

Page	Edit
4-12	The key purpose of the TMA will be to help ~~office~~ ~~users of the project~~ improve transportation choices in the Plan Area, ~~and~~ achieve the target mode-share, and keep office users within the trip cap.

CHAPTER 6

Page	Edit
6-11	**1** Required on any facade that exceeds ~~200~~ 250 linear feet as measured along the adjacent sidewalk
6-14	All streets and intersections require review of fire and traffic safety and must be approved by the City and appropriate Fire Official. Dimensions and location of each amenity such as sidewalks and bicycle lanes/cycle tracks shown in street sections within this chapter shall be corrected to be consistent with City standards, City's Bicycle and Pedestrian Plans, and fire safety standards as applicable.
6-14	~~Each block may remain as part of the larger parcel of which it is a part or, it may be legally subdivided into a new parcel~~.
6-16	6.2.201.A.1 overall street width minimum 52-58 feet Planter & parking width 8 feet; parking and planters may share the 8 foot width in an alternating pattern along the length of the street as applicable.
6-17	6.2.201.A.2 Planter & parking width 8 feet; parking and planters may share the 8 foot width in an alternating pattern along the length of the street as applicable .
6-24 & 6-25	Delete cycle track and replace with multi-use path Add footnote: east side varies to accommodate bicycle lanes and/or landscaping as applicable
6-40	Building is allowed over porch. ~~N/A~~ allowed

6-52	6.2.207.A Parking Spaces Requirements Residential market rate: as shown in table Deed-Restricted BMR housing units available to moderate, low, and very low income households: Minimum automobile parking requirement of 0.25 spaces/bedroom. Add "See CMC[1] " for all residential uses under the minimum requirement. New footnote: Parking minimum requirements may be further reduced pursuant to a parking study prepared in accordance with CMC 19.124.060.
6-55	Delete 3a, 3b and 3c
6-67	High quality screening, compatible with architecture and surroundings ~~arch and surorrundings~~
6-76	**Setback, building.** The mandatory clear distance between back of sidewalk ~~a lot line~~ and a building facade, consistent with 6.2.205 Frontages.

CHAPTER 7

Page	**Edit**
7-03	A Development Agreement may expedite procedures for consideration and issuance of permits and approvals within this Specific Plan.
7-04	Correct superscript footnotes to application type as follows: Note A moved below Public Meeting and above B Parcels north of current Perimeter Road – no superscript Transfers of Development Allocations [K, L, O]
7-08	Unless a Development Agreement is entered into that sets forth alternative expiration dates, approval on a permit shall become null and void and of no effect, upon expiration of the time frame specified in Table 7.1, unless a shorter or longer time period is prescribed in the conditions of the permit or ~~a Development Agreement~~, unless:
7-09	Last paragraph in the MSDP findings section should have a number 5.