



CUPERTINO



cupertino general plan

Community Vision 2015-2040

20
40



ACKNOWLEDGMENTS

CITY COUNCIL

Barry Chang, Mayor
Savita Vaidhyanathan, Vice Mayor
Rod Sinks, Council Member
Gilbert Wong, Council Member
Darcy Paul, Council Member
Orrin Mahoney, Council Member (former)
Mark Santoro, Council Member (former)

PLANNING COMMISSION

Winnie Lee, Chair
Alan Takahashi, Vice Chair
Margaret Gong, Commissioner
Don Sun, Commissioner
Geoffrey Paulsen, Commissioner

CITY STAFF

David Brandt, City Manager
Aarti Shrivastava, Assistant City Manager/Community Development Director
Carol Korade, City Attorney
Colleen Winchester, Assistant City Attorney
Gary Chao, Assistant Community Development Director
Piu Ghosh, Principal Planner
Rebecca Tolentino, Senior Planner
Christopher Valenzuela, Senior Planner
George Schroeder, Associate Planner
Ellen Yau, Assistant Planner
Angela Tsui, Economic Development Manager
Carol Atwood, Director of Recreation and Community Services
Rick Kitson, Director of Public Affairs
Timm Borden, Public Works Director
Albert Salvador, Building Official
Chad Mosely, Senior Civil Engineer
David Stillman, Senior Traffic Engineer
Teri Gerhardt, GIS Manager
Adam Araza, GIS Department

CITY STAFF (Community Outreach)

Aki Snelling
Alex Wykoff
Andrea Sanders
Alyssa Carlsen
Beth Ebben
Cheri Donnelly
Chylene Osborne
Colleen Lettire
Diana Pancholi
Donna Henriques
Erick Serrano
Erin Cooke
Erwin Ching
Gian Paolo Martire
Grace Schmidt
Hella Sanders
Jeff Greef
Julia Kinst
Kaitie Groeneweg
Kirsten Squarcia
Kristina Alfaro
Louis Sarmiento
Melissa Names
Melissa Tronquet
Michelle Combs
Pete Coglianese
Rei Delgado
Robert Kim
Ron Bullock
Ryan Roman
Simon Vuong
Stephen Rose
Sylvia Mendez
Tiffanie Cardena
Tiffany Brown
Winnie Pagan

CONSULTANT TEAM

MIG, INC.

Daniel Iacofano, CEO/Principal
Chris Beynon, Principal
Laura Stetson, Principal
Dan Amsden, Senior Project Manager
Ellie Fiore, Outreach and Policy Specialist
Genevieve Sharrow, Project Manager
Jeff Liljegren, Project Associate
Marissa Reilly, Project Associate
Sydney Cespedes, Project Associate
Jamillah Jordan, Project Associate
Lillian Jacobson, Project Associate

BAE URBAN ECONOMICS

Janet Smith-Heimer, President
David Shiver, Principal
Ray Kennedy, Vice President
Stephanie Hagar, Senior Associate

GREENSFELDER CRE

David Greensfelder, Managing Principal

VERONICA TAM & ASSOCIATES

Veronica Tam, Principal
Jessica Suimanjaya, Associate

PLACEWORKS

Steve Noack, Principal
Terri McCracken, Senior Associate

HEXAGON TRANSPORTATION

Gary Black, President
Jill Hough, Vice President

CONTENTS

CHAPTER 1: INTRODUCTION.....I-1

Purpose of Community Vision 2040.....	I-2
Vision Statement.....	I-3
Guiding Principles.....	I-4
Organization of the Document.....	I-6
Community Vision 2040 Adoption.....	I-7
Community Vision 2040 Implementation.....	I-8

CHAPTER 2: PLANNING AREAS.....PA-1

Introduction.....	PA-2
Special Areas.....	PA-3
Neighborhoods.....	PA-16

CHAPTER 3: LAND USE AND COMMUNITY DESIGN ELEMENT.....LU-1

Introduction.....	LU-2
Context.....	LU-3
Looking Forward.....	LU-8
Citywide Goals and Policies.....	LU-10
Planning Area Goals and Policies.....	LU-40

CHAPTER 4: HOUSING ELEMENT.....HE-1

Introduction.....	HE-2
Housing Needs Assessment.....	HE-4
Regional Housing Needs and Allocations.....	HE-14
Housing Resources.....	HE-15
Housing Plan.....	HE-18
Qualified Objectives.....	HE-19

CHAPTER 5: MOBILITY ELEMENT.....M-1

Introduction.....	M-2
Context.....	M-3
Looking Forward.....	M-12
Goals and Policies.....	M-13

CHAPTER 6: ENVIRONMENTAL RESOURCES ELEMENT.....ES-1

Introduction.....ES-2
Context.....ES-3
Looking Forward.....ES-12
Goals and Policies.....ES-13

CHAPTER 7: HEALTH AND SAFETY ELEMENT.....HS-1

Introduction.....HS-2
Context.....HS-3
Looking Forward.....HS-24
Goals and Policies.....HS-25

CHAPTER 8: INFRASTRUCTURE ELEMENT.....INF-1

Introduction.....INF-2
Context.....INF-3
Looking Forward.....INF-7
Goals and Policies.....INF-9

CHAPTER 9: RECREATION, PARKS AND COMMUNITY SERVICE ELEMENT.....RPC-1

Introduction.....RPC-2
Context.....RPC-3
Looking Forward.....RPC-18
Goals and Policies.....RPC-20

TECHNICAL APPENDICES

Appendix A: Land Use Definitions.....A-1
Appendix B: Housing Element Technical Report.....B-1
Appendix C: Air Quality.....C-1
Appendix D: Community Noise Fundamentals.....D-1
Appendix E: Geologic and Seismic Hazards.....E-1
Appendix F: Slope Density.....F-1



introduction





Purpose of Community Vision 2040

Community Vision 2040 is a roadmap to the future that encompasses the hopes, aspirations, values and dreams of the Cupertino community. The underlying purpose of this document is to establish the policy and regulatory framework necessary to build a great community that serves the needs of its residents, maximizes the sense of connection between neighborhoods and enhances Cupertino as a great place to live, work, visit and play. Community Vision 2040 provides a framework for integrating the aspirations of residents, businesses, property owners and public officials into a comprehensive strategy for guiding future development and managing change. It describes long-term goals and guides daily decision making by the City Council and appointed commissions. This document functions as the City of Cupertino's State-mandated General Plan, and covers a time frame of 2015–2040. As such, the goals, policies and strategies contained in this document lay the foundation for ensuring there is appropriate land use and community design, transportation networks, housing, environmental resources and municipal services established between now and 2040. Due to the breadth of topics covered in Community Vision 2040, conflicts between mutually-desirable goals are inevitable. For instance, increased automobile mobility may conflict with a safe, walkable community. This document reconciles these conflicts in the interest of building a cohesive community. Per State law, every goal and policy in this plan has equal weight. The City recognizes that the interests of residents of a particular street or neighborhood may need to be balanced with the overall needs and potentially greater goal of building a community. These are conscious choices that the City makes in the interest of building community.

CONTENTS:

- I-2 **Purpose of Community Vision 2040**
- I-3 **Vision Statement**
- I-4 **Guiding Principles**
- I-6 **Organization of the Document**
- I-7 **Community Vision 2040 Adoption**
- I-8 **Community Vision 2040 Implementation**

VISION STATEMENT

In order to prioritize goals and actions, the City developed an overarching vision statement based on extensive community input received during the 2013-14 General Plan Amendment process. This input culminated in “A Vision for Cupertino”, shown below, which reflects ideas, thoughts and desires from residents, local business and property owners, study area stakeholders, elected and appointed officials, and other members of the Cupertino community.

This updated vision expresses the community’s desires for Cupertino’s future. It describes the community’s overall philosophy regarding the character and accessibility of existing and new neighborhoods and mixed-use corridors. Ultimately, all goals, policies and strategies contained in this document must be consistent with the vision statement.

A Vision for Cupertino

Cupertino aspires to be a **balanced community** with quiet and attractive residential neighborhoods; exemplary parks and schools; accessible open space areas, hillsides and creeks; and a **vibrant, mixed-use “Heart of the City.”** Cupertino will be **safe, friendly, healthy, connected, walkable, bikeable and inclusive** for all residents and workers, with ample places and opportunities for people to interact, recreate, innovate and collaborate.

GUIDING PRINCIPLES

The Guiding Principles provide additional detail about Cupertino's desired future necessary to fully articulate the ideas contained in the vision statement. Similarly, the Guiding Principles were developed based on extensive community input.



1 DEVELOP COHESIVE NEIGHBORHOODS

Ensure that all neighborhoods are safe, attractive and include convenient pedestrian and bicycle access to a “full-service” of local amenities such as parks, schools, community activity centers, trails, bicycle paths and shopping.



2 IMPROVE PUBLIC HEALTH AND SAFETY

Promote public health by increasing community-wide access to healthy foods; ensure an adequate amount of safe, well-designed parks, open space, trails and pathways; and improve safety by ensuring all areas of the community are protected from natural hazards and fully served by disaster planning and neighborhood watch programs, police, fire, paramedic and health services.



3 IMPROVE CONNECTIVITY

Create a well-connected and safe system of trails, pedestrian and bicycle paths, sidewalks and streets with traffic calming measures that weave the community together, enhance neighborhood pride and identity, and create access to interesting routes to different destinations.



4 ENHANCE MOBILITY

Ensure the efficient and safe movement of cars, trucks, transit, pedestrians, bicyclists and disabled persons throughout Cupertino in order to fully accommodate Cupertino's residents, workers, visitors and students of all ages and abilities. Streets, pedestrian paths and bike paths should comprise an integrated system of fully connected and interesting routes to all destinations.



5 ENSURE A BALANCED COMMUNITY

Offer residents a full range of housing choices necessary to accommodate the changing needs of a demographically and economically diverse population, while also providing a full range of support uses including regional and local shopping, education, employment, entertainment, recreation, and daily needs that are within easy walking distance.



6 SUPPORT VIBRANT AND MIXED-USE BUSINESSES

Ensure that Cupertino's major mixed-use corridors and commercial nodes are vibrant, successful, attractive, friendly and comfortable with inviting active pedestrian spaces and services that meet the daily needs of residents and workers.



7 ENSURE ATTRACTIVE COMMUNITY DESIGN

Ensure that buildings, landscapes, streets and parks are attractively designed and well maintained so they can complement the overall community fabric by framing streets and offering a variety of active, relaxing and intimate pedestrian spaces.



8 EMBRACE DIVERSITY

Celebrate Cupertino's diversity by offering a range of housing, shopping and community programs that meet the needs of the full spectrum of the community, while ensuring equal opportunities for all residents and workers regardless of age, cultural or physical differences.



9 SUPPORT EDUCATION

Preserve and support quality community education by partnering with local school districts, community colleges, libraries and other organizations to improve facilities and programs that enhance learning and expand community-wide access.



10 PRESERVE THE ENVIRONMENT

Preserve Cupertino's environment by enhancing or restoring creeks and hillsides to their natural state, limiting urban uses to existing urbanized areas, encouraging environmental protection, promoting sustainable design concepts, improving sustainable municipal operations, adapting to climate change, conserving energy resources and minimizing waste.



11 ENSURE FISCAL SELF RELIANCE

Maintain fiscal self-reliance in order to protect the City's ability to deliver essential, high-quality municipal services and facilities to the community.



12 ENSURE A RESPONSIVE GOVERNMENT

Continue to be a regional leader in accessible and transparent municipal government; promote community leadership and local partnerships with local and regional agencies; and remain flexible and responsive to changing community needs.

ORGANIZATION OF THE PLAN

California state law requires that each city and county adopt a General Plan for the “physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The role of the General Plan is to act as a community’s “constitution,” a basis for rational decisions regarding long-term physical development and incremental change. Community Vision 2040 expresses the community’s development and conservation goals, and embodies public policy relative to the distribution of future land uses, both public and private.

Every General Plan is also required to address a collection of seven “elements” or subject categories. The City has the authority to address these elements in whatever organization makes the most sense for Cupertino. The following table identifies how the sections of the plan address each State-required element.

Community Vision 2040 Chapters	State-Required Topics or Elements
1. Introduction	Not Applicable
2. Planning Areas	Not Applicable
3. Land Use and Community Design	Land Use
4. Housing	Housing
5. Mobility	Circulation
6. Environmental Resources and Sustainability	Conservation, Open Space
7. Health and Safety	Noise, Safety
8. Public Infrastructure	(optional element)
9. Recreation and Community Services	(optional element)

Each topical chapter, or “Element,” of Community Vision 2040 includes an introduction, background context and information, and a summary of key opportunities or objectives looking forward. They also include topical goals, policies and strategies that function in three unique ways:

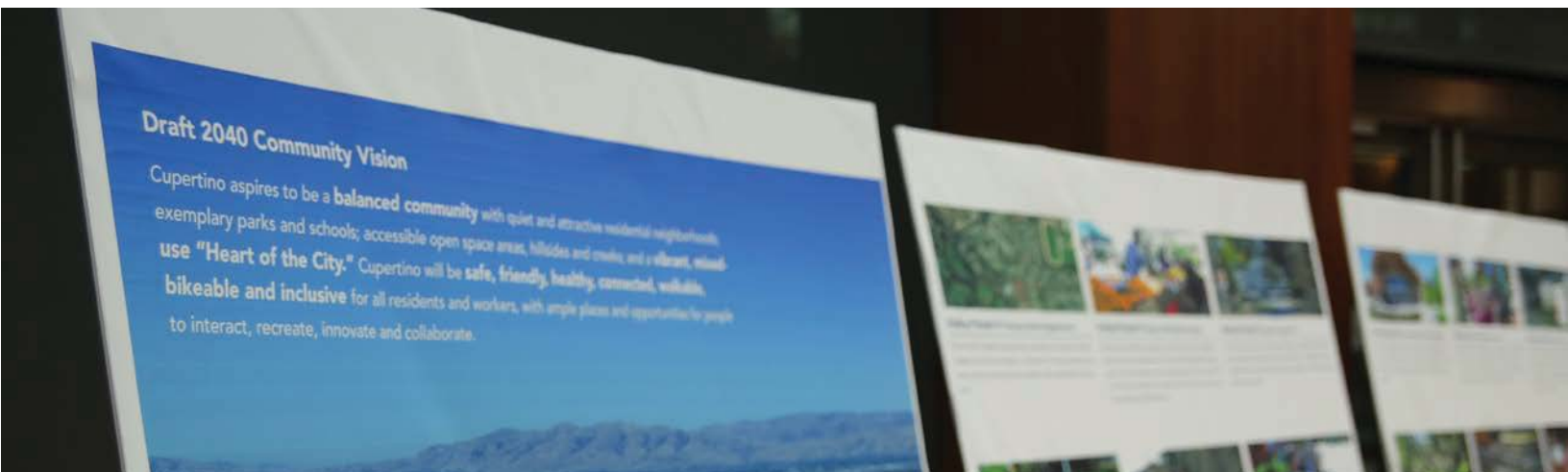
- **Goal:** a broad statement of values or aspirations needed to achieve the vision.
- **Policy:** a more precise statement that guides the actions of City staff, developers and policy makers necessary to achieve the goal.
- **Strategy:** a specific task that the City will undertake to implement the policy and work toward achieving the goals.



COMMUNITY VISION 2040 ADOPTION

Community Vision 2040 is a living document, and can be adopted or modified over time as community needs change. Each amendment needs to include a public review process and environmental impact analysis. Public review occurs prior to public hearings through community meetings, study sessions and advisory committee meetings. Public hearings allow the community to express its views prior to City Council approval.

State law limits the number of General Plan amendments to four per year. Cupertino ordinances require that the City Council determine if a public hearing should be set to consider a General Plan amendment.



COMMUNITY VISION 2040 IMPLEMENTATION

Community Vision 2040 is the foundation for planning in Cupertino. All physical development must be consistent with it. State law also requires that zoning be consistent with the plan. The various goals, policies and strategies are carried out through a myriad of City plans and approval procedures, such as special planning areas, use permits, subdivisions, the Capital Improvement Program and park planning.

The annual review of Community Vision 2040 provides the opportunity to evaluate the City's progress in implementing the plan and to assess if mitigation measures are being followed and if new policy direction should be considered.





planning areas

2



Introduction

Cupertino benefits from having many established and vibrant areas—each with its own unique function, character, uses and services. 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
2. **Neighborhoods** where future changes are expected to be minimal

This chapter provides an overview of each Planning Area, including its current context and future vision. Specific goals, policies and strategies for each area are included in the various topical elements of the General Plan (i.e., Chapters 3 through 9).

CONTENTS:

PA-2	Introduction	PA-16	Neighborhoods
PA-3	Special Areas		Oak Valley
	Heart of the City		Creston-Pharlap
	Vallco Shopping District		Inspiration Heights
	North Vallco Park		Monta Vista North
	North De Anza		Monta Vista South
	South De Anza		Homestead Villa
	Homestead		Garden Gate
	Bubb Road		Jollyman
	Monta Vista Village		North Blaney
	Other Non-Residential/Mixed-Use Areas		South Blaney
			Rancho Rinconada
			Fairgrove

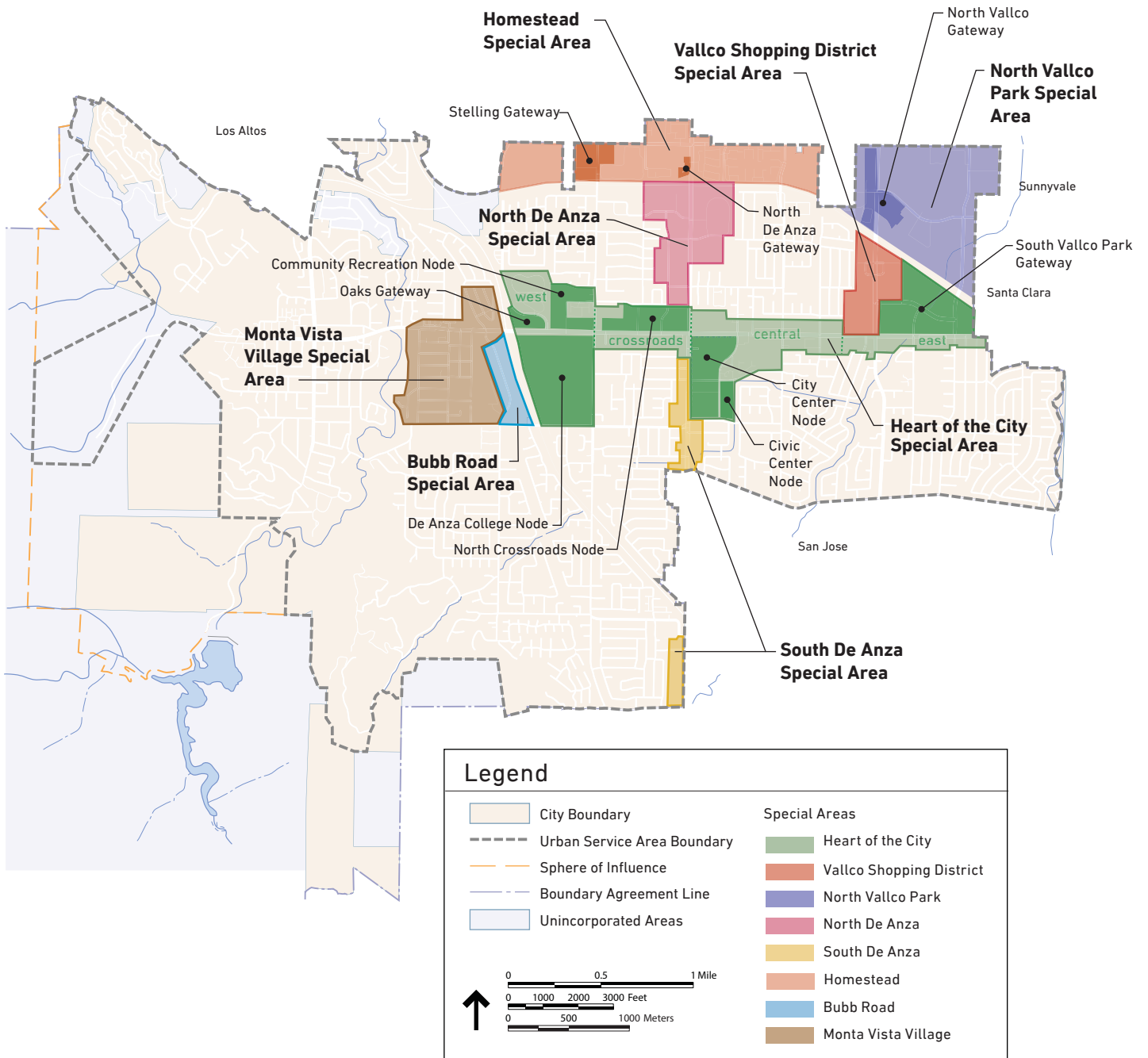


SPECIAL AREAS

Cupertino is defined by its four major roadways: Homestead Road, Wolfe Road, De Anza Boulevard and Stevens Creek Boulevard. These major mixed-use corridors have been the center of retail, commercial, office and multi-family housing in Cupertino for decades. They act as the “spines” of the community—connecting residential neighborhoods to major employment centers, schools and colleges, civic uses, parks, highways and freeways, and adjacent cities. In order to support local and regional commercial, office and housing needs, each of these corridors must be improved. They should be enhanced with more pedestrian, bicycle and transit facilities; supported by focused development standards; and encouraged to redevelop in order to meet the current and future needs of the community.

As shown in **Figure PA-1**, there are nine Special Areas within Cupertino. Each Special Area is located along one of the four major mixed-use corridors in the city, which represent key areas within Cupertino where future development and reinvestment will be focused. The following is a summary of the location, major characteristics, uses and vision for each of the city’s nine Special Areas.

Figure PA-1
SPECIAL AREAS



Legend

- | | | | |
|--|-----------------------------|--|--------------------------|
| | City Boundary | | Heart of the City |
| | Urban Service Area Boundary | | Vallco Shopping District |
| | Sphere of Influence | | North Vallco Park |
| | Boundary Agreement Line | | North De Anza |
| | Unincorporated Areas | | South De Anza |
| | | | Homestead |
| | | | Bubb Road |
| | | | Monta Vista Village |

0 0.5 1 Mile

0 1000 2000 3000 Feet

0 500 1000 Meters





HEART OF THE CITY

CONTEXT

The Heart of the City Special Area is a key mixed-use, commercial corridor in Cupertino. The area encompasses approximately 635 acres along Stevens Creek Boulevard between Highway 85 and the eastern city limit. Development within this Special Area is guided by the Heart of the City Specific Plan which is intended to create a greater sense of place, more community identity, and a positive and memorable experience for residents, workers and visitors of Cupertino. The Heart of the City Specific Plan area includes five specific subareas, each with unique characteristics, land uses and streetscape elements. The subareas include: West Stevens Creek Boulevard; Crossroads; Central Stevens Creek Boulevard; City Center; and East Stevens Creek Boulevard.

The West Stevens Creek Boulevard subarea is located between Highway 85 and Stelling Road. The primary use for this area is quasi-public/public facilities, with supporting uses including mixed commercial/residential. The De Anza College Node defines the southern half of the West Stevens Creek Boulevard subarea. Also included within this area are the Oaks Gateway and Community Recreation Node consisting of Memorial Park, the Senior Center, Sports Center and Quinlan Community Center.

The Crossroads subarea is located between Stelling Road and De Anza Boulevard and is the historic core of Cupertino. This area consists of specialty shops, grocery stores and restaurants that form a strong central focal point. The primary use in this area is commercial/retail, with commercial office above the ground level allowed as a secondary use. Limited residential is also allowed as a supporting use per the Housing Element. The North Crossroads Node encompasses the northern half of the subarea.

The Central Stevens Creek Boulevard subarea is located on the north side of Stevens Creek Boulevard between De Anza Boulevard and Torre Avenue, and on the north and south sides of Stevens Creek Boulevard between Torre Avenue and Portal Avenue. The primary use for this area is commercial/commercial office, with office above ground level as the secondary use. Residential/residential mixed uses are allowed as a supporting use.

The City Center subarea is located south of the Central Stevens Creek Boulevard subarea, between De Anza and Torre Avenue/Regnart Creek. The primary use for this area is office/residential/hotel/public facilities/commercial retail/mixed-uses. This subarea is further defined into the City Center Node and Civic Center Node. The City Center Node includes Cali Plaza. The Civic Center Node includes City Hall, Cupertino Community Hall, Cupertino Public Library, as well as the Library Plaza and Library Field.

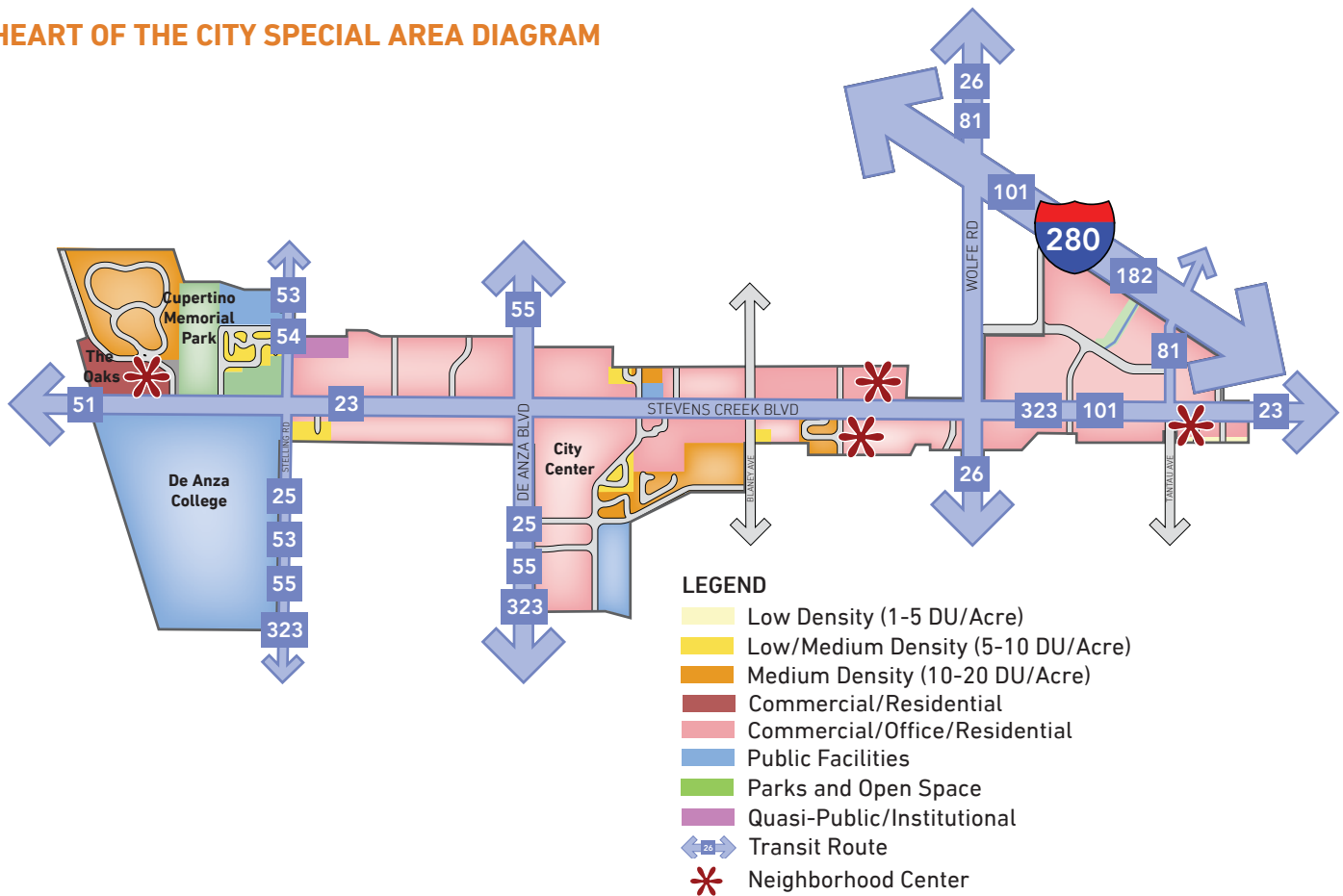
The East Stevens Creek Boulevard subarea is located at the east end of the Heart of the City Specific Plan area and extends from Portal Avenue to the eastern city limit. The area is largely defined by the South Vallco Park Gateway immediately east of the Vallco Shopping District, which includes Nineteen 800 (formerly known as Rosebowl), The Metropolitan and Main Street developments. This area is intended as a regional commercial district with retail/commercial/office as the primary uses. Office above ground level retail is allowed as a secondary use, with residential/residential mixed-use as a supporting use per the Housing Element.

VISION

The Heart of the City area will continue being a focus of commerce, community identity, social gathering and pride for Cupertino. The area is envisioned as a tree-lined boulevard that forms a major route for automobiles, but also supports walking, biking and transit. Each of its five subareas will contribute their distinctive and unique character, and will provide pedestrian and bicycle links to adjacent neighborhoods through side street access, bikeways and pathways. While portions of the area is designated as a Priority Development Area (PDA), which allows some higher intensity near gateways and nodes, development will continue to support the small town ambiance of the community. The Stevens Creek Boulevard corridor will continue to function as Cupertino's main mixed-use, commercial and retail corridor. Residential uses, as allowed per the Housing Element, should be developed in the "mixed-use village" format described later in the Land Use and Community Design Element.



HEART OF THE CITY SPECIAL AREA DIAGRAM



VALLCO SHOPPING DISTRICT

CONTEXT

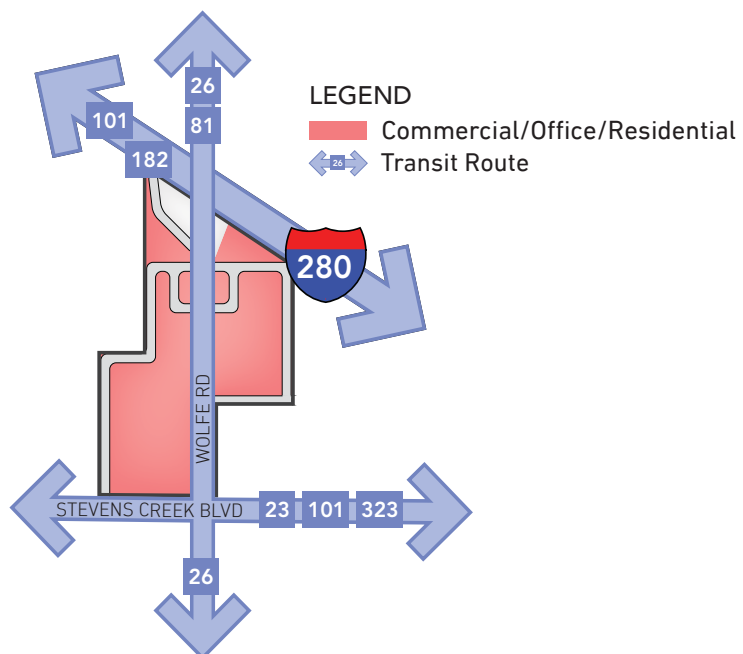
The Vallco Shopping District Special Area encompasses Cupertino's most significant commercial center, formerly known as the Vallco Fashion Park. This Special Area is located between Interstate 280 and Stevens Creek Boulevard in the eastern part of the city. The North Blaney neighborhood, an established single-family area, is adjacent on the west side of the Vallco Shopping District. Wolfe Road bisects the area in a north-south direction, and divides Vallco Shopping District into distinct subareas: Vallco Shopping District Gateway West and Vallco Shopping District Gateway East. In recent years there has been some façade improvement to the Vallco Fashion Mall; however, there has been no major reinvestment in the mall for decades. Reinvestment is needed to upgrade or replace older buildings and make other improvements so that this commercial center is more competitive and better serves the community. Currently, the major tenants of the mall include a movie theater, bowling alley and three national retailers. The Vallco Shopping District is identified as a separate Special Area given its prominence as a regional commercial destination and its importance to future planning/redevelopment efforts expected over the life of the General Plan.



