

**N. DE ANZA BOULEVARD
CONCEPTUAL PLAN**



CITY OF CUPERTINO CONCEPTUAL ZONING PLAN
FOR
NORTH DE ANZA BOULEVARD

CUPERTINO CITY COUNCIL

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Robert W. Meyers

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Reed Sparks

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Director - James H. Sisk
Assistant Director - Robert S. Cowan (Project Director)
Assistant Planner - Toby Kramer (Project Staff - Resigned)
Assistant Planner - Steve Piasecki
Senior Planning Technician - Mark Caughey
Draftsman Illustrator - Tom Gilbertson (Project Illustrator)

DEPARTMENT OF PUBLIC WORKS

Director - Bert Viskovich
Assistant Director - Travice Whitten

DESIGN CONSULTANT

James H. Coleman & Associates

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ORDINANCE NO. 723

AN ORDINANCE OF THE CITY OF CUPERTINO AMENDING SECTION 1 OF ORDINANCE NO. 2 BY REZONING APPROXIMATELY 75 ACRES FROM VARIOUS ZONING DISTRICTS TO P (PLANNED DEVELOPMENT WITH INDUSTRIAL, COMMERCIAL, AND RESIDENTIAL 4-10 DWELLING UNITS PER GROSS ACRE) ZONE; LOCATED SOUTHERLY OF ROUTE 280 FREEWAY, WESTERLY OF DE ANZA BOULEVARD, NORTHERLY OF ALVES DRIVE, AND EASTERLY OF GARDEN GATE SUBDIVISION AND BEARDON AVENUE

THE CITY COUNCIL OF THE CITY OF CUPERTINO DOES ORDAIN AS FOLLOWS:

WHEREAS, on November 10, 1975, an application was filed by the City of Cupertino (Application 3-Z-75) for the rezoning of property from PD (CG Intent) Zone, PD (ML Intent) Zone, PD (CG and ML Intent) Zone, R1-10 (Residential, single-family, 10,000 sq. ft. per dwelling unit) Zone, ML (Light Industrial) Zone, R3-2.2 (Residential, multiple, 2,200 sq. ft. per dwelling unit) Zone, and CG (General Commercial) Zone to PD (Planned Development with CG, ML, R(4-10) Intent) Zone; and

WHEREAS, upon due notice and after one public hearing the Planning Commission recommended to the City Council that the rezoning be granted; and

WHEREAS the property to be rezoned is presently in a PD (CG Intent) Zone, PD (ML Intent) Zone, PD (CG and ML Intent) Zone, R1-10 (Residential, single-family, 10,000 sq. ft. per dwelling unit) Zone, ML (Light Industrial) Zone, R3-2.2 (Residential, multiple, 2,200 sq. ft. per dwelling unit) Zone and CG (General Commercial) Zone; and

WHEREAS, a map of the subject property is contained within Exhibit "A", attached hereto, as a proposed amendment to the Master Zoning Map of the City of Cupertino;

NOW, THEREFORE, BE IT ORDAINED AS FOLLOWS:

Section 1. That the following described property be and hereby is rezoned to a P (Planned Development with CG, ML, R(4-10) Intent) Zone, subject to the document entitled "City of Cupertino Conceptual Zoning Plan for North De Anza Boulevard" as recommended by Planning Commission Resolution 1485, attached hereto as Exhibit "B", and that Exhibit "A", attached hereto, is made a part of the Master Zoning Map of the City of Cupertino:

All that certain real property situate in the City of Cupertino, County of Santa Clara, State of California; approximately 75 acres, located southerly of Route 280 Freeway, westerly of De Anza Boulevard, northerly of Alves Drive, and easterly of Garden Gate Subdivision and Beardon Avenue, more fully described in attached Exhibit "A" and Exhibit "B".

Section 2. This ordinance shall take effect and be in force thirty (30) days after its passage.

INTRODUCED at a regular meeting of the City Council of the City of Cupertino this 20th day of January, 1976, and ENACTED at a regular meeting of the City Council of the City of Cupertino this 2nd day of February, 1976, by the following vote:

<u>Vote</u>	<u>Members of the City Council</u>
AYES:	Frolich, Meyers, Nellis, Sparks, Jackson
NOES:	None
ABSENT:	None
ABSTAIN:	None

APPROVED:

/s/ James E. Jackson
Mayor, City of Cupertino

ATTEST:

/s/ Wm. E. Ryder
City Clerk

ORDINANCE NO. 767

AN ORDINANCE OF THE CITY OF CUPERTINO
AMENDING ORDINANCE NO. 723 TO REVISE EXHIBIT A
OF SAID ORDINANCE AND APPENDIX ATTACHED THERETO

The City Council of the City of Cupertino does ordain as follows:

Section 1: Amendment

Section 1.1: Ordinance No. 723 is hereby amended as set forth in this Ordinance No. 767.

Section 2: Repealing Clause

Section 2.1: The following sections of Exhibit A of Ordinance No. 723 are hereby repealed and re-enacted as follows:

1. Condition 2 is reworded to delete the reference to 2-Z-75.

"The conditions of approval for zoning applications 2-Z-74 and 38-Z-74 shall remain in force unless there is a conflict with the conditions contained herein. In the event of a conflict, the conditions contained herein shall take precedent. The land use type and site planning concept approved in conjunction with said zoning approvals shall remain in force and shall take precedence over the land use and site planning concepts contained herein."

2. The second to last paragraph on page 11 is reworded, as follows:

"The conditions of approval for the rezoning applications 2-Z-74 and 38-Z-74 shall remain in force. Since development has not been initiated within the zoning district boundary of application 2-Z-75, said zoning district is totally rescinded by the De Anza Boulevard Plan."

3. Condition 9 is reworded as follows:

"All future development located between Bandle Drive and North De Anza Blvd. south of Valley Green Drive and north of Alves Drive shall be required to develop an integrated circulation pattern with a mutual access drive as designated on Exhibit B, 1st Revision.

The private drive shall have a minimum width of 30 feet. Ten feet of said width shall be located on and parallel to the rear lot lines of the generally smaller properties that front on De Anza Boulevard. The remaining 20 feet of width shall be located on the generally larger properties that are located to the west of said generally smaller properties. The final driveway design configuration shall be determined in conjunction with the initial use permit application involving a property contiguous to said private drive. On an interim basis, development fronting on De Anza Blvd. shall be allowed access directly from North De Anza Blvd. when no other access is available, provided that the property owner agrees to enter into agreements to improve the rear access drive as specified on Exhibit B, 1st Revision, in proportion to the rear frontage on said drive. At such time as the

rear access drive is completed, the property owner shall agree to eliminate all access and improvements to North De Anza Blvd. and develop that portion of the property in conformance with the approved conceptual zoning plan. The implementation of this policy will require developers to submit plans describing how the interim plan can be modified to permit linkage to surrounding developments."

4. The following text shall be added to the plan after the "Public Road System" paragraph on page 9.

"Pedestrian Access between Garden Gate Subdivision and the De Anza Boulevard Planning Area"

The mixed land use concept adds complexity to the planning problem for De Anza Boulevard area in terms of designing a pedestrian and bicycle interface between the Garden Gate neighborhood and De Anza Boulevard. The De Anza Boulevard Plan limits vehicular interface so as to discourage commute traffic between the two neighborhoods. Pedestrian and bicycle access is important because of the need for school access for Collins Junior High School and access to future bus stops on De Anza Boulevard. Currently, there are two access points from Garden Gate to De Anza Boulevard via Alves Drive and Valley Green Drive. A pedestrian and bicycle access route shall be developed extending from Greenleaf Drive to Bandle Drive. The access will provide a safe and more convenient access to the intersection of Mariani Avenue which is the major western access to Collins Junior High School and a future focal point for bus transit.

5. The physical plan map labeled Exhibit B, 1st Revision, shall be amended to designate public accessway for pedestrians and bicyclists extending from the eastern terminus of Greenleaf Drive to Bandle Drive.
6. Section 2.7.2 of Appendix B should be reworded as follows:

"Auxiliary streets (Torre Avenue, Bandle, Valley Green, Lazaneo, Alves and Mariani Drives): The landscape setback for the above listed streets shall contain a minimum land area equal to 25 feet times the lineal street frontage measured from face of curb. The intent of this requirement is to create a broad landscaped setback; however, the setback need not be consistently maintained at 25 feet in depth. A development plan can incorporate a lessened landscaped width as long as a 15 ft. minimum width is maintained and the average setback area figure is maintained. When computing the average setback area, landscaping area located beyond 35 ft. measured from face of curb shall not be computed unless said area incorporates significant topographical features or native trees."

INTRODUCED at a regular meeting of the City Council of the City of Cupertino this 1st day of November, 1976, and ENACTED at a regular meeting of the City Council of the City of Cupertino this 16th day of November, 1976, by the following vote:

<u>Vote</u>	<u>Members of the City Council</u>
AYES:	Frolich, Jackson, Nellis, O'Keefe, Meyers
NOES:	None
ABSENT:	None
ABSTAIN:	None

APPROVED:

/s/ Robert W. Meyers

Mayor, City of Cupertino

ATTEST:

/s/ Wm. E. Ryder
City Clerk

CITY OF CUPERTINO CONCEPTUAL ZONING PLAN

FOR NORTH DE ANZA BOULEVARD

The purpose of this document is to delineate policies for the development of properties located within the General Plan study area known as "North De Anza Blvd." (formerly called Old Highway 9). North De Anza Blvd. encompasses approximately 150 acres generally bordered by Junipero Serra Freeway (Route 280) to the north, by the Garden Gate subdivision to the west, by Alves Drive and St. Joseph's Church to the south and by Collins Junior High School and residential properties on Larry Way to the east. De Anza Blvd. bisects the study area in a north/south direction.

The properties directly affected by this zoning document are located on the west side of North De Anza Blvd. The properties to the east of North De Anza Blvd. will be rezoned by a separate application. Exhibit A 1st Revision describes the zoning boundary in detail.

The Core Area General Plan stresses the need for a joint planning approach in the North De Anza Blvd. study area. In order to implement a joint planning approach for areas such as North De Anza Blvd., the City amended its Planned Development Zoning Ordinance to authorize the Planning Commission and City Council to initiate a Planned Development zone. Section 5.2 of the Planned Development Zoning Ordinance states as follows:

"Section 5.2: Initiation by the City of Cupertino

The City Council or the City Planning Commission may apply for Planned Development zoning or rezoning of property or properties either within the City of Cupertino, or within the City's "sphere of influence", as adopted by the Santa Clara County Local Agency Formation Commission. However, rezoning to Planned Development zoning at the request of the City Council or Planning Commission should only be done when such action is necessary due to the need to coordinate overall conceptual planning on two or more separate parcels. Any conceptual plan prepared by the City need not contain all items described in Section 4A 1-5* but shall contain sufficient

*Section 4A describes content requirements for conceptual plan.

information as to land use categories and intensities, street systems, and community design objectives to enable the property owner or owners to either prepare a supplementary conceptual development plan or a definitive development plan."

