

CC 11-04-2025

Item #11

Municipal Code
Amendments for
California Buildings
Standards Code and
Fire Code

Presentation

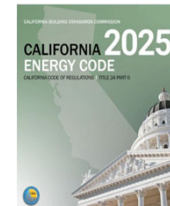
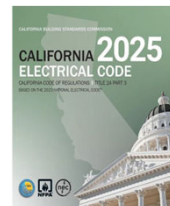
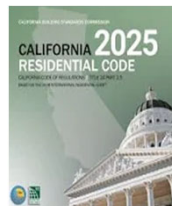
California Code of Regulations Adoption Ordinance Three-Year Code Cycle



CUPERTINO

Title-24 California Code of Regulations

- Part 1 - 2025 California Administrative Code
- Part 2 - 2025 California Building Code, Volumes 1 and 2
- Part 2.5 - 2025 California Residential Code
- Part 3 - 2025 California Electrical Code
- Part 4 - 2025 California Mechanical Code
- Part 5 - 2025 California Plumbing Code
- Part 6 - 2025 California Energy Code
- Part 7 – 2025 Wildland-Urban Interface Code
- Part 8 - 2025 California Historical Code
- Part 9 - 2025 California Fire Code
- Part 10 – 2025 California Existing Building Code
- Part 11 - 2025 California Green Building Standards Code
- Part 12 – 2025 California Referenced Standards Code



Local Amendments

Local Building and Fire groups and committees.

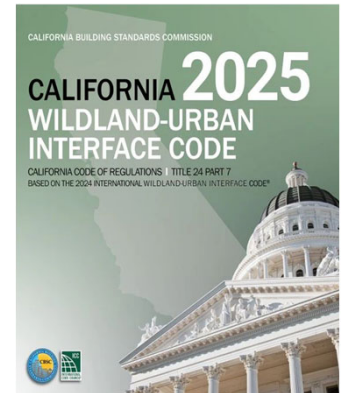
- ICC Tri-Chapter Uniform Code Committee.
- Santa Clara County Fire Marshals Association.



Local Amendments - Changes Highlighted

Chapter 16.10

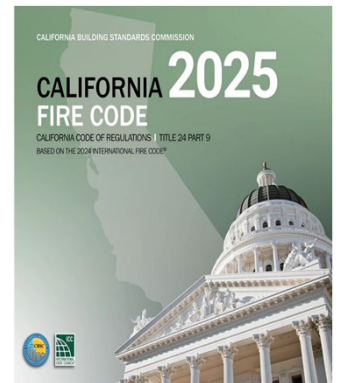
- Chapter 16.10 acknowledges the adoption of the 2025 California Wildland-Urban Interface Code in its entirety with local amendment to add one exception for open spaces per SCCFD.



Local Amendments - Changes Highlighted

Chapter 16.40

Adopts the 2025 California Fire Code with local amendments proposed by Santa Clara County Fire Department.

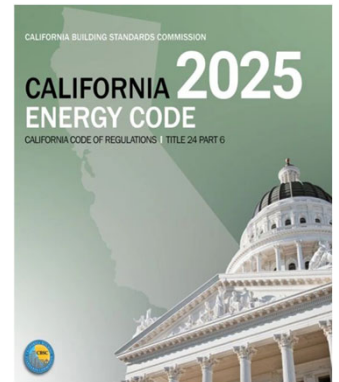


Local Amendments - Changes Highlighted

Chapter 16.54

Adopts the 2025 California Energy Code with the removal of a majority of the electrical make ready amendments adopted to replace the repealed reach code.

The one remaining amendment adds Section 130.6 to require electrical make ready provisions in non-residential uses for the installation of a future electrical heating appliance.



Local Amendments - Changes Highlighted

Chapter 16.58

The Adoption of the 2025 California Green Building Code. The EV amendments adopted in 2019 per Ord. 22-2245 have been updated and removed.