VISION

The Vallco Shopping District will continue to function as a major regional and community destination. The City envisions this area as a new mixed-use “town center” and gateway for Cupertino. It will include an interconnected street grid network of bicycle and pedestrian-friendly streets, more pedestrian-oriented buildings with active uses lining Stevens Creek Boulevard and Wolfe Road, and publicly-accessible parks and plazas that support the pedestrian-oriented feel of the revitalized area. New development in the Vallco Shopping District should be required to provide buffers between adjacent single-family neighborhoods in the form of boundary walls, setbacks, landscaping or building transitions.

VALLCO SHOPPING DISTRICT SPECIAL AREA DIAGRAM



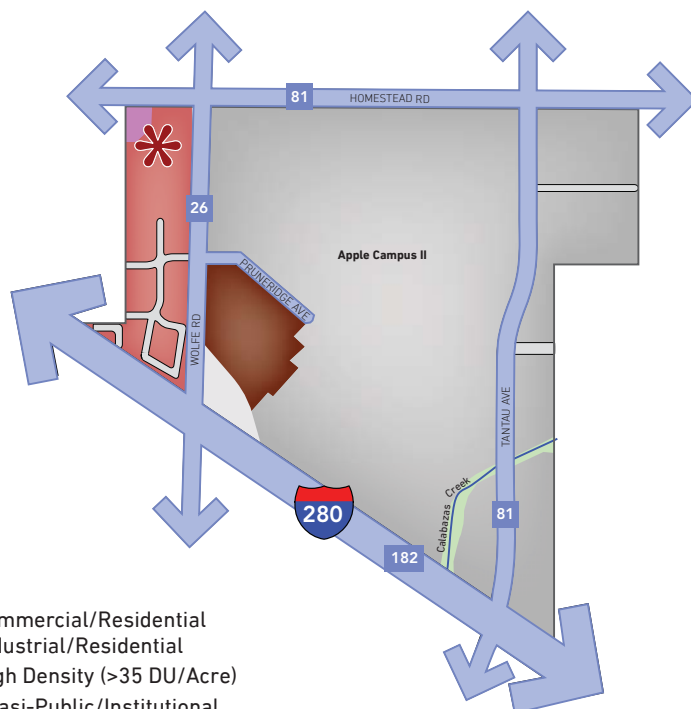


NORTH VALLCO PARK

CONTEXT

The North Vallco Park Special Area encompasses 240 acres and is an important employment center for Cupertino and the region. The area is bounded by Homestead Road to the north and Interstate 280 to the south. The eastern edge is defined by the properties that line the eastern frontage of Tantau Avenue, and the western edge includes the commercial development west of Wolfe Road. The North Vallco Gateway is located within this Planning Area, and includes a medium-density multi-family residential project east of Wolfe Road and two hotels and the Cupertino Village Shopping Center west of Wolfe Road. Cupertino Village offers cafes and restaurants for nearby workers and serves as a village center for the residential uses in this area. The remainder of the Planning Area is defined by the new Apple Campus 2 development located on the east side of Wolfe Road.

NORTH VALLCO PARK SPECIAL AREA DIAGRAM



LEGEND

- Commercial/Residential
- Industrial/Residential
- High Density (>35 DU/Acre)
- Quasi-Public/Institutional
- Riparian Corridor
- Transit Route
- ✱ Neighborhood Center

VISION

The North Vallco Park area is envisioned to become a sustainable office and campus environment surrounded by a mix of connected, high-quality and pedestrian-oriented neighborhood center, hotels and residential uses. Taller heights may be allowed in the North Vallco Gateway per the Land Use and Community Design Element and additional residential development may be allowed per the Housing Element.

NORTH DE ANZA

CONTEXT

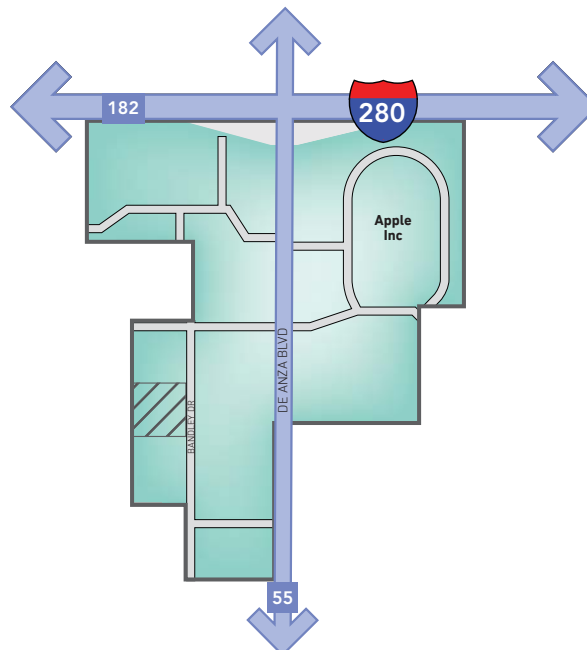
The North De Anza Special Area encompasses 150 acres and includes the portion of North De Anza Boulevard generally between Interstate 280 and Stevens Creek Boulevard. De Anza Boulevard bisects the area in a north-south direction. The area predominantly consists of office and campus uses with some commercial and hotel service uses. The street network in this area provides connections from the Garden Gate neighborhood to schools and services on the east side of De Anza Boulevard.

VISION

The North De Anza area is expected to remain a predominantly office area. However, its designation as a Priority Development Area (PDA), and increase in foot traffic due to workers taking advantage of restaurants and services in the Heart of the City Planning Area, opens opportunities to locate higher density office uses along the corridor. This would include better connections to uses along Stevens Creek Boulevard in order to make the environment more pedestrian and bicycle-friendly. Streets in this area are envisioned to function as a walkable, bikeable grid that enhances connections for school children and residents from the Garden Gate neighborhood to Lawson Middle School and other services on the east side.



NORTH DE ANZA SPECIAL AREA DIAGRAM



LEGEND

- Office/Industrial/Commercial/Residential
- Quasi-Public/Institutional Overlay
- Transit Route



SOUTH DE ANZA

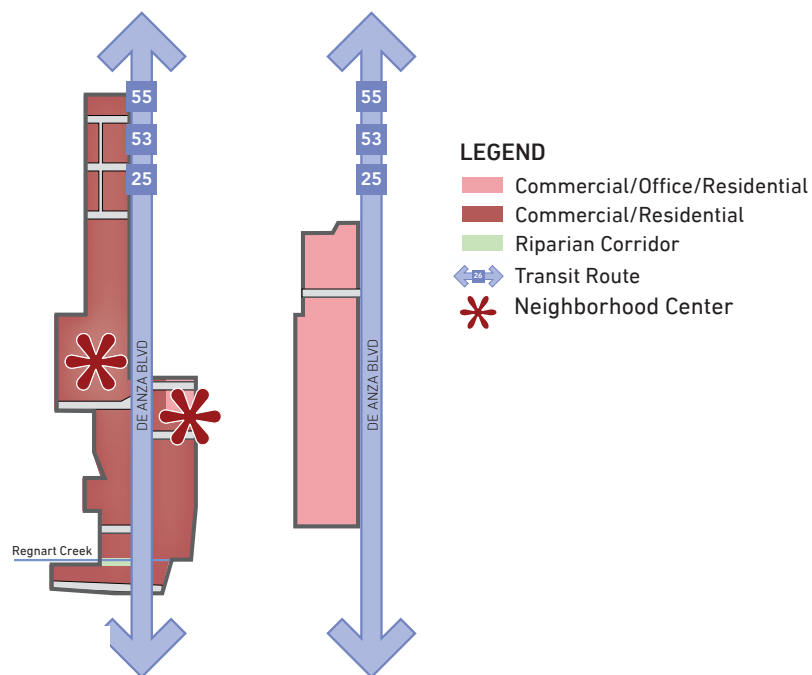
CONTEXT

The South De Anza Special Area encompasses the portion of South De Anza Boulevard between Stevens Creek Boulevard and Bollinger Road, and the western portion of South De Anza Boulevard between Highway 85 and Prospect Road. The South De Anza Boulevard Conceptual Plan establishes land uses, standards and guidelines for development and change of use for properties located within this Planning Area.

VISION

The South De Anza area will remain a predominantly general commercial area with supporting existing mixed residential uses. The policies in this area are intended to encourage lot consolidation (in order to resolve the fragmented and narrow lot pattern), promote active retail and service uses, and improve bike and pedestrian connectivity to adjacent neighborhoods. For parcels that are not appropriately-located or configured to accommodate successful retail, commercial and commercial/office uses may be allowed in accordance with the City Municipal Code.

SOUTH DE ANZA SPECIAL AREA DIAGRAM



HOMESTEAD

CONTEXT

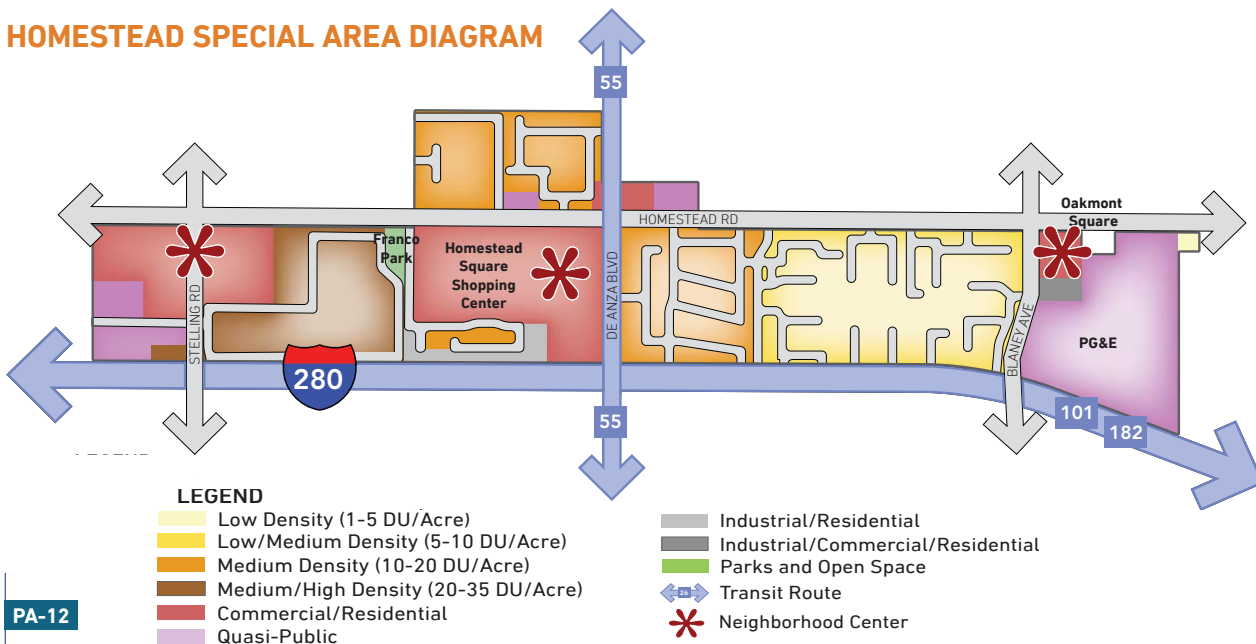
The Homestead Special Area is located in the northern portion of the city and includes residential, commercial, office and hotel uses along Homestead Road, between Interstate 280 and the Sunnyvale city limit. This major mixed-use corridor continues to be a predominantly mixed-use area with a series of neighborhood commercial centers and multi-family housing. The northern portion of this corridor is in Sunnyvale and is lined mostly with commercial and lower-intensity residential uses. Additional commercial uses include a hotel along De Anza Boulevard within the North De Anza Gateway. The Stelling Gateway, which consists primarily of commercial and residential uses, is also located in this area. Community facilities within the Homestead Planning Area include Franco Park and Homestead High School. The Apple Campus 2 project is located at the eastern end of this corridor in the North Vallco Park Planning Area and is a major regional employment center.

VISION

The Homestead area will continue to be a predominantly mixed-use area with residential uses and a series of neighborhood centers providing services to local residents. Bike and pedestrian improvements 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.



HOMESTEAD SPECIAL AREA DIAGRAM





BUBB ROAD

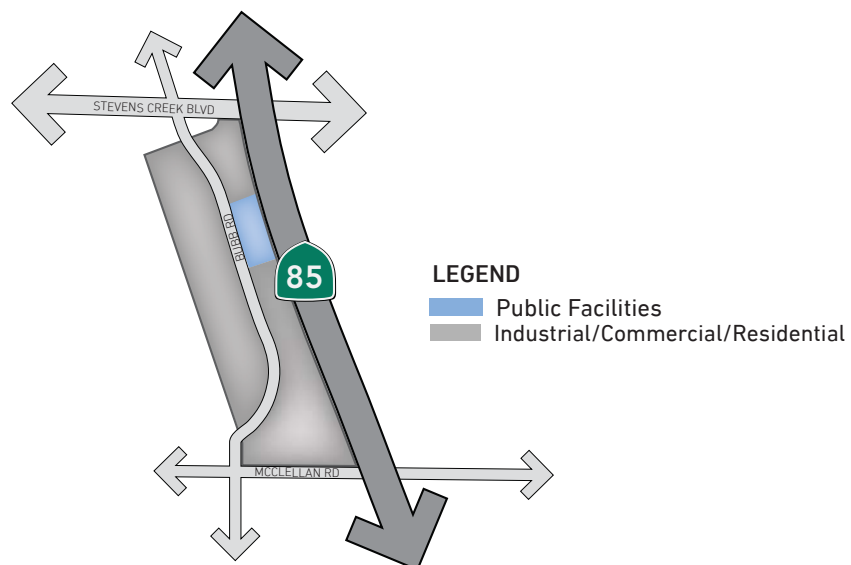
CONTEXT

The Bubb Road Special Area is located south of Stevens Creek Boulevard between the Southern Pacific railroad tracks and Highway 85, on the north side of McClellan Road. This area is approximately 30 acres in size and consists primarily of low-rise industrial and research and development uses. The area is adjacent to Monta Vista Village to the west, Monta Vista North neighborhood to the south, and the mixed-use area of Monta Vista Village to the north. This area is one of the few existing industrial areas in Cupertino.

VISION

The Bubb Road area is envisioned to become a tree-lined avenue that is more bike and pedestrian friendly. It will have an improved street grid necessary to accommodate increased foot traffic from local workers, and school children from the northern and eastern sections of Cupertino who travel to the tri-school area. Allowed uses in the Bubb Road Planning Area consist of those described in the ML-RC ordinance. In addition, neighborhood commercial and limited residential uses will continue to be allowed. Non-industrial uses in this area should be carefully reviewed to ensure that they do not impact the operations of existing industrial uses in this area. Development directly abutting low-intensity residential use should provide appropriate landscape buffers and setbacks.

BUBB ROAD SPECIAL AREA DIAGRAM



MONTA VISTA VILLAGE

CONTEXT

The Monta Vista Village Special Area is an older neighborhood which served as an attractive farming and second home community since the late 1800s. It includes several important points of historic interest. Uses in this area consist of mixed neighborhood commercial, small commercial office, and multi-family and single-family residential uses. The area was incrementally annexed by the City starting in the 1960s, ending with complete annexation in 2004, from the unincorporated Santa Clara County. Roadway and utility infrastructure in a portion of this area needs upgrading and improvements. Monta Vista Village has a small town character and provides necessary services to the adjacent Monta Vista North and South neighborhoods. The streets within this area serve as a travel route for school children to the tri-school area in Monta Vista (Lincoln Elementary, Kennedy Middle and Monta Vista High Schools).

VISION

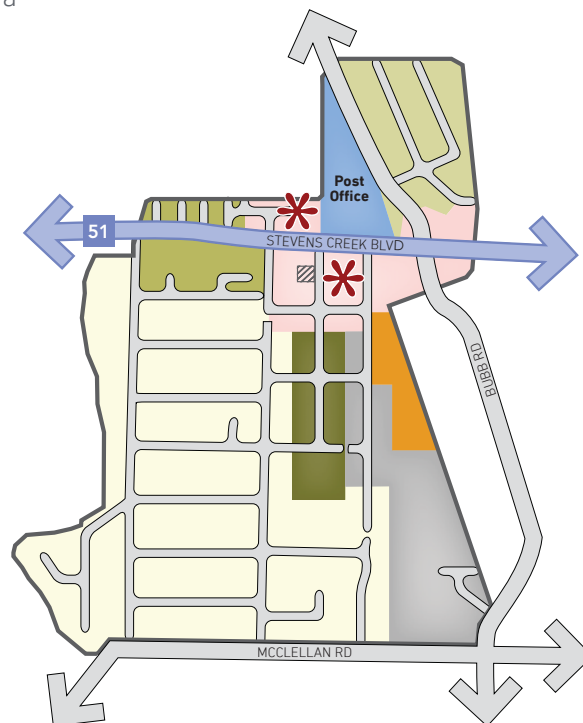
Monta Vista Village’s small town character as a pedestrian-oriented, small scaled, mixed-use residential, neighborhood commercial and industrial area will be retained and enhanced with new development and redevelopment. Improved pedestrian and bicycle access within the Area and to adjacent neighborhoods will promote the concept of complete, connected and walkable neighborhoods and improve travel routes to the tri-school area in Monta Vista.



MONTA VISTA VILLAGE SPECIAL AREA DIAGRAM

LEGEND

- Residential (0-4.4 DU/Acre)
- Residential (4.4-7.7 DU/Acre)
- Residential (4.4-12 DU/Acre)
- Residential (10-15 DU/Acre)
- Neighborhood Commercial/Residential
- Quasi-Public/Institutional Overlay
- Public Facilities
- Industrial/Residential
- Medium Density (10-20 DU/Acre)
- Transit Route
- ✱ Neighborhood Center





OTHER NON-RESIDENTIAL/MIXED-USE AREAS

CONTEXT

In addition to the Special Areas described previously, other Non-Residential/Mixed-Use Special Areas are located throughout Cupertino. These other Non-Residential/Mixed-Use Special Areas 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 commercial area.

VISION

Neighborhood centers within other Non-Residential/Mixed-Use Areas should be redeveloped using the “neighborhood center” concept described in the Land Use and Community Design Element. Areas not designated as “neighborhood centers” are encouraged to provide commercial uses with a traditional storefront appearance. Second-level areas may be commercial office or residential. Residential uses, if allowed per the Housing Element, should be developed in the “mixed-use village” format as described later in the Land Use and Community Design Element. Buildings are typically one to two stories in height, but may be up to three stories in some instances where it is allowed.

NEIGHBORHOODS

Cupertino has a special community character which contributes to its unique quality of life and sense of place enjoyed by people who live and work in the city. Neighborhoods play a vital role in supporting this great community's quality of life. While Cupertino has grown and expanded over the years, neighborhoods have continued to serve as unique and identifiable areas that have great pride for local residents. In order to maintain the unique character and vitality of Cupertino's neighborhoods, these areas must be served by needed community services such as schools, parks and neighborhood shopping. Connectivity within each neighborhood and to surrounding areas is also highly encouraged to promote social interaction and community engagement.

Figure PA-2 highlights 12 identifiable neighborhoods within Cupertino. Each neighborhood is unique in its location, development pattern, identity and access to community services. Most of these areas are fully developed. However, as redevelopment opportunities arise, it is important that the policies outlined in the General Plan with respect to neighborhood preservation, connectivity, mobility and access to services are implemented. The following is a summary of the location, major characteristics, uses and vision for each of the city's 12 neighborhoods.

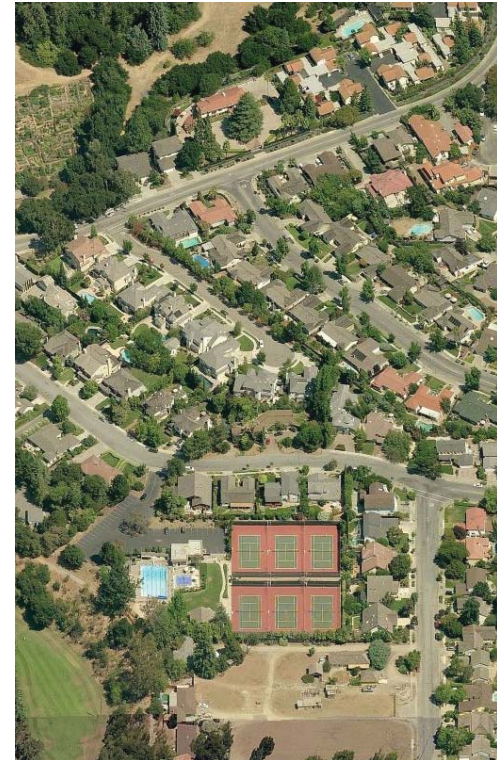
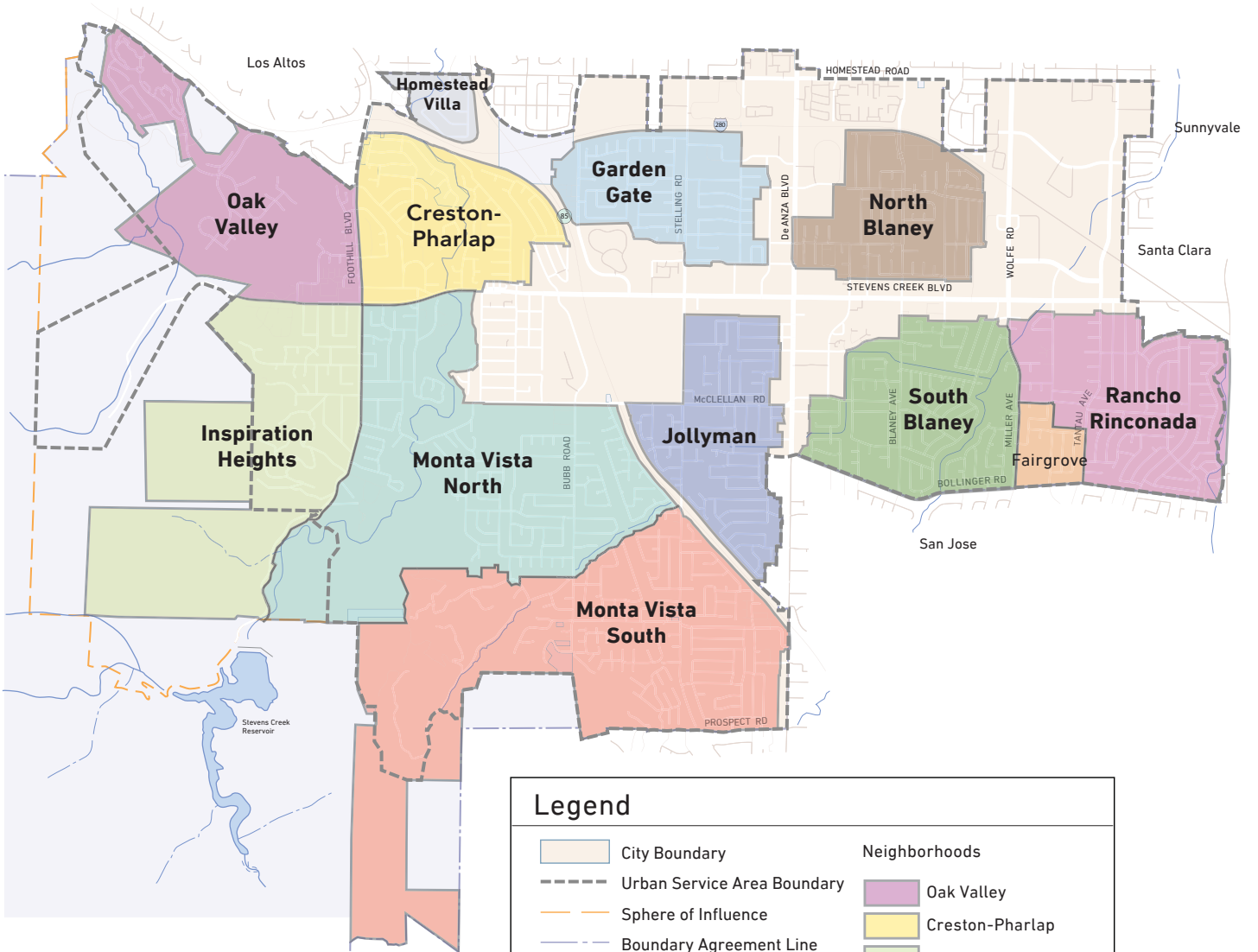


Figure PA-2
NEIGHBORHOODS



Legend

City Boundary	Oak Valley
Urban Service Area Boundary	Creston-Pharlap
Sphere of Influence	Inspiration Heights
Boundary Agreement Line	Monta Vista North
Unincorporated Areas	Monta Vista South
	Homestead Villa
	Garden Gate
	Jollyman
	North Blaney
	South Blaney
	Fairgrove
	Rancho Rinconada

0 0.5 1 Mile
 0 1000 2000 3000 Feet
 0 500 1000 Meters

↑

OAK VALLEY

CONTEXT

The Oak Valley neighborhood is located in the northwestern corner of Cupertino in a natural hillside transition with plentiful private and public open space. The neighborhood is bounded by Interstate 280, the City of Los Altos, Foothill Boulevard, Stevens Creek Boulevard and Santa Clara County open space/quarry uses. The Oak Valley development, located west of the railroad tracks, is predominantly defined by single-family residential homes developed in the late 1990s or early 2000s. Oak Valley is primarily accessed from Cristo Rey Drive west of Foothill Boulevard. Development has been directed away from steep slopes, view sheds, riparian corridors and areas of tree cover and architectural styles complement the natural setting. Other uses in the Oak Valley area include the PG&E Monta Vista Electrical Substation, The Forum senior living community and skilled nursing facility, Maryknoll Catholic Seminary (in Los Altos) and the Gate of Heaven Cemetery. Housing in this neighborhood includes detached single-family homes and senior independent and assisted living units. This area is served by several amenities including Santa Clara County's Rancho San Antonio Park, Canyon Oak Park and Little Rancho Park.

The areas south and east of the Union Pacific Railroad include low to medium density residential development, mostly in the form of clustered residential, and development designed with residential hillside standards to ensure that the impacts are limited. The neighborhood has access to limited services within walking distance including a small neighborhood center at the intersection of Stevens Creek and Foothill Boulevards.

VISION

The Oak Valley neighborhood will continue to be primarily a detached, single-family residential area. The area is fully developed, but there may be limited growth at The Forum and Gate of Heaven sites. No other land use changes are anticipated in this area.

Development intensity in the detached single-family residential portion is governed by a development agreement that includes a use permit and other approvals. These approvals describe 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 in permanent open space. Neighborhood connections and safe routes to Stevens Creek Elementary school on the east side of Foothill Boulevard will be enhanced with bike and pedestrian-friendly improvements along Foothill Boulevard and its key intersections.

OAK VALLEY NEIGHBORHOOD DIAGRAM



CRESTON-PHARLAP

CONTEXT

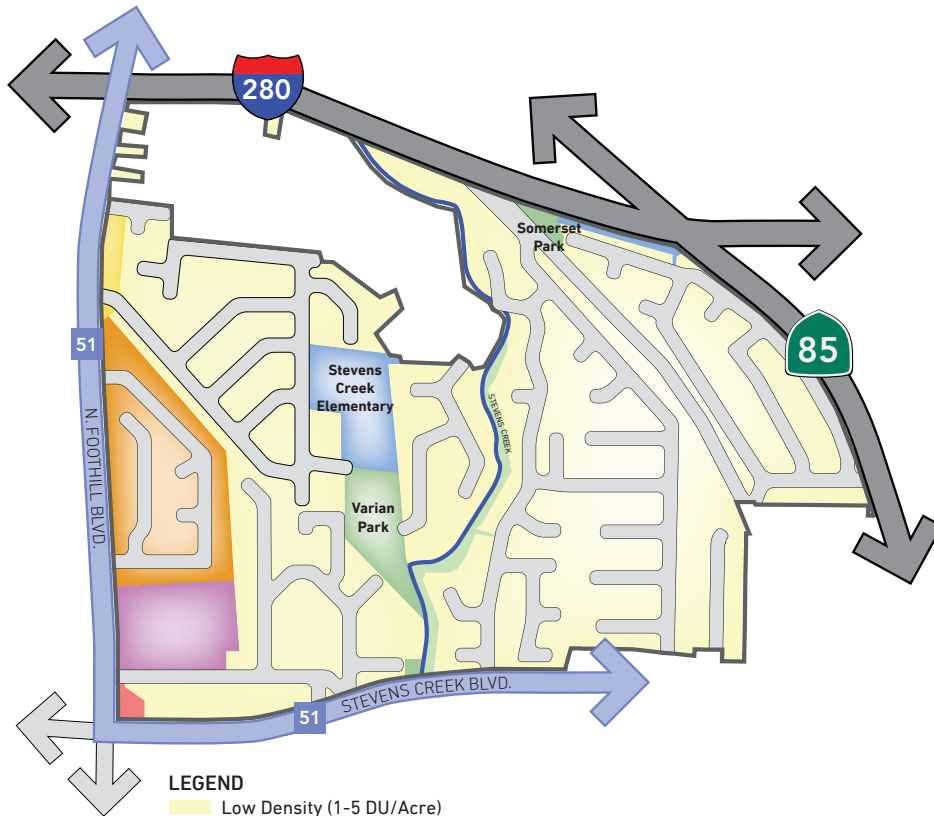
The Creston-Pharlap neighborhood is a single-family residential area that includes the last remaining unincorporated pocket within the Cupertino urban service area. The Creston portion was subdivided in the mid 1950s but has remained unincorporated. The surrounding Pharlap portion was generally subdivided between the mid 1950s to mid/late 1960s. This neighborhood is developed with single-family homes, including the Creston area which has been pre-zoned with a single-family designation. The Creston-Pharlap neighborhood is served by Stevens Creek Elementary School, Varian Park and Somerset Park. Also included in this neighborhood is the Sunny View Retirement Community, which is a residential care facility for the elderly that provides skilled nursing and independent living. Stevens Creek meanders through the neighborhood in a general north-south direction. This neighborhood is separated from the Oak Valley neighborhood by Foothill Boulevard. The Homestead Crossings neighborhood center and the neighborhood center at the corner of Stevens Creek Boulevard and Foothill Boulevard are located a short distance away and provide neighborhood serving uses.