This document represents the initial step in the approval process for subsequent development for individual properties located within the zoning boundary. The document contains a physical development plan and development policies which will have the same legal effect as plans and conditions of approval of a privately submitted Planned Development zoning application.

The plan is an elaboration of the Core Area Land Use Element of the General Plan which was adopted in December of 1973. The Core Area Plan designated the lands involved within the zoning application boundary for a mixture of land uses. More specifically, the land area west of North De Anza Boulevard is master-planned for a mixture of residential, industrial and commercial uses. Each individual property can be developed with one of the permitted uses or a combination of all allowed uses. In the context of the North De Anza Boulevard Conceptual Plan, the term "industrial" refers to uses referenced in the City's existing light industrial and planned manufacturing zoning ordinances. The term "commercial land use" refers to all permitted commercial uses and all uses permitted subject to a use permit that are referenced in the City's commercial zoning ordinance. The term "residential" in the context of this Conceptual Plan refers to any rental or owner-occupied residential development that complies with the residential density range of between 4 to 10 dwelling units per acre. Residential development within the zoning boundary may exceed the density described in the Core Plan if such development meets a special community-wide social goal such as increased housing opportunity for the elderly or low or moderate income families. The dwelling unit intensity for a particular project will not automatically reflect the highest density within the described 4 to 10 unit per acre range. The specific number of units will be determined based upon the design merits of each project.

The designated land uses for the "North De Anza Blvd." area of the Core Plan are further regulated by three general development standards.

- 1) A traffic intensity performance standard.
- 2) A performance standard to integrate individual development of parcels.
- 3) A uniform aesthetic treatment performance standard.

Trip End Performance Standard

Traffic studies conducted in conjunction with a review of the Core Area Plan revealed that final development of the City based upon the existing zoning within the community would require extensive widening of Stevens Creek Blvd. and North De Anza Blvd. Inasmuch as the City does not have extraterritorial jurisdiction to effect street widening in areas outside the City limits nor does the City have land use control to regulate the generation of traffic outside its City limits, the City Council determined that the land use intensity for undeveloped properties on North De Anza Boulevard and Stevens Creek Blvd. must be reduced to a level of intensity which will result in widening of De Anza Blvd. and Stevens Creek Blvd. not to exceed four lanes in each travel direction. In order to ensure that the land uses on De Anza Blvd. and Stevens Creek Blvd. would result in a lane demand of no greater than four traffic lanes per each direction, a traffic performance standard was developed which limits development to a land use that will not generate more than 16 one-way trips per acre during the peak traffic hour on North De Anza Blvd. as defined by the City of Cupertino. Appendix A of this document describes the traffic intensity standard in detail, including a general description of the methodology utilized to derive the standard, as well as how the standard is to be applied.

In the event a particular development will not utilize the full 16 trips per acre allotment, the owner of record of an individual property shall have the ability to either retain, sell or transfer trips to other property owners within the "North De Anza Blvd.", formerly Old Highway 9 study area, as defined by this

document. All sales or transfers of trips shall be filed with the Planning Director and City Clerk. No sale or transfer shall be finally consummated until a use permit has been approved for the property to which the trips are to be applied. The trip status for each property is to be administered by the City by virtue of a condition of approval requiring that a covenant be recorded on the deed of each property at such time as the property receives use permit approval during the Planned Development review process. The covenant will describe the trip-per-acre constraint and the total number of trips allotted to each individual property at the time of development approval. The trip status of each property will then come to light during a routine title search of the property. The covenant will be worded in a manner to suggest that the future purchaser of properties consult the North De Anza Blvd. conceptual zoning file and individual use permit files to gain an up-to-date status report of the total number of trips allocated to a particular property.

The traffic constraint performance standard as applied to industrial land uses assumes that employment shifts are staggered or hours of operation are so arranged as to result in 50% of the total employees in the area leaving the area before or after the peak hour. A condition of approval is contained within this document to ensure that all future owners, lessors and lessees, owning and utilizing industrial properties are aware of the staggering requirement and will be prepared to stagger employment shifts or arrange employment hours should it become necessary as the total zoning area reaches full development. The condition also describes additional traffic reduction measures that may be required in the future if warranted by traffic conditions.

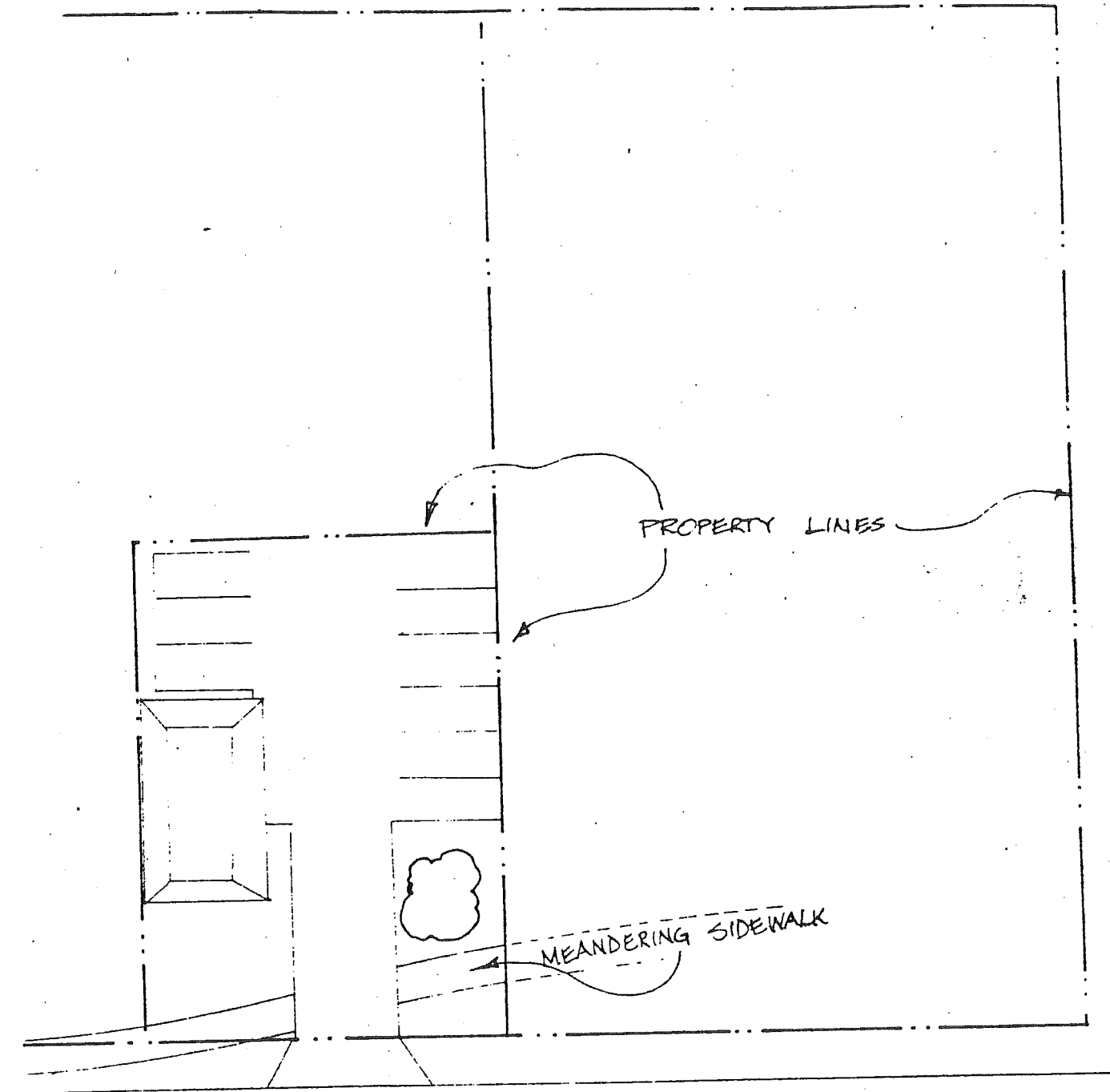
Agglomeration: Interim and Long-Range Solutions

During the course of the Core Area General Plan hearings, the Council and Commission determined that North De Anza Blvd. serves as a major focal point for individuals entering the City from the north. The Commission and Council

determined that future development of properties on North De Anza Blvd. will thus project an image of the City for residents and non-resident alike. This image will enhance the overall appearance and thus result in upgrading the property values of the entire area. The Core Area Plan emphasizes the need for a uniform aesthetic treatment performance standard to guarantee the development of North De Anza Blvd. area in mixed uses under separate ownership will not interfere with the community's desire to have uniform and high quality aesthetic treatment to both sides of North De Anza Blvd. A uniform high quality aesthetic treatment can be achieved for North De Anza Blvd. through the development of design performance standards and via the development of policy that will allow property owners to develop individually on a short-term basis and yet provide a technique whereby owners of individual small properties can be linked together in the future by common design features and a common circulation system.

The concept of a short-term/long-term design solution is extremely important because it recognizes the existing ownership and development pattern which exists within the zoning boundary. The attached plan, labeled Exhibit B, 1st Revision, represents the long-term conceptual development plan for North De Anza Blvd. The plan focuses on the land area west of North De Anza Blvd. between Valley Green Drive and Alves Drive and easterly of Bandlely Drive. The remaining properties within the North De Anza Blvd. study area are either developed or are large enough to support individual development plans that will be consistent with the overall design policies of the Core Plan. The smaller properties between Bandlely Drive and North De Anza Blvd. cannot be developed individually and still meet the design performance standard embodied in the Core Plan and within this zoning plan.