- The amendments within Section 16.58.400 for residential electric vehicles has been modified to match the Tier II requirements as required in the City's approved housing element.
- The amendments within Section 16.58.420 for non-residential electric vehicles has been removed due to 2025 CALGreen becoming more restrictive.



Local Amendments - Changes Highlighted

Chapter 16.80

Amending this Chapter within the Cupertino Municipal Code to include additional placards posted by the Building and Code Enforcement Divisions.



STOP WORK ORDER

Issued in accordance with Cupertino Municipal Code § 16.04.130 and California Building Code § 115.

ALL WORK SHALL BE SUSPENDED UNTIL FURTHER NOTICE

PROPERTY ADDRESS: _____ DATE: _____ TIME: _____

CITY OFFICIAL NAME: _____ PHONE: _____

THIS NOTICE SHALL REMAIN POSTED IN A CONSPICUOUS PLACE AT THE SUBJECT PROPERTY

DESCRIPTION OF UNPERMITTED WORK: _____

CONDITIONS UNDER WHICH THE CITED WORK WILL BE PERMITTED TO RESUME: _____

Any person who shall continue any work after having been served with a Stop Work Order, except such work as that person is directed to perform by the Building Official to remove a violation or unsafe condition, shall be subject to penalties as prescribed by law. (Ord. 19-2189, 2019)

Per CA Penal Code § 616, intentional defacement, obliteration, tear down, or destruction of this notice is punishable by fine or by imprisonment.

Community Development Department | Building Division | 10300 Torre Ave., Cupertino, CA 95014 | (408) 777-3228
www.cupertino.gov



Timelines and Next Steps...

- **July 1, 2025:** California Code of Regulations (or State Codes) were published.
- **January 1, 2026:** Eff. Date of State Codes.
- **November 4, 2025:** First reading of Ordinance.
- **November 18, 2025:** Second reading of Ordinance.
- **January 1, 2026:** Eff. Date of Local Amendments.

Recommended Action:

1. Conduct the first reading of An Ordinance of the City Council of the City of Cupertino Amending Chapters 16.02, 16.04, 16.06, 16.10, 16.16, 16.20, 16.24, 16.40, 16.42, 16.54, 16.58, 16.62, 16.64, 16.68, and 16.80 of Title 16 of the Cupertino Municipal Code adopting the California Building, Residential, Electrical, Mechanical, Plumbing, Energy, Wildland-Urban Interface, Fire, Historical, Existing Building, Green Building, Referenced Standards, Uniform Housing, and Property Maintenance Codes with certain exceptions, deletions, modifications, additions and amendments”;
2. Adopt a Resolution making factual findings with respect to the local geological, topographical, and climatic conditions necessary to make local amendments to the California Building Standards Code.
3. Find the project is exempt from CEQA pursuant to 14 California Code of Regulations Sections 15061(b)(3) and 15308.



Questions?

CC 11-04-2025

Item #12

Municipal Code
Amendments to
Regulate Film Production

Presentation

Film Production Ordinance

November 4, 2025



**CITY OF
CUPERTINO**

Purpose and Background

- Consistent filming requests
 - Yamaha, CBS, La7, El Camino Health
- No current ordinance → handled case-by- case
- Lack of ordinance creates inefficiencies and ambiguity
- New ordinance would protect City resources, improve coordination, recover costs

Research and Framework

- Many cities in California and the Bay Area have film ordinances
- Reviewed many in LA County and in Bay Area
- California Film Commission Guidelines
 - Government Code §14999.21



Proposed Ordinance

- Requires film permit on public/private property w/ exemptions:
 - News Media
 - Private non-commercial videos
 - Studio Filming
 - Nonprofit and student films
 - Permit required, exempt from fees



Proposed Ordinance

- Authorizes City to collect permit fees
 - Fees will be comparative to other cities
- Establishes general requirements
 - Noticing
 - Filming Hours
 - Site conditions
 - Insurance
 - Oversight
 - Traffic and Neighborhood Impacts

Next Steps

- California Film Commission Feedback
- Second Reading December 2, 2025
 - Fee Schedule Amendment
- Information and Application posted on City Webpage



Recommended Action

Conduct the first reading of Ordinance No. 25-279: “An Ordinance of the City Council of the City of Cupertino Amending City Code Title Five (Business Licenses and Regulations) to Establish Chapter 5.51 to Regulate Film Production.”

