

CUPERTINO



HEART OF THE CITY



SPECIFIC PLAN

Enacted by the City Council
December 4, 2014

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INTRODUCTION

Overview

- ▶ *The Heart of the City Specific Plan provides specific development guidance for the most important commercial corridor in the City of Cupertino. The purpose of the specific plan is to guide the future development and redevelopment of the Stevens Creek Boulevard Corridor in a manner that creates a greater sense of place and community identity in Cupertino. The overall goal is to develop a Heart of the City, comprising a collection of pedestrian-inclusive gathering places that will create a positive and memorable experience for residents and visitors in Cupertino. Currently, the boundaries of the Heart of the City area encompass approximately 635 acres.*



POLICY FRAMEWORK

This Heart of the City Plan defines a variety of land use opportunities of well planned and designed commercial, office, residential development, enhanced activity nodes, and safe and efficient circulation and access for all modes of transportation between activity centers that help focus and support activity in the centers.

Policies

1. Proposed developments shall be expected to continue the implementation of the City's streetscape plan.
2. High quality site planning, architectural design, and on-site landscaping are expected for all developments.
3. Subdivision of commercial and mixed use parcels is strongly discouraged.
4. Plans for the new projects should include pedestrian and bicycle pathways, incorporating the City's existing network.

The 2005 General Plan contains the policies that govern the following development aspects within the Plan area:

1. Specific Areas & Subareas within the Heart of the City
2. Land Uses allowed in each of the areas and subareas
3. Development Allocation
4. Development Intensity
5. Residential Density
6. Design Elements
7. Building Heights

These General Plan policies in effect and as amended related to the Heart of the City area are attached as Appendix B to this document.



Area and Special Centers Map

This Heart of the City Area and Special Centers Map (Figure 1) defines the boundaries of the Heart of the City Specific Plan area and the Special Centers within these boundaries. This map also identifies the primary and supporting land uses for each Special Center in accordance with the Cupertino General Plan, and a variety of land use opportunities of well planned and designed commercial, office and residential development, enhanced activity nodes, and safe and efficient circulation and access for all modes of transportation between activity centers that help focus and support activity in the centers.



West Stevens Creek Boulevard

Educational/
Public/Park
District

Primary Use: Quasi-Public/
Public Facilities

Supporting Use: Mixed
Commercial/Residential
(Residential may be located behind Primary Uses and above the ground level)



Central Stevens Creek Boulevard

Primary Use: Commercial/
Commercial Office

Secondary Use:
Office above ground level

Supporting Use:
Residential/
Residential Mixed Uses



Crossroads Area Commercial Shopping District

Primary Use: Commercial/
Retail

Secondary Use: Commercial
Office above the ground
level

Supporting Use: Limited Residential (Residential may be located behind Primary Uses and above the ground level)



City Center Sub-Area

Primary Use: Office/
Residential/Hotel/
Public Facilities/Commercial
Retail/Mixed Uses