The physical plan is designed to reflect long-range goals for the study area



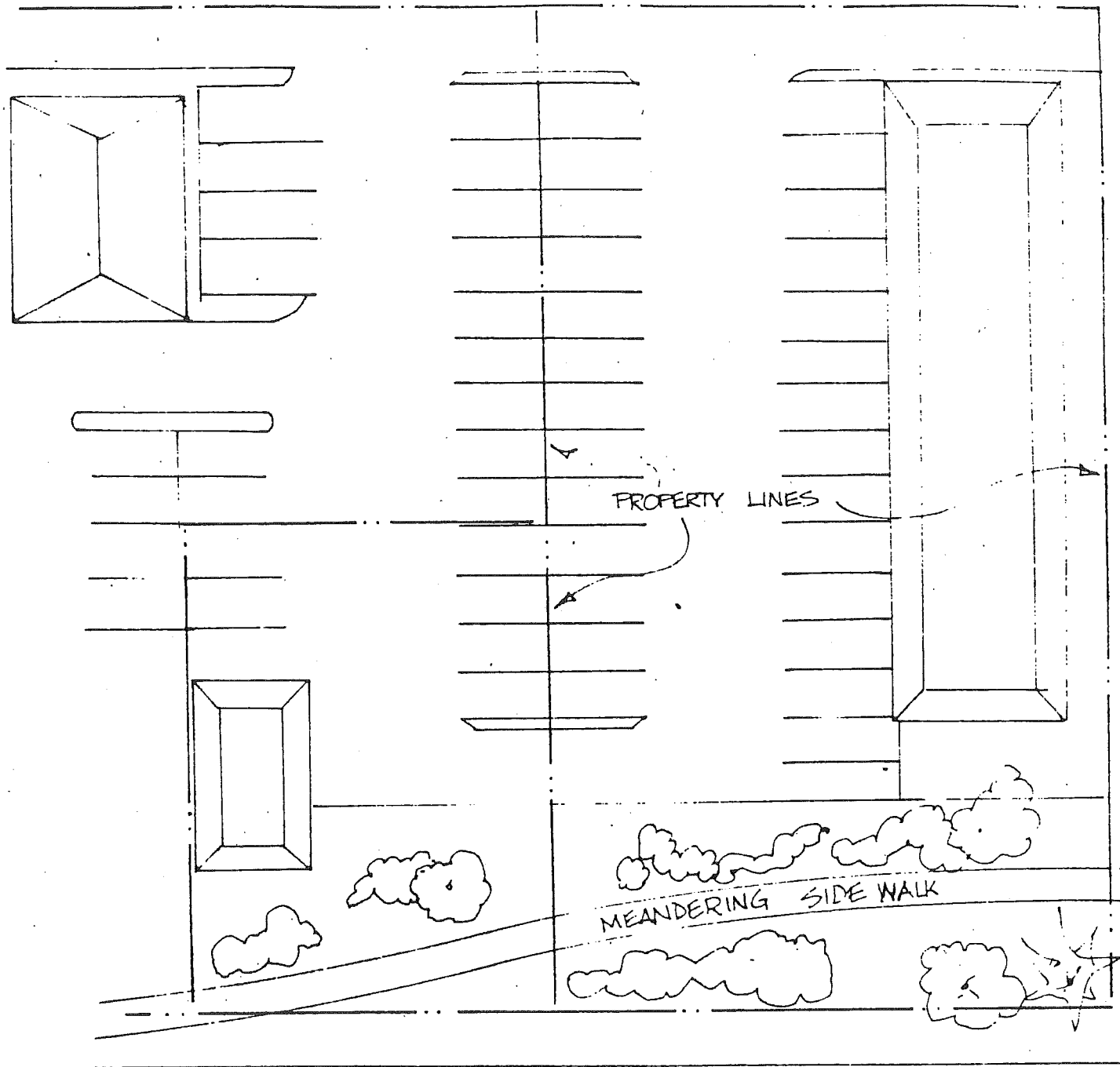
DE ANZA BOULEVARD

HYPOTHETICAL DEVELOPMENT

INTERIM DESIGN SOLUTION

7000[±] LOT 1750[±] BUILDING

COMMERCIAL LAND USE



DE ANZA BOULEVARD

HYPOTHETICAL DEVELOPMENT
LONG-RANGE DESIGN SOLUTION

as well as provide a practical means to ensure that short-range development of individual properties can be incorporated into the overall design concept. The primary feature of the long-term conceptual plan is central traffic parking accessway located mid-block between Bandley Drive and Stevens Creek Blvd. The physical form of the roadway is not defined, however, it is to be a private driveway system with easement rights to adjoining properties. The arrows on the plan indicate access points from individual properties to the public streets and private driveway circulation system. In the short-term, individual properties shall have access to North De Anza Blvd. with the understanding that access will be terminated at such time as the larger properties or a group of smaller properties are developed to a point where the installation of the secondary private accessway can be completed. Appropriate conditions of approval are contained within this document to ensure that as individual use permit applications are reviewed and approved, that use permit conditions in turn bind applicants to the traffic circulation system described on Exhibit B, 1st Revision. Eventually, upon completion of development, the collection of individual developments within the study area can be amalgamated into the unified plan as described by Exhibit B, 1st Revision. The cross hatched areas suggest building areas. The intent is to construct buildings near the street frontage and internalize the traffic circulation and parking system to create a more pleasing appearance on North De Anza Blvd. and the secondary streets within the study area. A generalized policy is contained within this document to ensure that the building/parking orientation will be implemented on all properties within North De Anza Blvd. study area. Again, it should be emphasized that the more detailed conceptual planning for the area between Bandley Drive and North De Anza Blvd. is necessitated because of the highly fragmented property ownership pattern and the small size of a significant number of parcels. The larger properties within the zoning boundary can be

developed with a great deal more flexibility.

Public Road System

On October 29, 1974, the City Council approved a specific street plan for the Cupertino Crossroads/Core Area which involved land areas east and west of North De Anza Blvd. A precise road pattern was not developed for the 70+ acres located northerly of the easterly extension of Lazaneo Drive - and easterly of North De Anza Blvd. A determination was made that a road system would be developed in conjunction with ultimate development of the property; however, the plan line does provide for a traffic signal at the intersection of Greenleaf/Mariani and North De Anza Blvd. and Lazaneo and North De Anza Blvd. Both intersections will serve as major access points into the land areas on either side of North De Anza Blvd. The boulevard will have a continuous landscaped median that will channel all left turn movements to the signalized intersections described above.

Pedestrian Access between Garden Gate Subdivision and the De Anza Boulevard

Planning Area

The mixed land use concept adds complexity to the planning problem for De Anza Boulevard area in terms of designing a pedestrian and bicycle interface between the Garden Gate neighborhood and De Anza Boulevard. The De Anza Boulevard Plan limits vehicular interface so as to discourage commute traffic between the two neighborhoods. Pedestrian and bicycle access is important because of the need for school access for Collins Junior High School and access to future bus stops on De Anza Boulevard. Currently, there are two access points from Garden Gate to De Anza Boulevard via Alves Drive and Valley Green Drive. A pedestrian and bicycle access route shall be developed extending from Greenleaf Drive to Bandlely Drive. The access will provide a safe and more convenient access to the intersection of Mariani Avenue which is the major western access to Collins Junior High School and a future focal point for bus transit.

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General and Specific Design Standards

A number of design standards are incorporated into the policy statements and the physical plan statements of this ordinance. The standards range from the general plan requirement for a minimum 50-ft. landscape setback area from curb line on North De Anza Blvd. to the policy of requiring a finished appearance to all elevations of structures built within the zoning boundary.

50 FT. Landscaping Setback

The 50 ft. landscape setback will have a positive effect on the zoning district by linking individual properties and diverse developments. The landscape setback will have a positive effect on the community as a whole because it will provide an attractive entrance into the City, and thus enhance property values for those concerned. The setback distance of 50 ft. is measured from curb line rather than property line, meaning that approximately 10 ft. of landscaping will be on public street right-of-way, and 40 ft. will be on private property. A public access easement shall be required within the 40-ft. private setback area to enable the sidewalk to meander as described on the approved physical plan labeled "Exhibit B, 1st Revision and Appendix B".

In order to provide greater design flexibility for small landowners and greater design variety, the landscape setback depths can be reduced to 35 ft. from curb provided the total landscaping area that would have been provided for a uniform 50-ft. setback is provided on the North De Anza Blvd. frontage of the site. In recognition of the short-term versus long-term nature of the North De Anza Blvd. conceptual planning concept, the 50-ft. landscape setback will be installed on an incremental basis as each individual property or group of properties develops. Appendix B describes the landscaping concept and plant materials in detail. The landscaping design concept is informal and thus, more conducive to incremental construction phasing. Because of the lack of information regarding future street

and property grades and because a master irrigation system will not be installed initially, landscaping will not be installed until street dedications are made and improvements installed. The informal landscape design does not require that all trees and major shrubs reach a maturity at the same time.

In order to implement both short-range and long-range planning objectives, the City will design a precise sidewalk system for both sides of North De Anza Blvd. In cases where the meandering sidewalk cannot be completed due to an on-going business activity, a temporary sidewalk will be constructed adjacent to the curb.

Because of the nature of the approved landscaping design solution, i.e., installation of grass on the outboard side of the sidewalk and shrubs on the inboard, it is necessary that the landscaping be maintained uniformly. A condition will be attached to future use permit actions requiring that each individual owner agree to join an open space maintenance district that will be established to maintain the 50-ft. landscaping setback. The open space maintenance district will reduce costs for each individual owner and will ensure uniform maintenance.

Other General and Specific Performance Standards

A number of general and specific design and performance standards are incorporated into North De Anza Blvd. Conceptual Plan. A number of design elements are described on the physical plan (Exhibit B, 1st Revision). The plan orientated and policy orientated design standards are enumerated in the conditions of approval.

Relationship of North De Anza Blvd. Conceptual Plan to Existing Zoning Districts

Three (3) zoning districts and five (5) use permit applications involving land within the North De Anza Blvd. Conceptual Plan have been approved since the adoption of the Core Area General Plan. The zoning and use permit applications are as follows:

Application File Number

Applicant

2-Z-74	Garner et al
38-Z-74	Sobrato-Berg-Russo
2-Z-75	Coldwell Banker Management Company (Dr. Brown)
7-U-74	Steak & Ale Restaurant
12-U-74	Keith Garner (Mini-storage)
16-U-74	Sobrato-Berg
32-U-74	Sobrato-Berg
4-U-75	Coldwell Banker Management Company (Dr. Brown)

The conditions of approval for the rezoning applications 2-Z-74 and 38-A-74 shall remain in force. Since development has not been initiated within the zoning district boundary of application 2-A-75, said zoning district is totally rescinded by the De Anza Boulevard Plan.

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The conditions of approval for the use permit applications listed above shall remain in force and take precedent over conditions of approval listed within this document.

