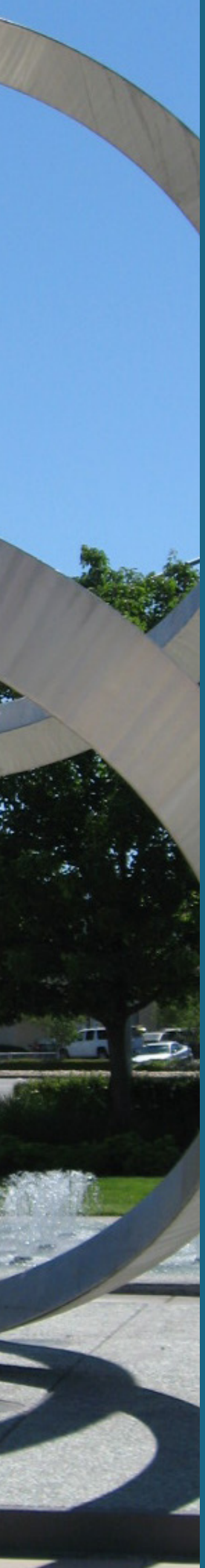
3

land use and community design



Introduction

The Land Use and Community Design Element is the keystone of Community Vision 2040. It unifies and informs the other Elements by providing an overall policy context for future physical change. It deals with the issues of future growth and helps define the desired balance among social, environmental and economic considerations, while enhancing quality of life in the community.

As Cupertino implements Community Vision 2040, it aspires to preserve and enhance the distinct character of each planning area to create a vibrant community with inviting streets and public spaces, preserved, connected and walkable neighborhoods, exceptional parks and community services, and a vibrant economy with a strong tax base.

This Element includes goals, policies and strategies that provide direction on land use and design principles that will shape future change in Cupertino. In turn, each of the other Elements in Community Vision 2040 support the land use and design assumptions included in this Element.

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CONTEXT

DEVELOPMENT HISTORY

Cupertino was incorporated in 1955 and grew from a lightly settled agricultural community of 2,500 people into a mostly suburban community during Silicon Valley's expansion from the 1960s through the 1980s. Cupertino's attractive natural setting and close proximity to employment centers and regional transportation networks makes it a highly desirable place to live.

LAND USE AND TRANSPORTATION PATTERNS

Cupertino's land use pattern was largely built on a conventional suburban model, with predominantly single-family residential subdivisions and distinct commercial and employment centers. This development pattern was also heavily influenced by the topography of the area, with more intensive growth located on the valley floor and lower design residential on the foothills. The western area by the foothills is semi-rural with steep terrain, larger residential lots and access to open space. The pattern becomes more suburban immediately west of Highway 85 where residential neighborhoods have a more uniform pattern with smaller lots and older commercial and industrial areas along Stevens Creek Boulevard and Bubb Road. The land use pattern becomes more urban east of Highway 85, with a relatively connected street grid and commercial development along major boulevards such as Stevens Creek, De Anza, Homestead, Stelling and Wolfe. This area also has significant amounts of multi-family development in and around the major boulevards.

The suburban pattern is also reflected in building locations, with most of the older buildings set back from the street with parking lots in the front. Streets have also been historically widened to accommodate larger volumes of traffic, often to the detriment of other forms of transportation such as walking, biking and transit. In the last 20 years, the City has made strides towards improving walkability and bikeability by retrofitting existing streets to include bike lanes; creating sidewalks lined with trees along major boulevards; and encouraging development to provide a more pedestrian-oriented frontage with active uses, gathering places and entries lining the street.

As the City seeks to implement sustainability and community health objectives, future growth and retrofitting of existing infrastructure will create vibrant mixed-use, commercial, employment and neighborhood centers; pedestrian-oriented and walkable spaces for the community to gather; and distinct and connected neighborhoods with easy walkable and bikeable access to services, including schools, parks and shopping.

HISTORIC PRESERVATION

The Cupertino area was originally settled by the Ohlone Indians, who lived in the Rancho San Antonio area for over 3,000 years. In 1776 the area was explored by Spanish soldiers during an expedition led by Colonel Juan Bautista De Anza. The area was later settled by European immigrants who established farms on the valley's fertile land and enjoyed a thriving agricultural economy.

In the late nineteenth century, the village of Cupertino sprang up at the crossroads of Saratoga-Sunnyvale Road (De Anza Boulevard) and Stevens Creek Road. It was first known as the West Side. However, by 1898 the post office at the Crossroads needed a new name to distinguish it from other similarly named towns. The name "Cupertino" came from a local creek and winery owned by John T. Doyle, a San Francisco lawyer and historian. In 1904, the Cupertino name was officially applied to the Crossroads post office. At the same time, the Home Union Store at the Crossroads location was renamed the Cupertino Store and moved to the northeast corner of the Crossroads.

HILLSIDES

Cupertino's hillsides are an irreplaceable resource shared by the entire Santa Clara Valley. They provide important habitat for plants and wildlife; watershed capacity to prevent flooding in downstream areas; a wide vegetative belt that cleanses the air of pollutants; creates recreational opportunities for residents; and a natural environment that provides a contrast to the built environment. The City balances the needs of property owners in hillside areas with those of the environment and the community by allowing low-intensity residential and other uses in these areas, while requiring preservation of natural habitat and riparian corridors when selecting building sites.

NEIGHBORHOOD PRESERVATION

Cupertino is a city with diverse and unique neighborhoods that vary in character and composition. As Cupertino matures, the city must continue to look at preserving and enhancing its built environment. Cupertino's vision is to preserve the distinct character of neighborhoods; provide walking and biking connections to services including parks, schools and shopping; and revitalize neighborhood centers as community gathering places. The City will welcome citizens as partners in making sure that their neighborhoods are the kind in which they want to live in the future.

REGIONAL LAND USE PLANNING

The Sustainable Communities and Climate Protection Act of 2008 (SB 375) calls on each of the State's 18 metropolitan areas to develop a Sustainable Communities Strategy (SCS) to accommodate future population growth and reduce greenhouse gas emissions from cars and light trucks. Plan Bay Area, jointly adopted in 2013 by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), is the region's first Sustainable Communities Strategy to meet the requirements of SB 375 through the year 2040.

Plan Bay Area anticipates that the Bay Area's population will grow from about 7 million today to approximately 9 million by 2040 with employment growth of about 1.1 million jobs. The Plan provides a strategy for meeting 80 percent of the region's future housing needs in Priority Development Areas (PDAs). These are neighborhoods within walking distance of frequent transit service, offering a wide variety of housing options, and featuring amenities such as grocery stores, community centers and restaurants (see page LU-7).

CUPERTINO'S DEMOGRAPHICS

Cupertino's population has grown from 3,664 in 1960 to over 58,000 in 2010 per the U.S. Census Bureau. Most of the population growth has been from annexation of areas into the city and from tract development during the 1970s and 1980s. The city's population is projected to grow to 66,110 by 2040 (Plan Bay Area, 2013). The diversity of its population has grown and changed over the years. In 1960, 94 percent of the population was white while only 6 percent of the population comprised of other races per the U.S. Census. This statistic held fairly steady until 1980 when the population of whites steadily started to decline with only 91 percent being white. By 1990, the population of whites had plunged to 74 percent and the Asian population had increased to 23 percent. In the following decade, the white population continued to decline steadily to 50 percent, while Asian population stood at 44 percent. By 2010 the Asian population in Cupertino accounted for almost two thirds of the population (63 percent). A sizeable portion of the City's 2010 population, almost 50 percent are foreign born while only seven percent of the 1960 population was foreign born; indicating a large immigrant population.

The population of Cupertino is also growing older. Per the 1970 census, the median age in the city was 26. The 2010 census reveals that the median age in Cupertino has increased to 39.9. In 1970, only three percent of the population was 65 years or over in age; however, the 2010 census indicates that 12.5 percent of the population is 65 years or over.

With the changing demographic and ethnic values, housing needs are changing as more immigrant families care for parents in their homes, younger workers look for more affordable housing, close to services and employment, and the older generation looks to downsize from their single-family homes into smaller, single-level homes within walking distance to shopping and entertainment.

CLIMATE ACTION PLAN AND SUSTAINABLE DEVELOPMENT PRINCIPLES

A major challenge today is meeting the energy needs of a growing population while protecting the environment and natural resources. The Global Warming Solutions Act of 2006 (AB 32) and Executive Order S-3-05 set a target to reduce California's greenhouse gas emissions to 1990 levels by year 2020 and by 80 percent below the 1990 levels by year 2050. The City is in the process of completing its Climate Action Plan (CAP), which aims to achieve statewide and Bay Area emissions reduction targets.

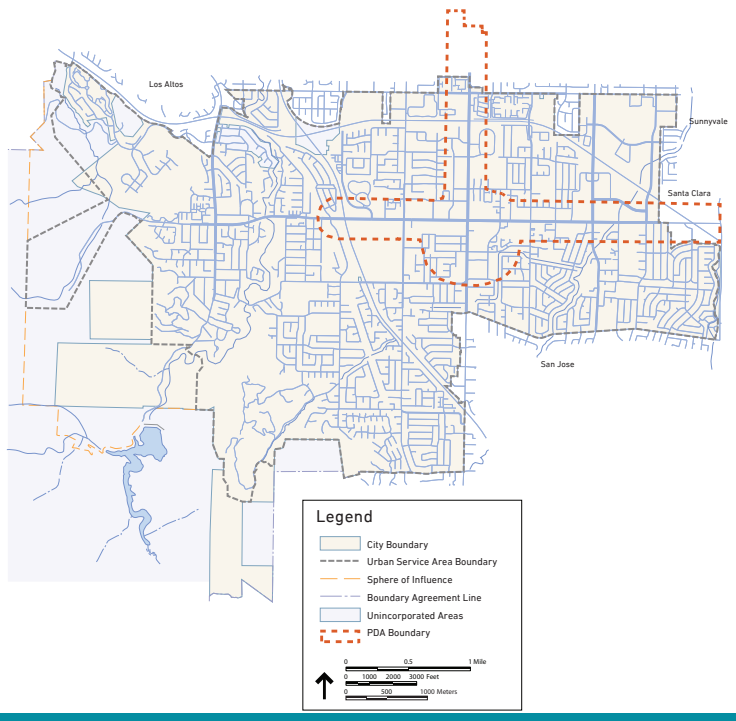
The CAP is based on 2040 growth projections for Cupertino and identifies policies and strategies to reduce greenhouse gas emissions at a municipal and community-wide level. Similar to most neighboring cities, Cupertino has historically had an imbalance of land uses (housing, services and jobs) with a roadway infrastructure primarily dedicated to the automobile. When this imbalance is multiplied at a regional level, there are regional consequences including, traffic congestion, high housing costs, increased air pollution and lack of accessibility for the young, elderly and disabled.

ECONOMIC VITALITY

Cupertino is fortunate in its location in the heart of Silicon Valley. Despite its mostly suburban characteristics to the west and south, the city is home to a number of small, medium and large software, technology and biomedical companies. Community Vision 2040 includes more office growth to support a strong fiscal revenue and a stable tax base. In particular, policies focus on retaining and increasing the number of small, medium and major businesses in key sectors and provide flexible space for innovative startups that need non-traditional office environment. Policies for commercial areas seek to revitalize the Vallco Shopping District, and enhance commercial centers and neighborhood centers, which contribute to the City's tax base and serve community needs.

PRIORITY DEVELOPMENT AREAS

In 2008, ABAG and the MTC created a regional initiative to allow local governments to identify Priority Development Areas (PDAs). PDAs are areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. While PDAs were originally established to address housing needs in infill communities, they have been broadened to advance focused employment growth. PDAs are critical components for implementing the region's proposed long term growth strategy. The level of growth in each PDA reflects its role in achieving regional objectives and how it fits into locally designated priority growth plans. Cupertino's PDA area includes properties within a quarter mile of Stevens Creek Boulevard from Highway 85 to its eastern border and a portion of North and South De Anza Boulevards.



LOOKING FORWARD

Maintaining and enhancing Cupertino's great quality of life is the keystone of Community Vision 2040. The City will look towards focusing future change within Special Areas that are located on Cupertino's major mixed-use corridors. These areas already have a mix of commercial, office, hotel and residential uses, and are located along roadways that will be enhanced with "Complete Streets" features (see Mobility Element), improved landscaping and expanded public spaces (e.g., parks and plazas). In turn, the City will also protect and enhance Neighborhoods throughout Cupertino to ensure these largely residential areas continue to support the community's great quality of life. As we look forward, the following are ways the City will address key challenges and opportunities facing Cupertino:

1. **PLANNING FOR CHANGING DEMOGRAPHICS.**
   The City needs to plan not only for existing families which form a larger percentage of our population, but also for the growing demographic of seniors and younger workers through new housing, services, shopping, entertainment and community facilities.