East Stevens Creek Boulevard

Regional
Commercial
District

Primary Use: Retail/
Commercial/Commercial
Office

Secondary Use: Office above ground level

Supporting Use: Residential/
Residential Mixed Use



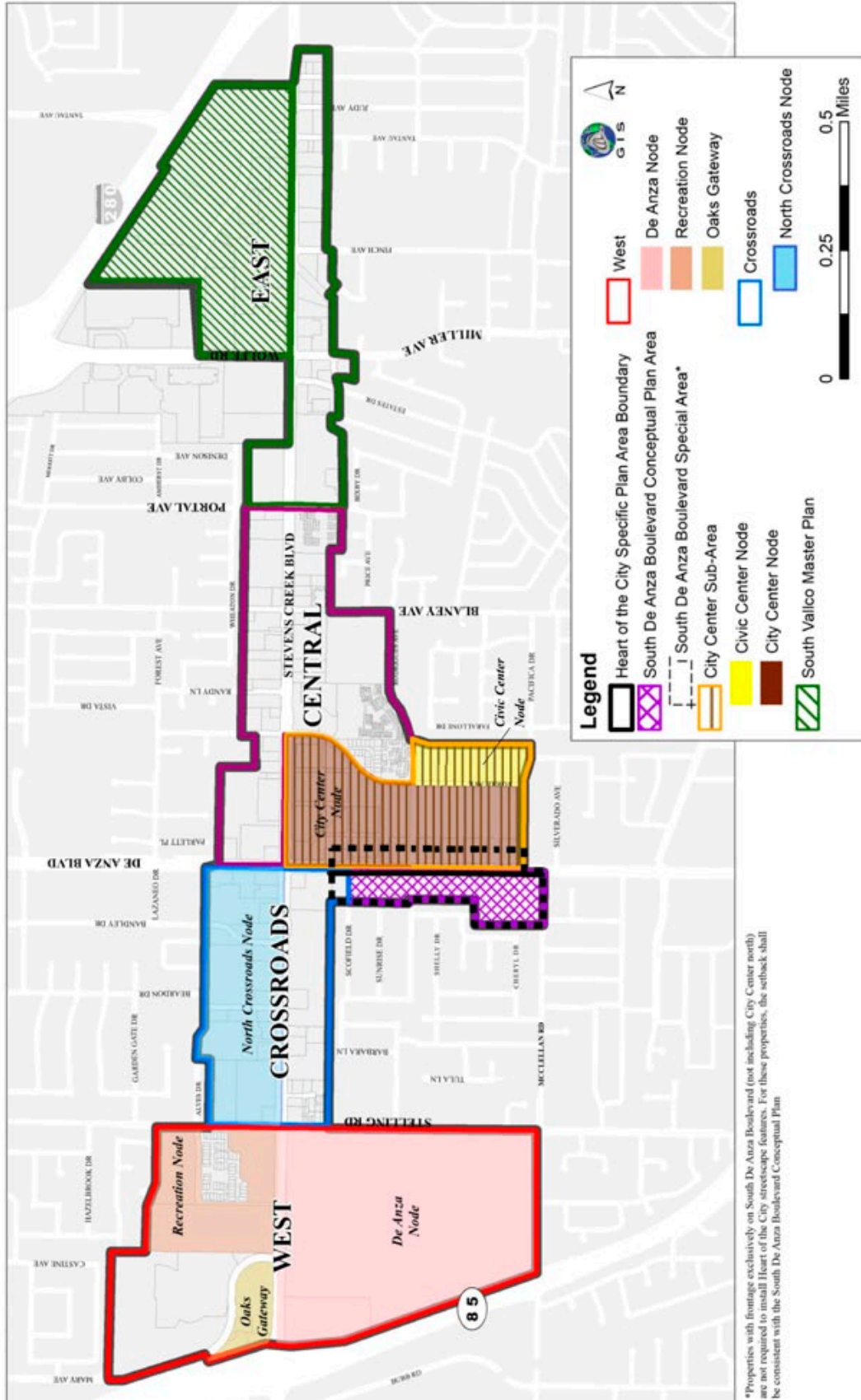


Figure 1: Heart of the City Area and Special Centers Map

STREETSCAPE DESIGN

Background and Purpose

The Streetscape Element implements community design goals contained in the 1993 General Plan, design concepts subsequently developed and revised in the 1993 “Heart of the City” Design Charette, and any new policies and concepts identified in the 2005 General Plan. The general streetscape concept endorsed at the Charette was named “Parkurbia.” It promotes a “green” city, acknowledges Cupertino’s agricultural past, and links the street’s major activity centers with a continuous landscaped parkway as a principal objective.



The Streetscape Element complements the Specific Plan’s Land Use Element by reflecting the corridor’s different land use concentrations and designations. Design approaches vary to accommodate land uses. Options for implementation depend to a significant extent on the type of existing development immediately adjacent to the street right-of-way. Streetscape policies also reflect the setback, frontage improvements, and landscape and signage requirements established in the Plan’s Development Standards and Design Guidelines. Together, these three Plan Elements combine to promote an attractive, mixed-use boulevard, consistent with the goals of the General Plan.

The primary purpose of the Streetscape Element is to define the improvements needed to fulfill the City’s vision for the Stevens Creek Boulevard corridor. It allows for flexibility in terms of phasing, financing, and design modifications in order to address the needs of the City and Specific Plan Area property owners and businesses.

Streetscape Design Principles

The Streetscape Element has four underlying principles:

1. Unify the Visual Appearance of the Street with Orchard/Grove Street Trees Plantings, a Consistent Palette of Furnishings, and Civic Landmarks.
2. Improve the Pedestrian Environment Along the Street Frontage with Passive Rest Areas, Planting Strips and Buffering Trees and Shrubs.
3. Allow for Flexibility in the Design of Streetscape Improvements to Address Access and Visibility Needs of Adjacent Commercial Development.
4. Accommodate Options for Implementing Streetscape Improvements: e.g., City Construction, Renovations of Existing Development, Standards for New Development.

Design Concept

Four streetscape subareas are defined for the corridor: *West Stevens Creek Boulevard*, *Crossroads*, *Central Stevens Creek Boulevard*, and *East Stevens Creek Boulevard*. See the Concept Plan (Figure 4) on page 13.

A continuous curbside planting strip and a continuous row of street trees would extend along the entire corridor. However, each subarea would feature a different tree species. Tree species are selected to reflect differences in the character of development in the subareas and/or the predominant types of existing trees and frontage conditions.

Streetscape Design policies for each of the subareas are described below:

West Stevens Creek Boulevard – The West Stevens Creek Boulevard subarea extends from Route 85 to Stelling Road. The planting theme is an “Oak Grove.” It features an informal planting of Live Oaks (*Quercus agrifolia*) and native wild flowers in curbside planting strips and the center median. It is anticipated that these oaks could be planted among the existing Deodar cedars at De Anza College without needing to remove the existing trees. This approach is intended to bring the landscape of the adjacent foothills into the City, as well as tie together the existing character of De Anza College, Memorial Park, and The Oaks shopping center. Trees should be planted at approximately 40 feet on center. Decomposed granite should be used as the surface material where appropriate.

Crossroads – Refer to the Crossroads Area Streetscape Plan for details. This subarea extends from Stelling Road to De Anza Boulevard. Until such time the Crossroads Area Plan is adopted, development shall comply with requirements for Central Stevens Creek Boulevard.

Central Stevens Creek Boulevard – The Central Stevens Creek Boulevard subarea extends from De Anza Boulevard East to Portal Avenue. The planting theme is a “Flowering Orchard.” It features a formal planting of Flowering Pear (*Pyrus calleryana* “Chanticleer”) and low growing groundcover in curbside planting strips. Flowering shrubs could be planted in the center median where appropriate. This approach fills in and extends the tree plantings that presently exist along the street, and the formal tree placement expresses the importance of the Central Stevens Creek Boulevard as the civic and cultural heart of the City. Trees should be planted in rows on both sides of the sidewalk at approximately 25 feet on center. For retail properties with narrow driveways, the City may consider wider spacing for trees where trees obscure retail visibility. For retail buildings built at the minimum setback of 35 feet, a single row of trees and/or wider tree spacing will be considered.