CONDITIONS OF APPROVAL FOR 3-Z-75 NORTH DE ANZA BOULEVARD CONCEPTUAL PLAN

1. The zoning approval is based upon Exhibits A, 1st Revision and B, 1st Revision of 3-Z-75, the City of Cupertino Standard Conditions of Approval, the special conditions of approval enumerated below, and Appendices A and B describing the application of the trip end performance standard and the landscaping guidelines for North De Anza Boulevard and secondary streets within the zoning boundary.
2. *The conditions of approval for zoning applications 2-Z-74 and 38-Z-74 shall remain in force unless there is a conflict with the conditions contained herein. In the event of a conflict, the conditions contained herein shall take precedent. The land use type and site planning concept approved in conjunction with said zoning approvals shall remain in force and shall take precedence over the land use and site planning concepts contained herein.*
3. The conditions of approval for use permit applications 7-U-74, 12-U-74, 16-U-74, 32-U-74 and 4-U-75 shall remain in force. If there is a conflict with the conditions contained herein, the use permit conditions shall take precedent. In the event a use permit is revoked or expires, the conditions of approval contained herein shall automatically take precedent.
4. That the permitted land uses shall be located as described by the Core Area General Plan. In the context of the North De Anza Boulevard Conceptual Plan, the term "industrial" refers to industrial uses referenced in the City's existing light industrial and planned manufacturing zoning ordinances. The term "commercial land use" refers to all permitted commercial uses and all uses permitted subject to a use permit

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that are referenced in the City's commercial zoning ordinance. The term "residential" in the context of the North De Anza Boulevard Conceptual Plan refers to any rental or owner-occupied residential development that complies with the residential density range of between 4 to 10 dwelling units per acre. Residential development within the existing zoning boundary may exceed the density described in the Core Plan if such development meets a special community-wide social goal.

5. The land use intensity for a property or group of properties shall be limited to an intensity that will not generate more than 16 one-way trips per acre during the peak traffic hour.
6. That the property owner/developer shall provide tenants with a written notice regarding potential traffic problems within the Highway 9 Study Area. Said notice shall stipulate that the City reserves the right to review traffic conditions within the area at any time in the future and should the City determine that constraints to ensure proper traffic movement is necessary, the City may impose the appropriate constraints. This may take the form of staggering of work hours by tenants, modification of hours of operation, or an organized car or van pooling program and County transit bus pooling program. A copy of said written notice shall be signed by the lessee and forwarded to the City prior to occupancy of the building.
7. In the event a development does not utilize the full 16 trips-per-acre allotted by the trip end performance standard, the owner of record shall have the ability to either retain, sell or transfer trips with other property owners within the North De Anza Blvd. study area as defined by this document. All sales or transfers of

trips shall be filed with the Planning Director and City Clerk. No sale or transfer shall be finally consummated until a use permit has been approved for the property to which the trips are to be applied. The applicant shall record a covenant to describe the trip-acre constraint and the total number of trips allocated to the particular development at the time of the development approval. The covenant shall be worded in a manner to suggest that the future purchaser of properties consult the North De Anza Blvd. conceptual zoning file and individual use permit files to obtain an up-to-date status report of the total number of trips allocated to each particular property.

8. The property owner/developer may be required to install secured bicycle storage facilities which may be in lieu of off-street parking spaces. The requirement for and the number of bicycle storage lockers shall be determined during the use permit phase of the development review process based upon the specific use, intensity of use, and need for bicycle storage security.

9. *All future development located between Bandley Drive and North De Anza Blvd. south of Valley Green Drive and north of Alves Drive shall be required to develop an integrated circulation pattern with a mutual access drive as designated on exhibit B, 1st Revision.*

The private drive shall have a minimum width of 30 feet. Ten feet of said width shall be located on and parallel to the rear of lot lines of the generally smaller properties that front on De Anza Boulevard. The remaining 20 feet of width shall be located on the generally larger properties that are located to the west of said generally smaller properties. The final driveway design configuration shall be determined in conjunction with the initial use permit application involving a property contiguous to said private drive. On an interim basis,

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development fronting on De Anza Blvd. shall be allowed access directly from North De Anza Blvd. when no other access is available, provided that the property owner agrees to enter into agreements to improve the rear access drive as specified on Exhibit B, 1st Revision in proportion to the rear frontage on said drive. At such time as the rear access drive is completed, the property owner shall agree to eliminate all access and improvements to North De Anza Blvd. and develop that portion of the property in conformance with the approved conceptual zoning plan. The implementation of this policy will require developers to submit plans describing how the interim plan can be modified to permit linkage to surrounding developments.

10. The properties directly fronting on North De Anza Blvd. shall provide a minimum 50-ft. landscape setback area from curb line or shall provide a landscaped area adjacent to North De Anza Blvd. with a varied depth with a minimum area equal to the lot frontage dimension multiplied times 50 ft. In no case, shall the setback distance be less than 35 ft. from curb line.
11. The landscaping plan for each development shall reflect the landscaping guidelines as described in Appendix B. Each development shall provide its own irrigation system of a type to be approved by City Engineer to ensure conformity to other landscaping systems installed on North De Anza Blvd.
12. The applicant shall sign a written agreement agreeing to join an open space maintenance district when such a district is formed. Until such time as a district is formed, the applicant shall be responsible for maintaining their landscaped area in a manner acceptable to the City.

13. Properties adjacent to residential neighborhoods shall provide a 15-ft. landscaped buffer and shall install a masonry wall on the property line with the height to be determined by an acoustical engineer retained by the developer.
14. In case of a situation where a development abuts a dead-end street, off-site improvements shall be made consisting of a "mini cul-de-sac" with appropriate landscaping to be determined during the use permit and Architectural and Site Approval Committee reviews.
15. Whenever possible, buildings should be located adjacent to the street with parking areas to the rear as described on Exhibit B, 1st Revision. Buildings should have architectural continuity and loading areas for industrial uses should be internalized so as to preclude noise and visual problems to adjoining properties.

Description of Zoning Change for Individual Properties Within the Zoning District

<u>Assessor's Parcel Number</u>	<u>Existing Zone*</u>	<u>Proposed Zone*</u>
326-10-20	PD (CG Intent)	PD (CG, ML, R(4-10)Intent)
326-10-25	PD (CG & ML Intent)	PD (CG, ML, R(4-10) Intent)
326-10-26	PD (CG Intent)	PD (CG, ML, R(4-10)Intent)
326-10-27	PD (CG, ML Intent)	PD (CG, ML, R(4-10)Intent)
326-10-28	PD (CG Intent)	PD (CG, ML, R(4-10) Intent)
326-10-29	PD (CG Intent)	PD (CG, ML, R(4-10) Intent)
326-33-45	R1-10	PD (CG, ML, R(4-10) Intent)
326-33-50	PD (ML Intent)	PD (CG, ML, R(4-10) Intent)
326-33-51	ML	PD (CG, ML, R(4-10) Intent)
326-33-53	PD (ML Intent)	PD (CG, ML, R(4-10) Intent)
326-33-55	R3-2.2	PD (CG, ML, R(4-10) Intent)
326-33-56	R3-2.2	PD (CG, ML, R(4-10) Intent)
326-33-57	R3-2.2	PD (CG, ML, R(4-10) Intent)
326-33-58	R1-10 & R3-2.2	PD (CG, ML, R(4-10) Intent)
326-33-69	PD (CG Intent)	PD (CG, ML, R(4-10) Intent)
326-33-85	PD (CG & ML Intent)	PD (CG, ML, R(4-10) Intent)
326-33-77	R3-2.2	PD (CG, ML, R(4-10) Intent)
326-33-78	PD (ML & CG Intent)	PD (CG, ML, R(4-10) Intent)
326-33-79	PD (ML Intent)	PD (CG, ML, R(4-10) Intent)
326-33-80	R3-2.2	PD (CG, ML, R(4-10) Intent)
326-33-84	PD (ML Intent)	PD (CG, ML, R(4-10) Intent)
326-34-36	CG	PD (CG, ML, R(4-10) Intent)
326-34-48	R3	PD (CG, ML, R(4-10) Intent)
326-34-49	R3-2.2 & CG	PD (CG, ML, R(4-10) Intent)
326-34-50	CG	PD (CG, ML, R(4-10) Intent)

* PD - Planned Development

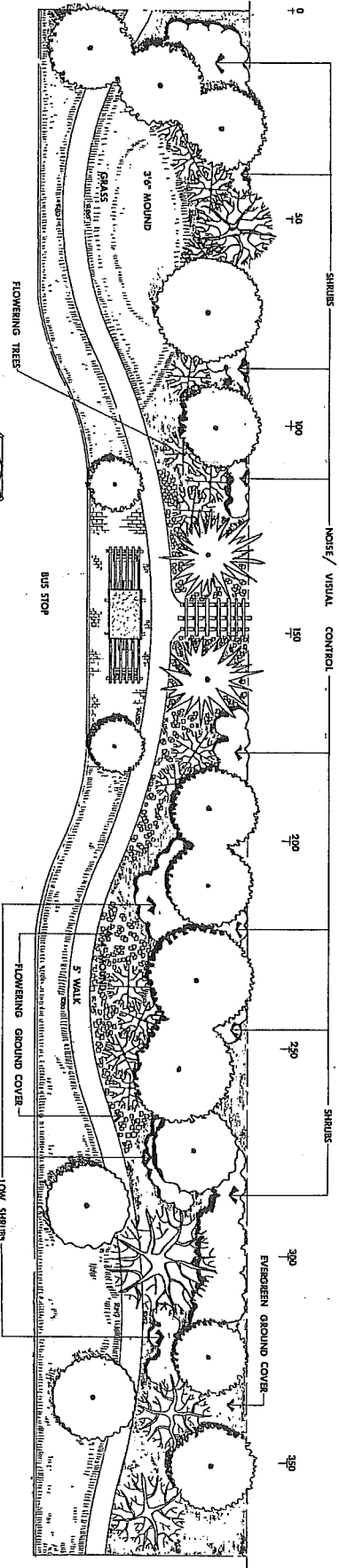
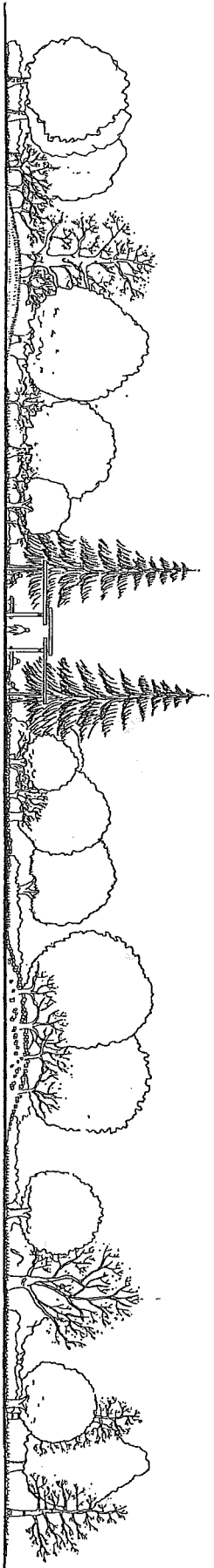
CG - General Commercial

ML - Light Industrial

R3-2.2 - Multiple family, 16 dwelling units per gross acre

R1-10 - Single-family residential, 3.5 dwelling units per gross acre

R (4-10) - Residential land use with an intensity range of 4-10 dwelling units per gross acre.