2. **LOCAL AND REGIONAL LAND USE PLANNING AND COLLABORATION.**
   The City will take an active part in regional collaborative planning processes related to housing, transportation, sustainability, health, transportation and infrastructure financing in order to ensure local land use and transportation decisions are coordinated with regional efforts.

3. **INTEGRATING COMMUNITY HEALTH INTO LAND USE PLANNING.**
   Integrating community health into land use planning. The City will enhance and improve health of people who live and work in our community. This includes integrating land use and transportation networks to reduce reliance on auto usage and improving alternative choices for transportation by focusing growth and change in corridors that support all modes of transit, providing neighborhoods with easy access to schools, parks and neighborhood centers.

4 **LAND USE AND ECONOMICS.**
The City will look to diversify the City's tax base, support and retain existing businesses, increase the vitality of aging commercial centers with redevelopment, seek to diversify shopping opportunities so that the community has the opportunity to satisfy their shopping needs within Cupertino.

5 **URBAN DESIGN, FORM AND CHARACTER.**
The City will seek high-quality development to achieve desired physical environment in Planning Areas, including walkable, connected neighborhoods, inviting streets that allow for different modes of transportation, and vibrant and walkable special areas, and neighborhood centers in keeping with Community Vision 2040.

6 **PRESERVATION OF NATURAL ENVIRONMENT AND HILLSIDES.**
Cupertino is blessed with an abundance of natural resources, including hillsides, creek corridors, and sensitive animal and plant habitats along the foothills. Much of this land is preserved in low-intensity residential and agricultural uses or open space. As redevelopment occurs, the City will strive to preserve these natural areas through land use and building design decisions.

7 **ECONOMIC VITALITY AND FISCAL STABILITY.**
As Cupertino's population grows and ages, demands on community resources will increase. In order to maintain and enhance the community's quality of life, the City will ensure that existing businesses are encouraged to reinvest and grow in Cupertino, and that the city continues to attract new businesses and investment.

CITYWIDE GOALS AND POLICIES

Cupertino is a collection of many different neighborhoods, employment centers, streets, parks and open space areas that all have their own unique character and constraints. While there are specific planning and design considerations for these areas (see Planning Area Goals and Policies later in this Element), many growth, design and planning policies and strategies apply citywide. The following section describes the goals, policies and strategies that are applicable to all property in the city.

GOAL LU-1

Create a balanced community with a mix of land uses that supports thriving businesses, all modes of transportation, complete neighborhoods and a healthy community

BALANCED COMMUNITY

The City seeks to balance future growth and development in order create a more complete community. This includes ensuring a mix of land uses that support economic, social and cultural goals in order to preserve and enhance Cupertino's great quality of life.

POLICY LU-1.1: LAND USE AND TRANSPORTATION

Focus higher land use intensities and densities within a half-mile of public transit service, and along major corridors.

POLICY LU-1.2: DEVELOPMENT ALLOCATION

Maintain and update the development allocation table (**Table LU-1**) to ensure that the allocations for various land uses adequately meet city goals.

STRATEGIES:

LU-1.2.1: Planning Area Allocations. Development allocations are assigned for various Planning Areas. However, some flexibility may be allowed for transferring allocations among Planning Areas provided no significant environmental impacts are identified beyond those already studied in the Environmental Impact Report (EIR) for Community Vision 2040.

LU-1.2.2: Major Employers. Reserve a development allocation for major companies with sales office and corporate headquarters in Cupertino. Prioritize expansion of office space for existing major companies. New office development must demonstrate that the development positively contributes to the fiscal well-being of the city.

LU-1.2.3: Unused Development Allocation.
Unused development allocations may be re-assigned to the citywide allocation table per Planning Area, when development agreements and development permits expire.

LU-1.2.4: Neighborhood Allocation.
Allocate residential units in neighborhoods through the building permit process unless subdivision or development applications are required.

POLICY LU-1.3: LAND USE IN ALL CITYWIDE MIXED-USE DISTRICTS

Encourage land uses that support the activity and character of mixed-use districts and economic goals.

STRATEGIES:

LU-1.3.1: Commercial and Residential Uses.
Review the placement of commercial and residential uses based on the following criteria:

1. All mixed-use areas with commercial zoning will require retail as a substantial component. The North De Anza Special Area is an exception.
2. All mixed-use residential projects should be designed on the "mixed-use village" concept discussed earlier in this Element.
3. On sites with a mixed-use residential designation, residential is a permitted use only on Housing Element sites and in the Monta Vista Village Special Area.
4. Conditional use permits will be required on mixed-use Housing Element sites that propose units above the allocation in the Housing Element, and on non-Housing Element mixed-use sites.

LU-1.3.2: Public and Quasi-Public Uses.
Review the placement of public and quasi-public activities in limited areas in mixed-use commercial and office zones when the following criteria are met:

1. The proposed use is generally in keeping with the goals for the Planning Area, has similar patterns of traffic, population or circulation of uses with the area and does not disrupt the operations of existing uses.
2. The building form is similar to buildings in the area (commercial or office forms). In commercial areas, the building should maintain a commercial interface by providing retail activity, storefront appearance or other design considerations in keeping with the goals of the Planning Area.

POLICY LU-1.4: PARCEL ASSEMBLY
Encourage parcel assembly and discourage parcelization to ensure that infill development meets City standards and provides adequate buffers to neighborhoods.

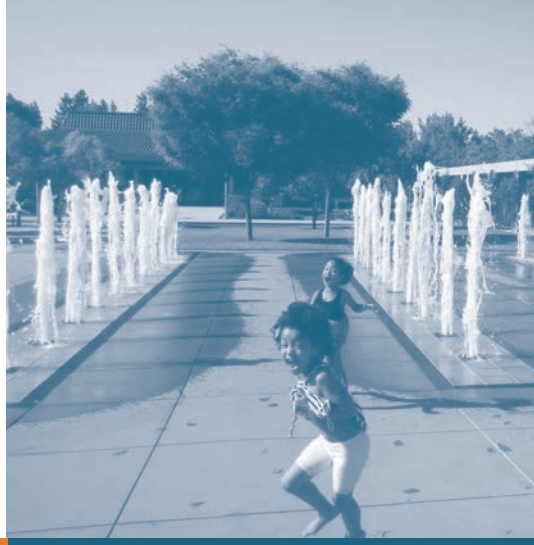
POLICY LU-1.5: COMMUNITY HEALTH THROUGH LAND USE
Promote community health through land use and design.

POLICY LU-1.6: JOBS/HOUSING BALANCE
Strive for a more balanced ratio of jobs and housing units.

Table LU-1: Citywide Development Allocation Between 2014-2040

	commercial (s.f.)			office (s.f.)			hotel (rooms)			residential (units)		
	current built (Oct 7,2014)	buildout	available	current built (Oct 7,2014)	buildout	available	current built (Oct 7,2014)	buildout	available	current built (Oct 7,2014)	buildout	available
Heart of the City	1,351,730	214,5000	793,270	2,447,500	2,464,613	17,113	404	526	122	1,336	1,805	469
Vallco Shopping District**	1,207,774	120,7774	-	-	2,000,000	2,000,000	148	339	191	-	389	389
Homestead	291,408	291,408	-	69,550	69,550	-	126	126	-	600	750	150
N. De Anza	56,708	56,708	-	2,081,021	2,081,021	-	126	126	-	49	146	97
N. Vallco	133,147	133,147	-	3,069,676	3,069,676	-	123	123	-	554	1154	600
S. De Anza	352,283	352,283	-	130,708	130,708	-	315	315	-	6	6	-
Bubb	-	-	-	444,753	444,753	-	-	-	-	-	-	-
Monta Vista Village	94,051	99,698	5,647	443,140	456,735	13,595	-	-	-	828	878	50
Other	144,964	144964,	-	119,896	119,896	-	-	-	-	18,039	18,166	127
Major Employers	-	-	-	109,935	633,053	523,118	-	-	-	-	-	-
Citywide	3,632,065	4,430,982	798,917	8,916,179	11,470,005	2,553826,	1116	1429	313	21,412	23,294	1,882

*** Buildout totals for Office and Residential allocation within the Vallco Shopping District are contingent upon a Specific Plan being adopted for this area by May 31, 2018. If a Specific Plan is not adopted by that date, City will consider the removal of the Office and Residential allocations for Vallco Shopping District. See the Housing Element (Chapter 4) for additional information and requirements within the Vallco Shopping District.*



GOAL LU-2

Ensure that buildings, sidewalks, streets and public spaces are coordinated to enhance community identity and character

COMMUNITY IDENTITY

The City will seek to promote community identity and design consistency through the development review process and infrastructure master plans.

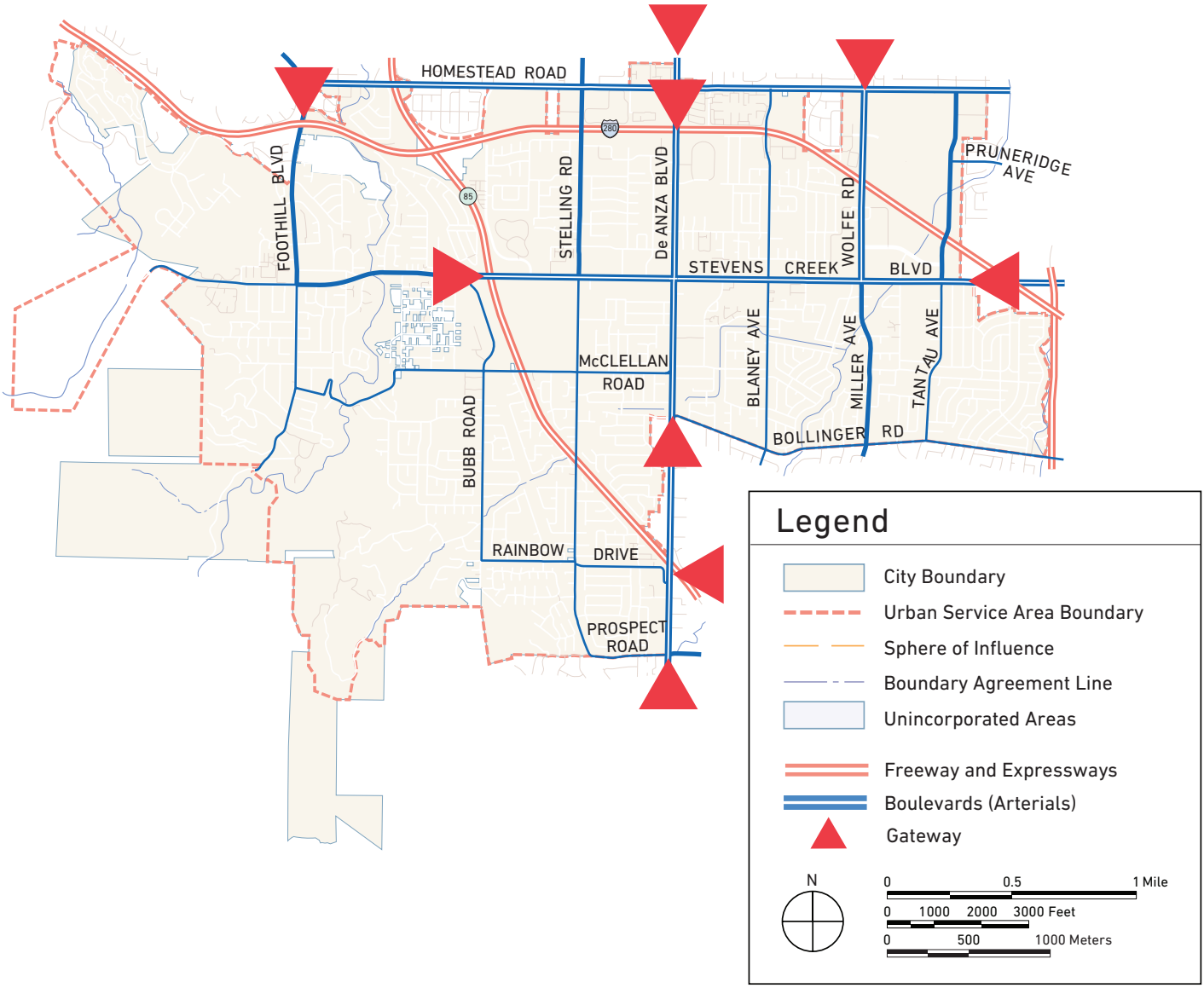
POLICY LU-2.1: GATEWAYS

Implement a gateway plan for the city's entry points (**Figure LU-1**) and identify locations and design guidelines for gateway features. Look for opportunities to reflect the gateway concept when properties adjacent to defined gateways are redeveloped.