East Stevens Creek Boulevard – The East Stevens Creek Boulevard subarea extends from Portal Avenue to the City boundary adjacent to Tantau Avenue. The planting theme is an “Ash Grove.” It features a formal planting of Ash (*Fraxinus* species) in curbside planting strips and the center median. Similar to the Central Stevens Creek Boulevard subarea, this approach fills in and extends the tree plantings that presently exist along the street. It also combines with the “Oak Grove” in the West Stevens Creek Boulevard subarea to frame the Central Stevens Creek Boulevard subarea. Both will have a shady, somewhat rural visual character. Trees should be planted in rows on both sides of the sidewalk at approximately 35 feet on center. Low-growing groundcover may be used as the surface material. For retail properties with narrow driveways, the City may consider wider spacing for trees where trees obscure retail visibility. For retail buildings built at the minimum setback of 35 feet, a single row of trees and/or wider tree spacing will be considered. If a double row of mature ashes is already established along a commercial retail frontage, neither row of trees should be removed.

Frontage Conditions for Renovation of Existing Buildings

A curbside planting strip 10 feet in width and a sidewalk a minimum of 6 feet in width should be established along the entire frontage of the street. In the Central Stevens Creek Boulevard and East Stevens Creek Boulevard subareas, a planting area 10 feet in width should also be established behind the walk to accommodate a second row of trees. The frontage improvements recommended should be improved as part of renovations to existing developments and properties, and/or required along with a wider

landscape easement if redevelopment of a property occurs. The City may allow variations from the frontage improvement requirements on a case-by-case basis that may include one of the following or a variation of the following:

1. *Wide Landscape Easement with Planting Strip* – This condition is the model for the rest of the street. It contains a 10 foot planting strip and a 10 foot landscape easement adjacent to the sidewalk. It reflects City requirements for frontage landscaping that have been in place for the past twelve years and as such characterizes most of the new development along the street. Existing trees in these areas, however, rarely form consistent rows along the street. Additional trees should be added to create a double row of trees at a spacing consistent with the streetscape design. Existing trees of the recommended tree species should not be removed if spaced closer than the streetscape design. Over the long term when redevelopment of properties occurs, the wide landscape easement with planting strip will be implemented on all Town Center and East Gateway frontage properties.
2. *Curbside Walk with Landscape Easement* – A curbside planting strip up to 10 feet in width and a double row of trees can be established under this condition. However, because the width of the easement area varies, the second row of trees may need to be offset from the first row.

3. *Wide Curbside Walk without Landscape Easement* - In this condition the entire curbside right-of-way is paved as a sidewalk. Levels of pedestrian activity along the street generally don't demand a walk this wide, and a curbside planting strip approximately 6 feet wide should be established by removing the curbside portion of the walk.
4. *Curbside Walk without Landscape Easement* - In this condition, a monolithic curb, gutter and sidewalk exists with a relatively narrow planting area between the sidewalk and adjacent buildings and/or parking areas. There is no landscape easement adjacent to the right-of-way, and there is only 10 feet within the right-of-way. To implement the Streetscape Concept under these conditions the location of the walk and planting area needs to be reversed. A 5 feet curbside planting strip and a 5 feet sidewalk should be established within the right-of-way. Trees should be located in adjacent parking lots as feasible to establish a double row

Street Furnishings

When frontage improvements of the Streetscape Element are required, the City typically will require projects to provide street furnishings that may include benches, trash receptacles, recycling bins, bicycle racks, sidewalk lighting and the like. The City will determine the location, amount and type of street furnishings required of projects on a case-by-case basis. General recommendations for these furnishings are listed in Appendix A which includes product information and construction costs.



Streetscape Concept

Principles:

- Unify Visual Appearance of Street with Orchard/Grove Street Tree Plantings, Consistent Furnishings, and Civic Landmarks.
- Improve Pedestrian Environment Along Street Frontage with Planting Strips and Buffering Trees and Shrubs.
- Allow Flexibility to Address Access and Visibility Needs of Adjacent Commercial Development.
- Accommodate Options for Implementing Streetscape Improvements: e.g. City Construction, Renovation of Existing Development, Standards for New Development.
- Create a Unique Pedestrian-Oriented Activity Center at the Crossroads.