TYPICAL PARKWAY

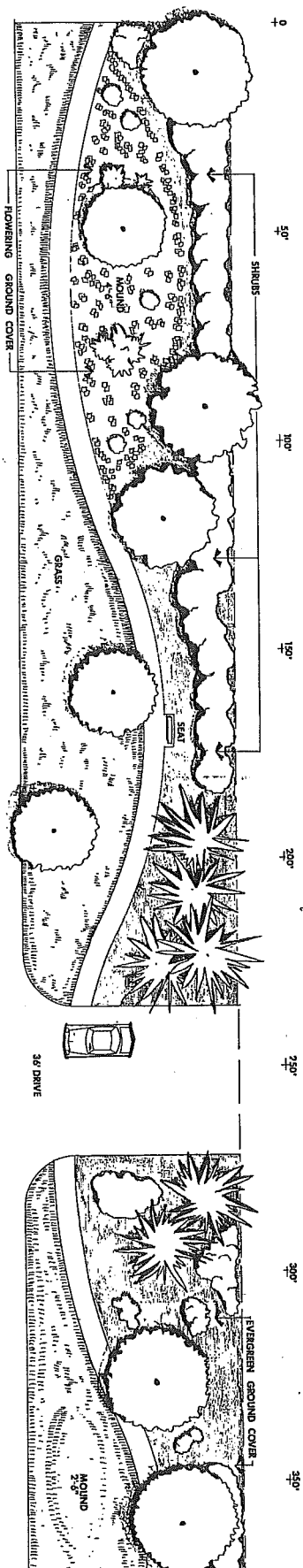
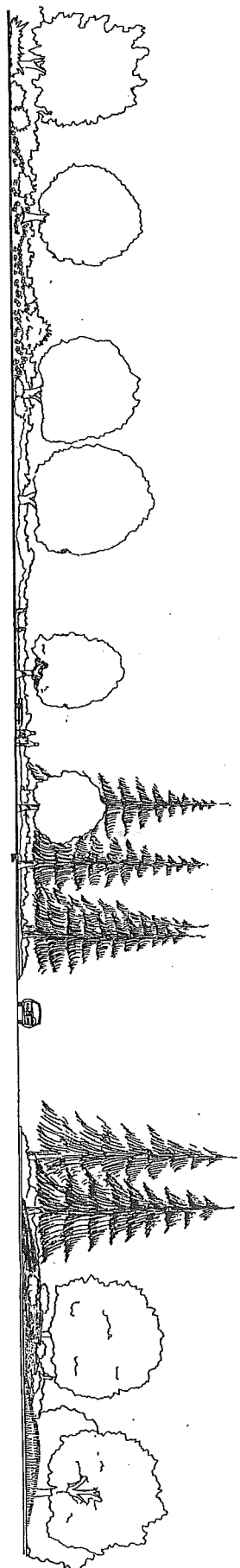
De Anza Blvd.

CUPERTINO, CALIFORNIA

N. DE ANZA BLVD. CONCEPTUAL PLAN
exhibit c Appendix B
BUS TURNOUT

COLEMAN and COBLENCEK
LANES H. O. SMITH
 ARCHITECTS
 20430 TOWN CENTER LANE SUITE H
 CUPERTINO, CALIFORNIA 95014
 TEL. 521-5141

AUGUST 23, 1974



NOTE: MOUND SLOPES
 GRASS - MAX. 4:1
 OTHER - MAX. 2:1

TYPICAL PARKWAY

De Anza Blvd.

CUPERTINO, CALIFORNIA

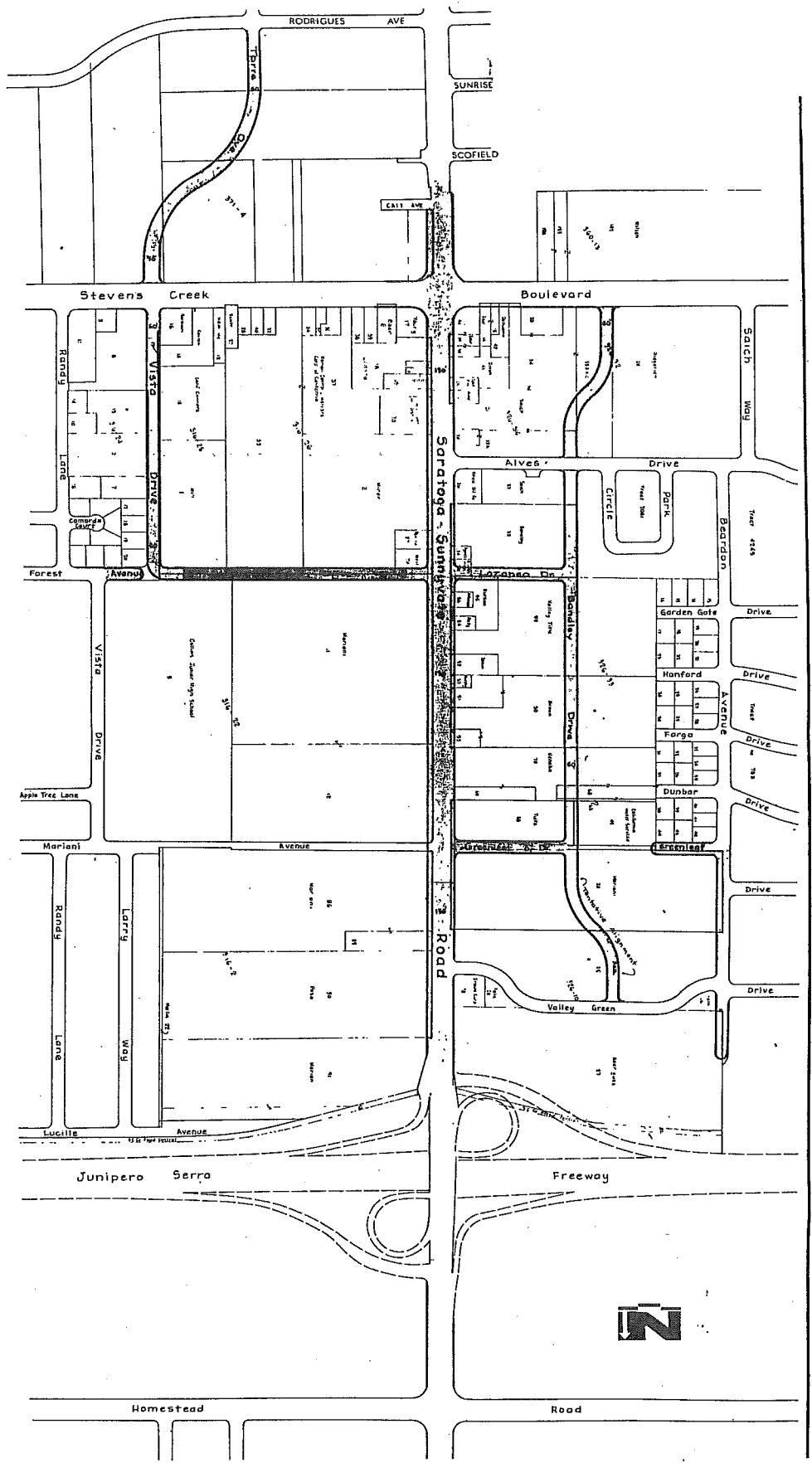
N. DE ANZA BLVD. CONCEPTUAL PLAN

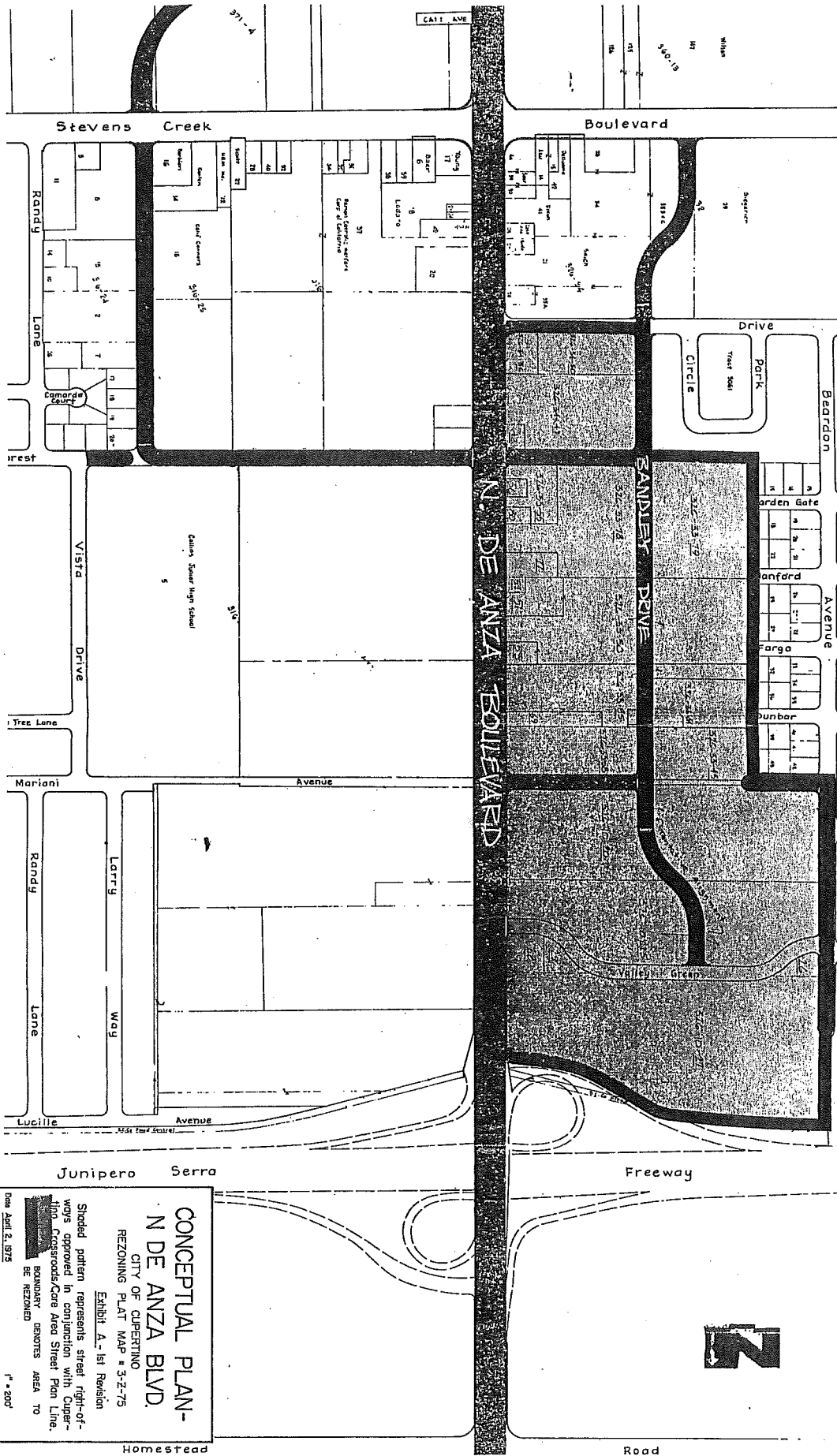
**exhibit d Appendix B
 PARKWAY PLANTING**