Questions?



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CC 11-04-2025

Item #13

Active Transportation Plan

Presentation

City Of Cupertino

Active Transportation Plan

City Council Meeting
November 04, 2025



CUPERTINO

Agenda

Project Description

Phase 1 Outreach

- What we Heard

Bicycle & Pedestrian Analysis

- Methods and Results

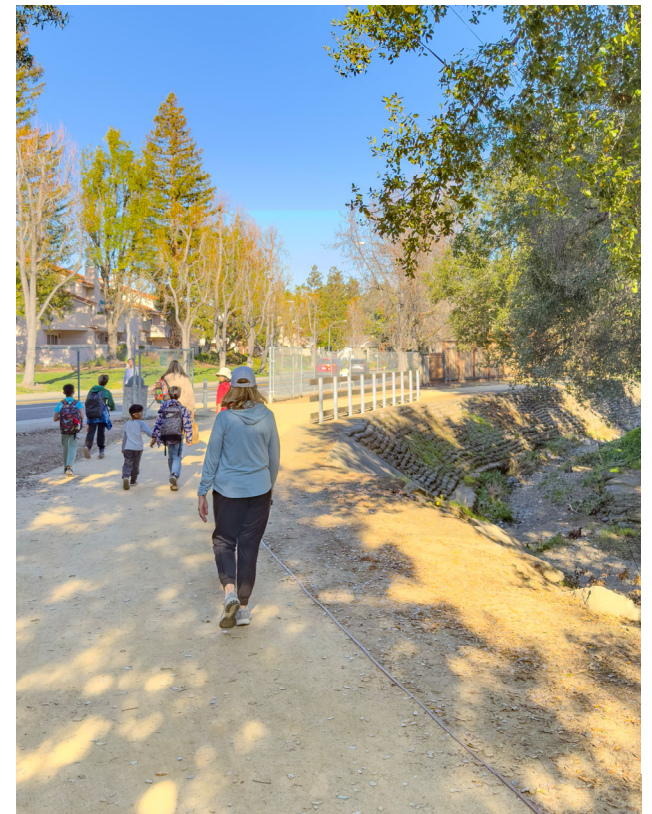
Network Recommendations

Prioritization Criteria

- Provide Feedback

Phase 2 Outreach

Next Steps





Project Background

April 4, 2023: The City Council approved the FY 23/24 City Work Program (CWP), including the ATP as an item "to be considered" in the FY 24/25 City Work Program.

April 3, 2024: The City Council approved the FY 24/25 CWP, including the ATP as an approved item.

June 26, 2024: The City Council adopted Resolution 24-063, requesting that the Metropolitan Transportation Commission allocate FY 24/25 TDA3 funding for the development of an Active Transportation Plan.

December 3, 2024: The City Council approved a contract with Alta Planning + Design, Inc. for the development of an ATP.



What is an Active Transportation Plan?

The ATP aims to make it easier for people to walk and bike in Cupertino.

- Identify gaps in the pedestrian and bicycle networks.
- Develop network recommendations for pedestrian and bicycle projects, while also balancing the needs of motorized vehicles.
- Perform community outreach and different data analysis techniques to develop network recommendations that are data-driven and based on community input.
- Recommend programs and policies to make active transportation safer and more convenient.

Why an Active Transportation Plan?