POLICY LU-2.2: PEDESTRIAN-ORIENTED PUBLIC SPACES

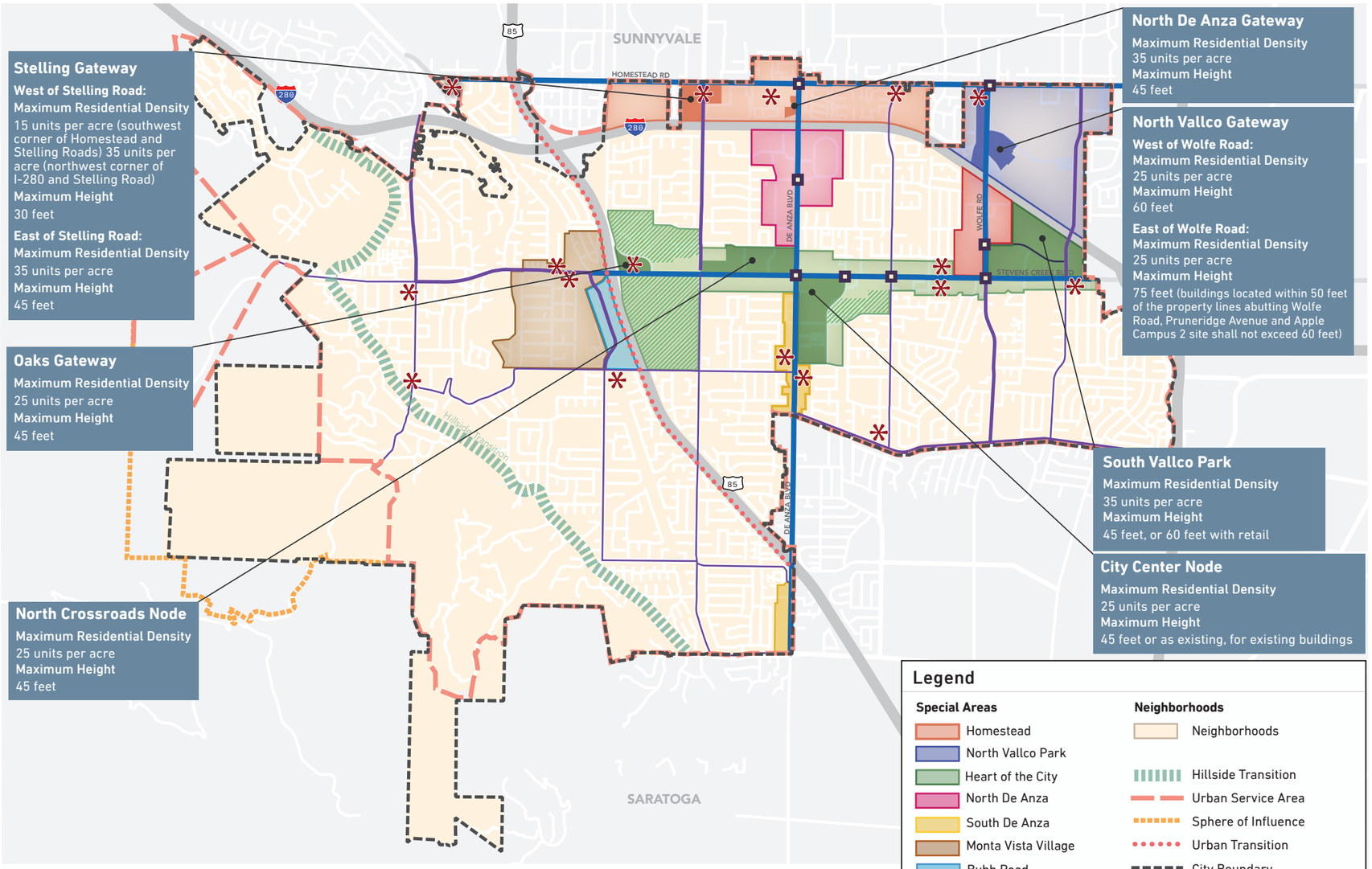
Require developments to incorporate pedestrian-scaled elements along the street and within the development such as parks, plazas, active uses along the street, active uses, entries, outdoor dining and public art.

FIGURE LU-1
GATEWAYS



CHAPTER 3: LAND USE AND COMMUNITY DESIGN ELEMENT | general plan (community vision 2015 - 2040)

Figure LU-2
COMMUNITY FORM DIAGRAM



Building Planes:
- *Maintain the primary building bulk below a 1:1 slope line drawn from the arterial/boulevard curb line or lines except for the Crossroads Area.*
- *For the Crossroads area, see the Crossroads Streetscape Plan.*
- *For projects adjacent to residential areas: Heights and setbacks adjacent to residential areas will be determined during project review.*
- *For the North and South Vallco Park areas (except for the Vallco Shopping District Special Area): Maintain the primary building bulk below a 1.5:1 (i.e., 1.5 feet of setback for every 1 foot of building height) slope line drawn from the Stevens Creek Blvd. and Homestead Road curb lines and below 1:1 slope line drawn from Wolfe Road and Tantau Avenue curb line.*

Rooftop Mechanical Equipment: *Rooftop mechanical equipment and utility structures may exceed stipulated height limitations if they are enclosed, centrally located on the roof and not visible from adjacent streets.*

Priority Housing Sites: *Notwithstanding the heights and densities shown above, the maximum heights and densities for Priority Housing Sites identified in the adopted Housing Element shall be as reflected in the Housing Element.*

Homestead Special Area

Maximum Residential Density
Up to 35 units per acre per General Plan Land Use Map
15 units per acre (southeast corner of Homestead Road and Blaney Avenue)
Maximum Height
30 feet, or 45 feet (south side between De Anza and Stelling)

North Vallco Park Special Area

Maximum Residential Density
25 units per acre
Maximum Height
60 feet

Heart of the City Special Area

Maximum Residential Density
25 or 35 (South Vallco) units per acre
Maximum Height
45 feet, or 30 feet where designated by hatched line

North De Anza Special Area

Maximum Residential Density
25 units per acre
Maximum Height
45 feet

South De Anza Special Area

Maximum Residential Density
25 (north of Bollinger) or 5-15 (south of 85) units per acre
Maximum Height
30 feet

Monta Vista Village Special Area

Maximum Residential Density
Up to 15 units per acre per General Plan Land Use Map
Maximum Height
Up to 30 feet

Bubb Road Special Area

Maximum Residential Density
20 units per acre
Maximum Height
45 feet

Vallco Shopping District Special Area

West of Wolfe Rd
Maximum Residential Density
35 units per acre
Maximum Height
Per Specific Plan

East of Wolfe Rd
Maximum Residential Density
35 units per acre
Maximum Height
Per Specific Plan

Neighborhoods

Maximum Residential Density
As indicated in the General Plan Land Use Map;
15 units per acre for Neighborhood Commercial Sites
Maximum Height
30 feet

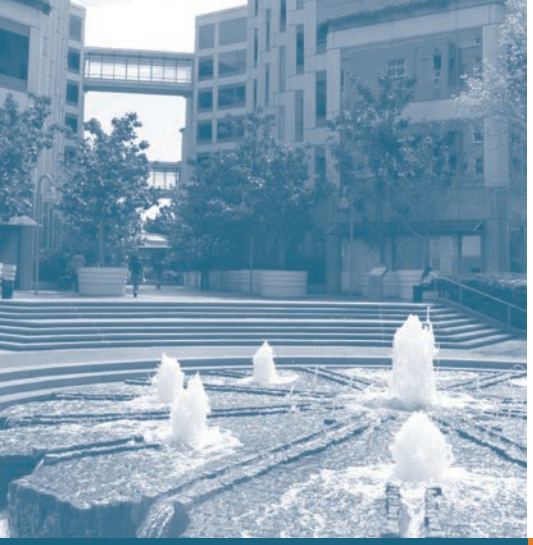
MIXED-USE URBAN VILLAGES

Many of the City's Housing Element sites are located in major corridors to reduce traffic and environmental impacts and preserve neighborhoods (Figure LU-2). Housing Element sites, which are further identified and defined in the Housing Element, represent the City's priority for residential development. Residential uses on sites with mixed-use zoning should be designed on the "mixed-use village" concept discussed below.

1. **Parcel assembly.** Parcel assembly of the site is required. Further parcelization is highly discouraged in order to preserve the site for redevelopment in the future.
2. **Plan for complete redevelopment.** A plan for complete redevelopment of the site is required in order to ensure that the site can meet development standards and provide appropriate buffers.
3. **"Mixed-Use Village" layout.** An internal street grid with streets and alleys using "transect planning" (appropriate street and building types for each area), that is pedestrian-oriented, connects to existing streets, and creates walkable urban blocks for buildings and open space.
4. **Uses.** Include a substantial viable, retail component. Retail and active uses such as restaurants, outdoor dining, and entries are required along the ground floor of main street frontages. Mix of units for young professionals, couples and/or active seniors who like to live in an active "mixed-use village" environment. Office uses, if allowed, should provide active uses on the ground floor street frontage, including restaurants, entries, lobbies, etc.
5. **Open space.** Open space in the form of a central town square with additional plazas and "greens" for community gathering spaces, public art, and community events.
   The locations and sizes will depend on the size of the site.
6. **Architecture and urban design.** Buildings should have high-quality, pedestrian-oriented architecture, and an emphasis on aesthetics, human scale, and creating a sense of place.
7. **Parking.** Parking in surface lots shall be located to the side or rear of buildings. Underground parking under buildings is preferred. Above grade structures shall not be located along major street frontages. In cases, where above-grade structures are allowed along internal street frontages, they shall be lined with retail, entries and active uses on the ground floor. All parking structures should be designed to be architecturally compatible with a high-quality "town center" environment.
8. **Neighborhood buffers.** Setbacks, landscaping and/or building transitions to buffer abutting single-family residential areas.

NEIGHBORHOOD COMMERCIAL CENTERS

Neighborhood Commercial Centers serve adjacent neighborhoods and provide shopping and gathering places for residents. Retaining and enhancing neighborhood centers within and adjacent to neighborhoods throughout Cupertino supports the City's goals for walkability, sustainability and creating gathering places for people. Figure LU-2 shows the location of the Neighborhood Commercial Centers in Cupertino. The Guiding Principles of sustainability and health in Community Vision 2040 support the retention and enhancement of neighborhood centers throughout the community, and providing pedestrian and bike connections to them from neighborhoods. Mixed-residential use may be considered if it promotes revitalization of retail uses, creation of new gathering spaces, and parcel assembly. Housing Element sites represent the City's priority for residential development. Residential uses should be designed on the "mixed-use village" concept discussed in this Element.



GOAL LU-3

Ensure that project site planning and building design enhance the public realm through a high sense of identity and connectivity

SITE AND BUILDING DESIGN

The City will seek to ensure that the site and building design of new projects enhance the public realm (e.g., streets, parks, plazas and open space areas) and that there is a focus on integrating connections to adjacent neighborhoods, where appropriate.

POLICY LU-3.1: SITE PLANNING

Ensure that project sites are planned appropriately to create a network of connected internal streets that improve pedestrian and bicycle access, provide public open space and building layouts that support city goals related to streetscape character for various Planning Areas and corridors.

POLICY LU-3.2: BUILDING HEIGHTS AND SETBACK RATIOS

Maximum heights and setback ratios are specified in the Community Form Diagram (**Figure LU-2**). As indicated in the figure, taller heights are focused on major corridors, gateways and nodes. Setback ratios are established to ensure that the desired relationship of buildings to the street is achieved.

POLICY LU-3.3: BUILDING DESIGN

Ensure that building layouts and design are compatible with the surrounding environment and enhance the streetscape and pedestrian activity.

STRATEGIES:

LU-3.3.1: Attractive Design.
Emphasize attractive building and site design by paying careful attention to building scale, mass, placement, architecture, materials, landscaping, screening of equipment, loading areas, signage and other design considerations.

LU-3.3.2: Mass and Scale.
Ensure that the scale and interrelationships of new and old development complement each other. Buildings should be grouped to create a feeling of spatial unity.

LU-3.3.3: Transitions.
Buildings should be designed to avoid abrupt transitions with existing development, whether they are adjacent or across the street. Consider reduced heights, buffers and/or landscaping to transition to residential and/or low-intensity uses in order to reduce visual and privacy impacts.

LU-3.3.4: Compatibility.
Ensure that the floor area ratios of multi-family residential developments are compatible with buildings in the surrounding area. Include a mix of unit types and avoid excessively large units.

LU-3.3.5: Building Location.
Encourage building location and entries closer to the street while meeting appropriate landscaping and setback requirements.

LU-3.3.6: Architecture and Articulation.
Promote high-quality architecture, appropriate building articulation and use of special materials and architectural detailing to enhance visual interest.

LU-3.3.7: Street Interface.
Ensure development enhances pedestrian activity by providing active uses within mixed-use areas and appropriate design features within residential areas along a majority of the building frontage facing the street. Mixed-use development should include retail, restaurant, outdoor dining, main entries, etc. Residential development should include main entrances, lobbies, front stoops and porches, open space and other similar features.