COLEMAN and COBBLEICK
 JAMES H. COLEMAN & ASSOCIATES
 MEMBER, AMERICAN SOCIETY OF LANSCAPE ARCHITECTS
 200 CUPERTINO CALIFORNIA 95014
 PHN 352-5441

AUGUST 23, 1974

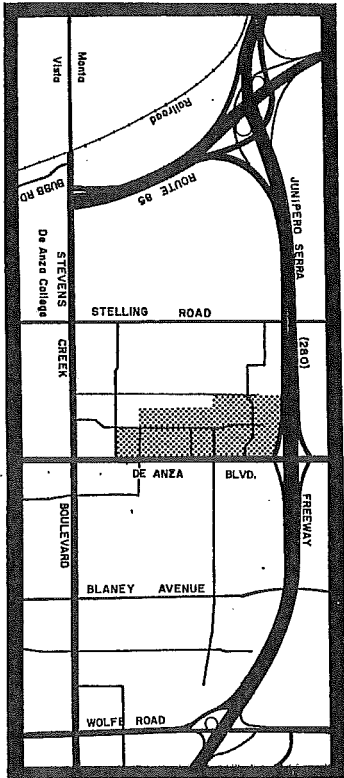
PRECISE PLAN LINE FOR DE ANZA BOULEVARD PARKWAY AREA
exhibit a: Appendix B N. DE ANZA BLVD. CONCEPTUAL PLAN





CONCEPTUAL PLAN-
N DE ANZA BLVD.
 CITY OF CUPERTINO
 REZONING PLAT MAP # 3-Z-75
 Exhibit A - 1st Revision
 Shaded pattern represents street right-of-ways approved in conjunction with Cupertino Crossroads/Corridor Area Street Plan. BOUNDARY DENOTES AREA TO BE REZONED
 Date April 2, 1975
 1" = 200'

Homestead



NORTH DE ANZA BOULEVARD CONCEPTUAL PLAN
 exhibit B
 first revision

Revised by Ordinance 767

Traffic Ingress and Egress Points For Areas of Activity

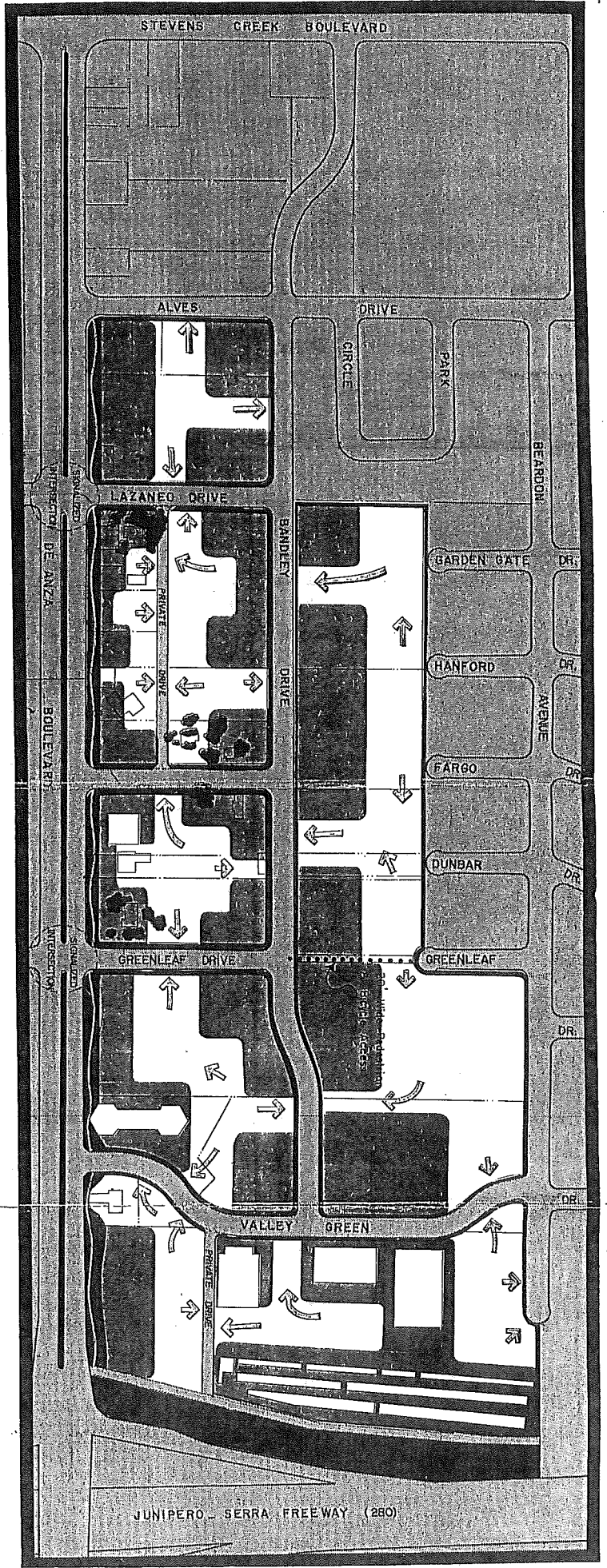
Landscaping, With Meandering Sidewalk

Bicycle & Pedestrian Access

Hypothetical Building Pocket (With Existing Structure)

1" = 200'

Rev. Ord. 767



APPENDIX A

Appendix to the North De Anza Boulevard and Stevens Creek Boulevard Planned Development Conceptual Plans

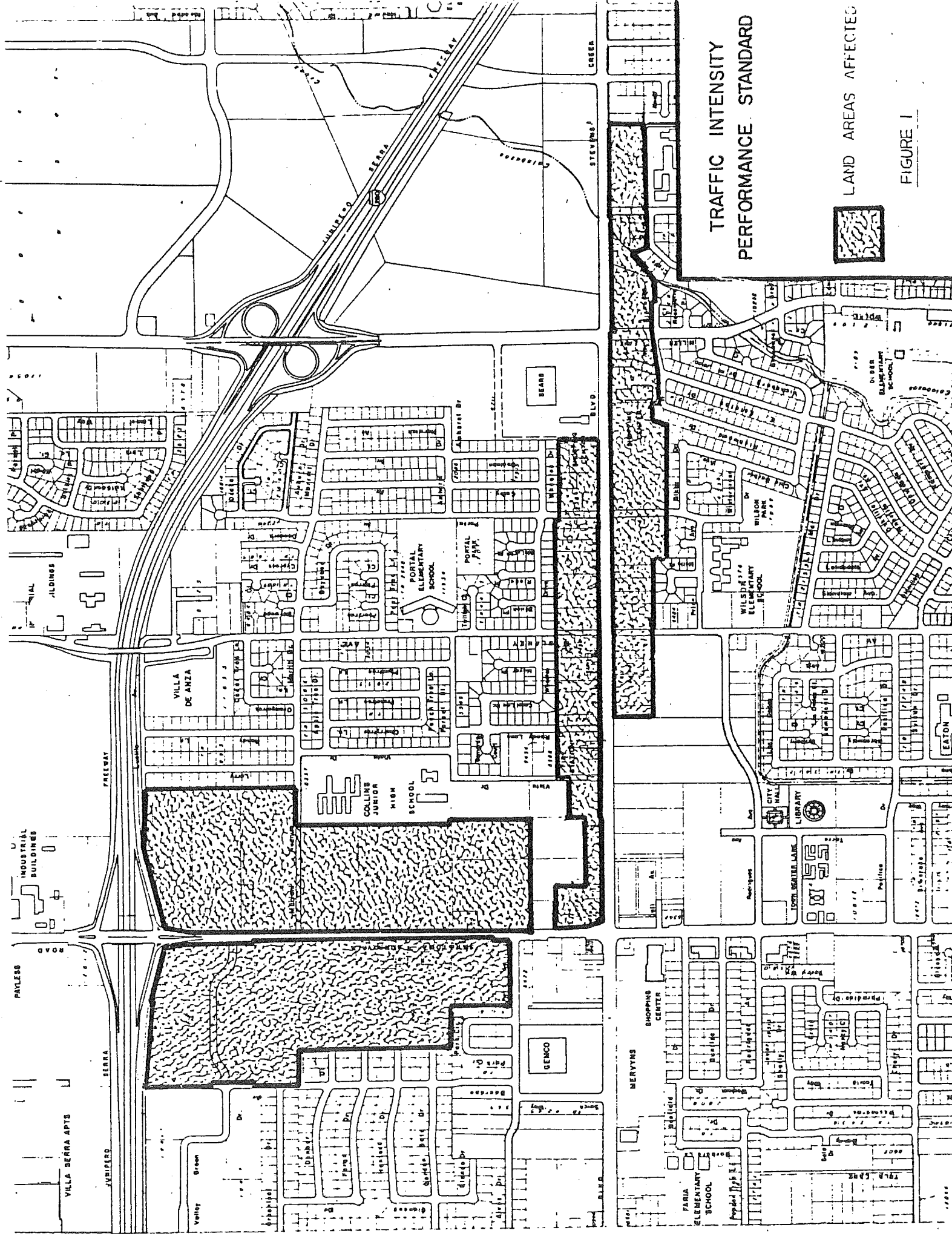
Background

The purpose of this appendix is to more clearly define policy with regard to the trip end performance standard developed in conjunction with the Core Area Plan phase of the revised land use element of the General Plan. The Core Area Plan was adopted on December 19, 1973. The following describes the rationale for the performance standards, defines terms, describes the application of the trip end performance standard and describes City policy with respect to the distribution of surplus trips in the event that a specific applicant does not develop property to the full allotted intensity.