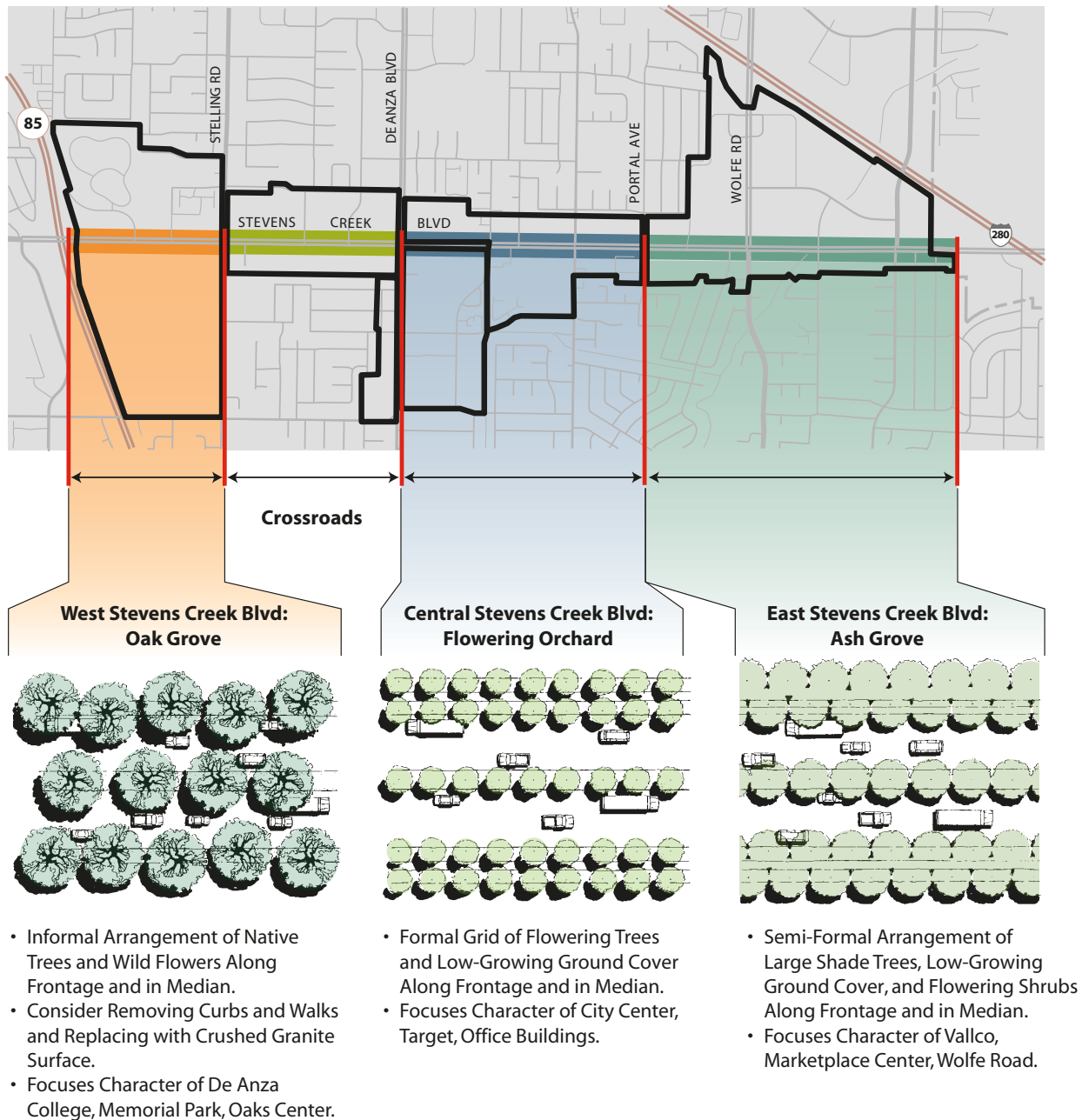


Figure 4: Streetscape Concept

DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

Background

The Development Standards and Design Guidelines contained in this Element provide regulatory support for the Specific Plan's land use policies. They are intended to promote high-quality private-sector development, enhance property values, and ensure that both private investment and public activity continues to be attracted to the Stevens Creek Boulevard corridor.

Development Standards

► 1.01.010 Description

A variety of different types of commercial development, from stand-alone single-tenant buildings to small convenience centers, office buildings and large shopping centers may be proposed.

Properties with frontage exclusively on South De Anza Boulevard in the Heart of City Specific Plan area are required to conform to the architectural and site design guidelines of the Specific Plan.



► 1.01.020 Land Use and Zoning – Permitted and Conditional Uses

The zoning and land uses for properties shall comply with the land use and zoning maps in Figures 1 and 2. Development regulations for properties will be as follows:

- A. Commercial** – All Permitted and Conditional Uses in accordance with the Zoning Ordinance regulations of the City's General Commercial (CG) zoning district.

Uses such as professional, general, administrative, business offices, business services, such as advertising bureaus, credit reporting, accounting and similar consulting agencies, stenographic services, and communication equipment buildings, vocational and specialized schools, dance and music studios, gymnasiums and health clubs and child care centers and other uses that do not involve the direct retailing of goods or services to the general public shall be limited to occupy no more than 25% of the total building frontage along Stevens Creek Boulevard and/or 50% of the rear of the building.

- B. Residential** – Residential density shall be per the General Plan Land Use and zoning maps. On sites with a mixed-use residential designation, residential is a permitted use only on Housing Element sites. Conditional use permits will be required for residential units on mixed-use Housing Element sites that propose units above the estimates in the Housing Element, and on Non- Housing Element mixed-use sites.

In mixed residential and commercial developments, the preferred location for residential units shall be behind primary street fronting retail/commercial uses. Secondly, residential units may be located above the ground level on multi-story buildings. The amount of building space devoted to retail/commercial uses shall be such that the retail/commercial uses shall have a viable and substantial retail component.

- C. Existing church uses approved by the City with a conditional use permit in existence prior to April 16, 2010.
- D. Development regulations for all other zones shall comply with the specific zoning districts in the Zoning Ordinance.

► **1.01.030**
Building Height, Setbacks
and Orientation

- A. **Height** - as measured from sidewalk to top of cornice, parapet, or eave line of a peaked roof shall be as follows:
 1. Maximum - Forty five (45) feet, except where regulated by the Cupertino General Plan - Maximum Building Heights.
 2. The primary bulk of the building shall be maintained on building planes as required in the General Plan.
 3. Mechanical equipment and utility structures:
 - a. Rooftop mechanical equipment may exceed height limitations if they are enclosed, centrally located on the roof and not visible from adjacent streets.

- b. Shall be screened from public view.
- c. Shall be provided with measures where possible with reasonable efforts to buffer noise from adjacent residential uses.

B. Front Setbacks

1. Minimum Setback - for new development shall be 35 feet from the edge of curb (nine (9) feet from the required Boulevard Landscape Easement; See section 1.01.040(D)). New development shall be defined as a twenty five per cent (25%) or greater increase in floor area or a 25% or greater change in floor area resulting from use permit or architectural and site approval within twelve (12) months.