VISION

The Creston-Pharlap area is largely developed and is anticipated to maintain its single-family character. The Creston portion will ultimately be annexed into the City of Cupertino with a single-family zoning designation to reflect the existing uses, consistent with the surrounding Pharlap portion. Potential trail connections within the Creston-Pharlap neighborhood may be considered to create trail linkages with the existing and planned trail system in the area. While this neighborhood does not include services within its boundary, the neighborhood commercial center at the intersection of Foothill and Stevens Creek Boulevards is within walking and biking distance to the southern part of the neighborhood. Bike and pedestrian-friendly improvements along Foothill Boulevard and its intersections will help enhance connections from the neighborhood to services on the west side.



CRESTON-PHARLAP NEIGHBORHOOD DIAGRAM



- LEGEND**
- Low Density (1-5 DU/Acre)
 - Low/Medium Density (5-10 DU/Acre)
 - Medium Density (10-20 DU/Acre)
 - Public Facilities
 - Quasi-Public
 - Parks and Open Space
 - Riparian Corridor
 - Commercial/Office/Residential
 - Transit Route

INSPIRATION HEIGHTS

CONTEXT

The Inspiration Heights neighborhood is situated in the western foothills of Cupertino and offers uninterrupted vistas of the San Francisco Peninsula. The neighborhood is largely comprised of the undeveloped foothills along Cupertino's western and southern edge and extends north to Stevens Creek Boulevard and east to Foothill Boulevard/Stevens Canyon Road. Larger lot residential hillside homes are nestled along the foothills and accessed primarily via private drives. The Inspiration Heights foothills portion can be characterized as an environmentally sensitive area given the topography, vegetation, urban wildlife interface and proximity to two inferred earthquake faults. The lower elevation portions are more urbanized and consist of smaller lot and duplex developments closer to Stevens Creek and Foothill Boulevards, which provide a transition with the adjoining neighborhoods on the valley floor. Stevens Creek County Park and the Fremont Older space, operated by the Midpeninsula Open Space District, are located to the south and west of the neighborhood. The neighborhood is also served by Monta Vista Park, located along the west side of Foothill Boulevard, and two small neighborhood service centers (one at the intersection of Foothill Boulevard and Stevens Creek Boulevard and the other at the intersection of Stevens Canyon Road and McClellan Road). Stevens Canyon Road is also a popular bicycle route for people accessing the open space preserves through this neighborhood.

VISION

The Inspiration Heights neighborhood will continue to be a low-intensity and hillside residential area. The lower elevation areas are largely developed; however, there remains some limited development potential in the foothills. Cupertino's hillsides are an irreplaceable resource that provides important habitat for wildlife, recreational opportunities for residents, and visual relief. Given the sensitive environmental conditions found in the hillsides, greater attention is needed in the review and consideration of any future development proposals within this neighborhood. Enhancing the bicycle and pedestrian environment along Foothill Boulevard and Stevens Canyon Road up to the southern edge of the city will help improve neighborhood connectivity to services as well as the environment for hikers and bikers who like to use the road to access open space areas to the south and west.



INSPIRATION HEIGHTS NEIGHBORHOOD DIAGRAM



MONTA VISTA NORTH

CONTEXT

The Monta Vista North neighborhood is located in the western portion of Cupertino and is generally bounded by Stevens Creek Boulevard to the north, Regnart Creek/Road to the south, Foothill Boulevard to the west and Highway 85 to the east. This neighborhood is directly adjacent to the Monta Vista Village Special Area. The Monta Vista North neighborhood encompasses the tri-school area of Lincoln Elementary School, Kennedy Middle School and Monta Vista High School, and also includes community facilities such as Blackberry Farm, McClellan Ranch Preserve, Linda Vista Park and Stevens Creek County Park. Located directly to the south of this neighborhood in the unincorporated county is the Fremont Older Open Space Preserve, operated by the Midpeninsula Open Space District.

Stevens Creek meanders through the western portion of the neighborhood through Blackberry Farm Golf Course and the privately owned and operated Deep Cliff Golf Course. Both golf courses are depressed in elevation in relation to the surrounding residential homes and are therefore subject to flooding. A number of Cupertino's historic and commemorative sites are located in this neighborhood near Stevens Creek. A former quarry site is also located near the southwest portion of the neighborhood. Much of the neighborhood east of Stevens Creek is located along the valley floor; however, the topography in the southwestern portion of the neighborhood consists of steep slopes and hilly terrain.

VISION

The Monta Vista North neighborhood is largely built out with the exception of the former McDonald-Dorsa quarry site and an adjacent 42-acre property currently under the same ownership. A portion of this undeveloped land may be considered for limited future low-density residential development, which could include trails that would connect the City's recreational facilities (McClellan Ranch Preserve and Linda Vista Park) to Stevens Creek County Park and the Fremont Older Open Space Preserve.



MONTA VISTA NORTH NEIGHBORHOOD DIAGRAM

LEGEND

- Very Low Density (5-20 Acre Slope Density Formula)
- Very Low Density (Slope Density Formula)
- Low Density (1-5 DU/Acre)
- Low/Medium Density (5-10 DU/Acre)
- Medium Density (10-20 DU/Acre)
- Commercial/Residential
- Public Facilities
- Parks and Open Space
- Riparian Corridor
- Transit Route
- ✱ Neighborhood Center



MONTA VISTA SOUTH

CONTEXT

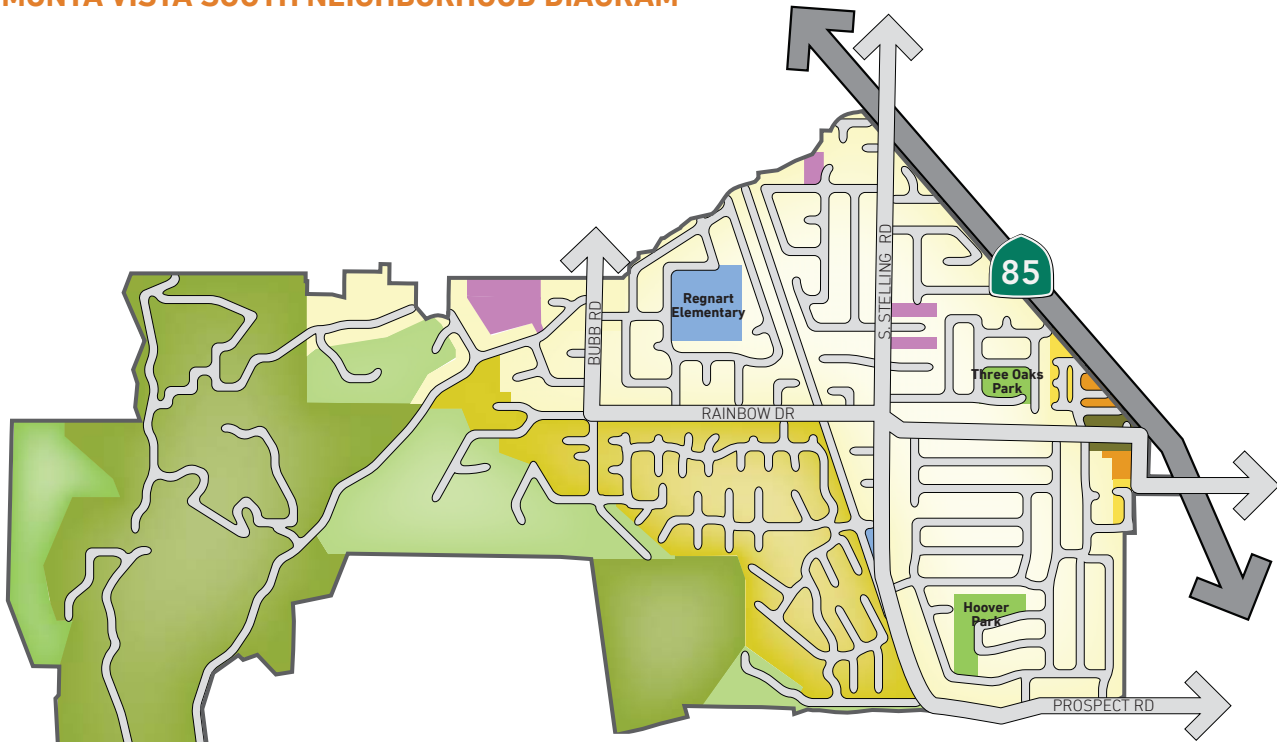
The Monta Vista South neighborhood is located along the southern edge of Cupertino and is bounded by Regnart Road/Creek to the north, the City of Saratoga to the south across Prospect Road, the unincorporated County to the south and west, and Highway 85 and the City of San Jose to the east. The neighborhood can be divided into two general areas with very distinct characteristics. The west side of the Monta Vista South neighborhood is located in the southwestern foothills and zoned for residential hillside development. Lots in this area are primarily over one acre in size, and in some instances up to 13 acres. The east side of the Monta Vista South neighborhood is located on the valley floor and is developed in a more traditional residential subdivision pattern with lots generally 6,000 square feet in size. Regnart Elementary School, Three Oaks Park and Hoover Park are located in the eastern portion of the Monta Vista South neighborhood. Also located at the southern edge of this neighborhood is the 37-acre Seven Springs Ranch that was listed on the California Register of Historic Places and determined eligible for the National Register in 2011.

VISION

The Monta Vista South neighborhood is envisioned to remain a residential area. There remains some limited subdivision potential within the residential hillsides, which would be subject to the City's hillside policies and standards. In the eastern portion of the neighborhood, no change is anticipated with the exception of the Seven Springs area at the south edge of Cupertino that may have potential for limited development. Given the historic designation of the Seven Springs Ranch property, any future development would be subject to compliance with the Secretary of Interior's Standards for Historic Resources.



MONTA VISTA SOUTH NEIGHBORHOOD DIAGRAM



LEGEND

- Very Low Density (5-20 Acre Slope Density Formula)
- Very Low Density (Slope Density Formula)
- Low Density (1-5 DU/Acre)
- Low/Medium Density (5-10 DU/Acre)
- Medium Density (10-20 DU/Acre)
- Medium/High Density (20-35 DU/Acre)
- Quasi-Public
- Public Facilities
- Parks and Open Space
- Riparian Corridor
- ←
→
 Transit Route

HOMESTEAD VILLA

CONTEXT

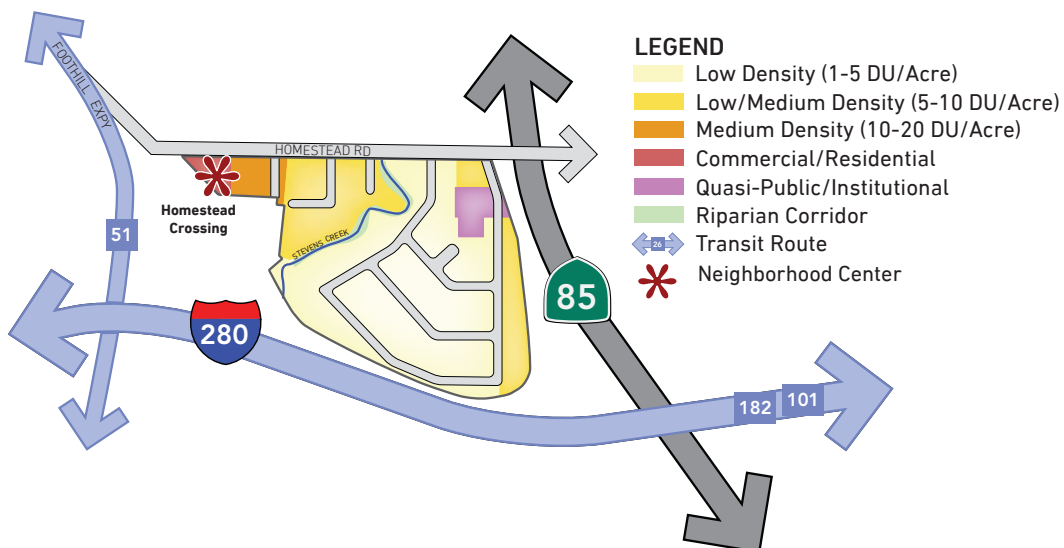
The Homestead Villa neighborhood is located at the northern edge of Cupertino at the northwest quadrant of Interstate 280 and Highway 85. The City of Los Altos is located to the west and north of this neighborhood, across Homestead Road. Housing within this neighborhood includes a mixture of traditional single-family homes, clustered homesites, townhomes, condominiums and duplexes. The area does not contain any public parks or schools; however, there is a private school located near the northeast corner of the neighborhood. The neighborhood is served by West Valley Elementary School and Cupertino Middle School across Homestead Road to the north, and Homestead High School to the east. The neighborhood is also served by the Homestead Crossing neighborhood center which currently includes coffee shops, a sandwich shop, personal service uses and a bank. Also located directly adjacent on the west, within the City of Los Altos, is a neighborhood shopping center that currently includes a pharmacy and specialty grocery store.



VISION

The Homestead Villa neighborhood is largely developed and is not anticipated to change in character. A trail along Foothill Boulevard is identified in the General Plan as a proposed trail linkage that will connect to Stevens Creek in Mountain View and points north. Bicycle and pedestrian improvements along Homestead Road will help the neighborhood connect to schools and services.

HOMESTEAD VILLA NEIGHBORHOOD DIAGRAM





GARDEN GATE

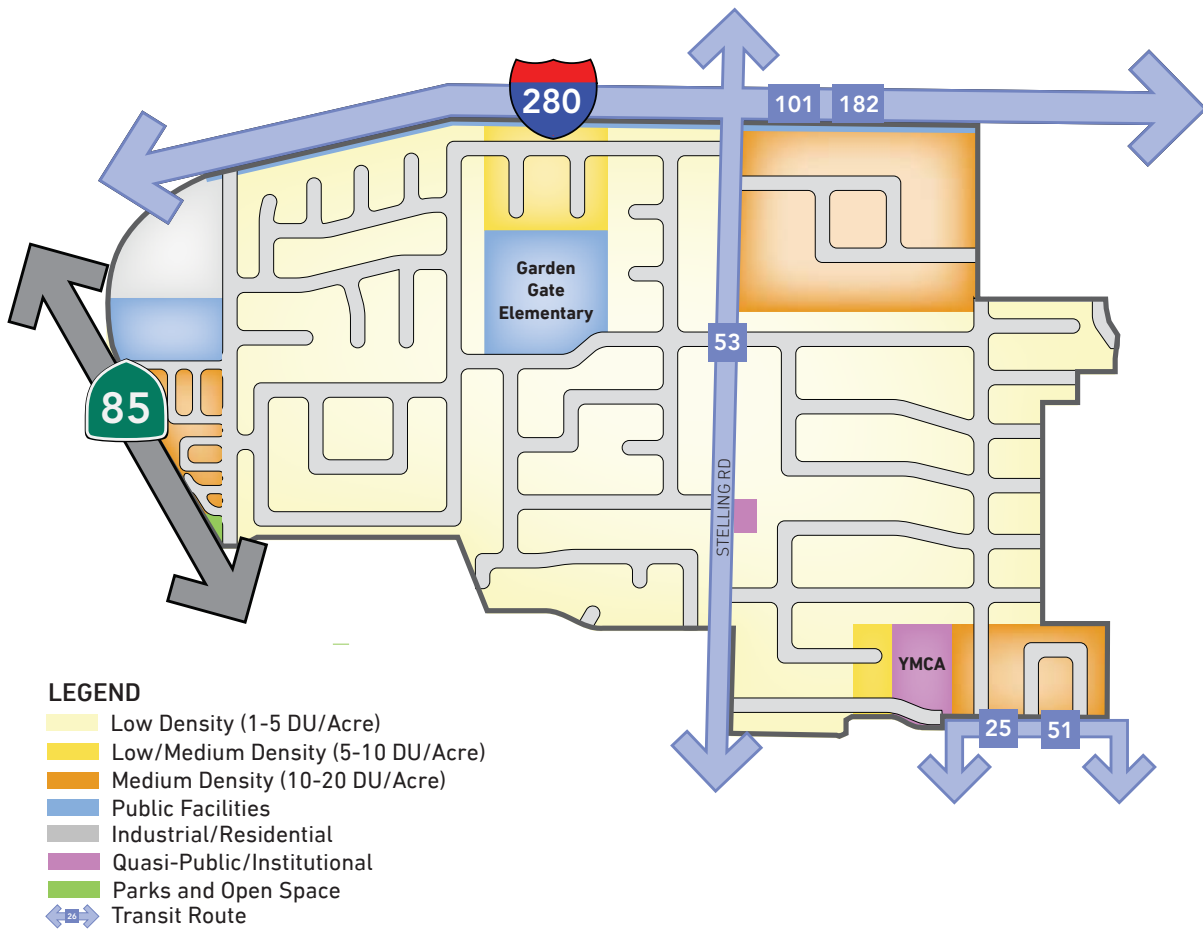
CONTEXT

The Garden Gate neighborhood is located in the central portion of Cupertino and is predominantly defined by single-family residential homes with pockets of duplexes and apartments, including the Villages of Cupertino apartment site. Bounded by Interstate 280, Mary Avenue, the Heart of the City Special Area and the North De Anza Special Area, this area is served by several amenities including shopping and employment opportunities along Stevens Creek and De Anza Boulevards, Garden Gate Elementary, Mary Avenue Dog Park, Memorial Park and the Quinlan Community Center. A substantial portion of the neighborhood was originally developed in the early 1950s and was in unincorporated Santa Clara County until it was annexed to Cupertino in 2001. The remaining neighborhood near Mary Avenue was developed in the late 1960s. There has been substantial redevelopment of existing homes in the neighborhood since the 1990s with varying architectural styles and building sizes. Lot sizes are generally larger than other single-family residential neighborhoods in other parts of the city.

VISION

The Garden Gate neighborhood will continue to be mainly a residential area. Existing single-family residences will continue to develop in accordance with the R1 Ordinance, and there may be redevelopment of some existing apartment and duplex uses. No other land use changes are anticipated in this area. Bicycle and pedestrian-friendly improvements to Stelling Road will help strengthen connections to Quinlan Center and Memorial Park.

GARDEN GATE NEIGHBORHOOD DIAGRAM





JOLLYMAN

CONTEXT

The Jollyman neighborhood is located in the central portion of Cupertino, south of Stevens Creek Boulevard. This area is predominantly defined by single-family residential homes and is generally located on the valley floor with minimal changes in grade. Bounded by Highway 85, Stevens Creek Boulevard and De Anza Boulevard, this area is served by several amenities including a large park and several churches along Stelling Road. McClellan Road is a major east-west corridor through the area. The McClellan Square Shopping Center, located in the South De Anza Special Area, includes grocery stores, pharmaceutical services and a variety of small restaurants and neighborhood serving uses. Housing types located in this neighborhood include fourplexes, townhomes and apartments. Jollyman Park and Faria Elementary School are also located in the Jollyman Neighborhood.

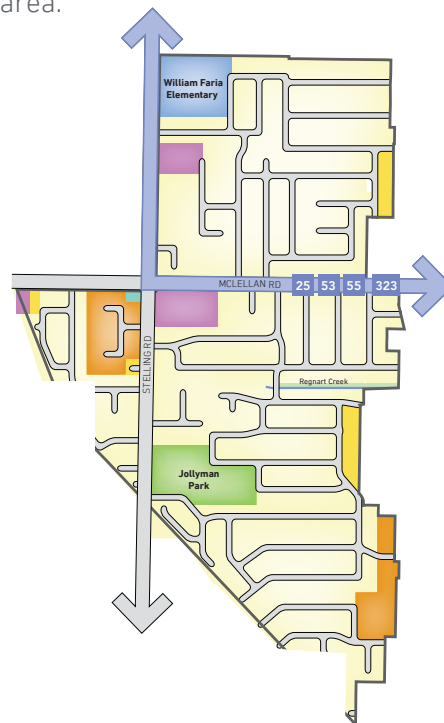
VISION

The Jollyman neighborhood will continue to be a residential area. It is anticipated that there may be limited residential growth in this area on sites that may be subdivided. No other changes are anticipated in this area. McClellan Road is a key school route and is envisioned to become a bicycle and pedestrian route to improve the east-west connection to connect neighborhoods to the east and west to the tri-school area.

JOLLYMAN NEIGHBORHOOD DIAGRAM

LEGEND

- Low Density (1-5 DU/Acre)
- Low/Medium Density (5-10 DU/Acre)
- Medium Density (10-20 DU/Acre)
- Office/Industrial/Commercial/Residential
- Public Facilities
- Quasi-Public/Institutional
- Parks and Open Space
- Riparian Corridor
- Transit Route



NORTH BLANEY

CONTEXT

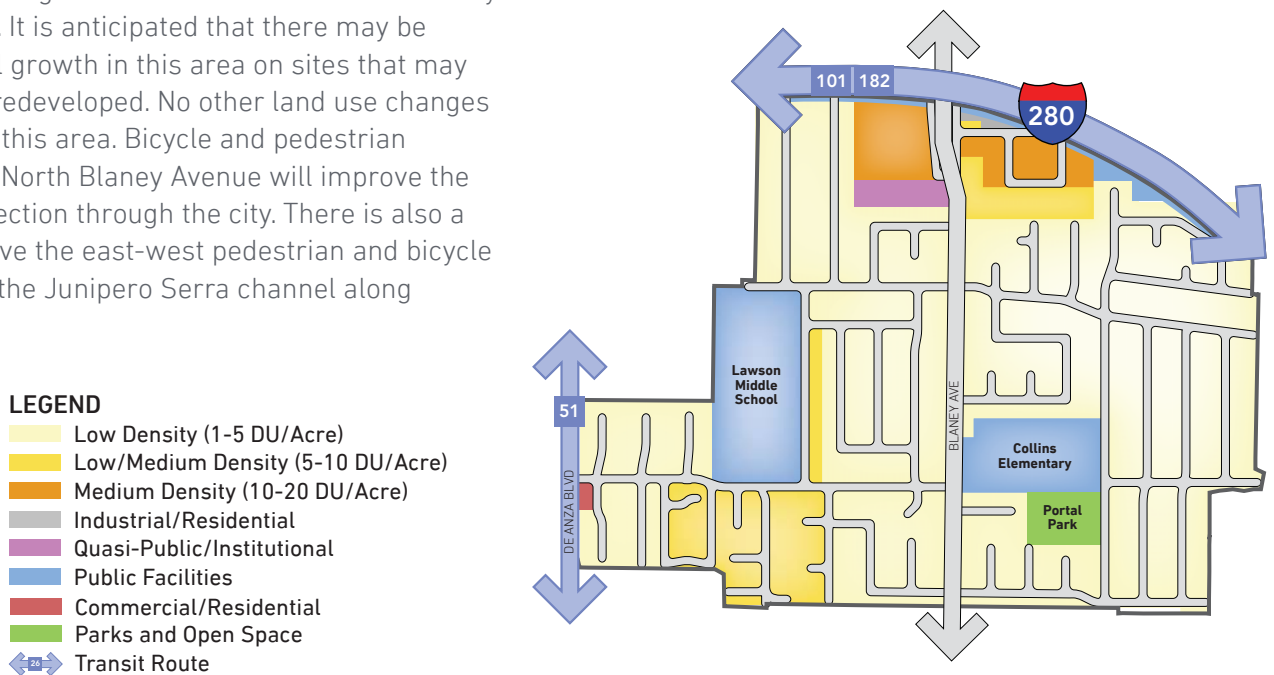
The North Blaney neighborhood is located in the eastern portion of Cupertino, north of Stevens Creek Boulevard and east of De Anza Boulevard. This area, predominantly defined by single-family residential homes, is on the valley floor with minimal grade changes. Bounded generally by De Anza Boulevard, Highway 280, Stevens Creek Boulevard, and Perimeter Road, this area is served by amenities including Portal Park, which includes a number of recreational amenities such as a tot lot and a recreation building. The Junipero Serra drainage channel runs along the northern edge of the neighborhood along Interstate 280. North Blaney is a major north-south corridor through the area. The Portal Plaza Shopping Center, located in the Heart of the City Special Area, includes grocery facilities and a variety of neighborhood serving uses. Proximity to the Vallco Shopping Mall in the Heart of the City Special Area provides opportunities for shopping for this neighborhood within close walking distance. Housing types located in this neighborhood include duplexes, townhomes and apartments closer to the freeway. The North Blaney Neighborhood includes Collins Elementary School and Lawson Middle School.



VISION

The North Blaney neighborhood will continue to be mainly a residential area. It is anticipated that there may be limited residential growth in this area on sites that may be subdivided or redeveloped. No other land use changes are anticipated in this area. Bicycle and pedestrian enhancements to North Blaney Avenue will improve the north-south connection through the city. There is also a potential to improve the east-west pedestrian and bicycle connection along the Junipero Serra channel along Interstate 280.

NORTH BLANEY NEIGHBORHOOD DIAGRAM





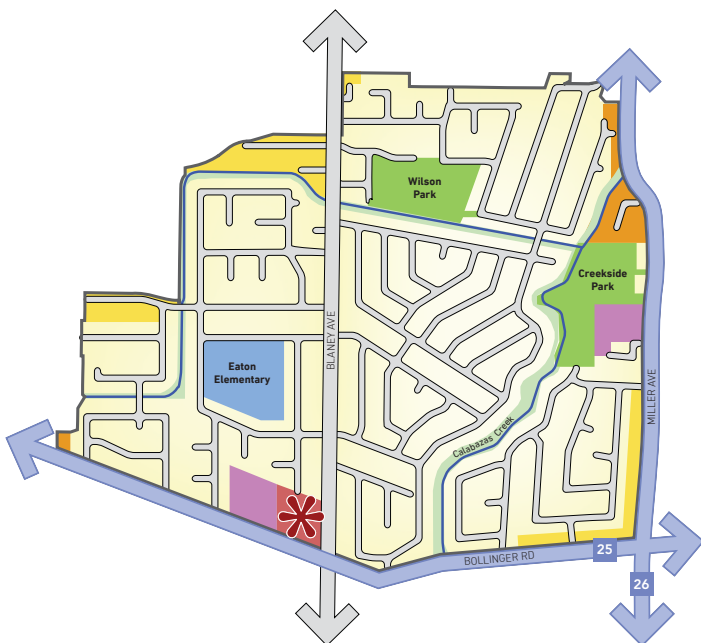
SOUTH BLANEY

CONTEXT

The South Blaney neighborhood is located in the eastern portion of Cupertino, south of Stevens Creek Boulevard and east of De Anza Boulevard. This area is predominantly defined by single-family residential homes on the valley floor with minimal changes in grade. Bounded generally by Bollinger Road, Miller Road, De Anza Boulevard and Stevens Creek Boulevard, this area is served by several amenities including proximity to the Cupertino Library and two large parks: Wilson Park and Creekside Park. South Blaney Avenue is a major north-south corridor through the area. Two creeks run through this neighborhood. Regnart Creek has mainly a concrete channel and Calabazas Creek has a more natural channel. The De Anza Plaza Shopping Center, located in the South De Anza Special Area, includes a variety of small restaurants and neighborhood serving uses. Housing types located in this neighborhood include townhomes and duplexes that line Miller Avenue and Bollinger Road. Eaton Elementary School is also located in the South Blaney Neighborhood.

VISION

The South Blaney neighborhood will continue to be a residential area. It is anticipated that there may be limited residential growth in this area on sites that may be subdivided or redeveloped with multi-family uses. No other changes are anticipated in this area. Enhancements to De Anza Boulevard, Blaney Avenue and Bollinger Road with a bicycle and pedestrian route will improve the north-south and east-west connections in this neighborhood.



SOUTH BLANEY NEIGHBORHOOD DIAGRAM

LEGEND

- Low Density (1-5 DU/Acre)
- Low/Medium Density (5-10 DU/Acre)
- Medium Density (10-20 DU/Acre)
- Public Facilities
- Quasi-Public/Institutional
- Parks and Open Space
- Riparian Corridor
- Transit Route
- ✱ Neighborhood Center

RANCHO RINCONADA

CONTEXT

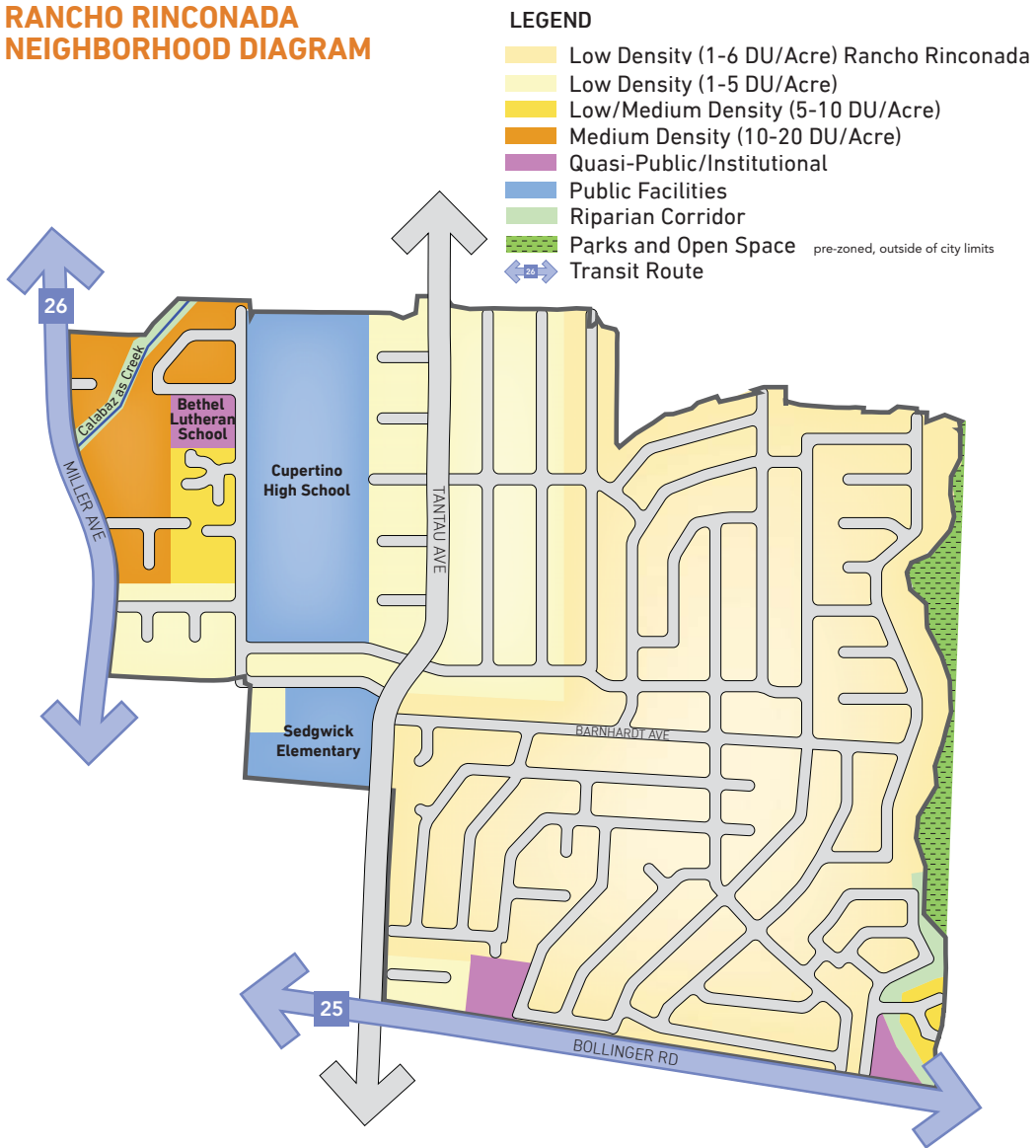
The Rancho Rinconada neighborhood is located in the southeastern portion of Cupertino, bounded by Stevens Creek Boulevard, Tantau Avenue, Lawrence Expressway, Bollinger Road and the Fairgrove Neighborhood. This area is predominantly defined by single-family residential homes with some duplexes and apartments. The area is served by several amenities including shopping and employment opportunities along Stevens Creek Boulevard, Sterling Barnhart Park, Sedgwick Elementary School, Cupertino High School, Lutheran Church of Our Saviour, Bethel Lutheran Church and Saratoga Creek. The neighborhood was originally developed in the late 1940s/early 1950s and the majority of the neighborhood was in unincorporated Santa Clara County until it was annexed to Cupertino in 1999. There has been substantial redevelopment of existing homes in the neighborhood since the 1990s with varying architectural styles and building sizes. Lot sizes are generally smaller than other single-family residential neighborhoods in the city. This area is served by the newly constructed Sterling Barnhart Park at the eastern end of the neighborhood. In addition, the Rancho Rinconada Park and Recreation District operates a swim and recreation center at the southern end of the neighborhood, which are available to the residents of the Rancho Rinconada area. Neighborhood centers serving the area are along Stevens Creek Boulevard and Tantau Avenue to the north.