One of the major findings of the Core Area Plan was that the City street system could not serve the properties adjoining Stevens Creek Boulevard and Highway 9 at the zoned intensity without a resultant breakdown in traffic flow or conversely, the construction of roadway widths over and above four lanes in each direction. The construction of a widened roadway beyond four lanes would be dependent upon cooperation with other jurisdictions and as such, was determined to be unfeasible both from an economical and intergovernmental cooperation point of view.

The traffic intensity performance standard was developed as a means of limiting the intensity of land use development on Highway 9 and Stevens Creek Boulevard in order to provide for a reasonable flow of traffic within the constraint of eight travel lanes. The traffic intensity performance standard (TIPS) provides a means of relating land use intensity to existing and future traffic carrying capacity of Stevens Creek Boulevard and Highway 9. Utilizing local information and the CAL TRANS computer model, the through traffic in 1990 was estimated at 5.3 lanes. In order to keep the traffic lanes to a maximum of eight, which would accommodate both existing and future land uses, a traffic constraint factor was developed to limit the intensity of the future land uses. The trip intensity factor is the constraint that limits the land use intensity to a use that will not generate more than 16 one-way trips per acre at the peak hour. The peak hour is presently defined between 5 to 6 p.m. Sixteen one-way trips per acre at the peak hour will enable the City to maintain eight lanes of traffic on Saratoga-Sunnyvale Road at a BC level service as defined by the Highway Capacity Manual. The BC level of service means that traffic flow is characterized by "some congestion", and "congestion" during the peak hour. Although the adopted Core Area Plan does not provide for a specific trip end constraint for Stevens Creek Boulevard, calculations for the area have determined that the sixteen one-way trip figure is appropriate for the portion of Stevens Creek Boulevard between Highway 9 and Wolfe Road.

The specific land areas regulated by the sixteen trip end constraint is described on Figure 1. It essentially involves undeveloped properties east and west of Highway 9 between Highway 280 and Alves Drive on the west side and from Highway 280 to Stevens Creek Boulevard on the east side and those properties on the north and south side of Stevens Creek Boulevard east of Saratoga-Sunnyvale Road. The standard directly affects properties which were undeveloped at the time of the adoption of the Core Area Plan in December of 1973. The uses in existence in 1973 were incorporated into the trip end generation figures.



TRAFFIC INTENSITY
PERFORMANCE STANDARD



LAND AREAS AFFECTED

FIGURE 1

Appendix to the North De Anza Boulevard and Stevens Creek Boulevard
Planned Development Conceptual Plan

Definitions

Gross Acreage: In the context of the traffic intensity performance standard, gross acreage refers to the entire land area minus the existing and future land area within the Saratoga-Sunnyvale Road right-of-way. The area within the secondary streets can be credited to the land area computed to determine compliance with the traffic performance standard.

Level of Service: A qualitative rating of the effectiveness of a highway in servicing traffic, measured in terms of operating conditions. The definition of each level of service as utilized in the context of the Core Plan is as follows:

Traffic Service Levels

<u>Level</u>	<u>Technical Definition</u>	<u>Short Definition</u>
A	Free flow (relatively)	Good, no congestion
B	Stable flow (slight delay)	Some congestion
C	Stable flow (unacceptable delay)	Congestion
D	Approaching unstable flow (tolerable delay)	High congestion
E	Unstable flow (high delay)	Near breakdown
F	Forced flow (jammed)	Breakdown

Peak Hour Traffic: The highest number of vehicles found to be passing over a section of a lane or a roadway in the peak direction during sixty consecutive minutes.

Trip: A trip is a one-way journey that proceeds from an origin to a destination by a single type of vehicular transportation.

Application of Trip End Performance Standard

Three variables are utilized in evaluating the allowable land use intensity for a given piece of property based upon the trip end performance standard. The three variables are; the gross acreage of the property, the trip generation factor of the particular land use type and the floor area to land area ratio.

The term gross acres refers to the total size of a specific property minus land area to be utilized for either Stevens Creek Boulevard or Saratoga-Sunnyvale Road (Highway 9) but including land areas utilized as secondary public streets.

The trip generation factor refers to the amount of one-way vehicle trips generated by a given type of use during the peak hour.

The floor area to land area ratio represents an average of the amount of land area for each square foot of floor area for a typical land use type within the City of Cupertino.

The formula for determining the allowable square footage on a given piece of property based upon the performance standard is as follows:

Appendix to the North De Anza Blvd. and Stevens Creek Blvd.
 Planned Development Conceptual Plan

$$*S = \frac{(16g)}{(t)} 43560r$$

where : S = The building square footage permitted
 g = The gross acreage
 t = The trip generation factor for a specific use
 r = The floor area to land area ratio

Table of Variables According to Land Use

Use	t	r
Commercial	varies according to use **	25%
Industrial	20***	33%

* It should be noted that the final building square footage permitted does not represent the building coverage as indicated by variable r. The square footage is the modified amount of building area permitted under the limitations of the traffic constraints.

** The number of trips generated for commercial uses varies and must be determined by a traffic survey.

*** North De Anza Blvd. only (25 trips for other sections of town). Industrial trip generation factor assumes staggering hours of operation to the extent that 50% of employees are leaving the facility during the peak hour.

Inasmuch as the one-way trip generation factor for commercial land use varies, an applicant requesting commercial land use shall submit a traffic report to the City Engineer. The traffic report shall contain data describing the traffic generation of an existing facility similar in nature to the proposed Cupertino use in terms of the general traffic conditions, the size of the building(s) and the operations of the use.

The peak hour one-way generation factor for a residential use is equal to .75 of the gross dwelling unit density per acre. For example, the peak hour trip end generation factor for 16 dwelling units per acre development is 12 trips per acre (.75 x 16).

CITY OF CUPERTINO
APPENDIX B

LANDSCAPING GUIDELINES FOR THE NORTH DE ANZA BOULEVARD CONCEPTUAL PLAN

1.0 Introduction

The civic image of a city is in large measure determined by the mood created by the treatment of its major streets. The landscaping treatment that is given to the medians and parkways defines the entrance into the city and enhances the positive elements of development along the street frontage.

The landscaping treatment along De Anza Boulevard is the dominant feature that integrates the diversity of development along the street. The heavy traffic along the roadway results in a high noise level and air pollution. These adverse impacts are to be mitigated through dense plantings that help to absorb the pollutants, and provide for a more pleasant atmosphere for those living and shopping in the Core Area.

The 1973 Core Amendment to the Cupertino General Plan determined that De Anza Boulevard plays an integral part in the circulation of the City, as well as providing an entryway to the Town Center. The land uses have been restricted in order that the City may provide a high level of service within a reasonable street size.

2.0 Description of the Urban Design Elements for De Anza Boulevard

2.1 Streets

2.1.1 De Anza Boulevard: The street is ultimately planned for 130 ft. of right-of-way, composed of eight lanes of traffic 92 ft. in width with no parking, a 16-ft. median, 12 ft. of bike lanes and 10 ft. of right-of-way in back of curb. At a single left-turn pocket, the median narrows to 5 ft.

2.1.2 Auxiliary Streets (Torre, Bandley, Valley Green, Lazaneo, Alves, Greenleaf): Bandley Avenue consists of a 60 ft. right-of-way. A 14 ft. median is located between Lazaneo Drive and Greenleaf Drive adjacent to the Brown property. Parking is not allowed in this portion of the street in order to accommodate the median. Greenleaf, Lazaneo, Valley Green Drives and Torre Avenue are 60 ft., two-lane streets. The precise alignment and placement of the streets is indicated on Exhibit A.

2.2 Bike Lanes

The City has requested that De Anza Boulevard be included in the County Trunk Route Bicycle Plan, which has the concurrence of the Cities of Saratoga, San Jose and Sunnyvale. Bicycle lanes in the street adjacent to the curb are provided in this area for the following reasons:

Landscaping Guidelines for the North De Anza Boulevard Conceptual Plan

- 2.2.1 It is expected that bicyclists on the trunk route system will be commuters or trip length and time-conscious and, for the most part, will not deviate from the street to slower speed or meandering path systems.
- 2.2.2 There is no demonstrable evidence indicating that off-street paths where provided, are preferred over on-street riding.
- 2.2.3 The crossings of off-street path systems with streets and driveways have not yet been thoroughly studied. No acceptable design criteria are available as a guide, to their installation.

2.3 Sidewalks

The sidewalk for the Parkway is a 5 ft. meandering walk located within the landscaped setback area on the street frontages. Access from the sidewalk to parking areas or buildings may be permitted on a limited basis. A determination will be made at the time of each application to regulate the access points. The intent is to direct pedestrian traffic from the sidewalk to the development at central points. Such points might also include a pathway to store fronts through parking lots. Crossing at streets or major driveways will be made at the standard intersection location.

2.4 Curb Cuts

Driveway access to De Anza Boulevard will be allowed on a limited basis, as stated in the 1973 Core Area Plan. It is necessary to restrict the number of curb cuts in order to maintain the continuity of the landscaping scheme and to allow for a smooth flow of traffic. The location of the driveways will be determined at the time of each application. Properties that develop first may be allowed temporary curb cuts on De Anza Boulevard which could be removed and the access incorporated into other driveways and accessways when surrounding properties develop. By allowing temporary access points to De Anza Boulevard, the City enables small property owners to develop without having to wait for the larger parcels.

2.5 Grading

In keeping with the desire of the City to eliminate the view of parked cars from the street, the grade elevations of adjoining parking lots will be scrutinized closely. Parking lots shall be kept close to the level of the top of curb grade or shall be lower so that the view of the cars is kept at a minimum.

Grading plans shall also take into consideration the preservation of existing trees that are to be retained. Only minimal changes in grade level shall be allowed around any significant trees.

Landscaping Guidelines for the North De Anza Boulevard Conceptual Plan

2.6 Bus Turnouts

The County is encouraging the location of bus turnouts wherever possible by incorporating them within new developments or within street improvement projects. A turnout is an area adjacent to the street which allows the bus to exit from through-traffic lanes in order to pick up and discharge passengers, while not blocking the free flow of traffic on the street. The precise location of these turnouts cannot be made at this time because the precise development pattern has not been determined nor have the transit stops been approved by the County. A typical turnout for the De Anza Boulevard frontage is shown on Exhibit C. It will be located within the 50-ft. landscaped setback and will include necessary street furniture for the comfort of those waiting for the bus.