Outdated Plans

- 2016 Bicycle Transportation Plan
- 2018 Pedestrian Transportation Plan

Clear Project Roadmap for the City

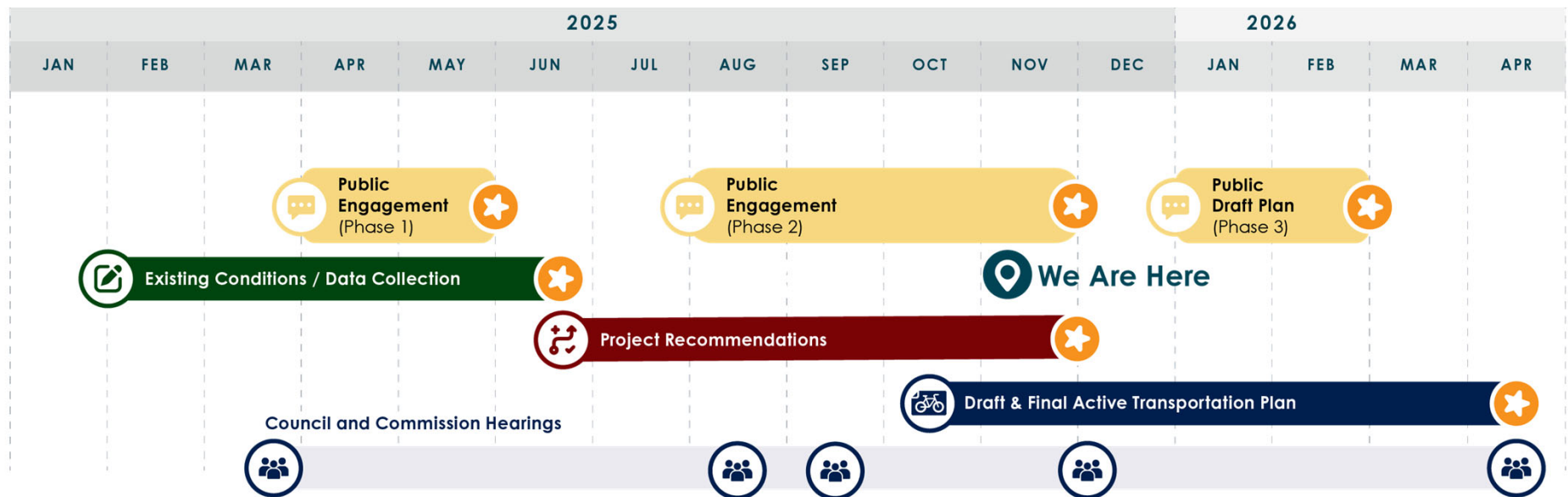
- Separate plans led to questions about prioritization

Improve Safety and Connectivity

- Implement the countermeasures identified in the Vision Zero Action Plan to achieve the 2040 target.