Properties with frontage exclusively on South De Anza Boulevard (not including City Center north) are not required to install Heart of the City streetscape features. For these properties, the setback shall be consistent with the South De Anza Boulevard Conceptual Plan. See the note in the land use map for the South De Anza Boulevard Conceptual Plan Area.

2. Corner Parcels - setback requirement applies to both frontages (e.g., corner parking lots are discouraged); minimum frontage requirement recommended but not required.
3. Special Architectural Features - subject to City review: entrance porticoes, canopies, and or other features may extend up to four (4) feet into the front setback area.

C. Minimum Side And Rear Setbacks

1. Minimum Side Setback - for new development shall be:
 - a. One-half (1/2) the height of the building, or ten (10) feet, whichever is greater.
 - b. When adjacent properties are jointly developed as they may occur in a shopping center, the setbacks between buildings may be reduced to zero when it promotes pedestrian access.
2. Minimum Rear Setback - for new development along developed or zoned residential properties the rear setback shall be equal to one and one-half (1.5) times the height of the building with a minimum setback of 20 feet.
3. Uninhabitable building elements - such as chimneys and projecting eaves may encroach up to three (3) feet in to a required setback.
4. Mixed Use Developments - may reduce the minimum side and rear setbacks between on-site buildings within a common master plan in accordance with an approved development plan.

D. Building Orientation - The main building entrance to all buildings shall be located on the front building facade, a fronting building corner, or a side-facing facade visible from the street frontage. Other orientations may be permitted subject to City review.

► 1.01.040 Site Development and Parking

A. Access

1. Direct Pedestrian Access - in the form of a walkway shall be provided from the Stevens Creek Boulevard sidewalk to the main building entrance; i.e., pedestrian access to building entrances shall not require walking between parking spaces. If pedestrian access ways cannot be separated from parking bays and/or circulation aisles, they must be distinguished by a different paving material.
2. Vehicular Access/Curb Cuts - shall be shared wherever possible.
 - a. Maximum Number - of curb cuts shall be one (1) two-way curb cut or two (2) one-way curb cuts on Stevens Creek Boulevard. Additional curb cuts may be allowed upon review and approval by the Public Works Department.
 - b. Ramping driveways - shall be located beyond the back of sidewalk, with a maximum grade of twenty percent (20%) and adequate sight distance.
 - c. Driveway Setbacks for driveways that are not shared shall be:
 - (i) A minimum of five (5) feet from adjoining properties and
 - (ii) Three (3) feet from adjacent buildings.
 - d. Service Access - shall be from rear parking areas. Service access should avoid locating next to residential areas whenever possible

B. Parking

1. Location of Surface Lots - Parking arrangements should be based on the successful operation of the building(s); however, parking to the side or rear of buildings is desirable.
2. Garages - No visible parking garages shall be permitted along Stevens Creek Boulevard. Subsurface/deck parking is allowed provided it is adequately screened from Stevens Creek Boulevard or adjacent residential developments.



C. Common Open Space

1. For Commercial (Office Or Retail) Development -
 - a. A minimum area equal to two and one half percent (2.5%) of the gross floor area of buildings of twenty thousand (20,000) square feet or more, or restaurants of ten thousand (10,000) square feet or more shall be provided for passive recreational use, such as a garden sitting area or outdoor eating area.
 - b. Plazas and courtyards shall include outdoor seating. Such areas shall be integrated into the project site design and/or situated in the parkway landscape easement.
2. For Residential Development -
 - a. Common, usable outdoor space shall be provided for all multi unit buildings. A minimum of one hundred fifty (150) square feet shall be provided for each unit excluding required setback areas; see Design Guidelines.

- b. Private outdoor space shall also be provided with at least sixty (60) square feet for each unit. Private space shall be in the form of a patio or deck attached to the unit, not less than six (6) feet clear in any dimension.

D. Landscaping and Screening

1. Boulevard Landscape Easement - All new development shall establish an easement twenty six (26) feet in width along the Stevens Creek Boulevard frontage.
 - a. Easement Improvements - The easement shall consist of
 - (i) a curbside planting strip ten (10) feet in width,
 - (ii) a sidewalk six (6) feet in width, and
 - (iii) a back-of-walk planting strip ten (10) feet in width. Planting strip areas shall contain low growing groundcover and street trees in accordance with the policies of the Streetscape Element.

- b. **Special Condition: View Corridors** – Area(s) may be clear of boulevard street trees to allow for unobstructed views of buildings and/or signage. This area shall include necessary curb cuts and driveways. It shall be a minimum of sixty (60) feet between trees and a maximum of one third (1/3) the length of the parcel frontage, not to exceed one hundred twenty (120) feet between trees per opening. Parking area lot trees within the view corridor may also be cleared to allow for unobstructed views of buildings and signs in this area.
- 2. **Adjacent to Designated or Developed Residential Properties** – attractive screen fencing or walls shall be provided along the side or rear property lines to screen buildings, service areas, and parking areas; a minimum five (5) foot planting area shall be established within and adjacent to the fence or wall with evergreen trees planted at a minimum spacing of twenty five (25) feet on center. Lighting from commercial uses shall be screened from adjacent residential properties.
- 3. **Side Street Trees** – Shade trees at a spacing of approximately twenty-five (25) feet on center shall be planted within required curbside planting strips.
- 4. **Screen Fences and Walls** – Where the fence or wall is not adjacent to residential property, streets and sidewalks, the fence or wall shall be a minimum of six (6) feet in height and a maximum of eight (8) feet in height. Where a commercial and residential property share a common property line, the sound wall separating the uses shall have a minimum height of eight (8) feet. The sound wall may be taller than eight (8) feet subject to approval as part of a development plan.
- 5. **Plant Materials** – See “Site Improvements and Landscaping” section.