2.7 Landscaping Setbacks

- 2.7.1 De Anza Boulevard: The landscaping approach shall be designed to enhance the architectural structures and screen all adverse elements. The 50 ft. setback contains a 5 ft. sidewalk, bus turnout where specified, street furniture (benches, trash enclosures, arbors, etc.) as needed and landscaping.

Buildings on De Anza Boulevard will require a minimum of 35 ft. setback from the curb. Buildings will be encouraged to locate at varying distances behind the landscaped area. The different setbacks provide a varied rather than rigid building line on the street.

- 2.7.2 *Auxiliary streets (Torre Avenue, Bandley, Valley Green, Lazaneo, Alves and Mariana Drives): The landscape setback for the above listed streets shall contain a minimum land area equal to 25 feet times the lineal street frontage measured from face of curb. The intent of this requirement is to create a broad landscaped setback; however, the setback need not be consistently maintained at 25-feet in depth. A Development plan can incorporate a lessened landscaped width as long as a 15 ft. minimum width is maintained and the average setback area figure is maintained. When computing the average setback area, landscaping area located beyond 35-ft. measured from face of curb shall not be computed unless said area incorporates significant topographical features or native trees.*

ORDINANCE
NO. 76

The actual design of the landscaping for these side street frontage areas shall be left up to the individual developments. A list of suggested trees to be used on these streets is indicated on Exhibit B of this Appendix.

Where applicable, all of the standards applying to De Anza Boulevard shall also apply to the auxiliary streets.

3.0 Landscaping Guidelines for De Anza Boulevard

3.1 General Approach

The design scheme shall be governed by an informal arrangement of plants and mounding in order to provide a variety of treatments that will enhance the architectural designs and attractively screen the view of parked automobiles. This approach is intended to accommodate the varied ownership pattern along North De Anza Blvd. and the resultant incremental installation of the landscaping. The general scheme is shown on Exhibit D.

Landscaping Guidelines for The North De Anza Boulevard Conceptual Plan

3.1.1 The view of the parked cars in the adjoining developments shall be screened by the use of trees, shrubs and mounds used individually and in combination. Plantings which are more open shall be used to permit some visibility of the buildings beyond the frontage area.

3.1.2 Structures, such as vine arbors, fountains, sculptures, etc., may be incorporated into the planting for variation and accent. Such structures shall be at least 6 ft. behind the curb lines.

3.2 Mounding

3.2.1 The landscaping shall consist of flat and gently mounded grass areas on the curbward side of the meandering sidewalk and a lushly planted flat and mounded areas on the inward side of the walkway.

3.2.2 The mounding for the grassy area shall be at a maximum of 4:1 slope; other mounds may have a maximum of 2:1 slope. All slopes are to be undulating, without sharp transitions.

3.3 Trees

3.3.1 The preservation of existing trees shall be encouraged wherever feasible and desirable. Prior to any grading permits, the developer shall indicate how the designated trees shall be maintained during and after construction.

3.3.2 Trees shall, generally, be planted in groups and not in rows, lines or other repetitive patterns.

3.3.3 Predominately evergreen trees shall be used on the North De Anza Blvd. frontage. Evergreen trees on the major streets reduce the hazards of leaf pickup in the fall, provide good scale, and give the appearance of a "City of Trees" year-round. The Pinus Canariensis, Cinnamomum Glandoliferum, and Sequoia Sempervirens trees shall dominate the frontage in order to add to the continuity of the landscaping theme.

3.4 Plant Sizes

3.4.1 De Anza Boulevard benefits from the planting of some larger boxed specimen trees, even fullgrown trees. Planting of at least one 24" box specimen tree shall be required for each property frontage. The 15-gallon size shall be used for all other frontage trees. All shrubs shall be 5-gallon size as required by the Standard Landscaping Guidelines, H-Control Resolution No. 347. The intent of the plants is to give an immediate effect of growth.

3.5 Plant Densities

3.5.1 Areas adjacent to the roadway and at intersections and other sections of slower speed shall be planted at a greater density with low-growing materials (under 3 ft.) to provide more visual detail and interest. Flowering shrubs and ground covers are encouraged in these areas.

Landscaping Guidelines for The North De Anza Boulevard Conceptual Plan

- 3.5.2 Areas removed from the roadway shall utilize large scale plant material (shrubs and trees more than 5 ft. high).
- 3.6 Compatibility and Safety
- 3.6.1 The planting scheme and plant types indicated on Exhibit C, D and E emphasize easy maintenance and compatibility with the geographical area.
- 3.6.2 Desirable existing dominant features, either natural or man-made, shall be retained and accented where possible. The landscape architect for private developments shall show on the grading plan the means that will be used to protect existing specimen trees during and after construction.
- 3.6.3 Shrubs, ground covers, or mounds of an ultimate height in excess of 3 ft. shall not be used within 50 ft. of the curb returns in order to ensure sight distance for vehicles and pedestrian safety.
- 3.7 Plant Selection Criteria
- 3.7.1 All plants selected shall be of high quality. The developer shall procure plant material from nursery facilities that take pride in fine specimens. The characteristics to look for in choosing plants are:
- drought resistant
 - adaptable to various soils
 - able to take heat and exhaust fumes
 - vigorous rate of growth for its species
 - good color
 - free from defects, disease and insects
 - good size and form for its specie and intended use
- 3.7.2 Where traffic is heavy, only glabrous plant material (lacking hairs or projections, somewhat smooth foliage) is to be used to mitigate problems caused by rubber particles worn from tires.
- 3.8 Maintenance
- 3.8.1 All planted areas shall have a complete irrigation system.
- 3.8.2 Irrigation system shall be designed so as to not throw water on the roadway.
- 3.8.3 Trees planted in non-landscaped areas, such as sidewalks or paving, shall be planted in a minimum 4 ft. square opening. The opening shall be covered with a metal tree grate which will allow pedestrian traffic and an accumulation of rain water without compacting the soil.
- 3.8.4 Maintenance of all projects shall be performed by installing contractor for 90 days.

Urban Design Guidelines for The North De Anza Boulevard Conceptual Plan

- 3.8.5 The owner of the parcel shall be responsible for maintenance of the landscape area after installation as required by the City Standard Conditions of Approval. Planted areas shall specifically be kept free of weeds, pests and insects.
- 4.0 Guidelines for the Auxiliary Streets
- 4.1 The landscaped frontage along the auxiliary streets shall utilize mounding and shrubbery which screens the view of cars from the street.
- 4.2 Existing significant plantings shall be retained where possible and desirable and be preserved as specified in Section 3.6.2.
- 4.3 Three or more species of trees are specified for each auxiliary street to allow variations in height, form, texture and color on that street. A combination of Evergreen and deciduous trees is to be used; however, one type dominates as shown on Exhibit B.
- 4.4 Shrubs shall be a minimum of 5-gallon containers, and trees shall be 15-gallon size.
- 4.5 The general guidelines for planting and irrigation stated for North De Anza Blvd. shall apply to the auxiliary streets.

TREE LIST FOR THE AUXILIARY STREETS

Torre Avenue

1. Laurus Nobilis = Grecian laurel
2. Pyrus Calleryana 'Bradford'
3. Malus Floribunda = Japanese flowering crabapple

Lazaneo Drive

1. Cinnamomum Glandoliferum = Wintersweet
2. Pistacia Chinensis = Chinese pistache
3. Crataegus Phaenopyrum = Washington thorn

Greenleaf Drive

1. Ceratonia Siliqua = Carob
2. Fraxinus Oxycarpa 'Raywood'
3. Crataegus Phaenopyrum = Washington thorn

Bandley Avenue

1. Koelreuteria Paniculata = Goldenrain tree
2. Cupaniopsis Anacardioides = Carrot wood
3. Ligustrum Lucidum = Glossy privet

TREES RECOMMENDED FOR DE ANZA BOULEVARD

EVERGREEN TREES

- Ceratonia Siliqua = Carob
Cinnamomum Camphora = Camphor
" Glandoliferum = Wintersweet
Crinodendron Dependens = Lily-of-the-Valley tree
Cupaniopsis Anacardoides = Carrot wood
*Calocedrus Decurrens = Incense cedar
Cedrus Atlantica Glauca = Atlas cedar
*Cedrus Deodara = Deodar cedar
Eriobotrya Japonica = Loquat
*Eucalyptus Sideroxylon = Red iron bark
" Melliodora = Honey scented
" Nicholli = Nichol's willow leafed peppermint
" Polyanthemos = Silver dollar gum
Geijera Parviflora = Australian willow
*Laurus Nobilis = Grecian laurel
*Ligustrum Lucidum = Glossy privet
Olea Europaea = Olive
*Maytenus Boaria = Mayten
Magnolia Grandiflora = Southern magnolia
Melaleuca Leucodendron
Pinus Muricata = Bishop pine
*Pinus Canariensis = Canary Island Pine
Pinus Thunbergiana = Japanese black pine
Quercus Agrifolia = California live oak
Quercus Ilex = Holly oak
*Rhus Lancea = African sumac
*Sequoia Sempervirens = Coast redwood
*Schinus Molle = California pepper
" Terebinthe.folius = Brazilian pepper
Quillaja Saponaria = Soapbark tree
Umbellularia Californica = California bay

(*Trees most suitable for screening)

TREES RECOMMENDED FOR DE ANZA BOULEVARD

DECIDUOUS TREES

Alnus Cordata = Italian alder

Alnus Rhombifolia = White alder

Celtis Australis = European hackberry

Crataegus Lavellei = Carriere hawthorn

Crataegus Phaenopyrum = Washington thorn

Fraxinus Holotricha "Moraine"

Fraxinus Oxycarpa "Raywood"

Fraxinus Uhdei = Evergreen ash

Gleditsia Triachanthos "Moraine" = Moraine Locust

Liriodendron Tulipifera = Tulip tree

Liquidambar Styraciflua Festival = American sweet gum

Liquidambar Styraciflua Palo Alto " "

Malus Floribunda = Japanese flowering crabapple

Pistacia Chinensis = Chinese pistache

Pyrus Calleryana "Bradford"

Ginkgo Biloba = Maidenhair tree

Sophora Japonica = Japanese pagoda tree

Robinia Pseudoacacia "Decaisneana" = Black locust