Project Schedule



Plan Goals



Safety

- Focus on the High-Injury Network



Access

- Improve access to schools, jobs, parks, and other destinations



Maintenance

- Repair & maintain the existing network



Sustainability

- Improve air quality, climate, and public health



Multimodal Balance

- Minimize impacts on roadway operations



Fairness

- Improvements are distributed to all neighborhoods



Community Outreach

What we Heard in Phase 1

Phase 1 Outreach

9 Pop-up Events & 2 Community Workshops

36 Promotional Signs

- Installed across the City

1,361 People Reached & 2,987 Public Comments

- Received via outreach boards, an interactive website, and emails



Phase 1 Outreach



Desire for Connected Networks

- Close gaps & reduce barriers



Focus on Pedestrian Improvements

- Ensure pedestrian needs are being met



Lead with Safety and Accessibility

- Prioritize the top two-ranked plan goals



Focus Improvements near Schools

- Focus on school travel

Phase 1 Outreach



Reflect All Voices

- Capture all opinions about ATP



Concern About Tradeoffs

- Consider the impact on parking/traffic



Don't Just Build, Maintain

- Dedicate resources towards bike facility maintenance



Track Progress

- Monitor the utilization of new projects



Technical Analysis

An Approach for a Data-Driven Plan

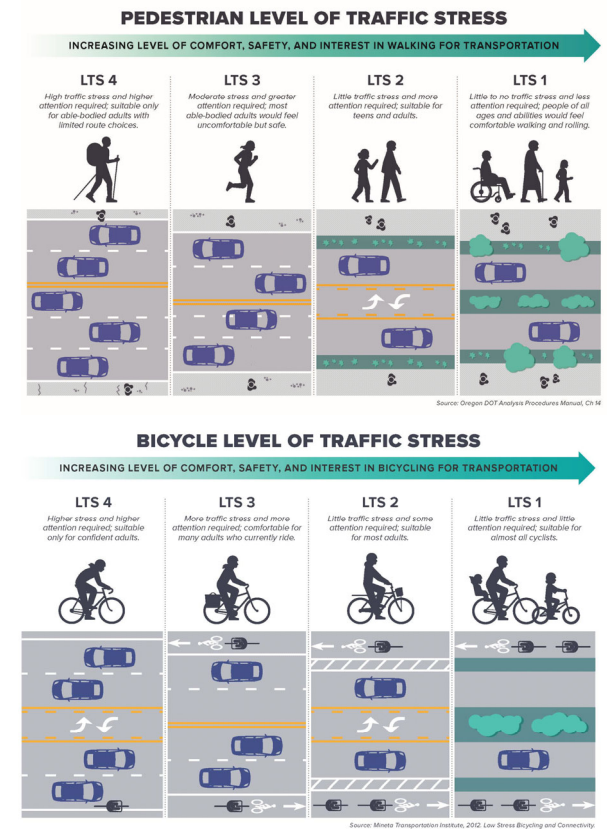
Level of Traffic Stress (LTS) Analysis

Purpose

- To measure the perception of comfort and safety of roadway segments for walking and biking.

Based on Roadway Characteristics

- Examples: speed limit, width, type of infrastructure, etc.



Active Trip Potential Analysis

Purpose

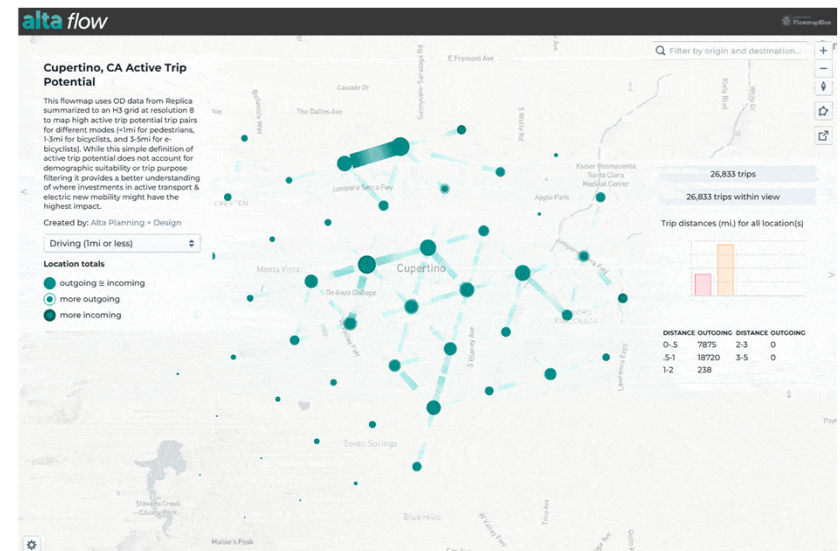
- To identify specific areas where short driving trips are currently occurring.

A Big-Data Solution

- ATP uses origin/ destination data from an activity-based model calibrated to mobile data, simulated for privacy.

Where are People Traveling?

- ~30% of all car trips starting or ending in Cupertino are 5 miles or less.