VISION

The Rancho Rinconada neighborhood will continue to be mainly a residential area. Existing single-family residences will continue to redevelop in accordance with the R1 Ordinance, and there may be redevelopment of some existing apartment and duplex uses. No other major land use changes are anticipated in this area. This area has the potential for a future park along the Saratoga/San Tomas Creek Trail west of Lawrence Expressway.



RANCHO RINCONADA NEIGHBORHOOD DIAGRAM



FAIRGROVE

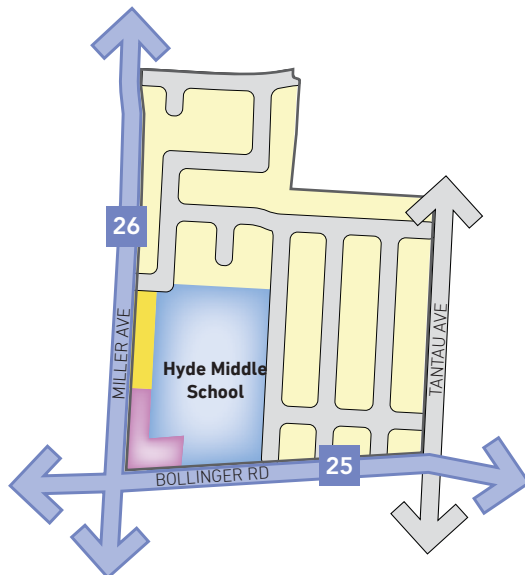
CONTEXT

The Fairgrove neighborhood is located in the southeastern portion of Cupertino and includes the area bounded by Phil Lane to the north, Tantau Avenue to the east, Bollinger to the south, and Miller Avenue to the west. The neighborhood is zoned “R1e-Eichler Single Family” and consists of a group of distinct 220 Eichler homes built in the early 1960s. Hyde Middle School is located within the Fairgrove neighborhood.

VISION

The Fairgrove neighborhood will continue to be mainly a low density single-family residential area. The City will continue to encourage application of the Eichler Design Handbook Guidelines in the Fairgrove neighborhood to preserve the neighborhood’s unique character and architectural identity.

FAIRGROVE NEIGHBORHOOD DIAGRAM



LEGEND

- Low Density (1-5 DU/Acre)
- Low/Medium Density (5-10 DU/Acre)
- Public Facilities
- Quasi-Public/Institutional
- Transit Route





land use and
community
design

3



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.

CONTENTS:

LU-2 Introduction

LU-3 Context

- Development History
- Land Use and Transportation Patterns
- Historic Preservation
- Hillsides
- Neighborhood Preservation
- Regional Land Use Planning
- Cupertino's Demographics
- Climate Action Plan and Sustainable Development Principles
- Economic Vitality

LU-8 Looking Forward

LU-10 Citywide Goals and Policies

- Balanced Community
- Community Identity
- Site and Building Design
- Streetscape Design
- Connectivity
- Historic Preservation
- Arts and Culture
- Fiscal Stability
- Economic Development
- Regional Cooperation and Coordination
- Access to Community Facilities and Services
- Hillsides

LU-40 Planning Area Goals and Policies

- Special Areas
- Heart of the City Special Area
- West Stevens Creek Boulevard Subarea
- Crossroads Subarea
- City Center Subarea
- Central Stevens Creek Boulevard Subarea
- East Stevens Creek Boulevard Subarea
- Vallco Shopping District Special Area
- North Vallco Park Special Area
- North De Anza Special Area
- South De Anza Special Area
- Homestead Special Area
- Bubb Road Special Area
- Monta Vista Village
- Other Non-Residential/ Mixed-Use Special Areas
- Neighborhoods
- Inspiration Heights Neighborhood
- Oak Valley Neighborhood
- Fairgrove Neighborhood

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 density 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.

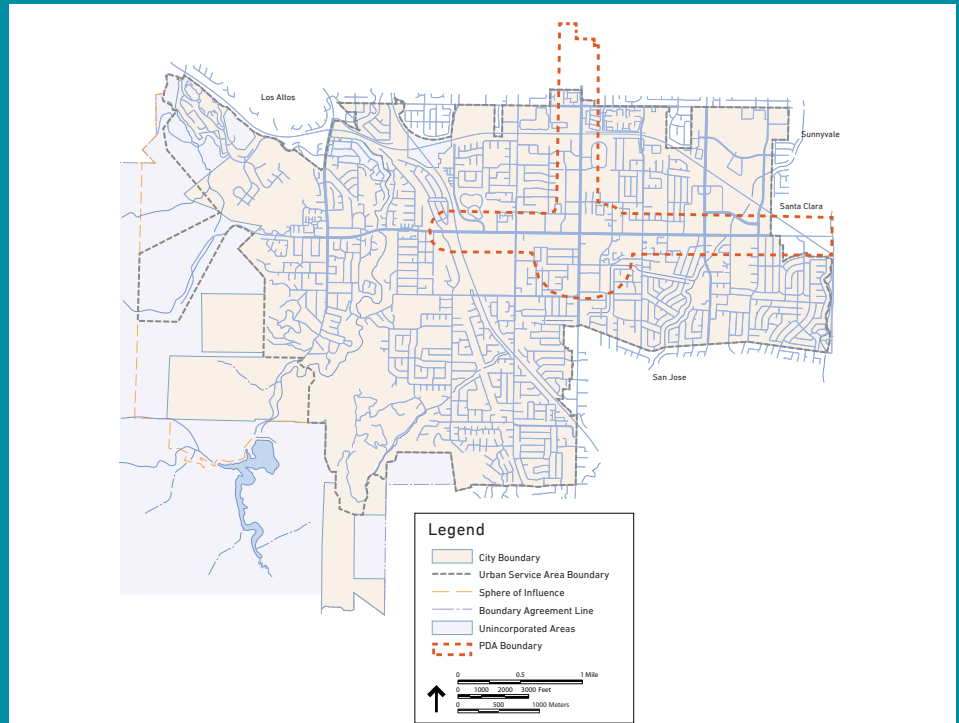
The CAP is based on 2040 growth projections for Cupertino and identifies policies and strategies to reduce greenhouse gas emissions at a municipal and community-wide level. Similar to most neighboring cities, Cupertino has historically had an imbalance of land uses (housing, services and jobs) with a 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.

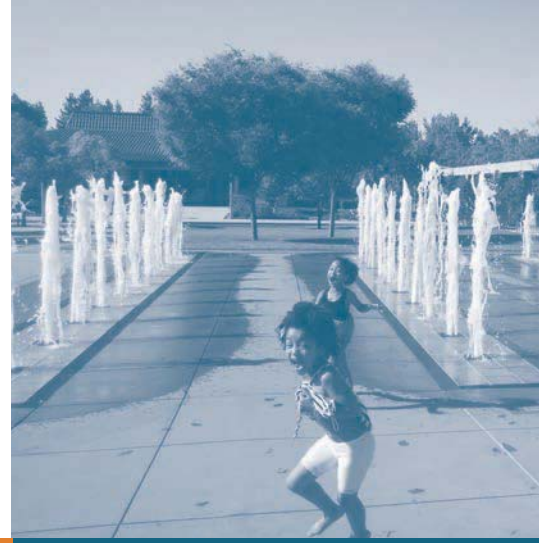
POLICY LU-1.6: JOBS/HOUSING BALANCE

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	144,964	-	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	2,553,826	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**

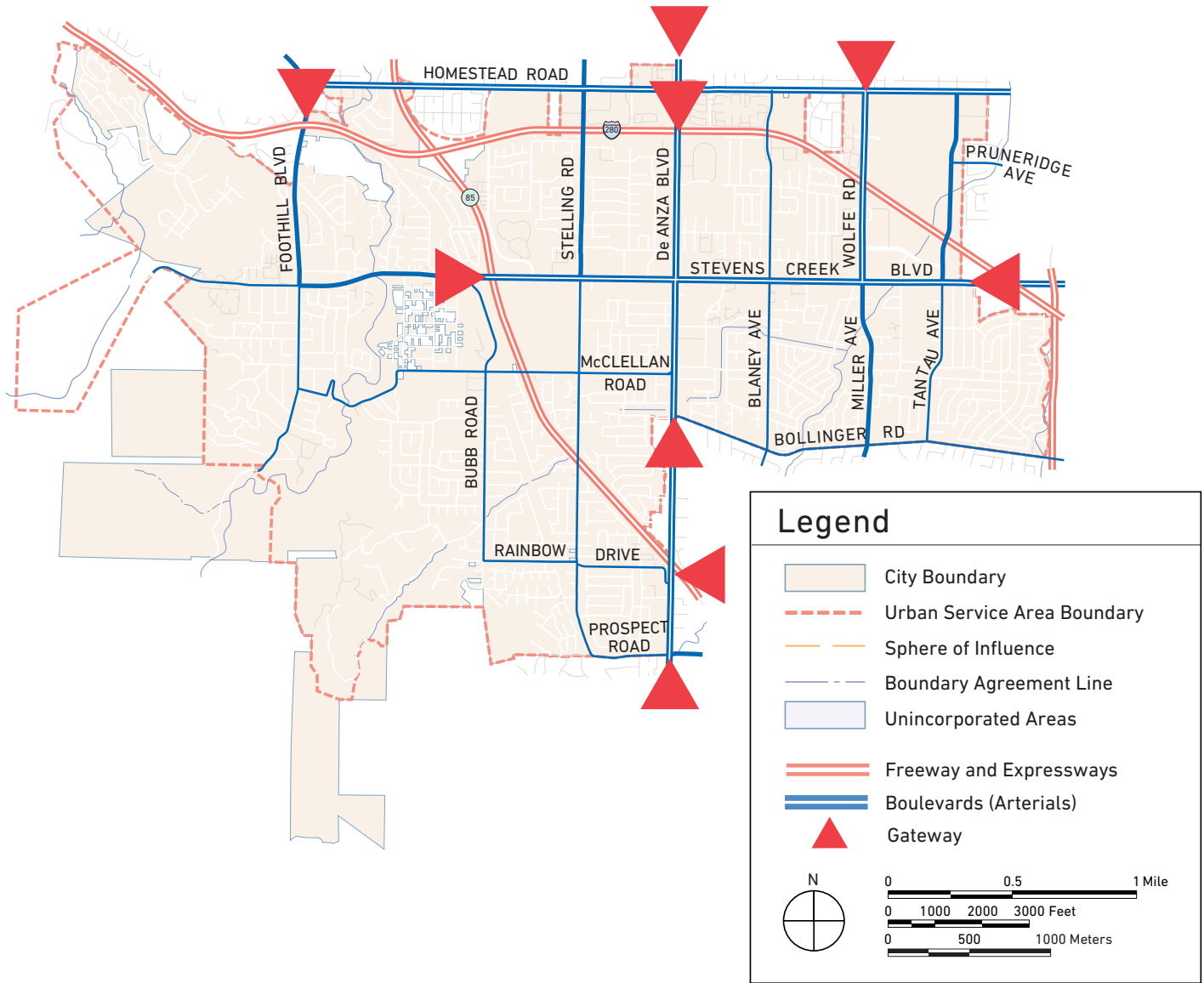
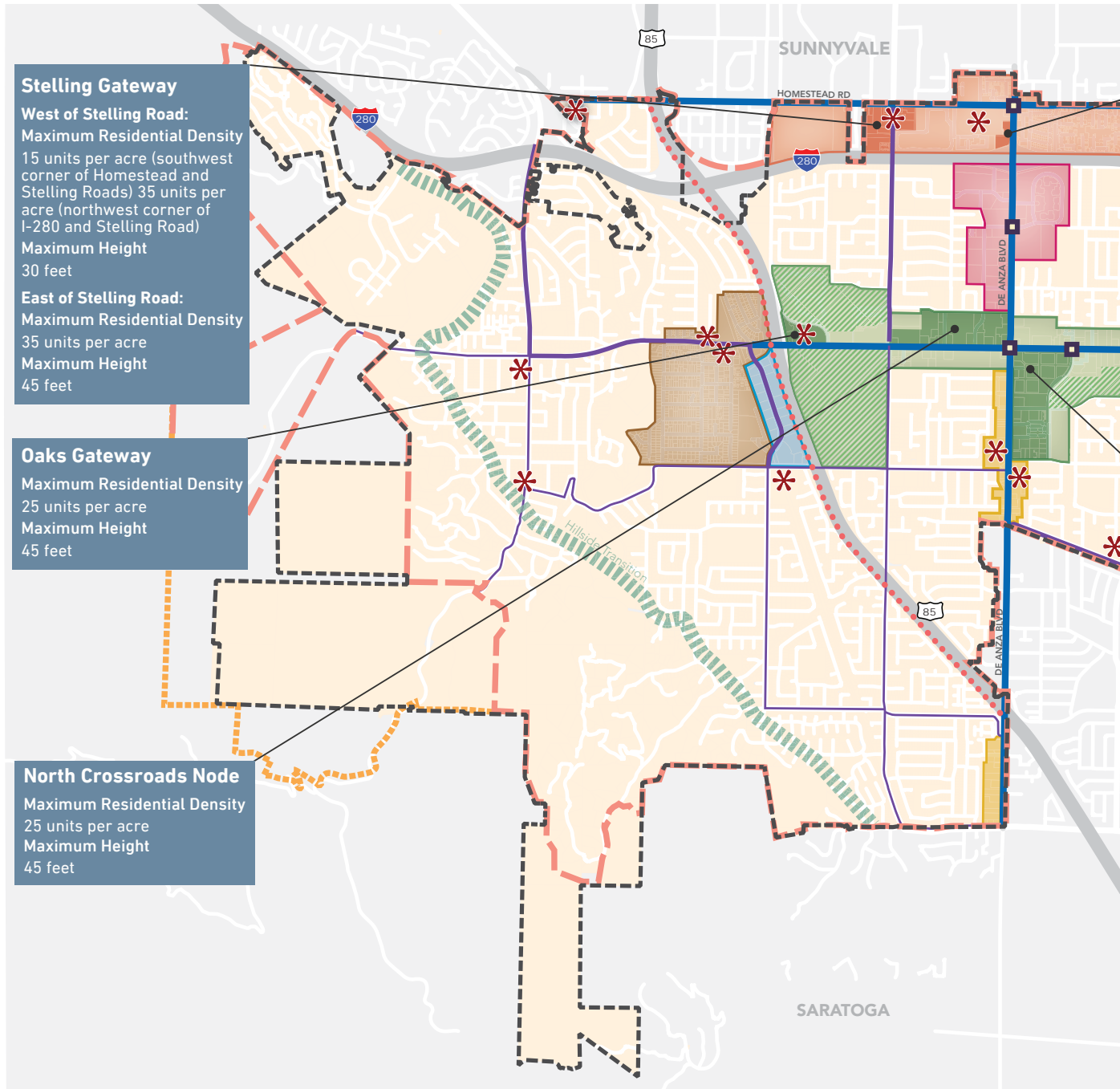


Figure LU-1 COMMUNITY FORM DIAGRAM

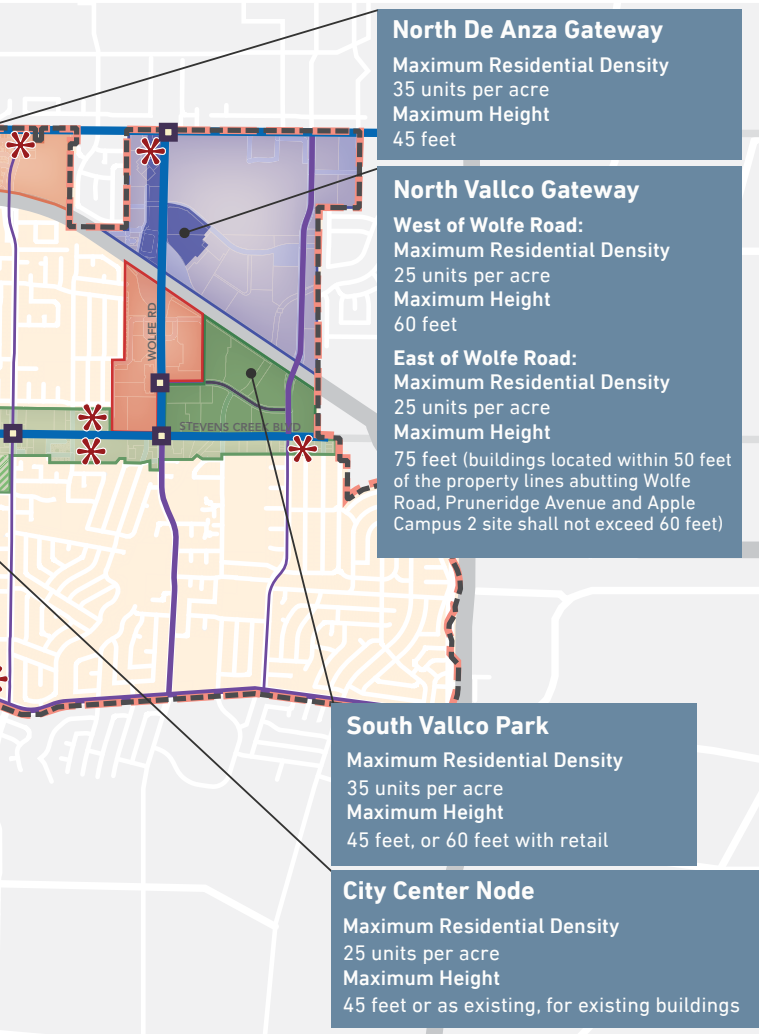


Building Planes:

- 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.



Legend	
Special Areas	Neighborhoods
Homestead	Neighborhoods
North Vallco Park	Hillside Transition
Heart of the City	Urban Service Area
North De Anza	Sphere of Influence
South De Anza	Urban Transition
Monta Vista Village	City Boundary
Bubb Road	Boulevards (Arterials)
Vallco Shopping District	Avenues (Major Collectors)
	Avenues (Minor Collectors)
	Key Intersections
	Neighborhood Centers

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

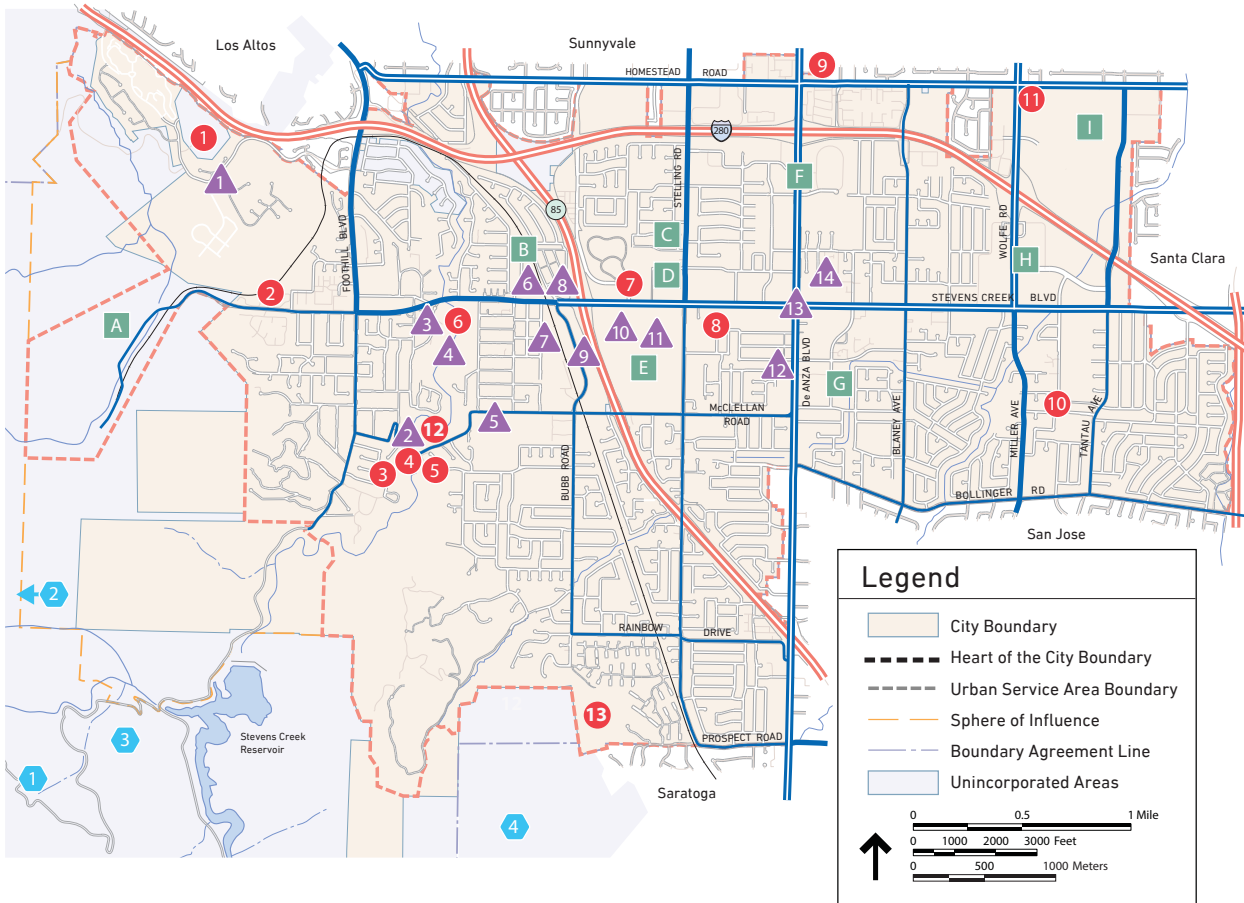
LU-6.7.1: Heritage Tree List.

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**



Legend

- City Boundary
- Heart of the City Boundary
- Urban Service Area Boundary
- Sphere of Influence
- Boundary Agreement Line
- Unincorporated Areas

0 0.5 1 Mile
0 1000 2000 3000 Feet
0 500 1000 Meters

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	Stockmeir 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 jurisdiction)	
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



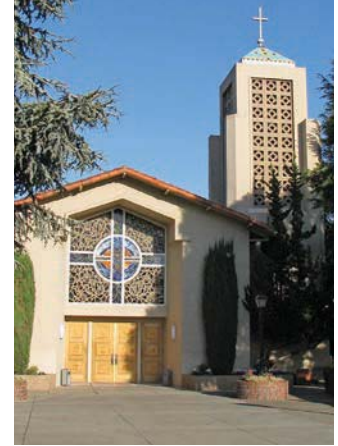
Elisha Stephens Place
22100 Stevens Creek
Boulevard
Existing Plaque



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



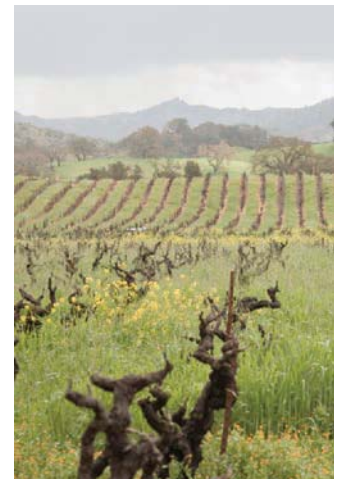
De Anza Knoll
Off of Cristo Rey Drive



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



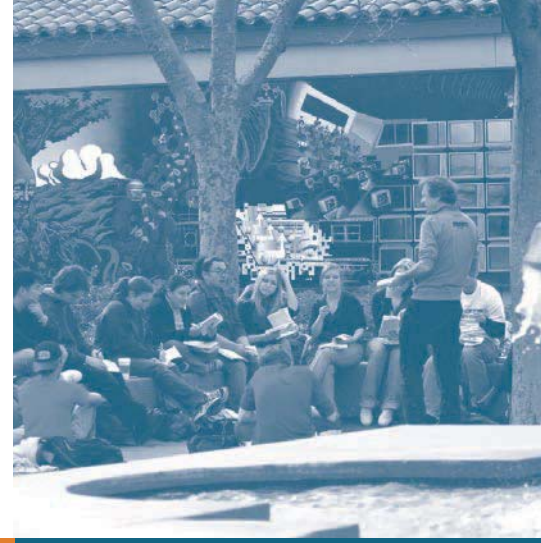
Picchetti Brothers Winery
13100 Montebello Road –
Mid-Peninsula Regional
Open Space District



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



Montebello School
15101 Montebello Road



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.**

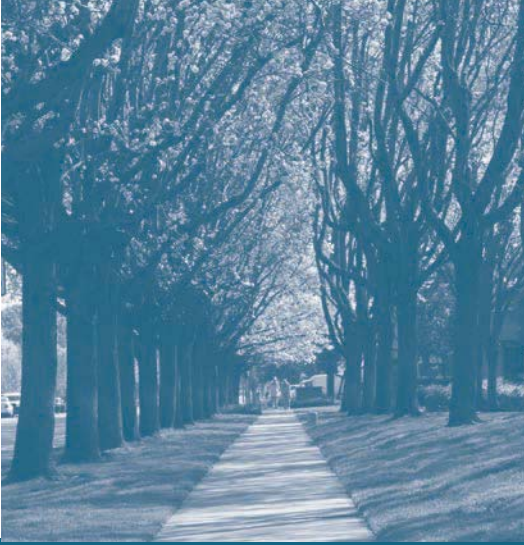
Development in these areas should be compatible with Cupertino's hillside policies of low-intensity residential, agricultural or open space uses. Preservation of the natural environment, clustering sites to minimize impact and dedication of open space are encouraged. Visual impacts, access, traffic and 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 nodes, 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 pedestrian 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 active 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.

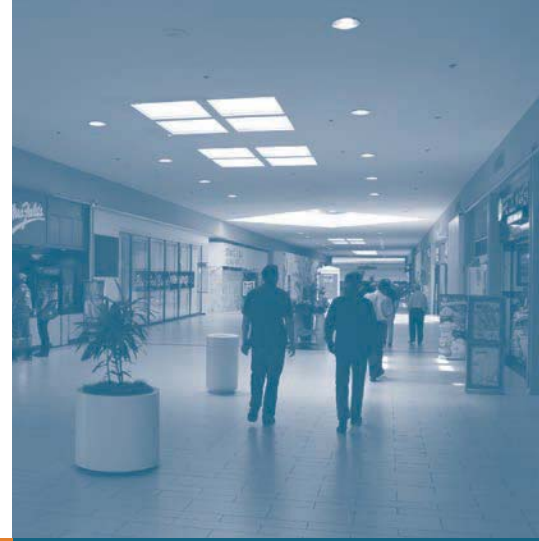
STRATEGIES:

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 to 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.



housing 4





Introduction

Cupertino is a community with a high quality of life, a renowned school system, and a robust high-technology economy. The long term vitality of Cupertino and the local economy depend upon the availability of all types of housing to meet the community's diverse housing needs. As Cupertino looks towards the future, increasing the range and diversity of housing options will be integral to the City's success. Consistent with the goal of being a balanced community, this Housing Element continues the City's commitment to ensuring new opportunities for residential development, as well as for preserving and enhancing our existing neighborhoods.

CONTENTS:

H-2	Introduction Role and Content of Housing Element	H-14	Regional Housing Needs and Allocation
H-4	Housing Needs Assessment Demographic Trends in Cupertino Housing Stock Characteristics Income and Market Conditions Related to Housing Costs Special Housing Needs	H-15	Housing Resources
		H-18	Housing Plan
		H-19	Quantified Objectives

ROLE AND CONTENT OF HOUSING ELEMENT

The Housing Element is a comprehensive eight-year plan to address housing needs in Cupertino. This updated Housing Element focuses on housing needs from January 31, 2015 through January 31, 2023, in accordance with the housing element planning period established by State law for San Francisco Bay Area jurisdictions.

This Housing Element is the City's primary policy document regarding the development, rehabilitation, and preservation of housing for all economic segments of the population. Per State Housing Element law, the document must be periodically updated to:

- Outline the community's housing production objectives consistent with State and regional growth projections
- Describe goals, policies and implementation strategies to achieve local housing objectives
- Examine the local need for housing with a focus on special needs populations
- Identify adequate sites for the production of housing serving various income levels
- Analyze potential constraints to new housing production
- Evaluate the Housing Element for consistency with other General Plan elements

This element outlines the community's projected housing needs and defines the actions the City will take to address them. General Plan Appendix B provides detailed background information to meet all requirements of State Housing Element law.

HOUSING NEEDS ASSESSMENT

This section describes the demographic, housing, and economic conditions in Cupertino; assesses the demand for housing for households at all income levels; and documents the demand for housing to serve special needs populations. The Housing Needs Assessment establishes the framework for defining the City's housing goals and formulating policies and strategies that address local housing needs.

A community's population characteristics can affect the amount and type of housing needed. Factors such as population growth, household type, and whether or not households are more likely to rent or buy their homes influence the type of housing needed.

DEMOGRAPHIC TRENDS IN CUPERTINO AND THE REGION

POPULATION

The City's population increased by 15 percent between 2000 and 2010, exceeding the growth rate of Santa Clara County (six percent), the San Francisco Bay area (five percent), and the State of California (10 percent) (see **Table HE-1**). During this period, Cupertino grew from 50,546 to 58,302 residents. A portion of this population growth can be attributed to the annexation of 168 acres of land between 2000 and 2008. Annexation of Garden Gate, Monta Vista, and scattered County "islands" added 1,600 new residents. After removing the population increases from these annexations, Cupertino experienced a 12-percent increase in its population during the previous decade.



HOUSEHOLDS

A household is defined as a person or group of persons living in a housing unit, as opposed to persons living in group quarters, such as dormitories, convalescent homes, or prisons. In 2010, Cupertino was home to 20,181 households (see **Table HE-1**). The City added approximately 2,000 new households between 2000 and 2010, an increase of 11 percent. Approximately 600 of these households, however, resulted from annexations. After adjusting for household increases due to annexation, the number of households grew by only eight percent between 2000 and 2010. During the same time period, the number of households increased by 6.8 percent in Santa Clara County.