LU-3.3.8: Drive-up Services.
Allow drive-up service facilities only when adequate circulation, parking, noise control, architectural features and landscaping are compatible with the expectations of the Planning Area, and when residential areas are visually buffered. Prohibit drive-up services in areas where pedestrian-oriented activity and design are highly encouraged, such as Heart of the City, North De Anza Boulevard, Monta Vista Village and neighborhood centers.

LU-3.3.9: Specific and Conceptual Plans.
Maintain and update Specific/Conceptual plans and design guidelines for Special Areas such as Heart of the City, Crossroads, Homestead Corridor, Vallco Shopping District, North and South De Anza corridors and Monta Vista Village.

LU-3.3.10: Entrances.
In multi-family projects where residential uses may front on streets, require pedestrian-scaled elements such as entries, stoops and porches along the street.

LU-3.3.11: Multiple-Story Buildings and Residential Districts.
Allow construction of multiple-story buildings if it is found that nearby residential districts will not suffer from privacy intrusion or be overwhelmed by the scale of a building or group of buildings.

POLICY LU-3.4: PARKING

In surface lots, parking arrangements should be based on the successful operation of buildings; however, parking to the side or rear of buildings is desirable. No visible garages shall be permitted along the street frontage. Above grade structures shall not be located along street frontages and shall be lined with active uses on the ground floor on internal street frontages. Subsurface/deck parking is allowed provided it is adequately screened from the street and/or adjacent residential development.

GOAL LU-4

Promote the unique character of planning areas and the goals for community character, connectivity and complete streets in streetscape design

STREETSCAPE DESIGN

The City will seek to improve streetscapes throughout Cupertino with attractive landscaping, and complete and safe sidewalks.

POLICY LU-4.1: STREET AND SIDEWALKS

Ensure that the design of streets, sidewalks and pedestrian and bicycle amenities are consistent with the vision for each Planning Area and Complete Streets policies.

POLICY LU-4.2: STREET TREES AND LANDSCAPING

Ensure that tree planting and landscaping along streets visually enhances the streetscape and is consistent for the vision for each Planning Area (Special Areas and Neighborhoods):

1. Maximize street tree planting along arterial street frontages between buildings and/or parking lots.
2. Provide enhanced landscaping at the corners of all arterial intersections.
3. Enhance major arterials and connectors with landscaped medians to enhance their visual character and serve as traffic calming devices.
4. Develop uniform tree planting plans for arterials, connectors and neighborhood streets consistent with the vision for the Planning Area.
5. Landscape urban areas with formal planting arrangements.
6. Provide a transition to rural and semi-rural areas in the city, generally west of Highway 85,

GOAL LU-5

Ensure that employment centers and neighborhoods have access to local retail and services within walking or bicycling distance

CONNECTIVITY

The City will ensure that employment centers and neighborhoods have access to desired and convenient amenities, such as local retail and services.

POLICY LU-5.1: NEIGHBORHOOD CENTERS

Retain and enhance local neighborhood shopping centers and improve pedestrian and bicycle access to neighborhoods to improve access to goods and services.

POLICY LU-5.2: MIXED-USE VILLAGES

Where housing is allowed along major corridors or neighborhood commercial areas, development should promote mixed-use villages with active ground-floor uses and public space. The development should help create an inviting pedestrian environment and activity center that can serve adjoining neighborhoods and businesses.

POLICY LU-5.3: ENHANCE CONNECTIONS

Look for opportunities to enhance publicly-accessible pedestrian and bicycle connections with new development or redevelopment.

GOAL LU-6

Preserve and protect the city's historic and cultural resources

HISTORIC PRESERVATION

Cupertino has a rich and varied cultural history; however, only a few historic buildings and resources are preserved today. The City seeks to encourage preservation of these precious historic resources and encourage their enhancement in the future.

POLICY LU-6.1: HISTORIC PRESERVATION

Maintain and update an inventory of historically significant structures and sites in order to protect resources and promote awareness of the city's history in the following four categories: Historic Sites, Commemorative Sites, Community Landmarks and Historic Mention Sites (**Figure LU-3**).

POLICY LU-6.2: HISTORIC SITES

Projects on Historic Sites shall meet the Secretary of Interior Standards for Treatment of Historic Properties.

POLICY LU-6.3: HISTORIC SITES, COMMEMORATIVE SITES AND COMMUNITY LANDMARKS

Projects on Historic Sites, Commemorative Sites and Community Landmarks shall provide a plaque, reader board and/or other educational tools on the site to explain the historic significance of the resource. The plaque shall include the city seal, name of resource, date it was built, a written description and photograph. The plaque shall be placed in a location where the public can view the information.

POLICY LU-6.4: PUBLIC ACCESS
Coordinate with property owners of public and quasi-public sites to allow public access of Historic and Commemorative Sites to foster public awareness and education. Private property owners will be highly encouraged, but not required, to provide public access to Historic and Commemorative Sites.

POLICY LU-6.5: HISTORIC MENTION SITES
These are sites outside the City's jurisdiction that have contributed to the City's history. Work with agencies that have jurisdiction over the historical resource to encourage adaptive reuse and rehabilitation and provide public access and plaques to foster public awareness and education.

POLICY LU-6.6: INCENTIVES FOR PRESERVATION OF HISTORIC RESOURCES
Utilize a variety of techniques to serve as incentives to foster the preservation and rehabilitation of Historic Resources including:

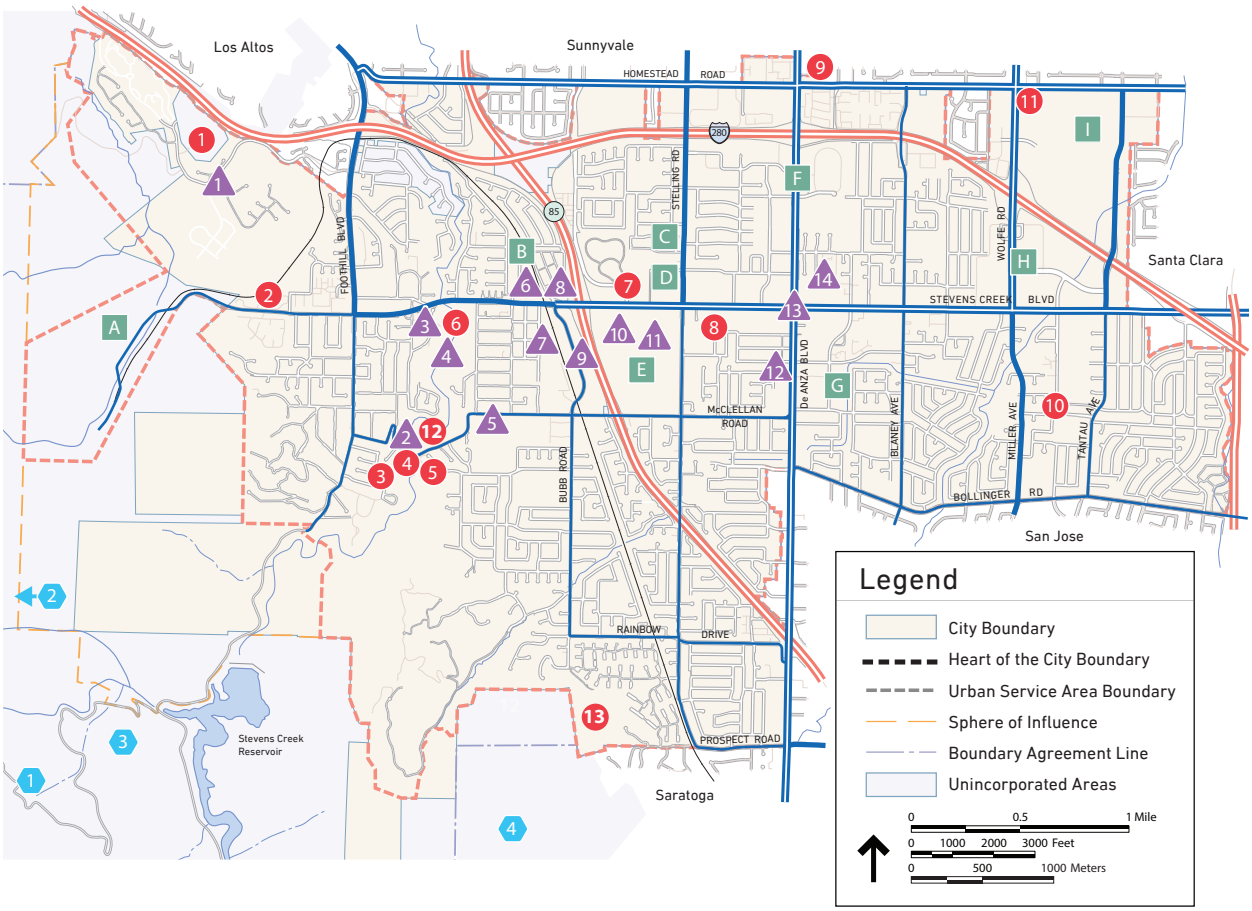
1. Allow flexible interpretation of the zoning ordinance not essential to public health and safety. This could include land use, parking requirements and/or setback requirements.
2. Use the California Historical Building Codes standards for rehabilitation of historic structures.
3. Tax rebates (Milles Act or Local tax rebates).
4. Financial incentives such as grants/loans to assist rehabilitation efforts.

POLICY LU-6.7: HERITAGE TREES
Protect and maintain the city's heritage trees in a healthy state.

STRATEGY:
LU-6.7.1: Heritage Tree List.
Establish and periodically revise a heritage tree list that includes trees of importance to the community.

POLICY LU-6.8: CULTURAL RESOURCES
Promote education related to the city's history through public art in public and private developments.

FIGURE LU-3
HISTORIC RESOURCES



Historic Sites

1. Maryknoll Seminary
2. Snyder Hammond House
3. De La Vega Tack House
4. Baer Blacksmith
5. Enoch J. Parrish Tank House
6. Nathan Hall Tank House
7. Gazebo Trim
8. Union Church of Cupertino
9. Old Collins School
10. Miller House
11. Glendenning Barn
12. McClellan Ranch Barn
13. Seven Springs Ranch

Commemorative Sites

1. De Anza Knoll
2. Doyle Winery "Cupertino Wine Company"
3. Stocklmeir Farmhouse
4. Elisha Stephens Place
5. Arroyo De San Joseph Cupertino
6. Hazel Goldstone Variety Store
7. Woelffel Cannery
8. Engles Grocery "Paul and Eddie's"
9. Apple One Building
10. Baldwin Winery
11. Le Petit Trianon and Guest Cottages
12. Interim City Hall
13. City of Cupertino Crossroads
14. St. Joseph's Church

Community Landmarks

- A Hanson Permanente
- B Monta Vista Neighborhood
- C Cupertino Historical Museum
- D Memorial Park, Community Center, Sports Complex
- E De Anza College
- F De Anza Industrial Park
- G Cupertino Civic Center
- H Vallco Shopping District
- I Vallco Industrial Park

Sites of Historic Mention
(outside city jurisdicition)

1. Montebello School, 1892
2. Perrone Ranch Stone Cellar, now part of Ridge Vineyards
3. Picchetti Brothers Winery and Ranch
4. Woodhills Estate

Historic Sites

Baer Blacksmith
22221 McClellan Road
McClellan Ranch Park

Snyder Hammond House
22961 Stevens Creek Blvd.

Old Collins School
20441 Homestead Road
Cupertino De Oro Club

McClellan Ranch Barn
22221 McClellan Road

Gazebo Trim
Mary & Stevens Creek Blvd.
Memorial Park

Glendenning Barn
10955 N Tantau Avenue

Maryknoll Seminary
2300 Cristo Rey Drive

Seven Springs Ranch
11801 Dorothy Anne Way

Miller House
10518 Phil Place

Enoch J. Parrish Tank House
22221 McClellan Road
McClellan Ranch Park

Nathan Hall Tank House
22100 Stevens Creek Blvd.

Union Church of Cupertino
20900 Stevens Creek Blvd.

De La Vega Tack House
Rancho Deep Cliff Club
House

Commemorative Sites

Elisha Stephens Place
22100 Stevens Creek Boulevard
Existing Plaque

Le Petit Trianon and Guest Cottages
1250 Stevens Creek Boulevard
Foothill-De Anza Community College

Woelffel Cannery
10120 Imperial Avenue
Demolished

St. Josephs Church
10110 North de Anza Boulevard

De Anza Knoll
Off of Cristo Rey Drive

Stocklmeir Farm House
22120 Stevens Creek Rd.