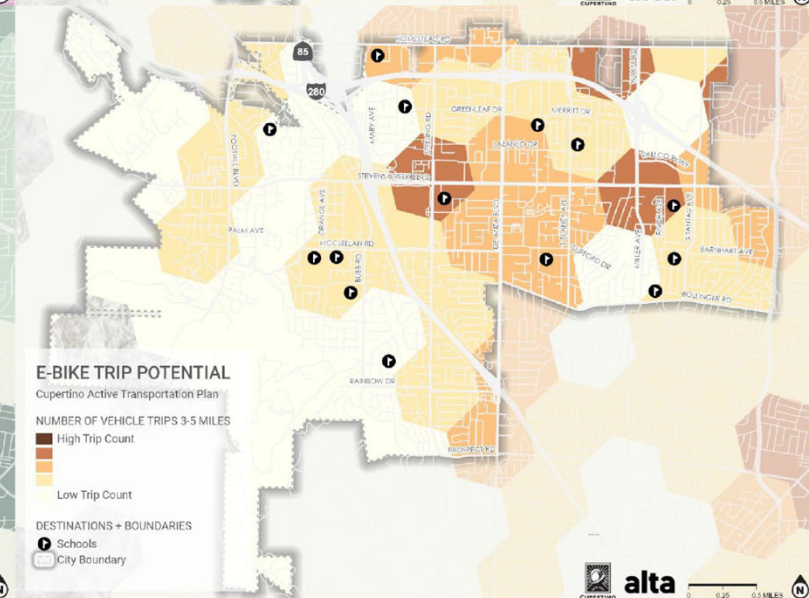
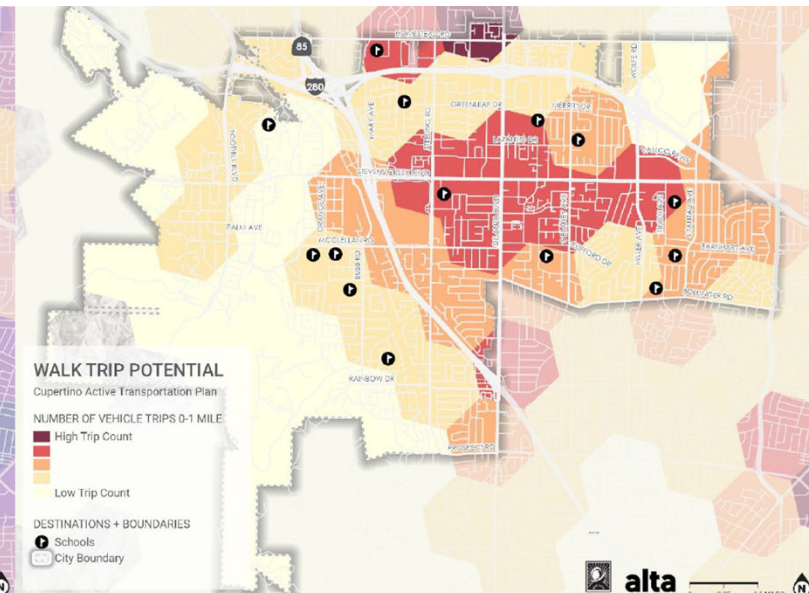
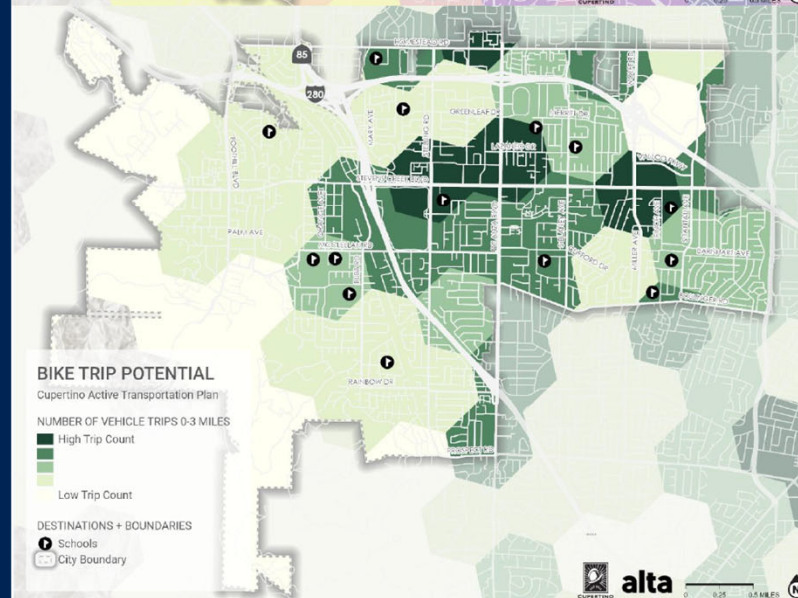
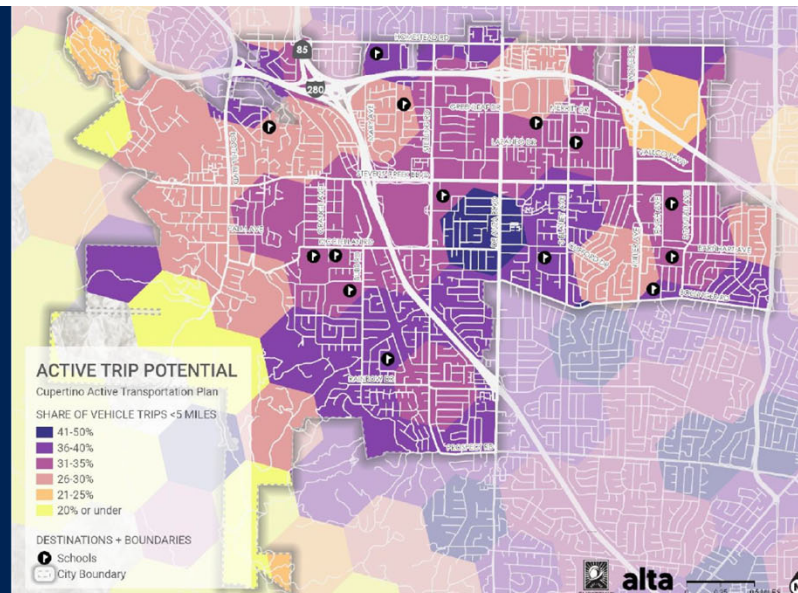