HOUSEHOLD TYPE

Households are divided into two different types, depending on their composition. Family households are those consisting of two or more related persons living together. Non-family households include persons who live alone or in groups of unrelated individuals. Cupertino has a large proportion of family households. In 2011, family households comprised 77 percent of all households in the City, compared with 71 percent of Santa Clara County households (see **Table HE-1**).

HOUSEHOLD TENURE

Households in Cupertino are more likely to own than rent their homes. Approximately 63 percent of Cupertino households owned their homes in 2010. By comparison, 58 percent of Santa Clara County households owned homes (see **Table HE-1**).

LONG-TERM PROJECTIONS

Table HE-2 shows population, household, and job growth projections for Cupertino, Santa Clara County, and the nine-county Bay Area region between 2010 and 2040 and represents the analysis conducted by the Association of Bay Area Governments (ABAG) using 2010 Census data and a variety of local sources.

Between 2010 and 2040, Cupertino's population is expected to grow by 12,898 residents—from 58,302 to 71,200. This translates into an increase of 22 percent over 30 years. ABAG projects both Santa Clara County and the ABAG region will experience much larger growth over the same time period (36 percent and 31 percent, respectively). Cupertino's job growth is expected to continue to outpace population and household growth between 2010 and 2020, compounding the "jobs rich" nature of the City and the region. By 2020, Cupertino is anticipated to have a jobs-to-housing ratio of 1.40 (up from 1.29 in 2010, but mirroring the regional average of 1.40). Job growth in Cupertino is projected to level off after 2020 to a comparable pace with population and household growth. Similar trends are also projected for the County and the ABAG region as a whole.

HOUSING STOCK CHARACTERISTICS

A community's housing stock is defined as the collection of all types of housing located within the jurisdiction. The characteristics of the housing stock—including condition, type, and affordability—are important in determining the housing needs for Cupertino.

DISTRIBUTION OF UNITS BY STRUCTURE TYPE

A majority of housing units in Cupertino are single-family detached homes (57 percent in 2013). While still representing the majority house type, this represents a decrease from 2000, when 61 percent of all homes were single-family detached. In comparison, single-family detached homes in both Santa Clara County and the Bay Area comprised 54 percent of all homes in 2013.

Large multi-family buildings (defined as units in structures containing five or more dwellings) represent the second largest housing category in Cupertino (21 percent), followed by single-family attached dwellings (12 percent). Between 2000 and 2013, these two housing types experienced an increase of 24 and 26 percent, respectively.



Table HE-1: Population and Household Trends, 2000-2010/2011

	2000	2010/2011	Total Change 2000-2010	Percent Change 2000-2011
City of Cupertino				
Population	50,546	58,302	7,756	15.3%
Households	18,204	20,181	1,977	10.9%
Average Household Size (a)	2.75	2.83		
Household Type (a)				
Families	74.8%	77.4%		
Non-Families	25.2%	22.6%		
Tenure				
Owner	63.6%	62.6%		
Renter	36.4%	37.4%		
Santa Clara County				
Population	1,682,585	1,781,642	99,057	5.9%
Households	565,863	604,204	38,341	6.8%
Average Household Size (a)	2.92	2.89		
Household Type (a)				
Families	69.9%	70.8%		
Non-Families	30.1%	29.2%		
Tenure				
Owner	59.8%	57.6%		
Renter	40.2%	42.4%		
Bay Area (b)				
Population	6,783,760	7,150,739	366,979	5.4%
Households	2,466,019	2,608,023	142,004	5.8%
Average Household Size (a)	2.69	2.69		
Household Type (a)				
Families	64.7%	64.8%		
Non-Families	35.3%	35.2%		
Tenure				
Owner	57.7%	56.2%		
Renter	42.3%	43.8%		
California				
Population	33,871,648	37,253,956	3,382,308	10.0%
Households	11,502,870	12,577,498	1,074,628	9.3%
Average Household Size (a)	2.87	2.91		
Household Type (a)				
Families	68.9%	68.6%		
Non-Families	31.1%	31.4%		
Tenure				
Owner	56.9%	55.9%		
Renter	43.1%	44.1%		

Notes:

(a) Average household size and household type figures from American Community Survey (ACS), 2007-2011.
 (b) Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties.
 Source: Association of Bay area Governments (ABAG), Housing Element Data Profiles, December 2013

INCOME AND MARKET CONDITIONS RELATED TO HOUSING COSTS

The cost of housing is dependent on a variety of factors, including underlying land costs, market characteristics, and financing options. In the Bay Area, the technology boom has increased the demand for new housing at all income levels, resulting in both lower-earning residents and well-paid area professionals competing for housing in an overcrowded and expensive market. High housing costs can price lower-income families out of the market, cause extreme cost burdens, or force households into overcrowded conditions. Cupertino has some of the highest housing costs in the region.

TABLE HE-2: Population, Household, and Job Projections, 2010-2040

	Years				Percent Change		
	2010	2020	2030	2040	2010-2020	2020-2030	2030-2040
City of Cupertino							
Population	58,302	62,100	66,300	71,200	6.5%	6.8%	7.4%
Households	20,181	21,460	22,750	24,040	6.3%	6.0%	5.7%
Jobs	26,090	29,960	31,220	33,110	14.8%	4.2%	6.1%
Santa Clara County							
Population	1,781,642	1,977,900	2,188,500	2,423,500	11.0%	10.6%	10.7%
Households	604,204	675,670	747,070	818,400	11.8%	10.6%	9.5%
Jobs	926,270	1,091,270	1,147,020	1,229,520	17.8%	5.1%	7.2%
Bay Area (a)							
Population	6,432,288	7,011,700	7,660,700	8,394,700	9.0%	9.3%	9.6%
Households	2,350,186	2,560,480	2,776,640	2,992,990	8.9%	8.4%	7.8%
Jobs	3,040,110	3,579,600	3,775,080	4,060,160	17.7%	5.5%	7.6%

a) Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties.

Source:

Association of Bay Area Governments (ABAG), Housing Element Data Profiles, December 2013.



RENTAL MARKET CHARACTERISTICS AND TRENDS

A review of rental market conditions in Cupertino was conducted for this Housing Element by reviewing advertised apartment listings. The survey found that market-rate rents averaged:

- \$1,608 per month for studio units
- \$2,237 per month for one-bedroom units
- \$2,886 per month for two-bedroom units
- \$3,652 per month for three-bedroom units

Rental prices in Cupertino ranged from \$1,400 for a studio unit to \$5,895 for a five-bedroom unit. As can be expected, smaller units are generally more affordable than larger units. The overall median rental price for all unit sizes surveyed was \$2,830, and the average price was \$2,919.

HOME SALE TRENDS

While other areas of the State and nation experienced downturns in the housing market during the national recession that began in 2008, Cupertino home values have continued to grow. During the depth of the housing market crash (between 2008 and 2010), the median home price in Cupertino held steady at around \$1,000,000. Since 2011, home prices in Cupertino have increased substantially. The 2013 median home sales price of \$1,200,000 in Cupertino was nearly double that of the County median price (\$645,000), and prices continued to rise in 2014.

HOUSING AFFORDABILITY

According to the federal government, housing is considered “affordable” if it costs no more than 30 percent of a household’s gross income. Often, affordable housing is discussed in the context of affordability to households with different income levels. Households are categorized as very low income, low income, moderate income, or above moderate income based on percentages of the area median income established annually by the California Department of Housing and Community Development (HCD). In 2014, the area median income for Santa Clara County was \$105,500 for a family of four.

SPECIAL HOUSING NEEDS

Certain groups have more difficulty finding decent, affordable housing due to their special circumstances. Special circumstances may be related to one’s income-earning potential, family characteristics, the presence of physical or mental disabilities, or age-related health issues. As a result, certain groups typically earn lower incomes and have higher rates of overpayment for housing, or they may live in overcrowded residences. Housing Element law specifically requires an analysis of the special housing needs of the elderly, the disabled, female-headed households, large families, farmworkers, and homeless persons and families. **Table HE-3** summarizes demographics for these special needs groups in Cupertino.

SENIORS

Many senior residents face a unique set of housing needs, largely due to physical limitations, fixed incomes, and health care costs. Affordable housing cost, unit sizes and accessibility to transit, family, health care, and other services are critical housing concerns for seniors.

In 2010, 20 percent of Cupertino householders were 65 years old or older, slightly higher than the proportion of senior households in Santa Clara County (18.5 percent). A large majority of these senior households owned their homes; 86 percent of elderly households were homeowners, compared to only 58 percent of householders under 64 years old.

Cupertino’s elderly renter households are more likely to be lower income than elderly owner households. Approximately 62 percent of elderly renter households earned less than 80 percent of the area median income compared to 42 percent of senior homeowners. Elderly households also tend to pay a larger portion of their income on housing costs than do other households.



Table HE-3: Special Needs Groups in Cupertino

Special Needs Group	Person or Household	Renter	Owner	Percent of Total
Senior-Headed Households	3,983	785 (19.7%)	3,198 (80.3%)	19.7%
Households with a Senior Member	5,069	n/a	n/a	25.1%
Seniors Living Alone	1,612	516 (32.0%)	1,096 (68.0%)	8.0%
Large Households	1,883	619 (32.9%)	1,264 (67.1%)	9.3%
Single-Parent Households	883	n/a	n/a	4.4%
Female Single-Parent Households	667	n/a	n/a	6.9%
Persons with Disabilities ^(a)	3,445	n/a	n/a	5.9%
Agricultural Workers ^(b)	36	n/a	n/a	<1%
Persons living in Poverty ^(b)	2,330	n/a	n/a	4.0%
Homeless ^(c)	112	n/a	n/a	<1%

Notes:

(a) 2010 Census data not available for persons with disabilities. Estimate is from the 2008-2012 ACS. Estimate is for persons 5 years of age and older.

(b) 2010 Census data not available. Estimate is from the 2007-2011 ACS.

(c) 2010 Census data not available. Estimate is from 2013 Santa Clara County Homeless Point-In-Time Census and Survey Comprehensive Report. Of the 112 homeless persons counted in Cupertino in 2013, 92 persons were unsheltered and 20 were sheltered.

Sources: Association of Bay Area Governments (ABAG), Housing Element Data Profiles, December 2013; U.S. Census, American Community Survey (ACS), 2008-2012; 2013 Santa Clara County Homeless Point-In-Time Census and Survey Comprehensive Report

LARGE HOUSEHOLDS

Large households are defined as those with five or more members. Large households are identified as a special needs group because of limited opportunities for adequately sized and affordable housing. Cupertino has a smaller proportion of large households than Santa Clara County as a whole (9.3 percent in Cupertino compared to 15 percent in Santa Clara County). In the City, large households are more likely to be homeowners (67 percent) than renters (33 percent). Approximately 64 percent of the housing units in Cupertino have three or more bedrooms and can accommodate large households.

SINGLE-PARENT HOUSEHOLDS

Single-parent households often require special consideration and assistance because of their greater need for affordable housing and accessible day care, health care, and other supportive services. Female-headed single-parent households with children, in particular, tend to have a higher need for affordable housing than other family households in general. In addition, these households are more likely to need childcare since the mother is often the sole source of income in addition to being the sole caregiver for the children in the household. In 2010, 667 female-headed single-parent households with children under 18 years of age lived in Cupertino, representing 3.3 percent of all households in the City. A significant proportion of these households were living in poverty (21 percent).

PERSONS WITH DISABILITIES

A disability is a physical or mental impairment that limits one or more major life activities. Persons with disabilities generally have lower incomes and often face barriers to finding employment or adequate housing due to physical or structural obstacles. This segment of the population often needs affordable housing that is located near public transportation, services, and shopping. Persons with disabilities may require units equipped with wheelchair accessibility or other special features that accommodate physical or sensory limitations. Depending on the severity of the disability, people may live independently with some assistance in their own homes, or may require assisted living and supportive services in special care facilities. Approximately six percent of Cupertino residents and eight percent of Santa Clara County residents had one or more disabilities in 2010.





RESIDENTS LIVING BELOW THE POVERTY LEVEL

Families with incomes below the poverty level, specifically those with extremely low and very low incomes, are at the greatest risk of becoming homeless and often require assistance in meeting their rent and mortgage obligations in order to prevent homelessness. Census data suggest that four percent of all Cupertino residents were living below the poverty level in 2010. Specifically, about three percent of family households and two percent of families with children were living below the poverty level. These households may require specific housing solutions such as deeper income targeting for subsidies, housing with supportive services, single-room occupancy units, or rent subsidies and vouchers.

HOMELESS

Demand for emergency and transitional shelter in Cupertino is difficult to determine given the episodic nature of homelessness. Generally, episodes of homelessness among families or individuals can occur as a single event or periodically. The county-wide 2013 Santa Clara County Homeless Census & Survey reported a point-in-time count of 7,631 homeless people on the streets and in emergency shelters, transitional housing, and domestic violence shelters throughout the County. This estimate includes 112 homeless individuals in Cupertino. The count, however, should be considered conservative because many unsheltered homeless individuals may not be visible at street locations, even with the most thorough methodology.

REGIONAL HOUSING NEEDS ALLOCATION

Pursuant to California Government Code Section 65584, the State, regional councils of government (in this case, ABAG), and local governments must collectively determine each locality’s share of regional housing need allocation (RHNA). In conjunction with the State mandated housing element update cycle that requires Bay Area jurisdictions to update their elements by January 31, 2015, ABAG has determined housing unit production needs for each jurisdiction within the Bay Area. These allocations set housing production goals for the planning period that runs from January 1, 2014 through October 31, 2022 (**Table HE-4**).



Table HE-4: RHNA, Cupertino, 2014-2022

Income Category	Projected Need	Percent of Total
Extremely Low/Very Low (0-50% of AMI)	356	33.5%
Low (51-80% of AMI)	207	19.5%
Moderate (81-120% of AMI)	231	21.7%
Above Moderate (over 120% AMI)	270	25.4%
Total Units	1,064	100.0%

Source: ABAG Regional Housing Needs Assessment, 2014.

PROGRESS TOWARD THE REGIONAL HOUSING NEEDS ALLOCATION

The City of Cupertino may count housing units constructed, approved, or proposed since January 1, 2014 toward satisfying its RHNA goals for this planning period. Between January 1 and May 31, 2014, building permits for 14 single-family housing units and three second units were approved in Cupertino. In addition, six single-family homes and seven apartments received Planning approvals. Also included in the RHNA credits are 32 second units projected to be developed within the planning period. This projection is based on historical approvals of second units during the past Housing Element planning period. With these credits, the City has a remaining RHNA of 1,002 units: 356 extremely low/very low-income units, 207 low-income units, 196 moderate-income units, and 243 above moderate-income units.



HOUSING RESOURCES

OVERVIEW OF AVAILABLE SITES FOR HOUSING

The purpose of the adequate sites analysis is to demonstrate that a sufficient supply of land exists in the City to accommodate the fair share of the region's housing needs during the RHNA projections period (January 1, 2014 – October 31, 2022). The Government Code requires that the Housing Element include an "inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment" (Section 65583[a][3]). It further requires that the Element analyze zoning and infrastructure on these sites to ensure housing development is feasible during the planning period.

Figure HE-1 indicates the available residential development opportunity sites to meet and exceed the identified regional housing need pursuant to the RHNA. The opportunity sites can accommodate infill development of up to 1,400 residential units on properties zoned for densities of 20 dwelling units to the acre or more. The potential sites inventory is organized by geographic area and in particular, by mixed use corridors. As shown in **Table HE-5**, sites identified to meet the near-term development potential lie within the North Vallco Park Special Area, the Heart of the City Special Area, and the Vallco Shopping District Special Area.

One particular site will involve substantial coordination for redevelopment (Vallco Shopping District, Site A2). Due to the magnitude of the project, the City has established a contingency plan to meet the RHNA if a Specific Plan is not approved within three years of Housing Element adoption. This contingency plan (called Scenario B and discussed further in General Plan Appendix B), would involve the City removing Vallco Shopping District, adding more priority sites to the inventory, and also increasing the density/allowable units on other priority sites.

FIGURE HE-1 HOUSING ELEMENT: SITES TO MEET THE RHNA

Priority Housing Element Sites: Scenario A

Applicable if Vallco Specific Plan is adopted by May 31, 2018
 If Vallco Specific Plan is not adopted by May 31, 2018, the designated Priority Housing Element Sites will be as shown in General Plan Appendix B, Section 5.5: Residential Sites Inventory - Scenario B.

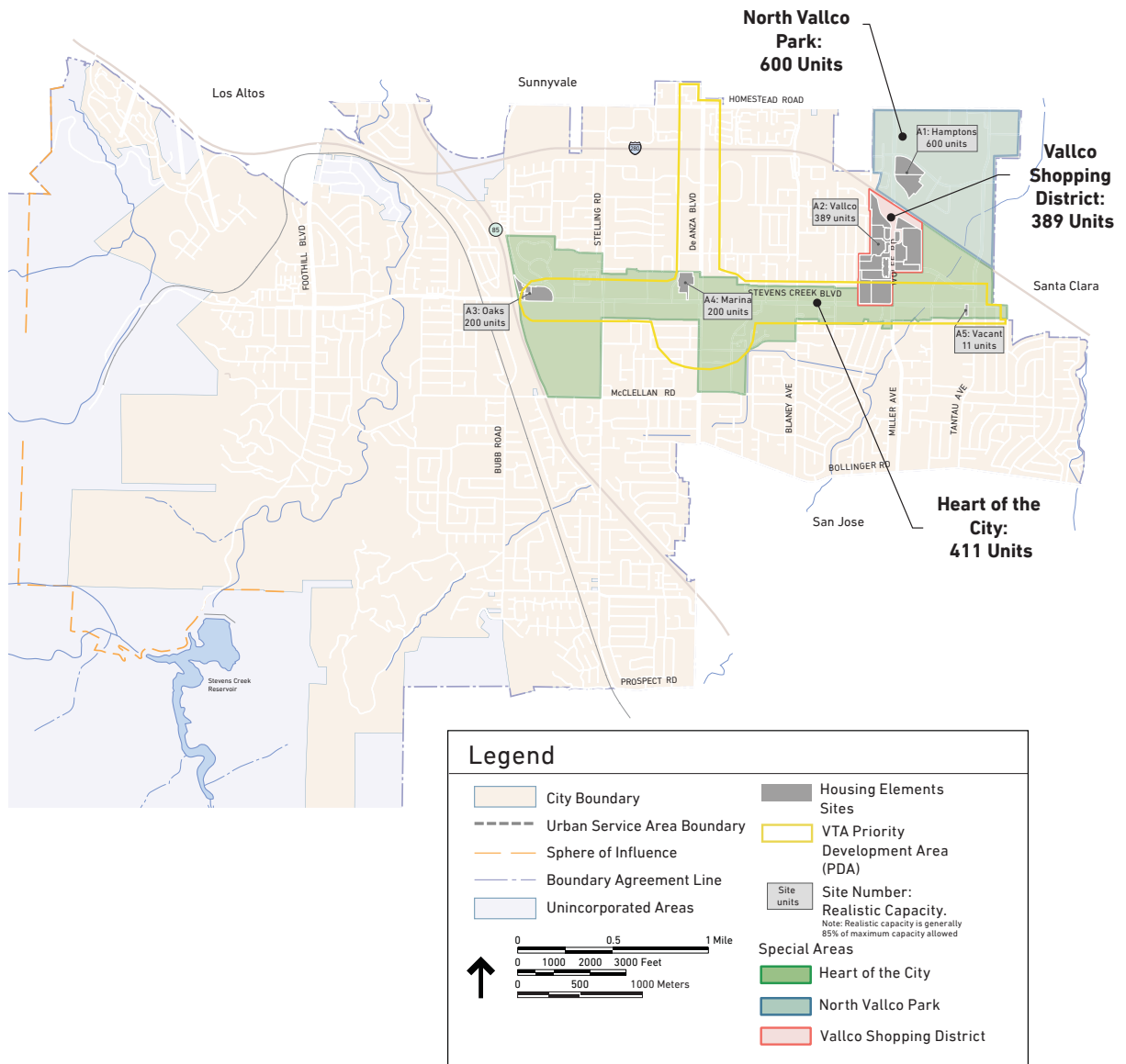


Table HE-5: Summary of PRIORITY HOUSING ELEMENT SITES To Meet the RHNA - Scenario A

Site	Adopted General Plan/ Adopted Zoning	Special Area	Max Density (DUA)	Max Height	Realistic Capacity (units)
Site A1 (The Hamptons)	High Density P(Res)	North Vallco Park	85	75 ft; or 60 ft in certain locations*;	600 net
Site A2 (Vallco Shopping District)	RS/O/R P(Regional Shopping) & P(CG)	Vallco Shopping District	35	height to be determined in Vallco Shopping District Specific Plan	389
Site A3 (The Oaks Shopping Center)	C/R P(CG, Res)	Heart of the City	30	45 ft	200
Site A4 (Marina Plaza)	C/O/R P(CG, Res)	Heart of the City	35	45 ft	200
Site A5 (Barry Swenson)	C/O/R P(CG, Res)	Heart of the City	25	45 ft	11
Total					1,400

Notes: Zoning for Site A2 (Vallco) will be determined by Specific Plan to allow residential uses. Site A1 (Hamptons) height limit of 60 feet is applicable for buildings located within 50 feet of property lines abutting Wolfe Rd, Pruneridge Ave. & Apple Campus 2 site. Site A2 (Vallco) height will be determined by Specific Plan. For more detail on height limits, see Land Use and Community Design Element, Figure LU-2.

HOUSING PLAN

This section presents the quantified objectives for new housing unit construction, conservation, and rehabilitation during the 2014-2022 projections period, as well as the policies and strategies to meet these objectives and address local housing needs. Policies and strategies are grouped into the following goals:

- **Goal HE-1:** An Adequate Supply of Residential Units for all Economic Segments
- **Goal HE-2:** Housing that is Affordable for a Diversity of Cupertino Households
- **Goal HE-3:** Enhanced Residential Neighborhoods
- **Goal HE-4:** Energy and Water Conservation
- **Goal HE-5:** Services for Extremely Low-Income Households and Special Needs Neighborhoods
- **Goal HE-6:** Equal Access to Housing Opportunities
- **Goal HE-7:** Coordination with Regional Organizations and Local School Districts

This section also identifies the responsible party and timeline for each implementation strategy.

QUANTIFIED OBJECTIVES

Table HE-6 outlines the proposed housing production, rehabilitation, and conservation objectives for the eight-year Housing Element planning period.

Table HE-6: Quantified Objectives			
Income Category	New Construction (RHNA)	Rehabilitation	Conservation
Extremely Low	178	10	8
Very Low	178	10	-
Low	207	20	-
Moderate	231	-	-
Above Moderate	270	-	-
Total	1,064	40	8

Source: City of Cupertino, 2014



GOAL HE-1

An adequate supply of residential units for all economic segments

PROVISION OF NEW HOUSING

POLICY HE-1.1: PROVISION OF ADEQUATE CAPACITY FOR NEW CONSTRUCTION NEED

Designate sufficient land at appropriate densities to accommodate Cupertino's Regional Housing Needs Allocation of 1,064 units for the 2014-2022 planning period.

POLICY HE-1.2: HOUSING DENSITIES

Provide a full range of densities for ownership and rental housing.

POLICY HE-1.3: MIXED-USE DEVELOPMENT

Encourage mixed-use development near transportation facilities and employment centers.

STRATEGIES:

HE-1.3.1: Land Use Policy and Zoning Provisions.

To accommodate the Regional Housing Needs Allocation (RHNA), the City will continue to:

- Provide adequate capacity through the Land Use Element

and Zoning Ordinance to accommodate the RHNA of 1,064 units while maintaining a balanced land use plan that offers opportunities for employment growth, commercial/retail activities, services, and amenities.

- Monitor development standards to ensure they are adequate and appropriate to facilitate a range of housing in the community.
- Monitor the sites inventory and make it available on the City website.
- Monitor development activity on the Housing Opportunity Sites to ensure that the City maintains sufficient land to accommodate the RHNA during the planning period. In the event a housing site listed in the Housing Element sites inventory is redeveloped with

a non-residential use or at a lower density than shown in the Housing Element sites inventory, ensure that the City has adequate capacity to meet the RHNA by making the findings required by Government Code Section 65863 and identifying alternative site(s) within the City if needed.

Priority Housing Sites: As part of the Housing Element update, the City has identified five priority sites under Scenario A (see **Table HE-5**) for residential development over the next eight years. The General Plan and zoning designations allow the densities shown in **Table HE-5** for all sites except the Vallco Shopping District site (Site A2). The redevelopment of Vallco Shopping District will involve significant planning and community input. A specific plan will be required to implement a comprehensive strategy for a retail/office/residential mixed use development. The project applicant would be required to work closely with the community and the City to bring forth a specific plan that meets the community's needs, with the anticipated adoption and rezoning to occur within three years of the adoption of the 2014-2022 Housing Element (by May 31, 2018). The specific plan would permit 389 units by right at a minimum density of 20 units per acre.

If the specific plan and rezoning are

not adopted within three years of Housing Element adoption (by May 31, 2018), the City will schedule hearings consistent with Government Code Section 65863 to consider removing Vallco as a priority housing site under Scenario A, to be replaced by sites identified in Scenario B (see detailed discussion and sites listing of "Scenario B" in Appendix B - Housing Element Technical Appendix). As part of the adoption of Scenario B, the City intends to add two additional sites to the inventory: Glenbrook Apartments and Homestead Lanes, along with increased number of permitted units on The Hamptons and The Oaks sites. Applicable zoning is in place for Glenbrook Apartments; however the Homestead Lanes site would need to be rezoned at that time to permit residential uses. Any rezoning required will allow residential uses by right at a minimum density of 20 units per acre.

Responsible Agencies
Cupertino Department of Community Development/Planning Division
Time Frame
Ongoing; Adopt Specific Plan and rezoning for Vallco by May 31, 2018; otherwise, conduct public hearings to consider adoption of "Scenario B" of sites strategy.
Funding Sources
None required
Quantified Objectives
1064 units (178 extremely low-, 178 very low-, 207 low-, 231 moderate- and 270 above moderate- income units)

HE-1.3.2: Second Dwelling Units.

The City will continue to implement the Second Dwelling Unit Ordinance and encourage the production of second units.

Responsible Agencies
Cupertino Department of Community Development/Planning Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
Four second units annually for a total of 32 units over eight years

- Encourage intra- and inter-agency cooperation in working with applicants at no cost prior to application submittal for assistance with preliminary plan review.

Responsible Agencies
Cupertino Department of Community Development/Planning Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A

HE-1.3.3: Lot Consolidation.

To facilitate residential and mixed use developments, the City will continue to:

- Encourage lot consolidation when contiguous smaller, underutilized parcels are to be redeveloped.
- Encourage master plans for such sites with coordinated access and circulation.
- Provide technical assistance to property owners of adjacent parcels to facilitate coordinated redevelopment where appropriate.

HE-1.3.4: Flexible Development Standards.

The City recognizes the need to encourage a range of housing options in the community. The City will continue to:

- Offer flexible residential development standards in planned residential zoning districts, such as smaller lot sizes, lot widths, floor area ratios and setbacks, particularly for higher density and attached housing developments.
- Consider granting reductions in off-street parking on a case-by-case basis for senior housing.

Responsible Agencies
Cupertino Department of Community Development/Planning Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A

HE-1.3.5: Heart of the City Specific Plan.

To reduce constraints to housing development, and in order to ensure that the designated sites can obtain the realistic capacity shown in the Housing Element, the City will review revisions to the Heart of the City Specific Plan residential density calculation requirement, to eliminate the requirement to net the non-residential portion of the development from the lot area.

Responsible Agencies
Cupertino Department of Community Development/Planning Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A



GOAL HE-2

Housing is affordable for a diversity of Cupertino households

HOUSING AFFORDABILITY

POLICY HE-2.1: HOUSING MITIGATION

Ensure that all new developments—including market-rate residential developments—help mitigate project-related impact on affordable housing needs.

POLICY HE-2.2: RANGE OF HOUSING TYPES

Encourage the development of diverse housing stock that provides a range of housing types (including smaller, moderate cost housing) and affordability levels. Emphasize the provision of housing for lower- and moderate-income households including wage earners who provide essential public services (e.g., school district employees, municipal and public safety employees, etc.).

POLICY HE-2.3: DEVELOPMENT OF AFFORDABLE HOUSING AND HOUSING FOR PERSONS WITH SPECIAL NEEDS

Maintain and/or adopt appropriate land use regulations and other development tools to encourage the development of affordable housing. Make every reasonable effort to disperse units throughout the community but not at the expense of undermining the fundamental goal of providing affordable units.

STRATEGIES:

HE-2.3.1: Office and Industrial Housing Mitigation Program.

The City will continue to implement the Office and Industrial Housing Mitigation Program. This program requires that developers of office, commercial, and industrial space pay a mitigation fee, which will then be used to support affordable housing in

the City of Cupertino. These mitigation fees are collected and deposited in the City's Below Market-Rate Affordable Housing Fund (BMR AHF).

Responsible Agencies
Cupertino Department of Community Development/ Planning Division
Time Frame
Ongoing
Funding Sources
BMR AHF
Quantified Objectives
N/A

HE-2.3.2: Residential Housing Mitigation Program.

The City will continue to implement the Residential Housing Mitigation Program to mitigate the need for affordable housing created by new market-rate residential development. This program applies to new residential development. Mitigation includes either the payment of the "Housing Mitigation" fee or the provision of a Below Market-Rate (BMR) unit or units. Projects of seven or more for-sale units must provide on-site BMR units. Projects of six units or fewer for-sale units can either build one BMR unit or pay the Housing Mitigation fee. Developers of market-rate rental units, where the units

cannot be sold individually, must pay the Housing Mitigation fee to the BMR AHF. The BMR program specifies the following:

- Priority. To the extent permitted by law, priority for occupancy is given to Cupertino residents, Cupertino full-time employees and Cupertino public service employees as defined in Cupertino's Residential Housing Mitigation Manual.
- For-Sale Residential Developments. Require 15% for-sale BMR units in all residential developments where the units can be sold individually (including single-family homes, common interest developments, and condominium conversions or allow rental BMR units as allowed in (d) below).
- Rental Residential Developments: To the extent permitted by law, require 15% rental very low and low-income BMR units in all rental residential developments. If the City is not permitted by law to require BMR units in rental residential developments, require payment of the Housing Mitigation Fee.

- Rental Alternative. Allow rental BMR units in for-sale residential developments, and allow developers of market-rate rental developments to provide on-site rental BMR units, if the developer: 1) enters into an agreement limiting rents in exchange for a financial contribution or a type of assistance specified in density bonus law (which includes a variety of regulatory relief); and 2) provides very low-income and low-income BMR rental units.
- Affordable Prices and Rents. Establish guidelines for affordable sales prices and affordable rents for new affordable housing and update the guidelines each year as new income guidelines are received;
- Development of BMR Units Off Site. Allow developers to meet all or a portion of their BMR or Housing Mitigation fee requirement by making land available for the City or a nonprofit housing developer to construct affordable housing, or allow developers to construct the required BMR units off site, in partnership with a nonprofit. The criteria for land donation or off-site BMR units (or combination of the two

options) will be identified in the Residential Housing Mitigation Manual.