E. Building Design

- 1. **Variety in the Design of Building Facades** – shall be required so that block frontages are varied and attractive.
- 2. **Building forms** shall be such that buildings adjacent to residentially developed parcels shall be stepped back or terraced or have adequate setback so that privacy is maintained. Buildings requiring terracing shall have a 1.5:1 setback to height ratio.

- F. Signs** – shall conform to City of Cupertino sign ordinance. However, the following provisions shall apply in the Specific Plan Area to offset the reduction in visibility associated with the parkway frontage improvements:

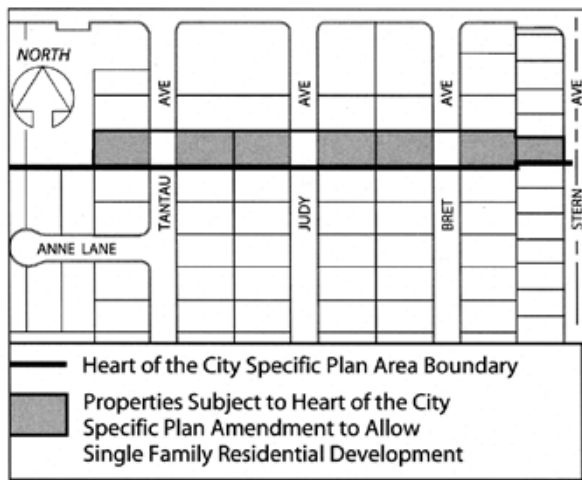
Maximum Building-Mounted Sign Area – for commercial retail development shall be one and one half (1.5) square feet per one (1) linear foot of tenant frontage.

Single-Family Residential Development Standards

► 1.02.010 Description

Standards promote retention and development viability of single-family residential sized lots in the transition area between Stevens Creek Boulevard fronting development and single-family neighborhoods in the vicinity of Tantau, Judy, Bret and Stern Avenues. Standards apply to existing lots 10,000 square feet or less in area and 225 feet or more in distance from Stevens Creek Boulevard.

Lots that meet the above-referenced criteria shall comply with the regulations of the Single-Family Residential (R1) Zones Ordinance.



Application Requirements and Approval Authority

Refer to Zoning Ordinance Chapter 19.12, Administration.

Exception Process for Development Standards

In order to provide design flexibility in situations when small lot size, unusually shaped parcels, or unique surrounding land uses make it difficult to adhere to the development standards and where all efforts to meet the standards have been exhausted, an applicant for development may file an exception request to seek approval to deviate from the standards. The possibility of lot consolidation, if an exception is needed for a substandard parcel, shall be evaluated. The exception process shall not be used to increase land use intensity or change permitted land uses.

- A. An exception for development standards can be approved if the final approval authority for a project makes all of the following findings:
 - 1. The proposed development is otherwise consistent with the City's General Plan and with the goals of this specific plan and meets one or more of the criteria described above.
 - 2. The proposed development will not be injurious to property or improvements in the area nor be detrimental to the public health and safety.
 - 3. The proposed development will not create a hazardous condition for pedestrian vehicular traffic.
 - 4. The proposed development has legal access to public streets and public services are available to serve the development.
 - 5. The proposed development requires an exception, which involves the least modification of, or deviation from, the development regulations prescribed in this chapter necessary to accomplish a reasonable use of the parcel.
- B. Refer to Zoning Ordinance Chapter 19.12, Administration, for approval authority of an Exception Process.

Design Guidelines

► 2.01.010 Description

The Design Guidelines promote buildings that assume some of the communication functions of signs.

- A. **Building Increment** – Long facades should be divided into shorter segments or modules and should be separated by major changes in the building mass or facade treatment, such as a projected entrance or window volume(s), notch, roof form, or other architectural feature. In some cases, these modules may be separated by varying the color of individual modules within a harmonious palette of colors.
- B. **Special Architectural Features** – should accent buildings at the main building entrance, adjacent to entrance drives, and/or at building comers. Features that relieve flatness of facades, such as recessed windows, architectural trim with substantial depth and detail, bay windows, window boxes, dormers, entry porches, etc., are recommended.
- C. **Building Clusters** – Buildings should relate to one another to shape open space in between, as is common on campuses. Changes in building form should be used to organize and accent space, by creating axial relationships between buildings, defining special courtyard spaces, etc.
- D. **Facade Composition** – Every building and/or individual tenant space should have a base; a clear pattern of openings and surface features; a prominent main entrance; and an attractive, visually interesting roofline. The building should convey quality materials.
- E. **Windows** – are an important element of facade composition and an indicator of overall building quality:
 - 1. **Window Openings** – should generally be vertical or square in shape. Horizontally-oriented openings generally make buildings appear squat and massive.
 - 2. **Window Inset** – Glass should be inset a minimum of 3” from the window frame or from the exterior wall surface to add relief to building surfaces; this is especially important for stucco buildings.
- F. **Roofs** – Roof overhangs are strongly recommended. Overhangs should be a minimum of three (3) feet, with additional articulation in the form of support struts, gutter fascia, and/or exposed beams/rafter ends.
- G. **Common Open Space** – Developments with a residential component should contain both landscaped/garden areas and hardscape areas that encourage social interaction.
 - 1. **Common Landscaped Space** – A landscaped green and/or garden space should comprise between seventy per cent (70%) and eighty per cent (80%) of the common outdoor space. The location should be in a courtyard, side yard, rear yard, or common green for larger developments. Space should be rectilinear with no side less than fifteen (15) feet. Space should be seventy five percent (75%) enclosed by buildings, low walls, low fences, or linear landscaping (e.g., hedges or rows of trees) and not be bordered by surface parking areas on more than one side.