Apple One Building
10240 Bubb Road

Doyle Winery
"Cupertino Wine Company"
Visible from McClellan Ranch Park (no photo available)

Interim City Hall
10321 South De Anza Boulevard

The Crossroads
Intersection at Stevens Creek Boulevard and De Anza Boulevard

Arroyo De San Joseph Cupertino
21840 McClellan Road – Monta Vista High School, State of California Historical Landmark #800

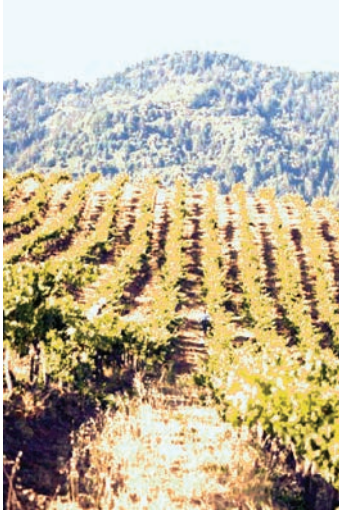
Commemorative Sites (continued)

Baldwin Winery
1250 Stevens Creek Boulevard, Foothill-De Anza Community College

Engles Grocery
"Paul and Eddie's"
1619 Stevens Creek Boulevard

Hazel Goldstone Variety Store, 21700 Stevens Creek Boulevard

Sites of Historic Mention



Perrone Ranch Stone Cellar: Ridge Vineyards
17100 Montebello Road, Mid-Peninsula Regional Open Space District

Picchetti Brothers Winery
13100 Montebello Road – Mid-Peninsula Regional Open Space District

Montebello School
15101 Montebello Road

Woodhills Estate
Cupertino/Saratoga Hills, End of Prospect Road – Mid-Peninsula Regional Open Space District, National Register of Historic Places

GOAL LU-7

Promote a civic environment where the arts express an innovative spirit, cultural diversity and inspire community participation

ARTS AND CULTURE

Cupertino history and diversity provides a rich background for community art and culture. The City seeks to encourage support public art and the arts community through development.

POLICY LU-7.1: PUBLIC ART

Stimulate opportunities for the arts through development and cooperation with agencies and the business community.

STRATEGIES:

LU-7.1.1: Public Art Ordinance.
Maintain and update an ordinance requiring public art in public as well as private projects of a certain size.

LU-7.1.2: Gateways.
Promote placement of visible artwork in gateways to the city.

LU-7.1.3: Artist Workspace.
Encourage the development of artist workspace, such as live/work units, in appropriate location in the city.

Note: see the Recreation and Community Services Element for policies related to programming.

GOAL LU-8

Maintain a fiscally sustainable city government that preserves and enhances the quality of life for its residents, workers and visitors

FISCAL STABILITY

The City will seek to identify strategies and programs that ensure the long-term fiscal health of the City.

POLICY LU-8.1: FISCAL IMPACTS

Evaluate fiscal impacts of converting office/commercial uses to residential use, while ensuring that the city meets regional housing requirements.

POLICY LU-8.2: LAND USE

Encourage land uses that generate City revenue.

STRATEGY:

LU-8.2.1: Fiscal Impacts.
Evaluate fiscal impacts of converting office/commercial uses to residential use, while ensuring that the city meets regional housing requirements.

POLICY LU-8.3: INCENTIVES FOR REINVESTMENT

Provide incentives for reinvestment in existing, older commercial areas.

STRATEGIES:

LU-8.3.1: Mixed-Use.
Consider mixed-use (office, commercial, residential) in certain commercial areas to encourage reinvestment and revitalization of sales-tax producing uses, when reviewing sites for regional housing requirements.

LU-8.3.2: Shared or Reduced Parking.
Consider shared or reduced parking, where appropriate as incentives to construct new commercial and mixed-use development, while increasing opportunities for other modes of transportation.

LU-8.3.3: Infrastructure and Streetscape Improvements.
Consider infrastructure and streetscape improvements in areas, such as the Crossroads or South Vallco area to encourage redevelopment as a pedestrian-oriented area that meets community design goals.

LU-8.3.4: High Sales-Tax Producing Retail Uses.
Consider locations for high sales-tax producing retail uses (such as life-style and hybrid commodity-specialty centers) provided the development is compatible with the surrounding area in terms of building scale and traffic.

POLICY LU-8.4: PROPERTY ACQUISITION

Maximize revenue from City-owned land and resources, and ensure that the City's land acquisition strategy is balanced with revenues.

POLICY LU-8.5: EFFICIENT OPERATIONS

Plan land use and design projects to allow the City to maintain efficient operations in the delivery of services including, community centers, parks, roads, and storm drainage, and other infrastructure.

GOAL LU-9

Promote a strong local economy that attracts and retains a variety of businesses

ECONOMIC DEVELOPMENT

The City will seek to identify strategies and programs that support and retain local businesses, and attract new businesses and investment.

POLICY LU-9.1: COLLABORATION WITH BUSINESS COMMUNITY

Collaborate with the business community to facilitate growth, development and infrastructure improvements that benefit residents and businesses.

STRATEGIES:

LU-9.1.1: Economic Development Strategy Plan.
Create and periodically update an Economic Development Strategy Plan in order to ensure the City's long-term fiscal health and stability and to make Cupertino an attractive place to live, work and play.

LU-9.1.2: Partnerships.
Create partnerships between the City and other public, and private and non-profit organizations to provide improvements and services that benefit the community.

LU-9.1.3: Economic Development and Business Retention.
Encourage new businesses and retain existing businesses that provide local shopping and services, add to municipal revenues, contribute to economic vitality and enhance the City's physical environment.

LU-9.1.4: Regulations.
Periodically review and update land use and zoning requirements for retail, commercial and office development in order to attract high-quality sales-tax producing businesses and services, while adapting to the fast-changing retail, commercial and office environment.

LU-9.1.5: Incubator Work Space.
Encourage the development of flexible and affordable incubator work space for start-ups and new and emerging technologies.

LU-9.1.6: Development Review.
Provide efficient and timely review of development proposals, while maintaining quality standards in accordance with city codes. Look for a solution-based approach to problems while being responsive to community concerns and promote positive communication among parties.

POLICY LU-9.2: WORK ENVIRONMENT
Encourage the design of projects to take into account the well-being and health of employees and the fast-changing work environment.

STRATEGIES:
LU-9.2.1: Local Amenities.
Encourage office development to locate in areas where workers can walk or bike to services such as shopping and restaurants, and to provide walking and bicycling connections to services.

LU-9.2.2: Workplace Policies.
Encourage public and private employers to provide workplace policies that enhance and improve the health and well-being of their employees.

GOAL LU-10

Promote effective coordination with regional and local agencies on planning issues

REGIONAL COOPERATION AND COORDINATION

The City will work with regional agencies to coordinate with regional plans and address community priorities by participating in the planning process.

POLICY LU-10.1: REGIONAL DECISIONS

Coordinate with regional and local agencies on planning, transportation, economic development and sustainability issues to ensure that the decisions improve fiscal health and the quality of life for Cupertino residents and businesses.

POLICY LU-10.2: REGIONAL PLANNING COORDINATION

Review regional planning documents prior to making decisions at the local level.

POLICY LU-10.3: NEIGHBORING JURISDICTIONS

Collaborate with neighboring jurisdictions on issues of mutual interest.

POLICY LU-10.4: URBAN SERVICE AREA

Work with neighboring jurisdictions to create boundaries that are defined by logical municipal service areas.

STRATEGY:

LU-10.4.1: Tax-Sharing Agreements. Consider entering into tax-sharing agreements with adjacent jurisdictions in order to facilitate desired boundary realignments.

POLICY LU-10.5: ANNEXATION

Actively pursue the annexation of unincorporated properties within the City's urban service area, including the Creston neighborhoods, which will be annexed on a parcel-by-parcel basis with new development. Other remaining unincorporated islands will be annexed as determined by the City Council.

GOAL LU-11

Maintain and enhance community access to library and school services provided by other agencies

ACCESS TO COMMUNITY FACILITIES AND SERVICES

The City will seek to improve connectivity and access to public facilities and services, including De Anza College.

POLICY LU-11.1: CONNECTIVITY

Create pedestrian and bicycle access between new developments and community facilities. Review existing neighborhood circulation to improve safety and access for students to walk and bike to schools, parks, and community facilities such as the library.

POLICY LU-11.2: DE ANZA COLLEGE

Allow land uses not traditionally considered part of a college to be built at De Anza College, provided such uses integrate the campus into the community, provide facilities and services not offered in the City and/or alleviate impacts created by the college.

GOAL LU-12

Preserve and protect the City's hillside natural habitat and aesthetic values

HILLSIDES

The City seeks to establish clear hillside policy in order to provide for the realistic use of privately-owned hillside lands, while preserving natural and aesthetic features.

POLICY LU-12.1: LAND USE REGULATIONS

Establish and maintain building and development standards for hillsides that ensure hillside protection.

STRATEGIES:

LU-12.1.1: Ordinance and Development Review.
Through building regulations and development review, limit development on ridgelines, hazardous geological areas and steep slopes. Control colors and materials and minimize the illumination of outdoor lighting. Reduce visible building mass with measures including, stepping structures down the hillside, following natural contours, and limiting the height and mass of the wall plane facing the valley floor.

LU-12.1.2: Slope-Density Formula.
Apply a slope-density formula to very low intensity residential development in the hillsides. Density shall be calculated based on the foothill modified, foothill modified ½ acre and the 5-20 acre slope density formula. Actual lot sizes and development areas will be determined through zoning ordinances, clustering and identification of significant natural features and geological constraints.

LU-12.1.3: 1976 General Plan-Previously Designated Very Low Density: Semi-Rural 5-Acre.
Properties previously designated Very Low-Density Residential: Semi-Rural 5-acre per the 1976 General Plan may be subdivided utilizing that formula. Properties that have already been since subdivided in conformance with the above designation have no further subdivision potential for residential purposes.

LU-12.1.4: Existing lots in Foothill Modified and Foothill Modified 1/2–Acre Slope Density Designations.
Require discretionary review with a hillside exception for hillside or R1 properties if development is proposed on substandard parcels on slopes per the R1 and RHS zoning.

POLICY LU-12.2: CLUSTERING SUBDIVISIONS

Cluster lots in major subdivisions and encourage clustering in minor subdivisions, for projects in the 5-20-acre slope density designation. Reserve 90 percent of the land in private open space to protect the unique characteristics of the hillsides from adverse environmental impacts. Keep the open space areas contiguous as much as possible.

POLICY LU-12.3: RURAL IMPROVEMENT STANDARDS IN HILLSIDE AREAS

Require rural improvement standards in hillside areas to preserve the rural character of the hillsides. Improvement standards should balance the need to furnish adequate utility and emergency services against the need to protect the hillside, vegetation and animals.

STRATEGIES:

LU-12.3.1: Grading.
Follow natural land contours and avoid mass of grading of sites during construction, especially in flood hazard or geologically sensitive areas. Grading hillside sites into large, flat areas shall be avoided.

LU-12.3.2: Roads.
Roads should be narrowed to avoid harming trees and streambeds.

LU-12.3.3: Trees.
Retain significant specimen trees, especially when they grow in groves or clusters and integrate them into the developed site.

POLICY LU-12.4: HILLSIDE VIEWS

The Montebello foothills at the south and west boundary of the valley floor provide a scenic backdrop, adding to the City's scale and variety. While it is not possible to guarantee an unobstructed view of the hills from every vantage point, an attempt should be made to preserve views of the foothills.

STRATEGIES:

LU-12.4.1: Views from Public Facilities.
Design public facilities, particularly open spaces, so they include views of the foothills or other nearby natural features, and plan hillside developments to minimize visual and other impacts on adjacent public open space.

LU-12.4.2: Developments near Public Space.
Located private driveways and building sites as far as possible from property boundaries adjoining public open space preserves and parks to enhance the natural open space character and protect plant and animal habitat.

POLICY LU-12.5: DEVELOPMENT IN THE COUNTY JURISDICTION

Development in the County, particularly if located near Cupertino's hillsides and urban fringe area, should consider the goals and policies in Community Vision 2040.

STRATEGY:

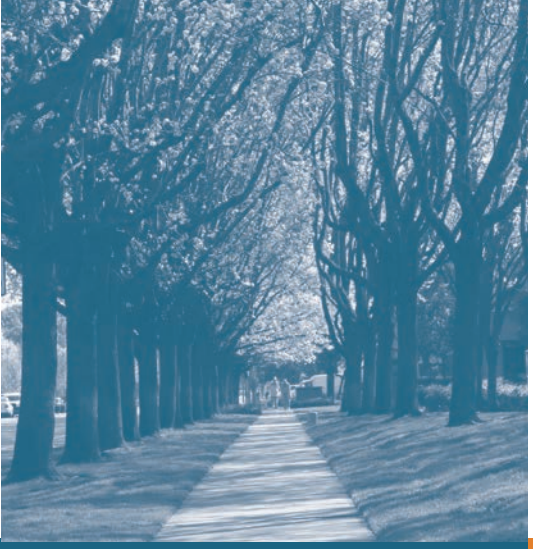
LU-12.5.1: County Development.
Development in these areas should be compatible with Cupertino's hillside policies of low-intensity residential, agricultural or open space uses. Preservation of the natural environment, clustering sites to minimize impact and dedication of open space are encouraged. Visual impacts, access, traffic and other impacts, and service demands should be assessed in consultation with Cupertino's goals and policies.