- BMR Term. Require BMR units to remain affordable for a minimum of 99 years; and enforce the City's first right of refusal for BMR units and other means to ensure that BMR units remain affordable.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing
Funding Sources
BHR AHF
Quantified Objectives
20 BMR units over eight years

HE-2.3.3: Below Market-Rate (BMR) Affordable Housing Fund (AHF).

The City's BMR AHF will continue to support affordable housing projects, strategies and services, including but not limited to:

- BMR Program Administration
- Substantial rehabilitation
- Land acquisition
- Acquisition of buildings for permanent affordability, with or without rehabilitation

- New construction
- Preserving “at-risk” BMR units
- Rental operating subsidies
- Down payment assistance
- Land write-downs
- Direct gap financing
- Fair housing

The City will target a portion of the BMR AHF to benefit extremely low-income households and persons with special needs (such as the elderly, victims of domestic violence, and the disabled, including persons with developmental disabilities), to the extent that these target populations are found to be consistent with the needs identified in the nexus study the City prepares to identify the connection, or “nexus” between new developments and the need for affordable housing.

To ensure the mitigation fees continue to be adequate to mitigate the impacts of new development on affordable housing needs, the City will update its Nexus Study for the Housing Mitigation Plan by the end of 2015.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing/annually publish RFPs to solicit projects; update Nexus Study by the end of 2015
Funding Sources
BHR AHF
Quantified Objectives
N/A

HE-2.3.4: Housing Resources.

Cupertino residents and developers interested in providing affordable housing in the City have access to a variety of resources administered by other agencies. The City will continue to provide information on housing resources and services offered by the County and other outside agencies. These include, but are not limited to:

- Mortgage Credit Certificate (MCC) – Santa Clara County Housing and Community Development Department.
- First-Time Homebuyer Assistance and Developer Loans for Multi-Family Development - Housing Trust Silicon Valley (HTSV).
- Housing Choice Vouchers (Section 8) - Housing Authority of Santa Clara County (HASCC).
- Affordable housing development

- Santa Clara County HOME Consortium.

The City will also continue to explore and pursue various affordable housing resources available at the local, regional, state, and federal levels that could be used to address housing needs in the community.

- Evaluate the feasibility of developing special housing for teachers or other employee groups on the surplus properties.

Research other jurisdictions' housing programs for teachers for their potential applicability in Cupertino.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A

Responsible Agencies
Cupertino Department of Community Development/ Planning Division
Time Frame
Ongoing; evaluate housing programs for teachers in 2015
Funding Sources
BHR AHF
Quantified Objectives
N/A

HE-2.3.5: Surplus Properties for Housing.

The City will explore opportunities on surplus properties as follows:

- Work with local public agencies, school districts and churches, to identify surplus properties or underutilized properties that have the potential for residential development.
- Encourage long-term land leases of properties from churches, school districts, and corporations for construction of affordable units.

HE-2.3.6: Incentives for Affordable Housing Development.

The City will continue to offer a range of incentives to facilitate the development of affordable housing. These include:

- Financial assistance through the City's Below Market-Rate Affordable Housing Fund (BMR AHF) and CDBG funds.
- Partner with CDBG and/or support the funding application of qualified affordable housing developers for regional, state, and federal affordable housing

funds, including HOME funds, Low Income Housing Tax Credits (LIHTC), and mortgage revenue bonds.

- Density bonus incentives (see Strategy HE-2.3.7).
- Flexible development standards
- Technical assistance.
- Waiver of park dedication fees and construction tax.
- Parking ordinance waivers.
- Expedited permit processing.

The City joined the Santa Clara County HOME Consortium so that HOME funds for eligible affordable housing projects within the City of Cupertino are available beginning federal fiscal year 2015.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing incentives (annually publish RFPs to solicit projects); joined HOME Consortium in 2014
Funding Sources
BMR AHF; CDBG; HOME; General Fund
Quantified Objectives
N/A

HE-2.3.7: Density Bonus Ordinance.

The City will encourage use of density bonuses and incentives, as applicable,

for housing developments which include one of the following:

- At least 5 percent of the housing units are restricted to very low income residents.
- At least 10 percent of the housing units are restricted to lower income residents.
- At least 10 percent of the housing units in a for-sale common interest development are restricted to moderate income residents.
- The project donates at least one acre of land to the city or county large enough for 40 very low income units; the land has the appropriate general plan designation, zoning, permits, approvals, and access to public facilities needed for such housing; funding has been identified; and other requirements are met.

A density bonus of up to 20 percent must be granted to projects that contain one of the following:

- The project is a senior citizen housing development (no affordable units required).
- The project is a mobile home park age restricted to senior citizens (no affordable units required).

For projects that contain on-site affordable housing, developers may request one to three regulatory concessions, which must result in identifiable cost reductions and be needed to make the housing affordable.

The City will update the density bonus ordinance as necessary to respond to future changes in State law.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing
Funding Sources
None required.
Quantified Objectives
N/A

HE-2.3.8: Extremely Low-Income Housing and Housing for Persons with Special Needs.

The City will continue to encourage the development of adequate housing to meet the needs of extremely low-income households and persons with special needs (such as the elderly, victims of domestic violence, and the disabled, including persons with developmental disabilities). Specifically, the City will consider the following incentives:

- Provide financing assistance using the Below Market-Rate Affordable Housing Fund (BMR AHF) and Community Development Block Grant funds (CDBG).
- Allow residential developments to exceed planned density maximums if they provide special needs housing and the increase in density will not overburden neighborhood streets or hurt neighborhood character.
- Grant reductions in off-street parking on a case-by-case basis.
- Partner with and/or support the funding application of qualified affordable housing developers for regional, state, and federal affordable housing funds, including HOME funds, Low Income Housing Tax Credits (LIHTC), and mortgage revenue bond.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing
Funding Sources
BMR AHF; CDBG; HOME
Quantified Objectives
N/A

HE-2.3.9: Employee Housing.

The City permits employee housing in multiple zoning districts. Pursuant to the State Employee Housing Act, any employee housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household shall be deemed an agricultural land use. No conditional use permit, zoning variance, or other zoning clearance shall be required of this employee housing that is not required of any other agricultural activity in the same zone. The permitted occupancy in employee housing in a zone allowing agricultural uses shall include agricultural employees who do not work on the property where the employee housing is located. The Employee Housing Act also specifies that housing for six or fewer employees be treated as a residential use. The City amended the Zoning Ordinance to be consistent with the State law in 2014 and will continue to comply with the Employee Housing Act where it would apply.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A



GOAL HE-3

Stable and physically sound residential neighborhoods

MAINTAINING EXISTING HOUSING STOCK

POLICY HE-3.1: HOUSING REHABILITATION

Pursue and/or provide funding for the acquisition/rehabilitation of housing that is affordable to very low-, low-, and moderate-income households. Actively support and assist non-profit and for-profit developers in producing affordable units.

POLICY HE-3.2: MAINTENANCE AND REPAIR

Assist lower-income homeowners and rental property owners in maintaining and repairing their housing units.

POLICY HE-3.3: CONSERVATION OF HOUSING STOCK

The City's existing multi-family units provide opportunities for households of varied income levels. Preserve existing multi-family housing stock by preventing the net loss of multi-family housing units in new development and the existing inventory of affordable housing units that are at risk of converting to market-rate housing.

STRATEGIES:

HE-3.3.1: Residential Rehabilitation.

The City will continue to:

- Utilize its Below Market-Rate Affordable Housing Fund (BMR AHF) and Community Development Block Grant (CDBG) funds to support residential rehabilitation efforts in the community. These include:
 - Acquisition/rehabilitation of rental housing.
 - Rehabilitation of owner-occupied housing.
- Provide assistance for home safety repairs and mobility/accessibility improvements to income-qualified owner-occupants using CDBG funds. The focus of this strategy is on the correction of safety hazards.

- Partner with and/or support the funding application of qualified affordable housing developers for regional, state, and federal affordable housing funds, including HOME funds, Low Income Housing Tax Credits (LIHTC), and mortgage revenue bonds.

Responsible Agencies
Cupertino Department of Community Development/Housing Division; West Valley Community Services
Time Frame
Ongoing/annually publish RFPs to solicit projects
Funding Sources
BMR AHF; CDBG; HOME
Quantified Objectives
Rehabilitate five units per year for a total of 40 units over eight years

HE-3.3.2: Preservation of At-Risk Housing Units.

One housing project – Beardon Drive (eight units) – is considered at risk of converting to market-rate housing during the next ten years. The City will proactively contact the property owner regarding its intent to remain or opt out of the affordable program. In the event the project becomes at risk of converting to market-rate housing, the City will work with the property owner or other interested nonprofit housing providers to preserve the units. The City will also conduct outreach to the tenants to provide information on any potential conversion and available affordable housing assistance programs.

The City will continue to monitor its entire portfolio of affordable housing for-sale and rental inventory annually. The City will monitor its affordable for-sale inventory by requiring Below Market-Rate (BMR) homeowners to submit proof of occupancy such as utility bills, mortgage loan documentation, homeowner’s insurance, and property tax bills. The City will further monitor its affordable for-sale inventory by ordering title company lot books, reviewing property profile reports and updating its public database annually. The City will monitor its affordable rental inventory by verifying proof of occupancy and performing annual rental income certifications for each BMR tenant. The City records a Resale Restriction Agreement against each affordable

BMR for-sale unit and a Regulatory Agreement for BMR rental units to help ensure long-term affordability. To help further preserve the City’s affordable housing stock, the City may consider providing assistance to rehabilitate and upgrade the affordable units as well.

Responsible Agencies
Cupertino Department of Community Development/ Housing Division
Time Frame
Annually monitor status of affordable projects; contact property owner of at risk project at least one year in advance of potential conversion date.
Funding Sources
BMR AHF; CDBG; HOME
Quantified Objectives
N/A

HE-3.3.3: Condominium Conversion.

The existing Condominium Conversion Ordinance regulates the conversion of rental units in multi-family housing development in order to preserve the rental housing stock. Condominium conversions are not allowed if the rental vacancy rate in Cupertino and certain adjacent areas is less than five percent at the time of the application for conversion and has averaged five percent over the past six months. The City will continue to monitor the effectiveness of this ordinance in providing opportunities for homeownership while preserving a balanced housing stock with rental housing.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A

HE-3.3.4: Housing Preservation Program.

When a proposed development or redevelopment of a site would cause a loss of multi-family housing, the City will grant approval only if:

- The project will comply with the City’s Below Market-Rate Program;
- The number of units provided on the site is at least equal to the number of existing units; and
- Adverse impacts on displaced tenants, in developments with more than four units, are mitigated.

In addition, indirect displacement may be caused by factors such as increased market rents as areas become more desirable. The City will participate, as appropriate, in studies of regional housing need and displacement, and consider policies or programs to address the indirect displacement of lower income residents as appropriate.

HE-3.3.5 Neighborhood and Community Clean-Up Campaigns.

The City will continue to encourage and sponsor neighborhood and community clean-up campaigns for both public and private properties.

Responsible Agencies
Cupertino Department of Community Development
Time Frame
Ongoing
Funding Sources
General Funds
Quantified Objectives
N/A

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Housing Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A



GOAL HE-4

Energy and water conservation

SUSTAINABLE HOUSING DEVELOPMENT

POLICY HE-4.1: ENERGY AND WATER CONSERVATION

Encourage energy and water conservation in all existing and new residential development.

STRATEGIES:

HE-4.1.1: Enforcement of Title 24.

The City will continue to enforce Title 24 requirements for energy conservation and will evaluate utilizing some of the other suggestions as identified in the Environmental Resources/ Sustainability element.

Responsible Agencies
Cupertino Department of Community Development Department/Building Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A

HE-4.1.2: Sustainable Practices.

The City will continue to implement the Landscape Ordinance for water conservation and the Green Building Ordinance (adopted in 2013) that applies primarily to new residential and nonresidential development, additions, renovations, and tenant improvements of ten or more units.

To further the objectives of the Green Building Ordinance, the City will evaluate the potential to provide incentives, such as waiving or reducing fees, for energy conservation improvements at affordable housing projects (existing or new) with fewer than ten units to exceed the minimum requirements of the California Green Building Code. This City will also implement the policies in its climate action plan to achieve residential-focused greenhouse gas emission reductions and further these community energy and water conservation goals.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division and Building Division
Time Frame
Ongoing; consider further incentives in 2015 to encourage green building practices in smaller developments
Funding Sources
None required
Quantified Objectives
N/A



GOAL HE-5

Special services for lower-income and special needs households

LOWER INCOME AND SPECIAL NEEDS HOUSING

POLICY HE-5.1: LOWER-INCOME AND SPECIAL NEEDS HOUSEHOLDS

Support organizations that provide services to lower-income households and special need households in the City, such as the homeless, elderly, disabled and single parent households.

STRATEGIES:

HE-5.1.1: Emergency Shelters.

The City will continue to facilitate housing opportunities for special needs persons by allowing emergency shelters as a permitted use in the “BQ” Quasi-Public zoning district. The City will subject emergency shelters to the same development standards as other similar uses within the BQ zoning district, except for those provisions permitted by State law and provided in the Zoning Ordinance for emergency shelters.

Responsible Agencies
Cupertino Department of Community Development/ Planning Division
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A

HE-5.1.2: Supportive Services for Lower-Income Households and Persons with Special Needs.

The City will continue to utilize its Below Market-Rate Affordable Housing Fund, Community Development Block Grant (CDBG) funds, and General Fund Human Service Grants (HSG) funds to provide for a range of supportive services for lower-income households and persons with special needs.

Responsible Agencies
Cupertino Department of Community Development/Housing Division
Time Frame
Annually through the Action Plan funding application process allocate CDBG and HSG to organizations that cater to the needs of lower income and special needs households
Funding Sources
BMR AHF; CDBG; HSG
Quantified Objectives
N/A

HE-5.1.3: Rotating Homeless Shelter.

The City will continue to support the operation of a Rotating Homeless Shelter program.

Responsible Agencies
Cupertino Department of Community Development/Housing Division; Faith in Action
Time Frame
Ongoing
Funding Sources
None required
Quantified Objectives
N/A



GOAL HE-6

Equal access to housing opportunities

FAIR HOUSING PRACTICES

POLICY HE-6.1: HOUSING DISCRIMINATION

The City will work to eliminate on a citywide basis all unlawful discrimination in housing with respect to age, race, sex, sexual orientation, marital or familial status, ethnic background, medical condition, or other arbitrary factors, so that all persons can obtain decent housing.

STRATEGY:

HE-6.1.1: Fair Housing Services.

The City will continue to:

- Provide fair housing services, which include outreach, education, counseling, and investigation of fair housing complaints.
- Retain a fair housing service provider to provide direct services for residents, landlords, and other housing professionals.

- Coordinate with efforts of the Santa Clara County Fair Housing Consortium to affirmatively further fair housing.
- Distribute fair housing materials produced by various organizations at public counters and public events.

Responsible Agencies
Cupertino Department of Community Development/Housing Division; Santa Clara County Fair Housing Consortium; Eden Council for Hope and Opportunity (ECHO)
Time Frame
Ongoing
Funding Sources
BMR AHF; CCDBG
Quantified Objectives
N/A



GOAL HE-7

Coordination with regional organizations and local school districts

MAINTAINING EXISTING HOUSING STOCK

POLICY HE-7.1: COORDINATION WITH LOCAL SCHOOL DISTRICTS

The Cupertino community places a high value on the excellent quality of education provided by the three public school districts which serve residents. To ensure the long-term sustainability of the schools in tandem with the preservation and development of vibrant residential areas, the City will continue to coordinate with the Cupertino Union School District (CUSD), Fremont Union High School District (FUHSD), and Santa Clara Unified School District (SCUSD).

POLICY HE-7.2: COORDINATION WITH REGIONAL EFFORTS TO ADDRESS HOUSING-RELATED ISSUES

Coordinate efforts with regional organizations, including ABAG and the Bay Area Air Quality Management District (BAAQMD), as well as neighboring jurisdictions, to address

housing and related quality of life issues (such as air quality and transportation).

POLICY HE-7.3: PUBLIC-PRIVATE PARTNERSHIPS

Promote public-private partnerships to address housing needs in the community, especially housing for the workforce.

STRATEGY:

HE-7.3.1: Coordination with Outside Agencies and Organizations.

The City recognizes the importance of partnering with outside agencies and organizations in addressing local and regional housing issues.

These may include, but are not limited to, the following:

- School districts
- Housing providers
- Neighboring jurisdictions

- Association of Bay Area Governments (ABAG)
- Air Quality Management District
- Housing Trust Silicon Valley
- Santa Clara County Fair Housing Consortium
- Santa Clara County HOME Consortium
- Santa Clara County Continuum of Care (COC)
- Housing Authority of Santa Clara County (HASCC)
- Valley Transportation Authority (VTA)

Specifically, the City will meet with these agencies/organizations periodically to discuss the changing needs, development trends, alternative approaches, and partnering opportunities.

Responsible Agencies
Cupertino Department of Community Development Planning Division and Housing Division
Time Frame
Ongoing
Funding Sources
None Required
Quantified Objectives
N/A



mobility 5





Introduction

Cupertino's transportation system is multi-faceted. It integrates walkways, sidewalks, bicycle routes, bus transit facilities, local streets, major roadways and freeways into a single, integrated system that supports the city's high quality of life. At the local level, this includes facilities that connect neighborhoods with pedestrian, bicycle and automobile routes. Longer distance connections include links to major boulevards, expressways, commuter rail and the regional freeway system.

This Element includes goals, policies and strategies that the City will use in making decisions regarding transportation network improvements needed to accommodate Cupertino's anticipated growth. The purpose for this Element is to implement strategies that make alternative modes of transportation attractive choices. This will help reduce strain on the automobile network and improve health and quality of life for Cupertino residents and businesses.

CONTENTS:

M-2 Introduction

M-3 Context

- Regional Transportation Planning
- Link between Land Use and Transportation
- Complete Streets
- Greenhouse Gases and Transportation
- Pedestrians and Bicyclists
- Performance Measurement
- Transportation Network

M-12 Looking Forward

M-13 Goals and Policies

- Regional Coordination
- Complete Streets
- Walkability and Bikeability
- Transit
- Safe Routes to Schools
- Vehicle Parking
- Transportation Impact Analysis
- Greenhouse Gas Emissions and Air Quality
- Roadway System Efficiency
- Transportation Infrastructure

CONTEXT

Cupertino's circulation system was developed mostly in a suburban and auto-oriented pattern during the 1950s and 1960s. Over the years, the City has enhanced its roadway infrastructure with a system of bike lanes, trails, bridges, better sidewalks and publicly accessible connections in new development. Cupertino is also served by many important regional transportation facilities such as Highway 85, Interstate 280, Lawrence Expressway, and bus transit service provided by the Santa Clara Valley Transportation Authority (VTA). The community anticipates reductions in auto traffic impacts, enhancements to the walking and biking environment, improvements to existing transit service, and connections to key transit nodes including Caltrain. As such, the goals in this Element respond to current conditions and present policies to adequately address future change.

REGIONAL TRANSPORTATION PLANNING

Cupertino's local transportation infrastructure is supplemented by regional facilities and services through agencies such as the VTA, the local congestion-management agency, the Metropolitan Transportation Commission (MTC), the Bay Area's regional transportation authority, and Caltrans, the State Department of Transportation. Each agency has a long-term plan consisting of policies and projects which are connected to the operational success of Cupertino's local transportation network. Key projects for these agencies include:

- Interchange Improvements at Interstate 280/Highway 85 (MTC–Plan Bay Area)
- Stevens Creek Bus Rapid Transit (MTC–Plan Bay Area)

Regional transit service primarily includes bus lines operated by VTA that run along the city's major corridors, including Stevens Creek Boulevard, De Anza Boulevard and Wolfe Road, and portions of Homestead Road, Stelling Road and Tantau Avenue. Regional facilities include a bus transit station at De Anza College and within the Vallco Shopping District. As new development projects are proposed, the City will continue to identify opportunities for improvements to bus stop facilities, such as the new Apple Campus 2 area at Wolfe Road, Homestead Road and Tantau Avenue and the Main Street project at Tantau Avenue and Stevens Creek Boulevard.

A relatively new trend in regional commute transportation is the implementation of private bus and shuttle services to connect workers and major employers throughout the Bay Area. While currently this activity is not regulated or organized among these employers, it is beneficial in the regional effort to reduce the reliance on Single Occupancy Vehicles (SOVs).

The One Bay Area Grant Program is a new funding approach that better integrates the region's federal transportation program with California's landmark climate change law (Assembly Bill 32, 2006) and Sustainable Communities Strategy program (Senate Bill 375, 2008). Funding distribution to the counties considers progress toward achieving local land use and housing policies by:

- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs); and
- Providing a higher proportion of funding to local agencies and additional investment flexibility to invest in bicycle and pedestrian improvements, local streets and roadway preservation and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

The goals and policies included in this Element and the Land Use and Community Design Element seek to take advantage of regional planning and funding efforts. They implement strategies that encourage the location of future growth in Cupertino's Priority Development Areas along Stevens Creek Boulevard and portions of De Anza Boulevard, and by advocating for improved service and improvements to regional infrastructure.

LINK BETWEEN LAND USE AND TRANSPORTATION

In order to maintain and enhance the quality of life for Cupertino residents and businesses, it is important to ensure that future growth does not overwhelm the transportation network, identify ways to limit greenhouse gas emissions, and improve the health of our community. Land use and mobility policies included in the General Plan seek to do so by working together to focus future growth along major mixed-use corridors and within PDAs. Mobility policies also seek to improve the walking/biking environment and enhance transit to ensure that the transportation network is accessible to people of all ages and abilities, including

school children, the disabled and the elderly. These policies also promote connectivity between neighborhoods and services, and between key nodes in order to reduce reliance on the automobile as the sole mode of transportation.

COMPLETE STREETS

The California Complete Streets Act (2008) places the planning, designing and building of “Complete Streets” into the larger planning framework of the General Plan by requiring jurisdictions to plan for multi-modal transportation networks. Complete Streets are designed and operated to enable safe access for all users including pedestrians, bicyclists, the disabled, motorists, seniors, users of public transportation and movers of commercial goods. These networks allow people to effectively travel to key destinations within their community and the larger region. In addition, all transportation projects should be evaluated as to their ability to improve safety, access and mobility for all travelers and recognize pedestrian, bicycle and transit modes as integral elements of their transportation system.

Cupertino has already begun the work of reviewing the existing street network and looking for new opportunities to improve alternative modes of transportation through the construction of sidewalks, walking paths, bike lanes, trails and bridges across pedestrian barriers, such as the Don Burnett Bridge at Mary Avenue. The goals and policies in this Element seek to continue the work of making enhancements to the transportation network to encourage all modes of transportation.

GREENHOUSE GASES AND TRANSPORTATION

A major challenge of today is meeting the energy needs of a growing population while also protecting air quality and natural resources. The majority of greenhouse gas emissions can be attributed to carbon dioxide emissions from the transportation sector. A 2010 inventory of Cupertino’s community-wide emissions shows that transportation accounts for almost 41 percent of community-wide emissions. Therefore, reducing the number of automobile trips, particularly from single-occupancy vehicles, can provide the greatest benefit in reducing greenhouse gas emissions in Cupertino.

The goals and policies in this Element work in tandem with other General Plan policies to address issues of sustainability, health and air quality by taking

advantage of opportunities to reduce greenhouse gas emissions. Low-carbon fuels, new and improved vehicle technologies, and land use strategies and infrastructure improvements to reduce the number of vehicle miles traveled can reduce transportation-related emissions significantly.

PEDESTRIANS AND BICYCLISTS

Cupertino has made considerable strides improving walkability and bikeability with new or improved bike lanes, sidewalks and pedestrian connections. However, many older commercial areas and neighborhoods continue to lack a pedestrian and bike-friendly environment where students can safely walk and bike to school, and families can walk or bike to parks and nearby community facilities and shopping. This was a consistent theme expressed by participants during public workshops conducted as part of the General Plan Amendment.

Areas are generally considered walkable if people can safely walk to schools, parks and services within a half mile (less than 10-14 minutes) distance. A bike-friendly city provides a network of streets and paths where people can bike safely and conveniently to community facilities, employment and shopping. The goals and policies of this Element, along with the City's Bicycle Transportation Plan and Pedestrian Plan, seek to further improve and enhance the walking and biking environment through capital improvement projects, development review, and retrofitting existing facilities within older commercial areas and neighborhoods. **Figure M-1** identifies existing and planned improvements to bicycle and pedestrian facilities in the city.

PERFORMANCE MEASUREMENT

Senate Bill 743 (2013) created a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). The process helps achieve the State's goals for reducing greenhouse gas emissions and traffic-related air pollution, promotes the development of a multi-modal transportation system, and provides clean, efficient access to major destinations. Specifically, the law requires an alternative to automobile level of service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, alternative criteria are required to promote the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses.

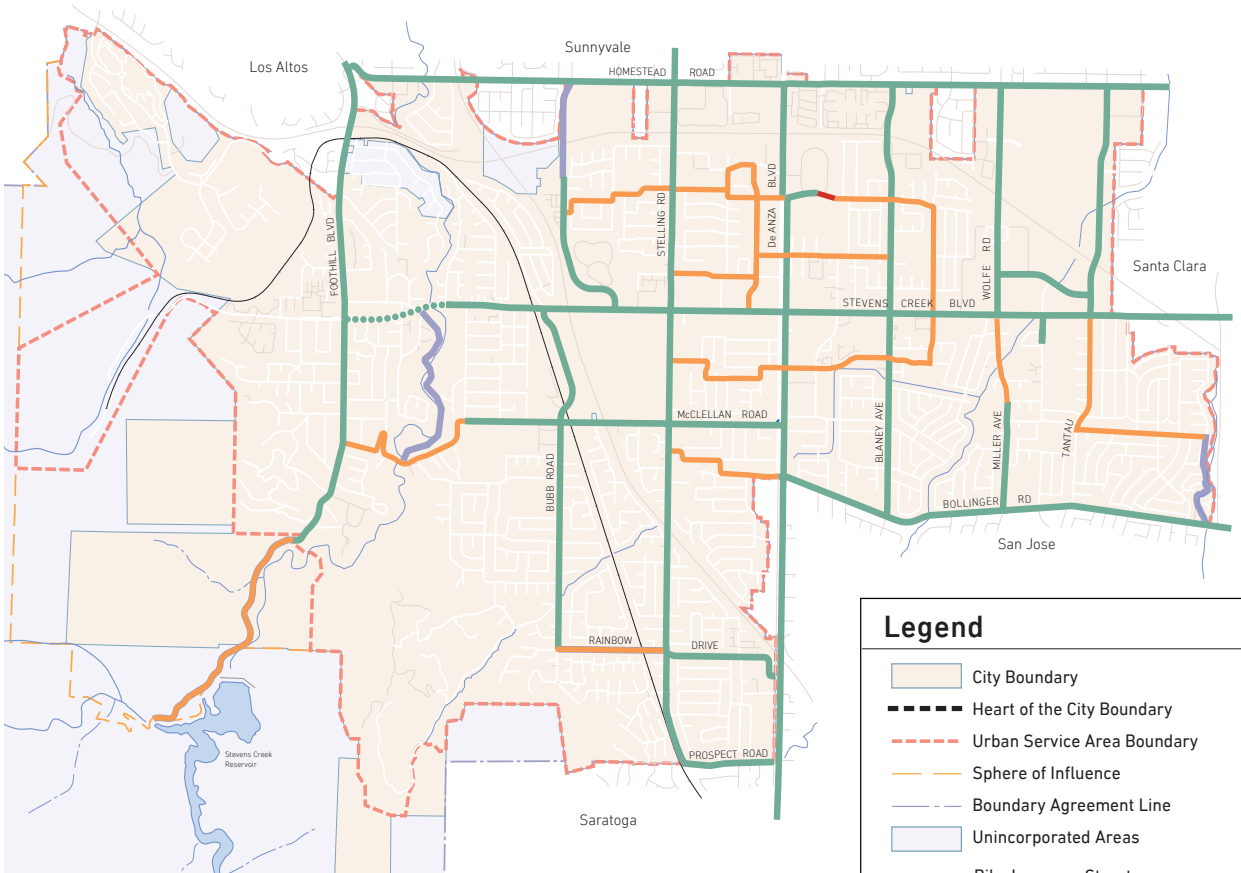
Like many cities, Cupertino has used LOS as a performance measure to evaluate traffic impacts. Historically, this has led cities to focus entirely on improvements to auto infrastructure, often to the detriment of other modes of transportation. Consistent with State law, this Element seeks to look at performance measures that balance the needs of all modes of transportation, including automobile, walking, biking and transit. Such new measures can range from looking at vehicle miles traveled (VMT) as a measure of balancing land uses to reviewing seconds of delay for all travel modes as a measure of impacts to traffic. This will allow the City to develop and maintain a Transportation Improvement Plan that includes pedestrian, bicycle, transit and automobile network enhancements, and Transportation Systems Management (TSM) and Travel Demand Management (TDM) measures to improve efficiency of the network.

TRANSPORTATION NETWORK

Cupertino's transportation network consists of a variety of street types and pathways. The network determines not only how various land uses are connected but also the modes of transportation used by people to access them. **Table M-1** defines the various street types and paths in terms of their character, adjoining current and future land uses, modes of travel that they currently support, and improvements needed to enhance access for all modes of transportation.

Close alignment of the City's Capital Improvement Program with Community Vision 2040 priorities will allow the City to strategically plan and direct resources to develop this multi-modal transportation infrastructure. **Figure M-2** shows the geographical locations of the major roadways.

**FIGURE M-1
CURRENT (2014) AND PROPOSED
BICYCLE NETWORK**



* Note: see Complete Streets policy for implementation

Legend

- City Boundary
- Heart of the City Boundary
- Urban Service Area Boundary
- Sphere of Influence
- Boundary Agreement Line
- Unincorporated Areas
- Bike Lanes on Street
- Bike Paths Off Street
- Bike Route
- Right of Way Public Access

N
 0 0.5 1 Mile
 0 1000 2000 3000 Feet
 0 500 1000 Meters


























TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

TSM is an approach to congestion mitigation that identifies improvements to enhance the capacity of existing roadways through better operations. These techniques help improve traffic flow, air quality and movement of vehicles and goods, as well as enhance system accessibility and safety. TSM strategies are low-cost and effective, and typically include: intersection and signal improvements; data collection to monitor system performance; and/or special events management strategies.