2. Common Hardscape Space - Between twenty per cent (20%) and thirty per cent (30%) of common outdoor space should be in the form of unit-paved or gravel areas, common roof deck space, or any combination of the two. Hardscape space shall be connected directly to the required landscaped space by stairs, walks, and/or ramps if necessary.

H. Plant Materials - See “Site Improvements and Landscaping” section (Section 2.01.040) for guidelines.

Site Improvements and Landscaping Guidelines

► 2.01.040 Description

The following Design Guidelines for Site Improvements and Landscaping apply to all Heart of the City Specific Plan Areas unless otherwise indicated.

- A. Paving Materials** - recommended for pedestrian surfaces are listed below. In general, a maximum of two materials should be combined in a single application:
1. Stone - such as slate or granite.
 2. Brick pavers.
 3. Concrete unit pavers.
 4. Poured-in-place concrete - with any of the following treatments: integral pigment color; special aggregate; special scoring pattern; ornamental insets, such as tile; pattern stamped. All concrete walks should be tinted to reduce glare.

B. Plant Materials And Landscape Treatments - Used on properties adjacent to the right-of-way should reflect the following guidelines:

1. Plant Materials Along Stevens Creek Boulevard - should create an attractive and harmonious character, in keeping with the orchard/grove streetscape theme.
 - a. Trees with open branching structures - should be used. Deciduous trees are recommended.
 - b. Planting/landscaped areas - should have a simple palette of plant species.
 - c. Complex planting schemes - should not be used in front yard areas.
2. Plant Materials in Other Locations - should be selected and placed to reflect both ornamental and functional characteristics.
 - a. Deciduous trees - should be the predominant large plant material used. They should be located adjacent to buildings and within parking areas to provide shade in summer and allow sun in winter. Species should be selected to provide fall color, and to minimize litter and other maintenance problems.
 - b. Evergreen shrubs and trees - should be used as a screening device along rear property lines (not directly adjacent to residences), around mechanical appurtenances, and to obscure grillwork and fencing associated with subsurface parking garages.

-
- c. Flowering shrubs and trees - should be used where they can be most appreciated, adjacent to walks and recreational areas, or as a frame for building entrances, stairs, and walks.
 - d. Native and water-wise plantings - should be used with drip irrigation systems for on-site landscape areas in developments
3. Surface Parking Lots - utilize a significant amount of site area and should be designed as an integral feature of the overall site development plan.
- a. Parking Lots - Planting should be consistent with the standards outlined in the parking ordinance.
 - b. “Orchard Parking” - should be employed in all surface lots. The “orchard” tree placement provides better shade on the passenger compartment and more even shade and vegetation throughout the parking area. Trees shall be planted toward the rear of parking stalls to create a grid rather than rows. Such trees shall be protected by curbing or bollards as appropriate.
- C. Fences** - Chain link, barbed wire and razor wire fencing are not allowed.

INFRASTRUCTURE PLAN

Background

State law requires that all specific plans include text describing the distribution, location and intensity of major components of infrastructure needed to support the proposed land use and development in the specific planning area. The level of private and public improvement and development as contemplated in the Heart of the City Specific Plan will not warrant any major expansion of the City's infrastructure. The major components of this specific plan involve:

- Streetscape improvements, primarily landscaping, which do not require purchase of property or narrowing of existing streets.
- Allocation of development potential, which was previously demonstrated in the General Plan environmental impact report to be within the capacities of existing services and infrastructure.
- Guidance of architectural design of future development which will not require expansion of infrastructure.

Transportation

The Heart of the City Specific Plan envisions a multimodal transportation corridor for Stevens Creek Boulevard. As such the plan proposes the eventual completion of all sidewalk improvements along the boulevard such that the sidewalk will be separated from the street by a buffering easement of trees and other landscaping. The amount of sidewalk improvements that will need to be made are as follows:

- Reconstruction of monolithic sidewalk: 7,250 ft.
- Construction of new sidewalk: 150 ft.
- The majority of sidewalk improvements will take place incrementally as properties redevelop.

Water, Sewer, Storm Drainage, Solid Waste Disposal Facilities and Energy Facilities

No expansion of these facilities is contemplated as a result of Heart of the City development activity.

IMPLEMENTATION

Regulatory Framework

The Heart of the City Specific Plan is both a policy and regulatory document. The goals, policies and strategies provide the rationale for the development standards and land use map. The Heart of the City Specific Plan is a regulatory document in that its land use map and development standards will be incorporated into the planned development zoning for the property within its boundary. The Plan is also a policy document by virtue of the guidance it provides in allocating future development in the planning area and in establishing community expectations of the design and quality of new development.

The Heart of the City Specific Plan was prepared as a means to implement the City's 1993 General Plan and the 2005 General Plan. As such the specific plan executes the major general plan goal of creating a Heart of the City - a memorable, pedestrian-inclusive place for Cupertino.

Once the Specific Plan is adopted, all future rezoning, tentative subdivision maps and public works projects must be consistent with the specific plan as required by state law.

In the event, that any regulation, condition, program or portion of this Specific Plan is held invalid or unconstitutional by a California or Federal court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions, and the invalidity of such provisions shall not affect the validity of the remaining provision thereof.

Streetscape Improvements

Background

Appendix A depicts the various best estimated costs as of February 16, 2010, to install the proposed Heart of the City Streetscape improvements. The improvements will be phased over time and geography as redevelopment of properties occurs. Private property owners will bear the cost and construction of streetscape improvements as their properties redevelop. It will take a concerted public and private effort before all the streetscape improvements and its ultimate public benefit can be achieved.

Phase I: Median and Landmarks

Description of Activities

Replanting of median landscaping to include pears, ash and oak trees.