PLANNING AREA GOALS AND POLICIES

As outlined in the Planning Areas chapter, Community Vision 2040 organizes the city into 21 distinct Planning Areas, divided into two categories: (1) Special Areas that are expected to transition over the life of the General Plan and (2) Neighborhoods where future changes are expected to be minimal. The following goals, policies and strategies are specific to the Planning Areas and provide guidance for future change in accordance with the community vision. **Figure LU-2** shows maximum heights and residential densities allowed in each Special Area.

SPECIAL AREAS

Special Areas are located along major mixed-use corridors and nodes that have access to a variety of different forms of transportation. Future growth in Cupertino will be focused in these areas to manage growth while minimizing traffic, greenhouse gas and health impacts on the community. The discussion for each Special Area outlines goals, policies and strategies related to land use, building form, streetscape, connectivity, open space, landscaping, and the urban/rural ecosystem in order to help implement the community vision for these areas.



GOAL LU-13

Ensure a cohesive, landscaped boulevard that supports all modes of transportation, links its distinct and active commercial and mixed-use sub-areas and notes, and creates a high-quality, distinct community image and a vibrant heart for Cupertino

HEART OF THE CITY SPECIAL AREA

The Heart of the City will remain the core commercial corridor in Cupertino, with a series of commercial and mixed-use centers and a focus on creating a walkable, bikeable boulevard that can support transit. General goals, policies and strategies will apply throughout the entire area; while more specific goals, policies and strategies for each subarea are designed to address their individual settings and characteristics.

POLICY LU-13.1: HEART OF THE CITY SPECIFIC PLAN

The Heart of the City Specific Plan provides design standards and guidelines for this area, which promote a cohesive, landscaped boulevard that links its distinct sub-areas and is accessible to all modes of transportation.

POLICY LU-13.2: REDEVELOPMENT

Encourage older properties along the boulevard to be redeveloped and enhanced. Allow more intense development only in nodes and gateways as indicated in the Community Form Diagram (**Figure LU-2**).

POLICY LU-13.3: PARCEL ASSEMBLY
Encourage the assembly of parcels to foster new development projects that can provide high-quality development with adequate buffers for neighborhoods.

POLICY LU-13.4: NEIGHBORHOOD CENTERS AND ACTIVITY AREAS
A majority of the commercial development allocation should be devoted to rehabilitating neighborhood centers and major activity centers with a focus on creating pedestrian-oriented, walkable and bikeable areas with inviting community gathering places. Land uses between the activity centers should help focus and support activity in the centers. Neighborhood centers should be retrofitted and redeveloped using the "neighborhood commercial centers" concept discussed earlier in this Element.

POLICY LU-13.5: LAND USE
The Heart of the City area allows a mix of retail, commercial, office and residential uses. Specific uses are provided in the Heart of the City Specific Plan. See **Figure LU-2** for residential densities and criteria.

POLICY LU-13.6: BUILDING FORM
Buildings should be high-quality, with pedestrian-oriented and active uses along the street.

POLICY LU-13.7: STREETSCAPE AND CONNECTIVITY
Create a walkable and bikeable boulevard with active uses and a distinct image for each subarea.

STRATEGIES:

LU-13.7.1: Streetscape.
Provide active uses along the street frontage, bike lanes, sidewalks that support pedestrian-oriented activity, improved pedestrian crossings at street intersections, and attractive transit facilities (e.g., bus stops, benches, etc.).

LU-13.7.2: Street trees and Landscaping.
Create a cohesive visual image with street tree plantings along the corridor, but with distinct tree types for each sub-area to support its distinct character and function.

LU-13.7.3: Connectivity.
Properties within a block should be inter-connected with shared access drives. Provide pedestrian paths to enhance public access to and through the development. New development, particularly on corner lots, should provide pedestrian and bicycle improvements along side streets to enhance connections to surrounding neighborhoods.

LU-13.7.4: Traffic Calming.
Evaluate options on Stevens Creek Boulevard to improve the pedestrian environment by proactively managing speed limits, enforcement, and traffic signal synchronization.

LU-13.7.5: Neighborhood Buffers.
Consider buffers such as setbacks, landscaping and/or building transitions to buffer abutting single-family residential areas from visual and noise impacts.

GOAL LU-14

Create a public and civic gateway supported by mixed-commercial and residential uses

WEST STEVENS CREEK BOULEVARD SUBAREA

POLICY LU-14.1: LAND USE
Primary land uses include quasi-public/public facilities, with supporting mixed commercial/residential uses.

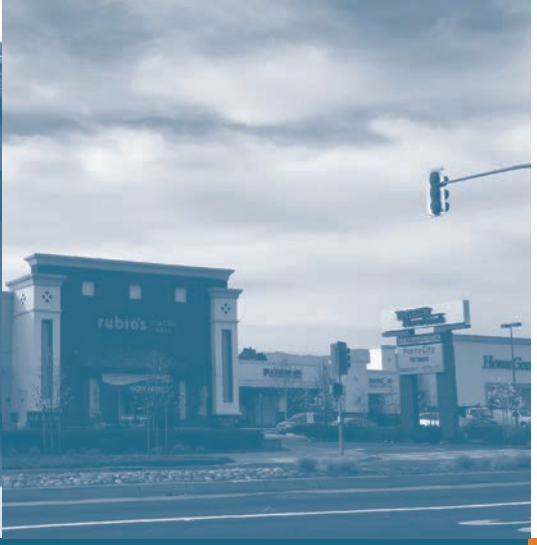
POLICY LU-14.2: STREETSCAPE
Street tree planting that supports an active, pedestrian-oriented environment. Street tree planting should provide a connection with the adjacent foothills with trees such as oaks.

POLICY LU-14.3: GATEWAY CONCEPT
Buildings should be high-quality in keeping with the gateway character of the area. Projects should provide or contribute towards gateway signs and landscaping.

POLICY LU-14.4: DE ANZA COLLEGE NODE
Buildings should be designed to fit into the surroundings with pedestrian-orientation. Externalizing activities by providing cafeterias, bookstores and plazas along the street and near corners is encouraged.

POLICY LU-14.5: OAKS GATEWAY NODE
This is a gateway retail and shopping node. New residential, if allowed, should be designed on the "mixed-use village" concept discussed earlier in this Element.

POLICY LU-14.6: COMMUNITY RECREATION NODE
Contribute to the high-quality streetscape with trees, sidewalks, building and site design, and active uses such as main entries, lobbies or similar features along the street to reinforce pedestrian orientation.



GOAL LU-15

Create an active, pedestrian-oriented shopping district with vibrant retail uses and entries along the street, outdoor dining and plazas or public gathering spaces

CROSSROADS SUBAREA

POLICY LU-15.1: CROSSROADS STREETSCAPE PLAN

Create a streetscape plan for the Crossroads Subarea that provides design standards and guidelines for an attractive, walkable, vibrant shopping village, where commercial and roadway design encourage pedestrian activity. The plan will include the following elements:

1. Land use plan specifying the type, intensity and arrangement of land uses to promote pedestrian and business activity.
2. Streetscape plan that provides for an attractive pedestrian streetscape.
3. Design guidelines that foster pedestrian activity and a sense of place.

STRATEGIES:

LU-15.1.1: Uses.
Include in this subarea primary uses such as retail, office and commercial. Ground floor uses shall have active retail uses with storefronts. Commercial office and office uses may be allowed on upper levels. In the case of deep lots, buildings along the street should provide retail and buildings in the back may be developed with allowed uses. See **Figure LU-2** for residential densities and criteria.

LU-15.1.2: Streetscape.
Primary ground-floor entrances shall face the street. The streetscape shall consist of wide pedestrians sidewalks with inviting street furniture, street trees, pedestrian-scaled lighting with banners, small plazas, art/water features, pedestrian crosswalks

with special paving, and other elements identified in the Crossroads Streetscape Plan.

LU-15.1.3: Building Form.
Buildings should be moderately-scaled with high-quality, pedestrian-oriented scaled, active uses along the street.

LU-15.1.4: Shared Parking.
Require shared parking and access arrangements throughout the area, with overall parking standards reflecting the shared parking.

LU-15.1.5: De Anza Boulevard/Stevens Creek Boulevard Landmark.
Secure permanent landscape easements as a condition of development from properties at the intersection of De Anza and Stevens Creek Boulevards for construction of a future landmark. The landmark may include open space, landscaping and other design elements at the corners. Land at the southeast corner will remain a publicly accessible park

.

GOAL LU-16

Maintain a mixed-use and civic district that will enhance community identity and activity, and support the crossroads subarea

CITY CENTER SUBAREA

POLICY LU-16.1: CITY CENTER NODE

Establish the City Center Node as a moderately-scaled, medium-density mixed-use office, hotel, retail and residential area, with an integrated network of streets and open space.

STRATEGIES:

LU-16.1.1: Uses.
A mix of uses including, office, hotel, retail, residential and civic uses. The ground floor of buildings along the street should be activated with pedestrian-oriented, active uses including retail, restaurants, and entries. See **Figure LU-2** for residential densities and criteria.

LU-16.1.2: Connectivity.
New development should improve the connectivity within the block and with surrounding streets, including connections to the Crossroads Subarea.

LU-16.1.3: Building Form.
Buildings should be moderately-scaled to transition from existing taller buildings to the scale of the surrounding area. Taller buildings should provide appropriate transitions to fit into the surrounding area.

LU-16.1.4: Gateway Concept.
Buildings should be designed with high-quality architecture and landscaping befitting the gateway character of the site.

LU-16.1.5: Open Space.
A publicly-accessible park shall be retained at the southeast corner of Stevens Creek and De Anza Boulevard and shall include public art, seating areas and plazas for retail and restaurant uses along the ground floor of adjacent buildings.

POLICY LU-16.2: CIVIC CENTER NODE

Create a civic heart for Cupertino that enables community building by providing community facilities, meeting and gathering spaces, public art, and space for recreation and community events.

GOAL LU-17

Retain and enhance as a walkable, bikeable, commercial mixed-use boulevard with neighborhood centers, office and limited residential uses

CENTRAL STEVENS CREEK BOULEVARD SUBAREA

POLICY LU-17.1: LAND USE

Allow a mix of uses including commercial, retail, commercial office and limited residential uses. The ground floor of buildings along the street should be activated with pedestrian-oriented, active uses including retail, restaurants, entries, etc. Neighborhood centers shall be remodeled or redeveloped using the "neighborhood commercial centers" concept described earlier in this Element. See **Figure LU-2** for residential densities and criteria.

GOAL LU-18

Create a walkable, bikeable mixed-use boulevard with pedestrian-oriented regional and neighborhood commercial, retail, hotel and office uses

EAST STEVENS CREEK BOULEVARD SUBAREA

POLICY LU-18.1: LAND USE

Allow regional commercial with retail, commercial, office and hotels as the primary uses, with residential mixed-use as a supporting use. Retail, restaurant and other actives uses are highly encouraged on the ground floor facing the street. In case of office complexes, active uses such as entries, lobbies or plazas should be provided on the ground floor along the street. Neighborhood centers shall be remodeled or redeveloped using the "neighborhood commercial centers" concept described earlier in this Element. See **Figure LU-2** for residential densities and criteria.

POLICY LU-18.2 SOUTH VALLCO

Retain and enhance the South Vallco area as a mixed-use retail, office and residential district with a pedestrian-oriented, downtown atmosphere.

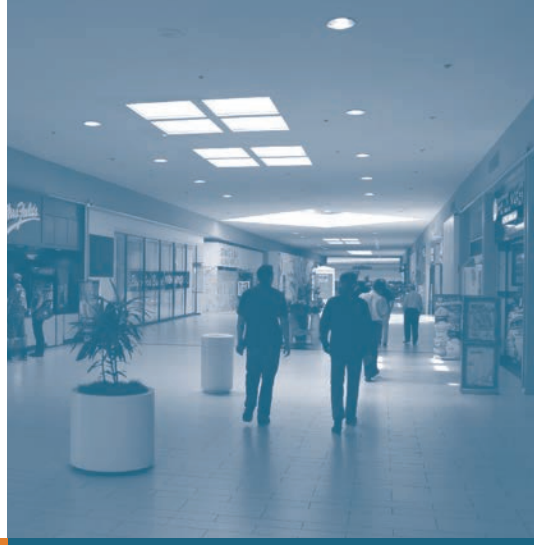
STRATEGIES:

LU-18.2.1: Uses.

Encourage a mix of retail, commercial, office, residential and hotel uses. Provide active retail uses on the ground floor facing the street or outdoor pedestrian corridor with connections to adjacent development. Office sites to the north of Vallco Parkway are encouraged to provide retail uses. However, if retail is not provided, office sites should provide entries and active uses along the street frontage.