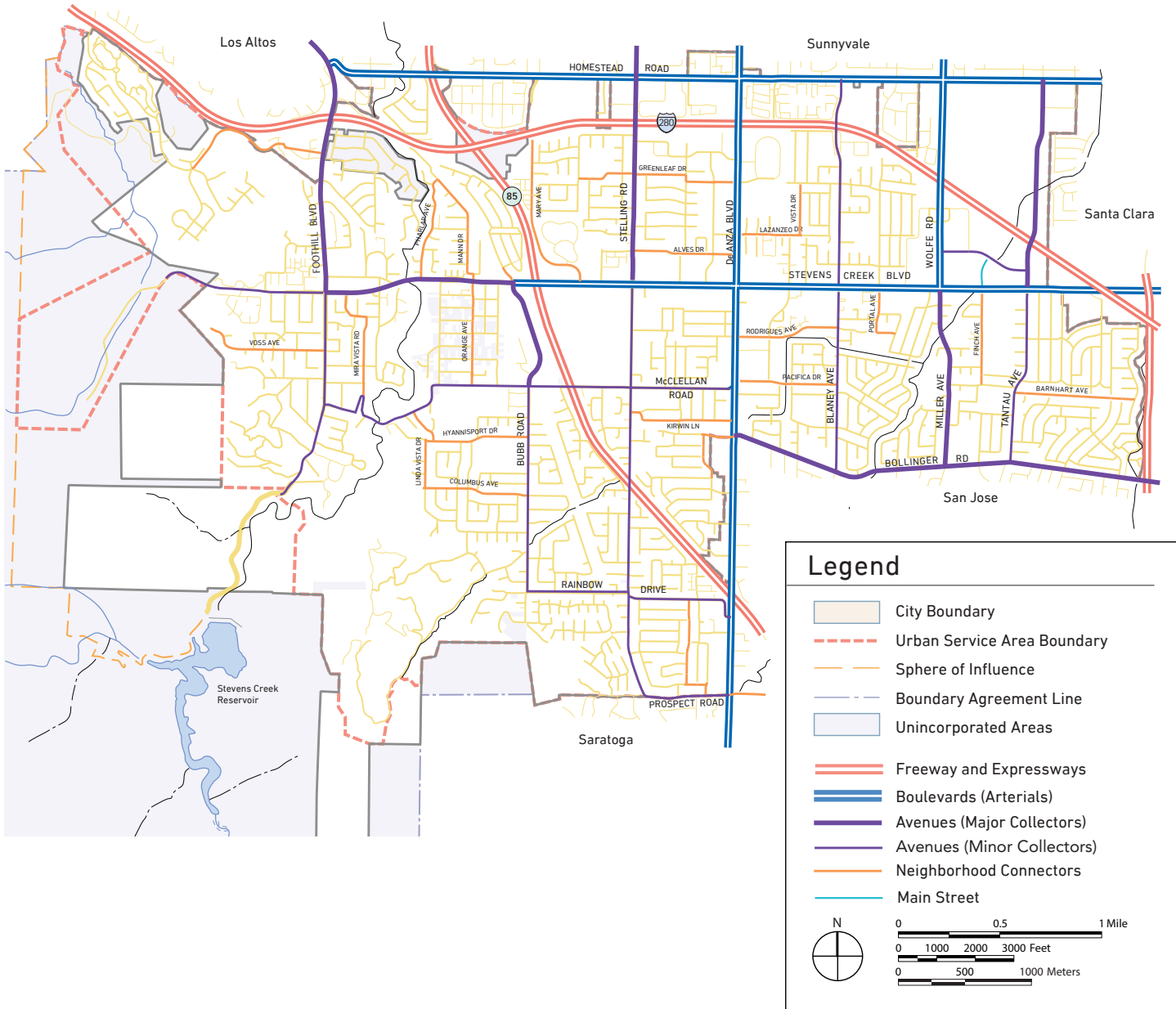
TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM seeks to reduce travel demand (specifically that of single-occupancy car) by encouraging other modes of travel through requirements and/or incentives. TDM strategies typically include: commute trip reduction programs; parking policies; and/or incentives to take transit or other modes of transportation.

Table M-1: Street Typology

Type	Mode(s) of Transportation	Guidelines
Freeway		Limited access, part of a regional and/or State network subject to State design standards.
Expressway	 	Limited access, regional and part of a county network subject to County design standards.
Boulevard (Arterial)	   	Access and safe crossing for all modes of travel along a regional transportation corridor. May include medians to separate directional travel. City or multi-jurisdictional design standards apply.
Main Street	   	Balances all modes of transportation, includes on-street parking and connects to highly pedestrian-oriented uses. Vehicular performance measures may be lowered to prioritize walking and biking.
Avenue (Major and Minor Collector)	   	Connector that distributes trips to commercial and residential areas from boulevards, and provides balanced levels of service for auto, bikes and pedestrians.
Neighborhood Connector	  	Primarily serves and connects neighborhoods and neighborhood services, and facilitates safe walking and biking. May contain elements of Avenues including landscaped median or bus service.
Residential Street	  	Provides access to low-intensity residential uses, prioritizes walking and biking, and are typically good candidates for traffic calming.
Regional Pedestrian/ Bike Pathway	 	Part of regional network providing high quality pedestrian and bike paths to connect to other regional destinations.
Local Pedestrian/Bike Pathway	 	Connects to regional network but part of local infrastructure, provides quality pedestrian and bike paths connecting local destinations.

**FIGURE M-2
CIRCULATION NETWORK**



Legend

- City Boundary
- Urban Service Area Boundary
- Sphere of Influence
- Boundary Agreement Line
- Unincorporated Areas
- Freeway and Expressways
- Boulevards (Arterials)
- Avenues (Major Collectors)
- Avenues (Minor Collectors)
- Neighborhood Connectors
- Main Street

0 0.5 1 Mile

0 1000 2000 3000 Feet

0 500 1000 Meters

LOOKING FORWARD

Maintaining Cupertino's great quality of life – including convenient access, clean air, and reduced traffic – requires careful management of growth. The City will identify ways to locate appropriate land uses along major mixed-use corridors, improving overall access and connectivity, enhancing the attractiveness of non-vehicular transportation modes, and reducing demand on the roadway network. The following are ways the City will address key challenges and opportunities facing Cupertino:

- 1 BETTER LINKAGES BETWEEN LAND USE AND TRANSPORTATION.**
How we use our land directly impacts our transportation facilities, modes of travel and vice versa. A primary cornerstone of Community Vision 2040 is to focus growth on major mixed-use corridors; support alternate modes of transportation including walking, biking and transit; and encourage a mix of compatible and complementary uses on key sites. These strategies will allow the City to manage growth with reduced traffic, air quality and greenhouse gas impacts.
- 2 IMPROVED REGIONAL COORDINATION.**
The City should continue to participate in regional projects and infrastructure planning to ensure consistency with local planning, and pursue funding for City transportation projects.
- 3 ENHANCED CONNECTIVITY.**
A key objective of the City is to improve connections through streetscape and pathway improvements to ensure that the community enjoys easy walking and biking access to services including parks, schools and shopping. Other strategies seek to supplement existing modes of transportation such as community shuttles through partnerships and agreements and providing links between key transportation nodes.
- 4 REDUCED DEMAND.**
The strategies in this Element seek to reduce demand on the City's roadway infrastructure through careful land use planning, encourage alternative modes of transportation and utilize best practices in Transportation Demand Management (TDM) and Transportation Systems Management (TSM).



GOAL M-1

Actively participate in regional planning processes to coordinate local planning and to advocate for decisions that meet and complement the needs of Cupertino

REGIONAL COORDINATION

Regional transportation and land use decisions affect the operation of the transportation network in Cupertino. A key consideration of the General Plan is for the City to participate in regional planning initiatives in order to coordinate local improvements with regional initiatives, advocate for Cupertino's needs, and take advantage of programs that can support Cupertino's transportation infrastructure.

POLICY M-1.1: REGIONAL TRANSPORTATION PLANNING

Participate in regional transportation planning processes to develop programs consistent with the goals and policies of Cupertino's General Plan and to minimize adverse impacts on the City's circulation system. Work with neighboring cities to address regional transportation and land use issues of mutual interest.

POLICY M-1.2: TRANSPORTATION IMPACT ANALYSIS

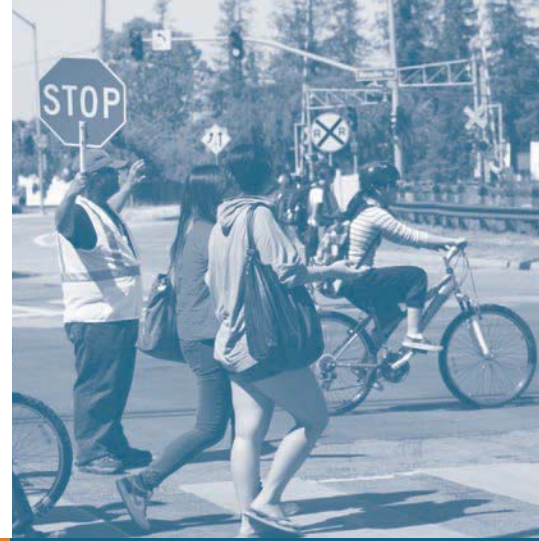
Participate in the development of new multi-modal analysis methods and impact thresholds as required by Senate Bill 743. However, until such impact thresholds are developed, continue to optimize mobility for all modes of transportation while striving

to maintain the following intersection Levels of Service (LOS) at a.m. and p.m. peak traffic hours:

- Major intersections: LOS D
- Stevens Creek Boulevard and De Anza Boulevard: LOS E+
- Stevens Creek Boulevard and Stelling Road: LOS E+
- De Anza Boulevard and Bollinger Road: LOS E+

POLICY M-1.3: REGIONAL TRAIL DEVELOPMENT

Continue to plan and provide for a comprehensive system of trails and pathways consistent with regional systems, including the Bay Trail, Stevens Creek Corridor and Ridge Trail.



GOAL M-2

Promote improvements to city streets that safely accommodate all transportation modes and persons of all abilities

COMPLETE STREETS

Complete Streets policies encourage the design of streets that respond to the needs of all members of the community, balance different modes of transportation, promote the health and well-being of the community, and support environmental sustainability.

POLICY M-2.1: STREET DESIGN

Adopt and maintain street design standards to optimize mobility for all transportation modes including automobiles, walking, bicycling and transit.

POLICY M-2.2: ADJACENT LAND USE

Design roadway alignments, lane widths, medians, parking and bicycle lanes, crosswalks and sidewalks to complement adjacent land uses in keeping with the vision of the Planning Area. Strive to minimize adverse impacts and expand alternative transportation options for all Planning Areas (Special Areas and Neighborhoods). Improvement standards shall also consider the urban, suburban and rural environments found within the city.

STRATEGIES:

M-2.2.1: Rural Road Improvement Standards.

Consider candidate rural roads and develop specific street improvement standards that preserve the rural character of these streets. Rural roads would typically feature natural landscaping, no sidewalks and narrow unpaved shoulders.

M-2.2.2: Semi-Rural Road Improvement Standards.

Consider candidate semi-rural roads where curb and gutter improvements, and no sidewalks, are appropriate.

M-2.2.3: Urban Road Improvement Standards.

Develop urban improvement standards for arterials such as Stevens Creek and De Anza Boulevards. In these areas, standards may include wide sidewalks, tree wells, seating, bike racks and appropriate street furniture.

M-2.2.4: Suburban Road Improvement Standards.

Develop suburban road improvement standards for all streets not designated as rural, semi-rural or in the Crossroads Area.

POLICY M-2.3: CONNECTIVITY

Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.

POLICY M-2.4: COMMUNITY IMPACTS

Reduce traffic impacts and support alternative modes of transportation rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or over-whelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another.

POLICY M-2.5: PUBLIC ACCESSIBILITY

Ensure all new public and private streets are publicly accessible to improve walkability and reduce impacts on existing streets.

POLICY M-2.6: TRAFFIC CALMING

Consider the implementation of best practices on streets to reduce speeds and make them user-friendly for alternative modes of transportation, including pedestrians and bicyclists.



GOAL M-3

Support a safe pedestrian and bicycle street network for people of all ages and abilities

WALKABILITY AND BIKEABILITY

Walkability and bikeability policies encourage a livable, healthy, sustainable and connected city with a safe and comfortable pedestrian network among its various neighborhoods, parks, trails, employment centers, community facilities, neighborhood centers and commercial centers.

POLICY M-3.1: BICYCLE AND PEDESTRIAN MASTER PLAN

Adopt and maintain a Bicycle and Pedestrian master plan, which outlines policies and improvements to streets, extension of trails, and pathways to create a safe way for people of all ages to bike and walk on a daily basis, and as shown in **Figure M-1**.

POLICY M-3.2: DEVELOPMENT

Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping and employment destinations throughout the city.

POLICY M-3.3: PEDESTRIAN AND BICYCLE CROSSINGS

Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways and road barriers.

POLICY M-3.4: STREET WIDTHS

Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.

POLICY M-3.5: CURB CUTS

Minimize the number and the width of driveway openings.

STRATEGIES:**M-3.5.1: Shared Driveway Access.**

Encourage property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures, consolidations or both when a site is remodeled or redeveloped.

M-3.5.2: Direct Access from Secondary Streets.

Encourage property with frontages on major and secondary streets to provide direct access to driveways from the secondary street.

POLICY M-3.6: SAFE SPACES FOR PEDESTRIANS

Require parking lots to include clearly defined paths for pedestrians to provide a safe path to building entrances.

POLICY M-3.7: CAPITAL IMPROVEMENT PROGRAM

Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the pedestrian and bicycle network as part of the City's Capital Improvement Program.

POLICY M-3.8: BICYCLE PARKING

Require new development and redevelopment to provide public and private bicycle parking.

POLICY M-3.9: OUTREACH

Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

POLICY M-3.10: PROACTIVE ENFORCEMENT

Prioritize enforcement of traffic speeds and regulations on all streets with bike lanes, bike routes, and around schools.



GOAL M-4

Promote local and regional transit that is efficient, frequent and convenient and reduces traffic impacts

TRANSIT

Transit policies encourage planning and coordination of regional and local transit services, both public and private, to accommodate diverse community needs and to make transit a safe, comfortable and efficient option

POLICY M-4.1: TRANSIT AGENCIES

Coordinate with VTA to improve transportation service, infrastructure and access in the city, and to connect to transportation facilities such as Caltrain and VTA light rail stations.

POLICY M-4.2: LOCAL TRANSPORTATION SERVICES

Create or partner with transit providers, employers, educational institutions, and major commercial entities to minimize gaps within local transportation services.

POLICY M-4.3: CONNECTING SPECIAL AREAS

Identify and implement new or enhanced transit services to connect all Special Areas as identified in **Figure PA-1** (Chapter 2: Planning Areas).

POLICY M-4.4: TRANSIT FACILITIES WITH NEW DEVELOPMENT

Work with VTA and/or major developments to ensure all new development projects include amenities to support public transit including bus stop shelters, space for transit vehicles as appropriate and attractive amenities such as trash receptacles, signage, seating and lighting.

POLICY M-4.5: ACCESS TO TRANSIT SERVICES

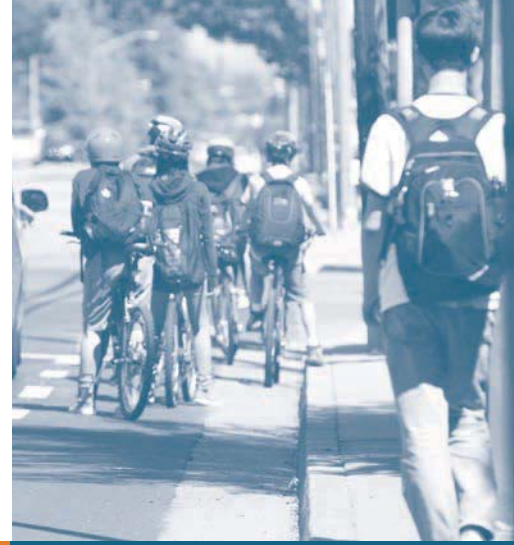
Support right-of-way design and amenities consistent with local transit goals to improve transit as a viable alternative to driving.

POLICY M-4.6: BUS AND SHUTTLE PROGRAMS

Work with large regional employers and private commuter bus/shuttle programs to provide safe pick-up, drop-off, and park and rides in order to reduce single occupancy vehicle trips.

POLICY M-4.7: VALLCO SHOPPING DISTRICT TRANSFER STATION

Work with VTA and/or other transportation service organizations to study and develop a transit transfer station that incorporates a hub for alternative transportation services such as, car sharing, bike sharing and/or other services.



GOAL M-5

Ensure safe and efficient pedestrian and bicycle access to schools while working to reduce school-related congestion

SAFE ROUTES TO SCHOOL

Safe routes to schools policies protect the safety of school children and promote health, environmental sustainability and social interaction. They leverage local, regional and national Safe Routes to Schools Program resources to support increased walking and bicycling to schools.

POLICY M-5.1: SAFE ROUTES TO SCHOOLS

Promote Safe Routes to Schools programs for all schools serving the city.

STRATEGIES:

M-5.1.1. Coordination with School Districts.

Coordinate with the School Districts to develop plans and programs that encourage car/van-pooling, stagger hours of adjacent schools, establish drop-off locations, and encourage walking and bicycling to school.

M-5.1.2. Teen Commission.

Encourage the Teen Commission to work with schools to encourage year-round programs to incentivize walking and biking to school.

POLICY M-5.2: PRIORITIZING PROJECTS

Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

POLICY M-5.3: CONNECTIONS TO TRAILS

Connect schools to the citywide trail system.

POLICY M-5.4: EDUCATION

Support education programs that promote safe walking and bicycling to schools.



GOAL M-6

Promote innovative strategies to provide efficient and adequate vehicle parking

VEHICLE PARKING

Vehicle parking policies encourage efficient and adequate parking, avoid negative effects on the pedestrian environment or surrounding neighborhoods, and support the City's goals for Complete Streets, walkability, bikeability and effective transit.

POLICY M-6.1: PARKING CODES

Maintain efficient and updated parking standards to ensure that development provides adequate parking, both on-street and off-street depending on the characteristics of the development, while also reducing reliance on the automobile.

POLICY M-6.2: OFF-STREET PARKING

Ensure new off-street parking is properly designed and efficiently used.



GOAL M-7

Review and update TIA policies and guidelines that allow for adequate consideration for all modes of transportation including automobiles, walking, bicycles and transit

TRANSPORTATION IMPACT ANALYSIS

Transportation Impact Analysis policies enable effective, informed transportation planning by using a more balanced system of indicators, data and monitoring to evaluate the city's multi-modal transportation system and optimize travel by all transportation modes.

POLICY M-7.1: MULTI-MODAL TRANSPORTATION IMPACT ANALYSIS

Follow guidelines set by the VTA related to transportation impact analyses, while conforming to State goals for multi-modal performance targets.

Priority Development Areas (PDAs) and other areas where non-vehicular transportation is a key consideration, such as, near shopping districts, schools, parks and senior citizen developments.

POLICY M-7.2: PROTECTED INTERSECTIONS

Consider adopting a Protected Intersection policy, which would identify intersections where improvements would not be considered, which would degrade levels of service for non-vehicular modes of transportation. Potential locations include intersections in



GOAL M-8

Promote policies to help achieve state, regional and local air quality and greenhouse gas emission reduction targets

GREENHOUSE GAS EMISSIONS AND AIR QUALITY

Greenhouse gas emissions and air quality policies in this Element work in tandem with other General Plan policies to reduce municipal and community-wide greenhouse gas emissions and improve air quality throughout Cupertino.

POLICY M-8.1: GREENHOUSE GAS EMISSIONS

Promote transportation policies that help to reduce greenhouse gas emissions.

POLICY M-8.2: LAND USE

Support development and transportation improvements that help reduce greenhouse gas emissions by reducing per capita Vehicle Miles Traveled (VMT), reducing impacts on the City's transportation network and maintaining the desired levels of service for all modes of transportation.

POLICY M-8.3: TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PROGRAMS

Employ TSM strategies to improve efficiency of the transportation infrastructure including strategic right-of-way improvements, intelligent transportation systems and optimization of signal timing to coordinate traffic flow.

POLICY M-8.4: TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS

Require large employers, including colleges and schools, to develop and maintain TDM programs to reduce vehicle trips generated by their employees and students and develop a tracking method to monitor results.

POLICY M-8.5: DESIGN OF NEW DEVELOPMENTS

Encourage new commercial developments to provide shared office facilities, cafeterias, daycare facilities, lunchrooms, showers, bicycle parking, home offices, shuttle buses to transit facilities and other amenities that encourage the use of transit, bicycling or walking as commute modes to work. Provide pedestrian pathways and orient buildings to the street to encourage pedestrian activity.

POLICY M-8.6: ALTERNATIVE FUEL CHARGING STATIONS

Develop a city-wide strategy to encourage the construction of a network of public and private alternative fuel vehicle charging/fueling stations.



GOAL M-9

Promote effective and efficient use of the city's transportation network and services

ROADWAY SYSTEM EFFICIENCY

Roadway system efficiency policies make effective use of roadway capacity by encouraging strategic roadway improvements and complementary policies promoting transit, walking, bicycling and complete streets.

POLICY M-9.1: EFFICIENT AUTOMOBILE INFRASTRUCTURE

Strive to maximize the efficiency of existing infrastructure by locating appropriate land uses along roadways and retrofitting streets to be accessible for all modes of transportation.

POLICY M-9.2: REDUCED TRAVEL DEMAND

Promote effective TDM programs for existing and new development.

POLICY M-9.3: STREET WIDTH

Except as required by environmental review for new developments, limit widening of streets as a means of improving traffic efficiency and focus instead on operational improvements to preserve community character.

STRATEGIES:

M-9.3.1. Wolfe Road Overcrossing.

Consider alternate designs for the Wolfe Road/I-280 Interchange (e.g., from partial cloverleaf design to diamond design) when evaluating the need to widen the freeway overcrossing.

M-9.3.2. Streetscape Design.

When reviewing the widening of an existing street, consider aesthetically pleasing enhancements and amenities to improve the safe movement of pedestrians and bicyclists in keeping with the vision of the Planning Area.



GOAL M-10

Ensure that the City's transportation infrastructure is well-maintained for all modes of transportation and that projects are prioritized on their ability to meet the City's mobilities goals

TRANSPORTATION INFRASTRUCTURE

Transportation infrastructure policies promote safe, attractive and well-maintained facilities for walking, bicycling, transit and automobiles.

POLICY M-10.1: TRANSPORTATION IMPROVEMENT PLAN

Develop and implement an updated citywide transportation improvement plan necessary to accommodate vehicular, pedestrian and bicycle transportation improvements to meet the City's needs.

POLICY M-10.2: TRANSPORTATION IMPACT FEE

Ensure sustainable funding levels for the Transportation Improvement Plan by enacting a transportation impact fee for new development.

POLICY M-10.3: MULTI-MODAL IMPROVEMENTS

Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build

pedestrian and bicycle improvements at the same time as improvements for vehicular circulation to enable travelers to transition from one mode of transportation to another (e.g., bicycle to bus).

POLICY M-10.4: ROADWAY MAINTENANCE FUNDING

Identify and secure new funding sources to fund the on-going routine maintenance of roadways.



environmental resources and sustainability





Introduction

Cupertino's long-term environmental, economic and social prosperity depends on ensuring that land use planning and development recognizes the link between the built and natural environments. Today, more than half the planet's population live in either a city or suburb, and it is projected that by 2050 more than 80 percent of all people will live within urban areas. Water and other natural resources that support cities originates in natural areas, which have become places of vast resource extraction to feed the needs of a growing human population. As a result, once "untouched" and pristine ecological systems have become strained by the enormous impact of human activity.

To support these growing urban and suburban populations, while seeking to mitigate their continued demands on our landscape, cities need to identify and systemically prioritize ways because human activity has such a large impact on the environment, cities need to identify ways to protect and restore natural ecosystems through land use decisions, building designs and resource conservation. This entails that community guardians and planners apply the principals of sustainability, only achieved by embedding social equity, economic and the environmental considerations throughout the development process, including mobility, infrastructure, water and energy use, buildings, streetscape and landscape, and land use planning.

This Element includes goals, policies and strategies that help Cupertino think more holistically about sustainability, and in doing so, improve the ecological health and the quality of life for the community.

CONTENTS:

ES-2 Introduction

ES-3 Context

- Climate Change
- Air Quality
- Energy
- Buildings
- Natural Resources
- Mineral Resources
- Water

ES-12 Looking Forward

ES-13 Goals and Policies

- Planning and Regional Coordination
- Energy Sustainability
- Sustainable Buildings
- Air Quality
- Urban and Rural Ecosystems
- Mineral Resources
- Water

CONTEXT

CLIMATE CHANGE

In 2006, the California Legislature and Governor took significant steps to address climate change concerns with the passage of the Global Warming Solutions Act (AB 32). The law set a target to reduce California's greenhouse gas emissions to 1990 levels by year 2020. In addition, the Governor also signed Executive Order S-3-05 that required California to reduce greenhouse gas emissions (GHG) by 80 percent below the 1990 levels by year 2050.

Many initiatives at the State, regional and local levels are being implemented to help achieve these goals. These include:

- The Sustainable Communities and Climate Protection Act of 2008 (SB 375) supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning. Each of California's Metropolitan Planning Organizations must prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP) to achieve these targets. For the nine-county Bay Area, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) have prepared the One Bay Area Plan as its SCS. This plan contains land use, housing and transportation strategies that allow the region to meet its GHG reduction targets.
- The One Bay Area Grant (OBAG) program, which implements transportation funding in coordination with the strategies in the One Bay Area Plan.
- The City is in the process of completing its Climate Action Plan (CAP), which aims to address GHG reductions per the targets set in AB 32 and S-3-05. The CAP is based on 2040 growth projections for Cupertino. It aims to capture the shortfall projected from State initiatives by identifying policies and strategies to reduce GHG at a municipal and community-wide level.

AIR QUALITY

Clean air is a basic need for human and environmental health. Air pollution comes from both mobile sources (e.g., cars, trucks, airplanes) and stationary sources (e.g., agricultural and industrial uses). Air quality standards are established by both the State Air Resources Board and the U.S. Environmental Protection Agency. The Bay Area Air Quality Management District (BAAQMD) has the responsibility to create strategies and monitor the targets set by State and Federal standards for the Bay Area. Due to air quality planning efforts, regional air quality has improved significantly over the past several decades, even though the population, traffic and industrialization have increased.

BAAQMD's 2010 Clean Air Plan works in tandem with the One Bay Area Plan and identifies strategies to address four categories of pollutants including ground-level ozone, particulate matter, air toxics and GHG. The City's CAP aims to capture the shortfall projected from State initiatives to reduce GHG at a municipal and community-wide level. While standards are a key component in improving air quality, the City's approach towards land use, mobility, infrastructure and operations can have a huge impact.

ENERGY

Energy consumption in the United States and in Cupertino is mainly fossil-fuel based (e.g., coal, oil, natural gas, etc.). The continuously rising cost of energy production, together with diminishing non-renewable fossil fuels, has necessitated a change towards reduction and efficient use of fossil fuels, and identifying and increasing the use of alternative, renewable energy sources.

Energy providers are also looking to move their portfolio towards alternative energy sources including wind turbine, nuclear and solar generation. The diminishing cost of installing smaller solar power generation systems is encouraging the increased use of such facilities by consumers. Additionally, strides in automobile technology utilizing electric batteries and improvements to the network of charging stations allows users confidence in the use of electric cars. Finally, rising energy costs and Federal and State standards on energy usage are encouraging more people to replace existing appliances and other equipment with more energy efficient equipment.

Cupertino has continued to express its commitment to conserving energy by improving municipal operations in order to reduce energy use (e.g., retrofitting or replacing street equipment, vehicles and facilities), and providing resources and information to professionals, residents, businesses and schools to achieve energy and associated cost savings.

BUILDINGS

The 2010 Greenhouse Gas Emissions Inventory for Cupertino indicates that buildings account for about 55 percent of GHG emissions in the city. This means that State and local efforts towards energy conservation in buildings can significantly affect the community's air quality. While green building strategies can effectively target GHG, they also improve the health of occupants, preserve habitat and natural landscapes, reduce water pollution and conserve other natural resources. State and local efforts to encourage green buildings include the following:

- The State routinely updates building code standards to include new energy conservation and green building concepts. The 2013 CalGreen Building Code outlines mandatory and voluntary measures to encourage sustainable practices in all aspects of construction such as planning and design; energy and water efficiency and conservation; material conservation; resource efficiency; and environmental quality.
- Cupertino has adopted a Green Building Ordinance that ensures that new buildings and renovations exceed the sustainability and ecological standards set by the State.

NATURAL RESOURCES

BIODIVERSITY

Biodiversity refers to the diversity, or variety, of plants and animals in a particular ecosystem, area or region. Cupertino's commitment to sustainability includes sustaining the diversity of species in each ecosystem as we plan for human activities that affect the use of land and natural resources. Cupertino's ecosystem ranges from the urban environment in the flatlands to semi-rural and rural environment in the western foothills of the Santa Cruz Mountains.

The City has always recognized the importance of sustaining biodiversity in the foothills and along riparian corridors. However, a commitment to sustainability will require a different way of thinking about the urban ecosystem. The City has already preserved an 18-acre site and restored creek habitat right in the city to maintain biodiversity and ecological integrity of our local natural systems. The City is now looking at opportunities in the built and natural environment to sustain and enhance biodiversity.

URBAN ECOSYSTEMS

While an urban environment can be stressful for some species due to pollution and habitat fragmentation, others may thrive in this environment because humans create favorable microhabitats or abundant resources for them. Modified habitats including greenhouses, basements, compost piles and green roofs can help certain plant and animal species thrive better than in natural environments. As Cupertino continues to change and grow, the City is committed to enhancing the urban ecosystem in the form of urban forestry management, integration of green infrastructure, treatment of parks and open space, landscape and building requirements.