Funding Sources:

- Street improvement funding from private property owners.

Phase II: Landscape Easement Installation

Description of Activities

As private redevelopment occurs, the full landscape easement improvements will be installed by private property owners. Depending on existing site conditions, this may include additional land, new sidewalk, turf, additional trees and hedge fencing.

Funding Source:

- Private property owners as redevelopment of properties occurs.

Phase III: Remainder of Improvements

Description of Activities

These improvements include: pedestrian lights, benches, bus shelters and trash receptacles. As private development occurs, pedestrian lights, street furniture and improvements will be installed by private property owners.

Funding Source:

- Private property owners as redevelopment of properties occurs.

Civic Landmarks

Cali Mill Plaza

The Cali Mill Plaza is located at the south-east corner of Stevens Creek Boulevard and De Anza Boulevard, and was developed as a Civic Landmark to honor the area as the historical center, or “Crossroads” of Cupertino

where the Cali Brothers trucking company and mill were located. The site was an orchard prior to the 1940’s, and until the 1970’s was the site of a milling and storage facility. Cali Mill Plaza was designed as a park plaza with three themed gardens including a California native plants garden, a contemporary English border garden and an Asian garden to represent the historical diversity of Cupertino.

Landmark Sculpture Art Piece – The corner of Stevens Creek Boulevard and De Anza Boulevard at the Cali Mill Plaza is the location of the landmark sculpture “Perspectives” that was designed by well-known artist Roger Berry. The sculpture is constructed of stainless steel and is the focal point of Cali Mill Plaza representing a joining of the old and new at the “Crossroads,” the historical economic hub of the area’s agricultural economy.



APPENDIX A

Estimated Construction Costs

Recommended materials and preliminary construction cost estimates as of February 16, 2010, for Stevens Creek Boulevard streetscape improvements are listed below. Quantities are approximate and are likely to vary. Improvements are proposed to be phased over the term of the Specific Plan, with street trees the first priority.

Trees are assumed to be 24” box size. Estimated costs for single-row/double-row frontage street

tree arrangements are provided; both options include matching trees in existing medians. Cost figures for 36” box size trees are not itemized but would add about an extra \$900 per tree installed. Existing “cobrahead” street lights would remain; however new, pedestrian-scale street lights would be installed in between them to light sidewalk areas.

West Stevens Creek Boulevard Street Trees –
Quercus agrifolia @40’ a.c, 24” box: \$450 delivered; \$1,200 installed (inc. irrigation and demo).

Quantity: 120/210

Cost: \$144,000/\$252,000

Crossroads Street Trees –
See Crossroads plan

Central Stevens Creek Boulevard Street Trees –
Pyrus calleryana “Chanticleer” @ 25’ a.c, 24” box: \$450 delivered; \$1,200 installed (incl. irrigation and demo).

Quantity: 548/960

Cost: \$657,600/\$1,152,000

East Stevens Creek Boulevard Street Trees –
Fraxinus latifolia @ 30’ a.c, 24” box: \$450 delivered; \$1,200 installed (incl. irrigation and demo).

Quantity: 514/901

Cost: \$616,800/\$1,082,100

Street Lights – Holophane Memphis luminaire on 20-foot tall Atlanta pole and arm with banner arms installed at 45 feet on center (Black) @ \$7,000 each (including delivery and installation).

Quantity: 260

Cost: \$1,820,000 (excluding installation).

Benches – Maglin Furniture Systems Ltd., MLB 310 (Black) @ \$1,495 each (not including delivery). Bench ends are made from solid cast aluminum with a seat made of flat bar straps.

Trash Receptacle – Maglin MRC 200-32 (Black) thirty-two gallon trash container constructed of heavy-duty steel flat bar with a plastic liner and metal lid @ \$1,195 each (not including delivery).

Recycling Bin – Maglin MRC 200-20 (Black) @ \$2,495 (not including delivery).

Tree Grate – Ironsmith Starburst tree great M4818-1 (48” square)(Black) @ \$1,630 (excluding installation).

Bicycle Racks – Looped multi-racks (Black) consistent with the design @ \$1,095 (not including delivery).

Bollard – Holophane – Salem non-lighted decorative cast aluminum bollard with ball top BOL/S 32/9/BT BK (Black) @ \$775 (including delivery and installation).

Combined Newspaper Racks – Consistent with the design.

APPENDIX B**General Plan Policies related to the Heart of the City Plan Area**

The Community Vision 2040 policies LU-13.1 through LU-13.8 apply to the Heart of the City Specific Plan Area.

APPENDIX C – Acknowledgements**1995:***City Council*

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Amendments by City Council As of January 17, 2012

As of March 3, 1997, amendments to the Heart of the City Specific Plan will result in a page revision date in the lower inside corner of the changed page. Types of changes may include page-numbering, minor typographical or cosmetic changes or policy and text changes. Substantive changes will be noted in the table below, in addition to the page revision dates.

DATE	ORDINANCE NUMBER	DESCRIPTION
March 3, 1997	CC 1753	Text and Map: City Center Area changes
December, 1997	CC 1769	Text: Single-Family Residences Allowed on Certain Properties
July 6, 1998	CC 1786	Text: Exception Process for Development Standards
June 19, 2000	00-192 & 00-193	Map: City Center Area changes
March 16, 2010	CC 10-2055	Text and Map: Land Use Map, conformity to General Plan, consolidate sections and changes, update numbers
January 17, 2012	CC 11-2087	New land use maps; clarification of the land use section
December 4, 2014	CC 14-213	New land use map, new zoning map, removed net density calculation example and cross referenced building slope lines to General Plan



CUPERTINO

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