LU-18.2.2: Vallco Parkway.

Vallco Parkway is envisioned as a parkway with bike lanes, wide sidewalks, street-trees and on-street parking. The street will connect to a future street grid in the Vallco Shopping District.



GOAL LU-19

Create a distinct and memorable mixed-use "town center" that is a regional destination and a focal point for the community

VALLCO SHOPPING DISTRICT SPECIAL AREA

The City envisions a complete redevelopment of the existing Vallco Fashion Mall into a vibrant mixed-use "town center" that is a focal point for regional visitors and the community. This new Vallco Shopping District will become a destination for shopping, dining and entertainment in the Santa Clara Valley.

POLICY LU-19.1: SPECIFIC PLAN

Create a Vallco Shopping District Specific Plan prior to any development on the site that lays out the land uses, design standards and guidelines, and infrastructure improvements required. The Specific Plan will be based on the following strategies:

STRATEGIES:

LU-19.1.1: Master Developer.
Redevelopment will require a master developer in order remove the obstacles to the development of a cohesive district with the highest levels of urban design.

LU-19.1.2: Parcel Assembly.
Parcel assembly and a plan for complete redevelopment of the site is required prior to adding residential and office uses. Parcelization is highly discouraged in order to preserve the site for redevelopment in the future.

LU-19.1.3: Complete Redevelopment.
The "town center" plan should be based on complete redevelopment of the site in order to ensure that the site can be planned to carry out the community vision.

LU-19.1.4: Land Use.
The following uses are allowed on the site (see **Figure LU-2** for residential densities and criteria):

1. Retail: High-performing retail, restaurant and entertainment uses. Maintain a minimum of 600,000 square feet of retail that provide a good source of sales tax for the City. Entertainment uses may be included but shall consist of no more than 30 percent of retail uses.
2. Hotel: Encourage a business class hotel with conference center and active uses including main entrances, lobbies, retail and restaurants on the ground floor.
3. Residential: Allow residential on upper floors with retail and active uses on the ground floor. Encourage a mix of units for young professionals, couples and/or active seniors who like to live in an active "town center" environment.
4. Office: Encourage high-quality office space arranged in a pedestrian-oriented street grid with active uses on the ground floor, publicly-accessible streets and plazas/green space.

LU-19.1.5: "Town Center" Layout.
Create streets and blocks laid out using "transect planning" (appropriate street and building types for each area), which includes a discernible center and edges, public space at center, high quality public realm, and land uses appropriate to the street and building typology.

LU-19.1.6: Connectivity.
Provide a newly configured complete street grid hierarchy of streets, boulevards and alleys that is pedestrian-oriented, connects to existing streets, and creates walkable urban blocks for buildings and open space. It should also incorporate transit facilities, provide connections to other transit nodes and coordinate with the potential expansion of Wolfe Road bridge over Interstate 280 to continue the walkable, bikeable boulevard concept along Wolfe Road. The project should also contribute towards a study and improvements to a potential Interstate 280 trail along the drainage channel south of the freeway and provide pedestrian and bicycle connections from the project sites to the trail.

LU-19.1.7: Existing Streets.
Improve Stevens Creek Boulevard and Wolfe Road to become more bike and pedestrian-friendly with bike lanes, wide sidewalks, street trees, improved pedestrian intersections to accommodate the connections to Rosebowl and Main Street.

LU-19.1.8: Open Space.
Open space in the form of a central town square on the west and east sides of the district interspersed with plazas and "greens" that create community gathering spaces, locations for public art, and event space for community events.

LU-19.1.9: Building Form.
Buildings should have high-quality architecture, and an emphasis on aesthetics, human scale, and create a sense of place. Taller buildings should provide appropriate transitions to fit into the surrounding area.

LU-19.1.10: Gateway Character.
High-quality buildings with architecture and materials befitting the gateway character of the site. The project should provide gateway signage and treatment.

LU-19.1.11: Phasing Plan.
A phasing plan that lays out the timing of infrastructure, open space and land use improvements that ensures that elements desired by the community are included in early phases.

LU-19.1.12: Parking.
Parking in surface lots shall be located to the side or rear of buildings. Underground parking beneath buildings is preferred. Above grade structures shall not be located along major street frontages. In cases, where above-grade structures are allowed along internal street frontages, they shall be lined with retail, entries and active uses on the ground floor. All parking structures should be designed to be architecturally compatible with a high-quality "town center" environment.

LU-19.1.13: Trees.
Retain trees along the Interstate 280, Wolfe Road and Stevens Creek Boulevard to the extent feasible, when new development are proposed.

LU-19.1.14: Neighborhood Buffers.
Consider buffers such as setbacks, landscaping and/or building transitions to buffer abutting single-family residential areas from visual and noise impacts.

GOAL LU-20

Support a sustainable campus environment that is served by a mix of pedestrian-oriented retail and commercial uses in a walkable and bikeable environment

NORTH VALLCO PARK SPECIAL AREA

The North Vallco Park Special Area is envisioned to become a sustainable, office and campus environment surrounded by a mix of connected, high-quality, pedestrian-oriented retail, hotels and residential uses. Taller buildings could be built at gateway nodes close to Interstate 280.

POLICY LU-20.1: LAND USE

This area is a major employment node with office, and research and development uses. Retail and hotel uses are allowed on the west side of Wolfe Road. Redevelopment of the retail site at the corner of Wolfe and Homestead Roads should be based on the "neighborhood commercial centers" concept described earlier in this Element. Retail uses are not required on the Hamptons site. See **Figure LU-2** for residential densities and criteria.

POLICY LU-20.2: STREETSCAPE AND CONNECTIVITY

Future roadway improvements on Wolfe Road, Homestead Road and Tantau Avenue should be coordinated with planned improvements to improve pedestrian, bike and transit connections. Streetscape improvements will enhance the pedestrian environment with street trees, attractive bus shelters and street furniture. The campus site should provide an attractive landscaped edge along the street. Future improvements to the Wolfe Road bridge should be coordinated to preserve the vision for this area.

POLICY LU-20.3: BUILDING FORM
Buildings in the retail and hotel area should provide active, pedestrian-oriented uses along the street. Buildings should transition to fit the scale of the surrounding area. Taller buildings should provide appropriate transitions to fit into the surrounding area. In addition to the height limits established in the Community Form Diagram, buildings abutting the campus shall incorporate appropriate setbacks, landscaped buffering, and building height transitions to minimize privacy and security impacts.

POLICY LU-20.4: PEDESTRIAN AND BICYCLE CONNECTIONS
Pedestrian-oriented retail and hotel development will support a diverse population of workers and residents in the area. Trail routes, and alternate trail routes to address security and privacy concerns of major employers, shall be developed to provide pedestrian and bicycle connections to other destinations.

POLICY LU-20.5: GATEWAY CONCEPT
Building and landscape design should be of high quality and reflect the fact that this area is a gateway into Cupertino from Interstate 280 and points north. The project should provide gateway signage and treatment.

POLICY LU-20.6: NEIGHBORHOOD BUFFERS
Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

GOAL LU-21

Maintain an employment node served by a mix of pedestrian-oriented retail, commercial and hotel uses in a walkable and bikeable environment

NORTH DE ANZA SPECIAL AREA

The North De Anza Special Area is expected to remain an employment node. Its designation as a Priority Development Area (PDA) and the availability of restaurants and services in the Heart of the City Special Area opens opportunities to locate higher density office uses along the corridor with connections to Stevens Creek Boulevard in a pedestrian and bicycle-oriented format. The streets in this area are envisioned to work as a walkable, bikeable grid that enhance connections for school children and residents from the Garden Gate neighborhood to Lawson Middle School and other services on the east side.

POLICY LU-21.1: CONCEPTUAL PLAN

Amend the North De Anza Conceptual Plan to create a cohesive set of land use and streetscape regulations and guidelines for the North De Anza area.

POLICY LU-21.2: LAND USE

Primarily office, and research and development uses supplemented with limited commercial and residential uses. See **Figure LU-2** for residential densities and criteria.

POLICY LU-21.3: STREETSCAPE AND CONNECTIVITY

North De Anza is envisioned as a walkable, bikeable boulevard with wide sidewalks with street trees and roadway improvements for bike lanes and pedestrian crossings. Pedestrian and bike improvements and enhanced pedestrian crossings are also envisioned along other streets in this area to create an interconnected grid. Such improvements will also improve school routes from the Garden Gate neighborhood to Lawson school to the east and provide access to transit routes.

POLICY LU-21.4: BUILDING DESIGN
Locate buildings along the street with parking areas to the rear. Break up massing of large office buildings along the street with pedestrian scaled elements and locate building entries and active uses along the street frontage to improve the pedestrian character of the area. Mixed-use buildings should include entries, active uses and gathering spaces along the street.

POLICY LU-21.5: GATEWAY CONCEPT
Building and landscape design should be of high quality and reflect the fact that this area is a gateway into Cupertino from Interstate 280 and points north.

POLICY LU-21.6: NEIGHBORHOOD BUFFER
Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

GOAL LU-22

Maintain a commercial boulevard with neighborhood centers, commercial office and residential uses that provide services and gathering spaces for the community in a walkable and bikeable environment

SOUTH DE ANZA SPECIAL AREA

The South De Anza Special Area will remain a predominantly general commercial area with supporting existing mixed residential uses with neighborhood centers providing services to neighborhoods and nodes. The policies in this area are intended to encourage parcel assembly to resolve the fragmented and narrow lot pattern, promote active retail and service uses, bike and pedestrian friendly improvements, and connectivity to adjacent neighborhoods.

POLICY LU-22.1: CONCEPTUAL PLAN
Maintain and implement the existing South De Anza and Sunnyvale-Saratoga Conceptual Plans

POLICY LU-22.2: LAND USE
General commercial and retail uses with limited commercial office, office and residential uses. Neighborhood centers should be redeveloped in the "neighborhood commercial centers" concept discussed earlier in this Element. See **Figure LU-2** for residential densities and criteria.

POLICY LU-22.3: PARCEL ASSEMBLY
Highly encourage assembly of parcels to resolve the fragmented and narrow lot pattern and encourage high-quality development with adequate buffers for neighborhoods.

POLICY LU-22.4: STREETSCAPE AND CONNECTIVITY
South De Anza is envisioned as a walkable, bikeable boulevard with sidewalks, street trees and roadway improvements for bike lanes and pedestrian crossings. Side streets

are also envisioned with pedestrian and bicycle improvements to ensure walkable connections from adjacent neighborhoods.

POLICY LU-22.5: SHARED ACCESS
Since South De Anza is a heavily traveled route, properties in the same block should be connected with auto and pedestrian access through shared access easements to reduce impacts on the corridor.

POLICY LU-22.6: BUILDING DESIGN
Locate buildings and commercial pads along the street with parking areas to the side and rear. Provide pedestrian-scaled elements and active uses including retail, restaurants, and entries along the street. Outdoor plaza and activity areas can be located along the street with sidewalk and street trees to buffer them from through traffic.

POLICY LU-22.7: GATEWAY CONCEPT
Building and landscape design should be of high quality and reflect the fact that this area has gateways from Highway 85 and at the southern and eastern borders of Cupertino.

POLICY LU-22.8: NEIGHBORHOOD BUFFER
Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

GOAL LU-23

Retain a commercial and residential boulevard that forms a gateway into Cupertino with neighborhood centers, commercial office and residential uses that provide services and gathering spaces for the community in a walkable and bikeable environment

HOMESTEAD SPECIAL AREA

The Homestead Special Area will continue to be a predominantly mixed-use retail commercial area with residential uses and neighborhood centers providing services to local residents. Bike and pedestrian improvements to the roadways in this area will provide better connections for residents and workers to access services. Tree-lined streets and sidewalks will provide an inviting environment and will link existing and new uses.

POLICY LU-23.1: CONCEPTUAL PLAN
Create a conceptual plan for the Homestead Road Special Area with a cohesive set of land use and streetscape regulations and guidelines.

POLICY LU-23.2: LAND USE
Primarily retail, commercial and residential uses, with some limited quasi-public use. Redevelopment of neighborhood centers should be based on the "neighborhood center" concept discussed earlier in this element. See **Figure LU-2** for residential densities and criteria.

POLICY LU-23.3: CONNECTIVITY
Homestead Road is envisioned to become a boulevard with bike and pedestrian improvements and new bicycle and pedestrian crossings at De Anza Boulevard, Blaney Avenue, Wolfe Road, and Tantau Avenue. This will provide better access for people moving east/west through the city north of Interstate 280, linking neighborhoods in the western part of the city with Homestead High School, Homestead Square Shopping Center and Apple Campus 2 to the east.