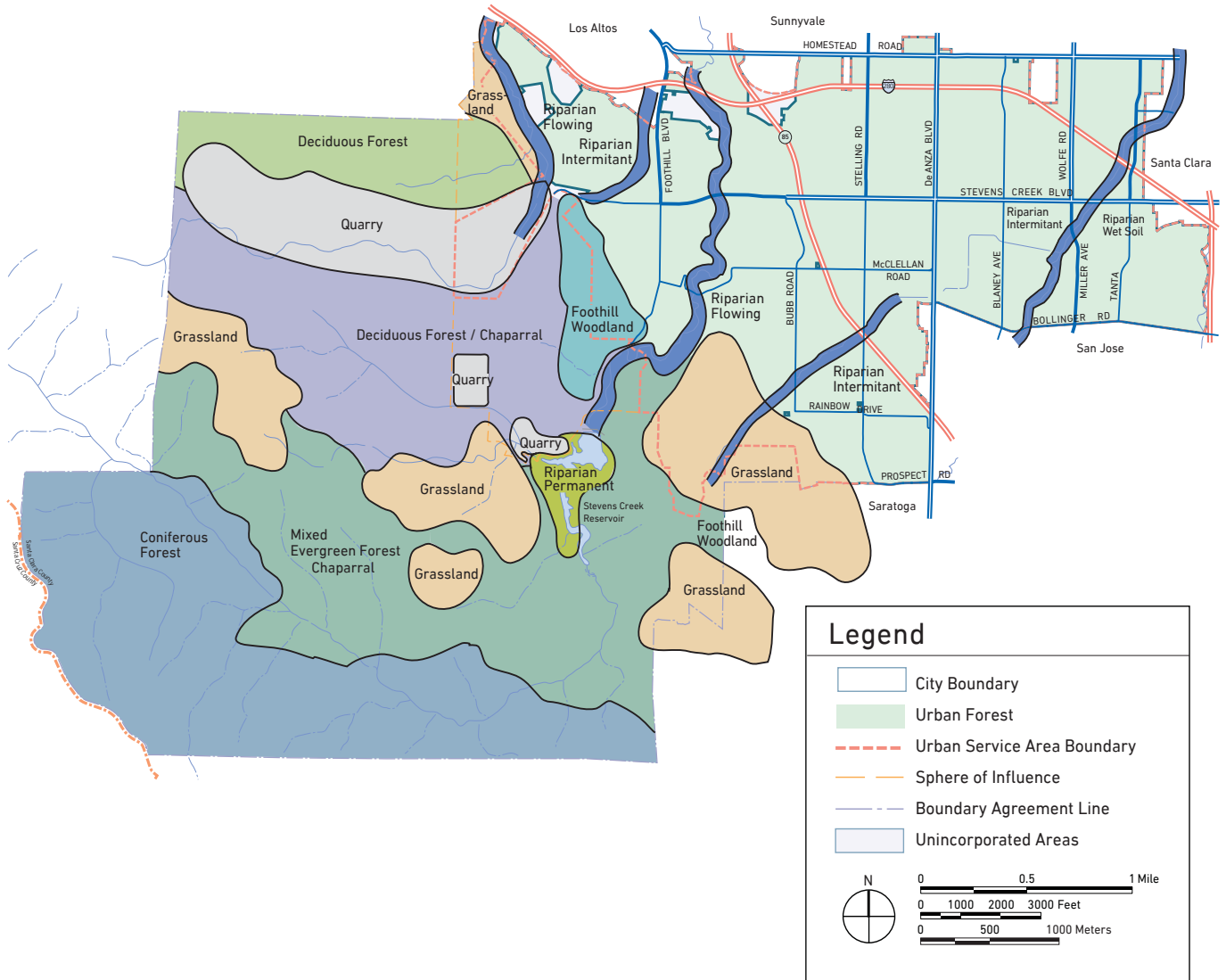
RURAL ECOSYSTEMS

Cupertino's rural plant and animal resources are located in the relatively undeveloped western foothills and mountains, near the Rancho San Antonio Open Space Preserve and along Stevens Creek. Each ecosystem of vegetation provides food and shelter to support a variety of wildlife. The diversity of plant and animal life supported in different ecosystems is identified in **Table ES-1** and **Figure ES-1**.

Table ES-1: Plant and Animal Resources

Ecosystem	Location	Plant Resources	Animal Resources
Riparian <ul style="list-style-type: none"> Grows along stream courses Valuable habitat for wildlife due to presence of water, lush vegetation and high insect populations 	<ul style="list-style-type: none"> Stevens Creek Permanente Creek Regnart Creek Honey Creek Calabazas Creek 	<ul style="list-style-type: none"> Willow California Buckeye Coast Live Oak Coyote Brush Poison Oak California blackberry 	Relatively undisturbed riparian areas support a wide variety of wildlife species including: <ul style="list-style-type: none"> Amphibians Reptiles Birds Mammals
Grasslands <ul style="list-style-type: none"> Composed primarily of non-native grasses Formerly used as pasture 	<ul style="list-style-type: none"> Occur on lower slopes of western foothills Scattered locations on higher elevations in Montebello Ridge system 	<ul style="list-style-type: none"> Wild oat Clover Rye grass Vetch Spring wild flower bloom (such as California Poppy, Plantago or Owl Clover) 	Reptilian and mammal species adapted to dry conditions including: <ul style="list-style-type: none"> Western Fence Lizard Western Rattlesnake Common King Snake Burrowing rodents (such as Meadow mice or California ground squirrel)
Brushlands <ul style="list-style-type: none"> Scrubby, dense vegetation that often integrates with Woodlands 	<ul style="list-style-type: none"> Found on dry, rocky and steep slopes 	<ul style="list-style-type: none"> Coyote brush Poison oak California sage Ceanothus 	<ul style="list-style-type: none"> Mule deer Brush rabbit Bobcat Coyote
Foothill Woodlands and Forests <ul style="list-style-type: none"> Scattered Oak trees with an undergrowth in some areas of plants Large trees 	<ul style="list-style-type: none"> Foothills Higher elevations 	<ul style="list-style-type: none"> Oak trees Mixed Hardwood trees Evergreens including redwoods 	<ul style="list-style-type: none"> Insect/seed eating birds and mammals Raptors, including owls Large mammals including deer, coyote

FIGURE ES-1
 VEGETATION



MINERAL RESOURCES

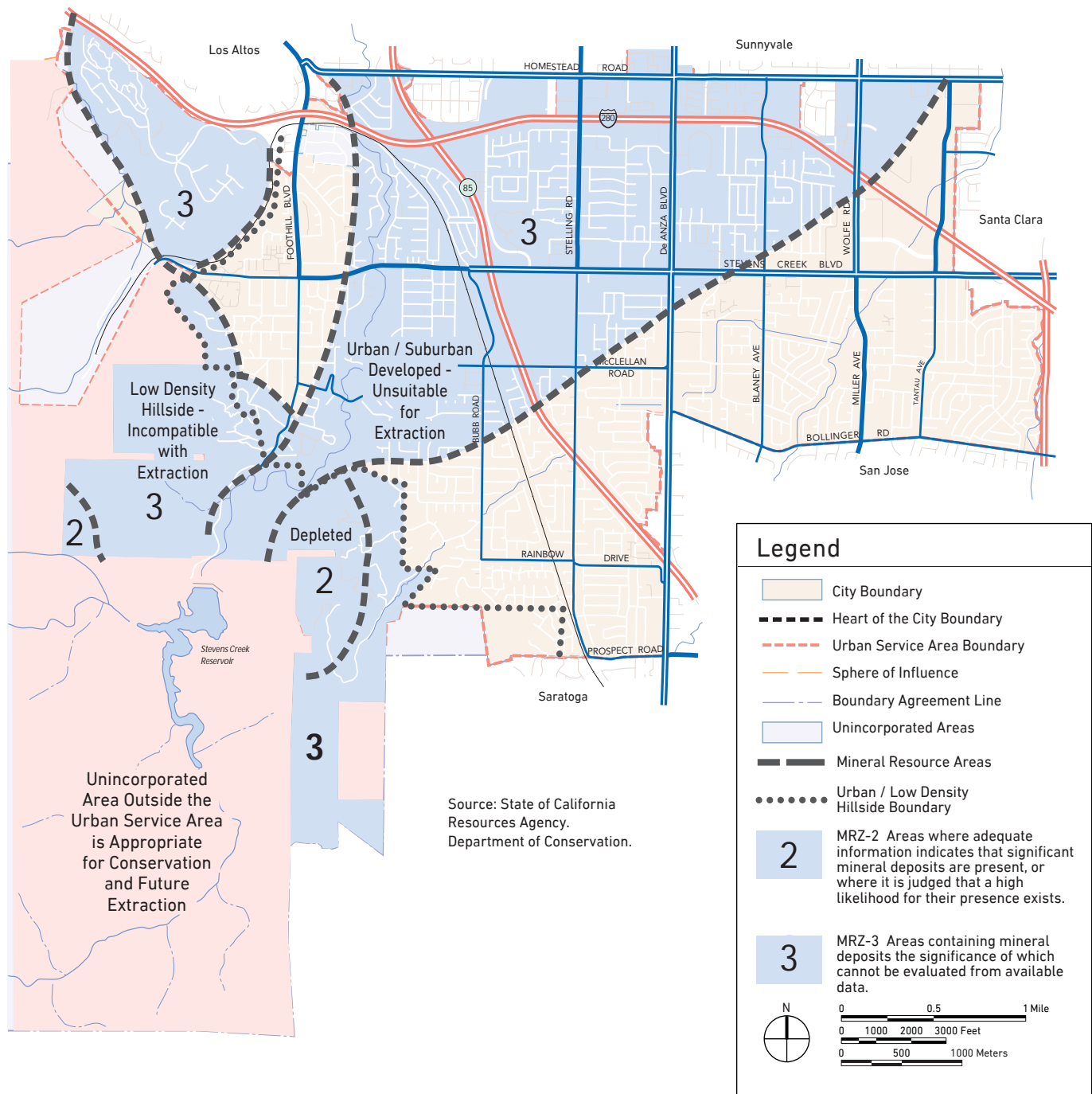
The State of California, recognizing the value of preserving mineral deposits to achieve a more sustainable future, enacted the Surface Mining and Reclamation Act (SMARA) in 1975. The objective of SMARA is to assist local governments in conserving mineral deposits for future use.

There are several mineral resource areas located both in Cupertino's sphere of influence and within the city limit. These mineral resource areas are shown in **Figure ES-2**. The figure identifies natural resource areas that will be conserved for future extraction, which are outside of the city limits.

Two quarries within the city's sphere of influence, Hanson Permanente and Stevens Creek, have been designated by the State as having mineral deposits of regional or state significance. These quarries are located in the unincorporated area outside city limits, and therefore, Santa Clara County has regulatory jurisdiction. The County's mineral resource policies are directed toward preserving existing resource areas and, where feasible, designating new areas and expanding existing sites.

The McDonald-Dorsa quarry, which used to operate south of the Deep Cliff Golf Course and Linda Vista Park, was closed in the 1970s and is not a current source of minerals. The site has since been designated as residential, while the portion that is now Linda Vista Park is designated for parks and open space. However, since it was closed prior to SMARA, redevelopment in the area should address soils stabilization and reclamation issues.

FIGURE ES-2
 MINERAL RESOURCES



WATER

Cupertino's sustainable future is, in part, dependent upon the supply and use of water as well as the effective management of natural watershed resources. In recent years, water resource management has moved away from supply side efforts (e.g., creation of dams and reservoirs) to managing how water is used. In particular, this includes emphasizing conservation, stormwater treatment and efficiency in infrastructure planning, design and construction of buildings, and land use planning. The following is a list of existing State, regional and local efforts towards water conservation.

- The Santa Clara Valley Water District is the groundwater management agency in Santa Clara County. The Santa Clara Valley Groundwater sub-basin provides approximately half of the total county water demands. The District works to maximize water supply, protect the basins from contamination and ensure that groundwater supply is sustained.
- The San Francisco Bay Regional Water Quality Control Board (RWQCB) implements the Clean Water Act for the Bay Area region including the National Pollutant Discharge Elimination System (NPDES) Municipal Storm Water permit which regulates both point source and non-point source pollutants to improve ground water resources and reduce pollution in the bay. This program is discussed in detail in the Infrastructure Element.
- Senate Bill X7-7 was enacted in November 2009, requiring all water suppliers to increase water use efficiency and sets a goal of reducing per capita urban water use by 20 percent by 2020. The bill includes a short-term target of a 10 percent reduction in per capita urban water use by 2015.
- The City of Cupertino has adopted a Water Efficient Landscape Ordinance and Green Building Ordinance to ensure that the city can meet State and regional targets.

LOOKING FORWARD

Future growth and change in Cupertino provides both a challenge and an opportunity for the City and community. Cupertino is blessed with an abundance of natural and urban ecosystems. In the past, the City has relied on a limited toolkit of policies to ensure that growth and development do not negatively impact natural resources. Great strides have been made in the last decade to promote sustainability, and community support for these initiatives has been growing. In response, the City has created a suite of services and policies, to ensure our community's growth and achievement of its development potential enhances, not hinders, natural resources and bolsters, not impacts, human health. The City now has a much larger array of resources to manage growth, including sustainability practices, new planning and development tools, and performance measures to maintain or enhance natural resources and overall environmental health.

1 REGIONAL COOPERATION.

Federal, State and regional agencies have been at the forefront of legislation related to sustainability and environmental health. The City should strive to exceed these requirements in areas that are of priority to the community and strengthen regional partnerships to bring in resources for implementing new policies and programs.

2 ECOSYSTEMS.

In recent years, cities have begun to realize that urban and suburban areas can provide habitat for many plant and animal species. The City will focus policies on a citywide approach (urban and natural environments) towards sustaining and improving urban and suburban ecosystems.

3 SUSTAINABILITY BEST PRACTICES.

The City will use sustainability principles, striving always to balance social equity with economic and environmental health, when evaluating all aspects of new development; mobility and infrastructure improvements; building design and operation; streetscapes and landscaping; and citywide land use planning.

4 COMMUNITY INVOLVEMENT.

The City will encourage community participation in the planning and implementation of sustainability-related programs.



GOAL ES-1

Ensure a sustainable future
for the city of Cupertino

PLANNING AND REGIONAL COORDINATION

The City seeks to coordinate its local sustainability and greenhouse gas reduction planning efforts with Federal, State and regional plans and programs to ensure a consistent, integrated and efficient approach to a sustainable future.

POLICY ES-1.1: PRINCIPLES OF SUSTAINABILITY

Incorporate the principles of sustainability into Cupertino's planning, infrastructure and development process in order to improve the environment, reduce greenhouse gas emissions and meet the needs of the community without compromising the needs of future generations.

STRATEGIES:

ES-1.1.1: Climate Action Plan (CAP).

Adopt, implement and maintain a Climate Action Plan to attain greenhouse gas emission targets consistent with state law and regional requirements. This qualified greenhouse gas emissions reduction plan, by BAAQMD's definition, will allow for future project CEQA

streamlining and will identify measures to:

- Reduce energy use through conservation and efficiency;
- Reduce fossil fuel use through multi-modal and alternative transportation;
- Maximize use of and, where feasible, install renewable energy resources;
- Increase citywide water conservation and recycled water use;
- Accelerate Resource Recovery through expanded recycling, composting, extended producer responsibility and procurement practices; and
- Promote and incentivize each of those efforts to maximize

community participation and impacts;

- Integrate multiple benefits of green infrastructure with climate resiliency and adaptation.

ES-1.1.2: CAP and Sustainability Strategies Implementation.

Periodically review and report on the effectiveness of the measures outlined in the CAP and the strategies in this Element. Institutionalize sustainability by developing a methodology to ensure all environmental, social and lifecycle costs are considered in project, program, policy and budget decisions.

ES-1.1.3: Climate Adaptation and Resiliency.

Conduct a climate vulnerability assessment and set preparedness goals and strategies to safeguard human health and community assets susceptible to the impacts of a changing climate (e.g., increased drought, wildfires, flooding). Incorporate these into all relevant plans, including the Emergency Preparedness Plan, Local Hazard Mitigation Plan, Dam Failure Plan, Climate Action Plan, Watershed Protection Plan, and Energy Assuredness Plan.

POLICY ES-1.2: REGIONAL GROWTH AND TRANSPORTATION COORDINATION

Coordinate with local and regional agencies to prepare updates to regional growth plans and strategies, including the Regional Housing Allocation Needs Allocation (RHNA), One Bay Area Plan, Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS).

STRATEGY:

ES-1.2.1: Local Plan Consistency with Regional Plans.

Update and maintain local plans and strategies so they are consistent with One Bay Area Plan to qualify for State transportation and project CEQA streamlining.



GOAL ES-2

Promote conservation of energy resources

ENERGY SUSTAINABILITY

Since energy consumption is the largest contributor to GHG emissions, the City seeks to conserve energy to reach state and regional emissions targets.

POLICY ES-2.1: CONSERVATION AND EFFICIENT USE OF ENERGY RESOURCES

Encourage the maximum feasible conservation and efficient use of electrical power and natural gas resources for new and existing residences, businesses, industrial and public uses.

STRATEGIES:

ES-2.1.1: Coordination.

Continue to evaluate, and revise as necessary, applicable City plans, codes and procedures for inclusion of Federal, State and regional requirements and conservation targets.

ES-2.1.2: Comprehensive Energy Management.

Prepare and implement a comprehensive energy management plan for all applicable municipal

facilities and equipment to achieve the energy goals established in the City's Climate Action Plan. Track the City's energy use and report findings as part of the Climate Action Plan reporting schedule. Embed this plan into the City's Environmentally Preferable Procurement Policy to ensure measures are achieved through all future procurement and construction practices.

ES-2.1.3: Energy Efficient Replacements.

Continue to use life cycle cost analysis to identify City assets for replacement with more energy efficient technology. Utilize available tools to benchmark and showcase city energy efficiency achievements (i.e. EPA Portfolio Manager, statewide Green Business Program).

ES-2.1.4: Incentive Program.

Consider incentive programs for projects that exceed mandatory requirements and promote incentives from state, county and federal governments for improving energy efficiency and expanding renewable energy installations.

ES-2.1.5: Urban Forest.

Encourage the inclusion of additional shade trees, vegetated stormwater treatment and landscaping to reduce the "heat island effect" in development projects.

ES-2.1.6: Alternate Energy Sources.

Promote and increase the use of alternate and renewable energy resources for the entire community through effective policies, programs and incentives.

ES-2.1.7: Energy Co-generation Systems.

Encourage the use of energy co-generation systems through the provision of an awareness program targeting the larger commercial and industrial users and public facilities.

ES-2.1.8: Energy Audits and Financing.

Continue to offer and leverage regional partners' programs to conduct energy audits and/or subvention programs for homes, commercial, industrial

and city facilities, and recommend improvements that lead to energy and cost savings opportunities for participants and encourage adoption of alternative energy technologies. Encourage energy audits to include emerging online and application-based energy analytics and diagnostic tools. Share residential and commercial energy efficiency and renewable energy financing tools through outreach events and civic media assets.

ES-2.1.9: Energy Efficient Transportation Modes.

Continue to encourage fuel-efficient transportation modes such as alternative fuel vehicles, driverless vehicles, public transit, car and van-pooling, community and regional shuttle systems, car and bike sharing programs, safe routes to schools, commuter benefits, and pedestrian and bicycle paths through infrastructure investment, development incentives, and community education.

ES-2.1.10: Community Choice Energy.

Collaborate with regional partners to evaluate feasibility for development of a Community Choice Energy Program.



GOAL ES-3

Improve building efficiency
and energy conservation

SUSTAINABLE BUILDINGS

The City seeks to improve building efficiency from planning, construction and operations to help improve indoor air quality and conserve materials and natural resources.

POLICY ES-3.1: GREEN BUILDING DESIGN

Set standards for the design and construction of energy and resource conserving/efficient building.

STRATEGIES:

ES-3.1.1: Green Building Program.

Periodically review and revise the City's Green Building ordinance to ensure alignment with CALGreen requirements for all major private and public projects that ensure reduction in energy and water use for new development through site selection and building design.

ES-3.1.2: Staff Training.

Continue to train appropriate City staff in the design principles, costs and benefits of sustainable building and landscape design. Encourage City staff to attend external trainings on these topics and attain relevant program certifications (e.g., Green Point Rater, Leadership in Energy & Environmental Design (LEED) Accredited Professional).

ES-3.1.3: Green Buildings Informational Seminars.

Conduct and/or participate in Green Building informational seminars and workshops for members of the design and construction industry, land development, real estate sales, lending institutions, landscaping and design, the building maintenance industry and prospective project applicants.

ES-3.1.4: Green Building Demonstration.

Pursue municipal facility retrofits, through a Green Capital Improvement Program (CIP), and new construction projects that exceed CalGreen and achieve third-party certification criteria (e.g., LEED, Living Building Challenge, Zero Net Energy) as a means of creating demonstration spaces for developer and community enrichment.



GOAL ES-4

Maintain healthy air quality levels

AIR QUALITY

The City seeks to identify ways to improve air quality in order to reduce emissions and improve overall community health.

POLICY ES-4.1: NEW DEVELOPMENT

Minimize the air quality impacts of new development projects and air quality impacts that affect new development.

STRATEGIES:

ES-4.1.1: Toxic Air Contaminants.

Continue to review projects for potential generation of toxic air contaminants at the time of approval and confer with Bay Area Air Quality Management District on controls needed if impacts are uncertain.

ES-4.1.2: Dust Control.

Continue to require water application to non-polluting dust control measures during demolition and the duration of the construction period.

ES-4.1.3: Planning.

Ensure that land use and transportation plans support air quality goals.

POLICY ES-4.2: EXISTING DEVELOPMENT

Minimize the air quality impacts of existing development.

STRATEGIES:

ES-4.2.1: Public Education Program.

Establish a citywide public education program providing information on ways to reduce and control emissions; and continue to provide information about alternative commutes, carpooling and restricting exacerbating activities on "Spare the Air" high-emissions days.

ES-4.2.2: Home Occupations.

Review and consider expanding the allowable home-based businesses in residentially zoned properties to reduce the need to commute to work.

ES-4.2.3: Tree Planting in Private Development.

Review and enhance the City's tree planting and landscaping program and requirements for private development to reduce air pollution levels.

ES-4.2.4: Fuel-efficient Vehicles and Use.

Prioritize the purchase, replacement and ongoing use of fuel-efficient and low polluting City fleet vehicles. Update applicable policies and programs to require life cycle cost analyses and include alternative fueling infrastructure review and related funding allocations. Update the Vehicle Use Policy and pursue fleet management best practices to support fuel conservation, scheduled maintenance and fleet fuel tracking. Pursue available grant funding to offset the cost of implementing these programs.

ES-4.2.5: Point Sources of Emissions.

Continue to seek the cooperation of the BAAQMD to monitor emissions from identified point sources that impact the community. In addition, for sources not within the regulatory jurisdiction of the City, seek cooperation from the applicable regulatory authority to encourage reduction of emissions and dust from the point source.

POLICY ES-4.3: USE OF OPEN FIRES AND FIREPLACES

Discourage high pollution fireplace use.

STRATEGIES:

ES-4.3.1: Education.

Continue to make BAAQMD literature on reducing pollution from fireplace use available.

ES-4.3.2: Fireplaces.

Continue to prohibit new wood-burning fireplaces, except EPA certified wood stoves as allowed by the Building Code.



GOAL ES-5

Protect the city's urban and rural ecosystems

URBAN AND RURAL ECOSYSTEMS

Protecting Cupertino's natural and urban ecosystems supports the City commitment to protect ecosystems and improve sustainability.

POLICY ES-5.1: URBAN ECOSYSTEM

Manage the public and private development to ensure the protection and enhancement of its urban ecosystem.

STRATEGIES:

ES-5.1.1: Landscaping.

Ensure that the City's tree planting, landscaping and open space policies enhance the urban ecosystem by encouraging medians, pedestrian-crossing curb-extensions planting that is native, drought-tolerant, treats stormwater and enhances urban plant, aquatic and animal resources in both, private and public development.

ES-5.1.2: Built Environment.

Ensure that sustainable landscaping design is incorporated in the development of City facilities, parks and private projects with the inclusion of measures such as tree protection,

stormwater treatment and planting of native, drought tolerant landscaping that is beneficial to the environment.

POLICY ES-5.2: DEVELOPMENT NEAR SENSITIVE AREAS

Encourage the clustering of new development away from sensitive areas such as riparian corridors, wildlife habitat and corridors, public open space preserves and ridgelines. New developments in these areas must have a harmonious landscaping plan approved prior to development.

STRATEGY:

ES-5.2.1: Riparian Corridor Protection.

Require the protection of riparian corridors through the development approval process.

POLICY ES-5.3: LANDSCAPING IN AND NEAR NATURAL VEGETATION

Preserve and enhance existing natural vegetation, landscape features and open space when new development is proposed within existing natural areas. When development is proposed near natural vegetation, encourage the landscaping to be consistent with the palate of vegetation found in the natural vegetation.

STRATEGIES:

ES-5.3.1: Native Plants.

Continue to emphasize the planting of native, drought tolerant, pest resistant, non-invasive, climate appropriate plants and ground covers, particularly for erosion control and to prevent disturbance of the natural terrain

ES-5.3.2: Hillside.

Minimize lawn area in the hillsides.

POLICY ES-5.4: HILLSIDE WILDLIFE MIGRATION

Confine fencing on hillside property to the area around a building, rather than around an entire site, to allow for migration of wild animals.

POLICY ES-5.5: RECREATION AND NATURAL VEGETATION

Limit recreation in natural areas to activities compatible and appropriate with preserving natural vegetation, such as hiking, horseback riding, mountain biking and camping.

POLICY ES-5.6: RECREATION AND WILDLIFE

Provide open space linkages within and between properties for both recreational and wildlife activities, most specifically for the benefit of wildlife that is threatened, endangered or designated as species of special concern.

STRATEGIES:

ES-5.6.1: Creek and Water Course Identification.

Require identification of creeks, water courses and riparian areas on site plans and require that they be protected from adjacent development.

ES-5.6.2: Trail Easements.

Consider requiring easements for trail linkages if analysis determines that they are needed.



GOAL ES-6

Minimize impacts of available mineral resources

MINERAL RESOURCES

The City seeks to minimize the impacts of mineral resource operations on the community.

POLICY ES-6.1: MINERAL RESOURCE AREAS

Cooperatively work with Santa Clara County to ensure that plans for restoration and mining operations at Lehigh Hanson and Stevens Creek quarries consider environmental impacts and mitigations.

STRATEGIES:

ES-6.1.1: Public Participation.

Encourage Santa Clara County to engage with the affected neighborhoods when considering changes to restoration plans and mineral extraction activity.

ES-6.1.2: Recreation in Depleted Mining Areas.

Consider designating abandoned quarries for passive recreation to enhance plant and wildlife habitat and rehabilitate the land.



GOAL ES-7

Ensure protection and efficient use of all water resources

WATER

The City seeks to ensure that current and future water supplies are adequate by reducing water demand and protecting sources of water.

POLICY ES-7.1: NATURAL WATER BODIES AND DRAINAGE SYSTEMS

In public and private development, use Low Impact Development (LID) principles to manage stormwater by mimicking natural hydrology, minimizing grading and protecting or restoring natural drainage systems.

STRATEGIES:

ES-7.1.1: Development Plans.

Continue to require topographical information; identification of creeks, streams and drainage areas; and grading plans for both public and private development proposals to ensure protection and efficient use of water resources.

POLICY ES-7.2: REDUCTION OF IMPERVIOUS SURFACES

Minimize stormwater runoff and erosion impacts resulting from development and use low impact development (LID) designs to treat stormwater or recharge groundwater

STRATEGIES:

ES-7.2.1: Lot Coverage.

Consider updating lot coverage requirements to include paved surfaces such as driveways and on-grade impervious patios to incentivize the construction of pervious surfaces.

ES-7.2.2: Pervious Walkways and Driveways.

Encourage the use of pervious materials for walkways and driveways. If used on public or quasi-public property, mobility and access for the disabled should take precedence.

ES-7.2.3: Maximize Infiltration.

Minimize impervious surface areas, and maximize on-site filtration and the use of on-site retention facilities.

POLICY ES-7.3: POLLUTION AND FLOW IMPACTS

Ensure that surface and groundwater quality impacts are reduced through development review and voluntary efforts.

STRATEGIES:

ES-7.3.1: Development Review.

Require LID designs such as vegetated stormwater treatment systems and green infrastructure to mitigate pollutant loads and flows.

ES-7.3.2: Creek Clean Up.

Encourage volunteer organizations to help clean creek beds to reduce pollution and help return waterways to their natural state.

POLICY ES-7.4: WATERSHED BASED PLANNING

Review long-term plans and development projects to ensure good stewardship of watersheds.

STRATEGIES:

ES-7.4.1: Storm Drainage Master Plan.

Develop and maintain a Storm Drainage Master Plan which identifies facilities needed to prevent “10-year” event street flooding and “100-year” event structure flooding and integrate green infrastructure to meet water quality protection needs in a cost effective manner.

ES-7.4.2: Watershed Management Plans.

Work with other agencies to develop broader Watershed Management Plans to model and control the City’s hydrology.

ES-7.4.3: Development.

Review development plans to ensure that projects are examined in the context of impacts on the entire watershed, in order to comply with the City’s non-point source Municipal Regional Permit.

POLICY ES-7.5: GROUNDWATER RECHARGE SITES

Support the Santa Clara Valley Water District efforts to find and develop groundwater recharge sites within Cupertino and provide public recreation where possible.

POLICY ES-7.6: OTHER WATER SOURCES

Encourage the research of other water sources, including water reclamation.

POLICY ES-7.7: INDUSTRIAL WATER RECYCLING

Encourage industrial projects, in cooperation with the Cupertino Sanitary District, to have long-term conservation measures, including recycling equipment for manufacturing and water supplies in the plant.

POLICY ES-7.8: NATURAL WATER COURSES

Retain and restore creek beds, riparian corridors, watercourses and associated vegetation in their natural state to protect wildlife habitat and recreation potential and assist in groundwater percolation. Encourage land acquisition or dedication of such areas.

STRATEGY:

ES-7.8.1: Inter-Agency Coordination.

Work with the Santa Clara Valley Water District and other relevant regional agencies to enhance riparian corridors and provide adequate flood control by use of flow increase mitigation measures, such as hydromodification controls as established by the Municipal Regional Permit.

POLICY ES-7.9: INTER-AGENCY COORDINATION FOR WATER CONSERVATION

Continue to coordinate citywide water conservation and regional water supply problem solving efforts with the Santa Clara Valley Water District (SCVWD), San Jose Water Company and California Water Company.

STRATEGY:

ES-7.9.1: Water Conservation Measures.

Implement water conservation measures and encourage the implementation of voluntary water conservation measures from the City's water retailers and SCVWD.

POLICY ES-7.10: PUBLIC EDUCATION REGARDING RESOURCE CONSERVATION

Provide public information regarding resource conservation.

STRATEGIES:

ES-7.10.1: Outreach.

Continue to send educational information and notices to households and businesses with water prohibitions, water allocations and conservation tips. Continue to offer featured articles in the Cupertino Scene and Cupertino Courier. Consider providing Public Service Announcements on the City's Channel and Cupertino Radio.

ES-7.10.2: Demonstration Gardens.

Consider including water-wise demonstration gardens in some parks where feasible as they are re-landscaped or improved using drought tolerant native and non-invasive, and non-native plants.

POLICY ES-7.11: WATER CONSERVATION AND DEMAND REDUCTION MEASURES

Promote efficient use of water throughout the City in order to meet State and regional water use reduction targets.

STRATEGIES:

ES-7.11.1: Urban Water Management Plan.

Collaborate with water retailers serving the City in the preparation of their Urban Water Management Plan, including water conservation strategies and programs.

ES-7.11.2: Water Conservation Standards.

Comply with State water conservation standards by either adopting the State standards or alternate standards that are equally efficient.

ES-7.11.3: Recycled Water System.

Continue to work with water retailers to promote and expand the availability of recycled water in the City for public and private use.

ES-7.11.4: Recycled Water in Projects.

Encourage and promote the use of recycled water in public and private buildings, open space and streetscape planting.

ES-7.11.5: On-site Recycled Water.

Encourage on-site water recycling including rainwater harvesting and gray water use.

ES-7.11.6: Water Conservation Programs.

Benchmark and continue to track the City's public and private municipal water use to ensure ongoing accountability and as a means of informing prioritization of future agency water conservation projects.

ES-7.11.7: Green Business Certification and Water Conservation.

Continue to support the City's Green Business Certification goals of long-term water conservation within City facilities, vegetated stormwater infiltration systems, parks and medians, including installation of low-flow toilets and showers, parks, installation of automatic shut-off valves in lavatories and sinks and water efficient outdoor irrigation.

THIS PAGE IS INTENTIONALLY LEFT BLANK