POLICY LU-23.4: BUILDING DESIGN
Buildings will be located closer to the street with parking mostly to the side and rear. In the case of larger sites, large buildings may be placed behind parking; however a substantial portion of the front of the site should be lined with active uses such as retail/restaurant pads, and plazas. Buildings should include pedestrian-oriented elements with entries, retail, lobbies, and active uses along the street. Parking areas along the street will be screened with street trees. Residential buildings will provide stoops and porches along the street and side streets. Taller buildings should provide appropriate transitions to fit into the surrounding area.

POLICY LU-23.5: GATEWAY CONCEPT
Building and landscape design should be of high quality and reflect the fact that this area is a gateway into the northern part of Cupertino.

POLICY LU-23.6: NEIGHBORHOOD BUFFER
Provide building transitions, setbacks and/or landscaping to buffer development from adjoining single-family residential uses.

GOAL LU-24

Maintain an employment area with light-industrial, and research and development uses in walkable and bikeable environment that connects to surrounding nodes and services

BUBB ROAD SPECIAL AREA

The Bubb Road Special Area is envisioned to become a tree-lined avenue that is bike and pedestrian friendly with an improved public and internal street grid, since it is a well-traveled route by school children from the northern and eastern sections of the city to the tri-school area to the south, and increased foot traffic from workers in the area.

POLICY LU-24.1: LAND USE

Allowed uses in the Bubb Road Special Area will consist of those described in the ML-RC ordinance with limited commercial and residential uses.

POLICY LU-24.2: STREETSCAPE AND CONNECTIVITY

Bubb Road is envisioned as a walkable, bikeable corridor with sidewalks, street trees and roadway improvements for bike lanes and pedestrian crossings. Pedestrian and bike improvements and enhanced pedestrian crossings are also envisioned along other streets in this area to create an interconnected grid. Such improvements will also improve routes from the northern and eastern neighborhood to the tri-school area, parks and services and reduce impacts caused by to school and employment traffic.

POLICY LU-24.3: BUILDING AND SITE DESIGN

Locate buildings along the street with parking areas to the rear. Break up massing of large office buildings along the street with pedestrian-scaled elements and locate building entries and active uses along the street frontage to improve the pedestrian character of the area.

POLICY LU-24.4: COMPATIBILITY OF USE

The compatibility of non-industrial uses with industrial uses must be considered when reviewing new development.

POLICY LU-24.5: NEIGHBORHOOD BUFFERS

New industrial uses should provide building transitions, setbacks and landscaping to provide a buffer for adjoining low-intensity residential uses.

GOAL LU-25

Retain and enhance Monta Vista Village's small town character as a pedestrian-oriented, small scale, mixed-use residential, neighborhood commercial and industrial area

MONTA VISTA VILLAGE

The Monta Vista Village Special Area is envisioned to be retained as a small town, pedestrian-oriented mixed-use area within Cupertino. As incremental change occurs, the City will identify opportunities to enhance the areas uses that are consistent with the small town character.

POLICY LU-25.1: CONCEPTUAL PLAN

Continue to govern Monta Vista's commercial area through the Monta Vista Design Guidelines. The guidelines provide direction for architecture, landscaping and public improvements. Create a Monta Vista Village Conceptual Plan to with a cohesive set of updated regulations and guidelines for this area.

POLICY LU-25.2: LAND USE

Encourage the commercial district to serve as a neighborhood commercial center for Monta Vista Village and its adjoining neighborhoods. Mixed-use with residential is encouraged. The industrial area should be retained to provide small-scale light industrial and service industrial opportunities, while remaining compatible with the surrounding residential and commercial uses. See **Figure LU-2** for residential densities and criteria.

POLICY LU-25.3: BUILDING AND SITE DESIGN

Encourage buildings to be designed in a way that promotes the small-scale, older and mixed-use character of the area. Buildings should be located along the street with pedestrian-scale architecture and retail and active uses on the ground floor. Parking should be located to the rear.

STRATEGIES:

LU-25.3.1: Storefront appearance.
Commercial and office buildings shall include a storefront appearance to the public street, and shall not be separated from the public sidewalk by extensive landscaping or changes in elevation. Office buildings shall be designed to accommodate future entrances from the sidewalk for future retail uses.

LU-25.3.2: Parking.
Commercial properties or commercial portions of properties may rely on public parking on Pasadena and Imperial Avenues to meet their off-site parking needs within the area bounded by Granada Avenue, Stevens Creek Boulevard, Orange Avenue and the Union Pacific right-of-way (see diagram to the right).

POLICY LU-25.4: STREET DESIGN AND CONNECTIVITY

Maintain Monta Vista Village as a walkable, bikeable mixed-use neighborhood with sidewalks, street trees and roadway improvements for bike lanes and sidewalks with routes to the tri-school area. Automobile, pedestrian and bicycle improvements are envisioned along other streets in this area to create an interconnected grid and with new development to remove street blockages and promote a network of streets. On-street parking is encouraged. Roadway and sidewalk improvements will also improve school routes from the northern neighborhoods to the tri-school area.

STRATEGIES:

LU-25.4.1: Interconnected access.
Individual properties shall have interconnected pedestrian and vehicle access and shared parking.

LU-25.4.2. Residential streets.
Residential street improvements may have a semi-rural appearance based on the Municipal Code requirements. Safe routes to school streets, or any others designated by the City Council shall be required to have sidewalks and street trees.

GOAL LU-26

Retain commercial areas adjacent to neighborhoods and retrofit or encourage redevelopment as neighborhood centers in a pedestrian-oriented and bike-friendly environment

OTHER NON-RESIDENTIAL/MIXED-USE SPECIAL AREAS

In addition to the major mixed-use corridors described above, other Non-Residential/Mixed-Use Areas are located throughout the city. These include the following: west side of Stevens Canyon Road across from McClellan Road; intersection of Foothill Boulevard and Stevens Creek Boulevard; Homestead Road near Foothill Boulevard; northwest corner of Bollinger Road and Blaney Avenue; and all other non-residential properties not referenced in an identified Special Area.

POLICY LU-26.1: LAND USE

Retrofit or redevelop neighborhood centers using the "neighborhood commercial centers" concept discussed earlier in this Element. Areas that are not designated as "neighborhood centers" are encouraged to provide commercial uses with active uses such as entries, lobbies, seating areas or retail along the street. See **Figure LU-2** for residential densities and criteria.

POLICY LU-26.2: BUILDING AND SITE DESIGN

Encourage buildings to be designed in a pedestrian-oriented format. Buildings should be located along the street with pedestrian-scale architecture and retail and active uses on the ground floor. Parking should be located to the sides or rear. Buildings may be one to two stories in height. In some instances where taller heights are allowed, buildings may be three stories in height.

POLICY LU-26.3: STREET DESIGN AND CONNECTIVITY

Create neighborhood centers that are walkable, bikeable areas with sidewalks, street trees and roadway improvements for bike lanes and sidewalks to provide connections to the neighborhoods that they serve.

POLICY LU-26.4: NEIGHBORHOOD BUFFERS

Encourage projects to include building transitions, setbacks and landscaping to provide a buffer for adjoining low-intensity residential uses.

GOAL LU-27

Preserve neighborhood character and enhance connectivity to nearby services to create complete neighborhoods

NEIGHBORHOODS

The City has many neighborhoods, each with its own distinctive character and setting. These neighborhoods play a vital role in supporting Cupertino's great quality of life. Neighborhood goals and policies help preserve and enhance the quality of life by protecting neighborhood character and improving walking and biking connections to parks, schools and services. Neighborhoods typically offer a variety of housing choices to meet a spectrum of community needs. The following general goal, policies and strategies apply to all neighborhoods in the city.

POLICY LU-27.1: COMPATIBILITY

Ensure that new development within and adjacent to residential neighborhoods is compatible with neighborhood character.

STRATEGIES:

LU-27.1.1: Regulations.
Maintain and update design regulations and guidelines for single-family development that address neighborhood compatibility and visual and privacy impacts.

LU-27.1.2: Neighborhood Guidelines.
Identify neighborhoods that have a unique architectural style, historical background or location and develop plans that preserve and enhance their character. Support and budget for special zoning or design guidelines (e.g., the Fairgrove Eichler neighborhood) and single-story overlay zones in neighborhoods, where there is strong neighborhood support.

LU-27.1.3: Flexibility.
When neighborhoods are in transition, add flexibility for requirements for new development that acknowledge the transition while continuing to respect the existing neighborhood.

LU-27.1.4: Late Night Uses.
Discourage late-evening entertainment activities such as night-clubs in commercial areas where parcels are especially narrow, abut single-family residential development, and cannot adequately provide visual and noise buffers.

POLICY LU-27.2: RELATIONSHIP TO THE STREET

Ensure that new development in and adjacent to neighborhoods improve the walkability of neighborhoods by providing inviting entries, stoops and porches along the street frontage, compatible building design and reducing visual impacts of garages.

POLICIES LU-27.3: ENTRIES

Define neighborhood entries through architecture, or landscaping appropriate to the character of the neighborhood. Gates are discouraged because they isolate developments from the community.

POLICY LU-27.4: CONNECTIONS

Support pedestrian and bicycling improvements that improve access with neighborhoods to parks, schools and local retail, and between neighborhoods. Support traffic calming measures rather than blocking the street to reduce traffic impacts on neighborhoods.

POLICY LU-27.5: STREETS

Determine appropriate street widths, bike lane, sidewalk and streetlight design to define the unique character of neighborhoods, where appropriate.

POLICY LU-27.6: MULTI-FAMILY RESIDENTIAL DESIGN

Maintain an attractive, livable environment for multi-family dwellings.

STRATEGIES:

LU-27.6.1: Provision of Outdoor Areas.
Provide outdoor areas, both passive and active, and generous landscaping to enhance the surroundings for multi-family residents. Allow public access to the common outdoor areas whenever possible

LU-27.6.2: Ordinance Updates.
Update the Planned Development (residential) and R-3 ordinances to achieve the policies and strategies applicable to multi-family development in neighborhoods.

POLICY LU-27.7: COMPATIBILITY OF LOTS

Ensure that zoning, subdivision and lot-line adjustment requests related to lot size or lot design consider the need to preserve neighborhood lot patterns.

STRATEGIES:

LU-27.7.1: Lot Size.
Ensure that subdivision and lot-line adjustment requests respect the neighborhood lot size patterns. Consider revisions to lot size requirements if the neighborhood lot pattern is different from the zoning requirements.

LU-27.7.2: Flag Lots.
Allow flag lots only in cases where they are the sole alternative to integrate subdivisions with the surrounding neighborhood.

POLICY LU-27.8: PROTECTION

Protect residential neighborhoods from noise, traffic, light, glare, odors and visually intrusive effects from more intense development with landscape buffers, site and building design, setbacks and other appropriate measures.

POLICY LU-27.9: AMENITIES AND SERVICES

Improve equitable distribution of community amenities such as parks and access to shopping within walking and bicycling distance of neighborhoods.

GOAL LU-28

Retain Inspiration Heights as a low-intensity residential area in a natural, hillside setting

INSPIRATION HEIGHTS NEIGHBORHOOD

The Inspiration Heights neighborhood will continue to be a low-intensity and hillside residential area. Future development should consider preservation of hillsides, riparian corridors, and plant and animal wildlife habitat through sensitive site and building design. This area has developments that were annexed from the county. Legal, non-conforming uses and buildings in such areas are granted additional flexibility.

POLICY LU-28.1: CONNECTIVITY

Improve bicycle and pedestrian environment along Foothill Boulevard and Stevens Canyon Road to improve neighborhood connectivity to services as well for hikers and bikers accessing natural open space areas in the vicinity.

POLICY LU-28.2: MERRIMAN-SANTA LUCIA NEIGHBORHOOD

Allow legal, non-conforming duplexes to remain in the area bounded by Santa Lucia Road, Alcalde Road and Foothill Boulevard.

GOAL LU-29

Retain and enhance the Oak Valley as a unique neighborhood surrounded by natural hillside areas and private and public space

OAK VALLEY NEIGHBORHOOD

POLICY LU-29.1: DEVELOPMENT INTENSITY

Require development intensity for the single-family Oak Valley neighborhood to be consistent with the development agreement that includes the use permit and other approvals. The development agreement describes development areas, intensity and styles of development, public park dedication, tree protection, access and historic preservation. The theme of the approvals is to balance development with environmental protection by clustering development, setting it back from sensitive environmental areas and preserving large areas as permanent open space.

POLICY LU-29.2: DESIGN ELEMENTS

Require buildings to reflect the natural hillside setting as required in residential hillside zones with traditional architectural styles and natural materials and colors. Larger building elements should be scaled to respect the existing development in the surrounding area.

GOAL LU-30

Preserve the unique character of the Eichler homes in the Fairgrove Neighborhood

FAIRGROVE NEIGHBORHOOD

POLICY LU-30.1: DEVELOPMENT STANDARDS

Require all new construction to conform to the R1-e zoning (Single-Family Residential–Eichler).

POLICY LU-30.2: DESIGN GUIDELINES

Encourage residents to incorporate the design guidelines illustrated in the Eichler Design Guidelines.