<https://flowmap.altago.site/1DDBI9gnj-FtUTPoFkwBPdxd1MjIXNg5nhAVigXpp1Xs/d7df4d7>

Active Trip Potential

Trip distance is an important factor in mode choice.

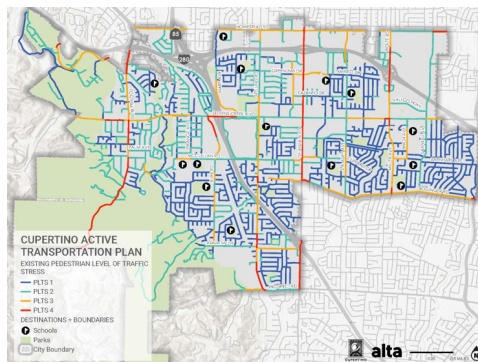
For this analysis, Alta made assumptions based on ACS data about reasonable distances for vehicle trips that could be replaced by other modes.



Stress-Adjusted Short Trip Analysis

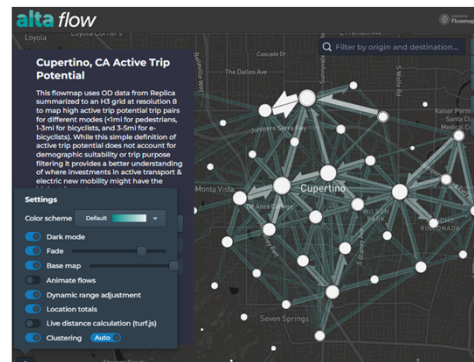
Purpose

- To identify areas where short driving trips could be made by walking, biking, or rolling, but currently aren't due to stressful or uncomfortable conditions.
- People walking or biking experience high-stress segments to be longer than the actual distance.



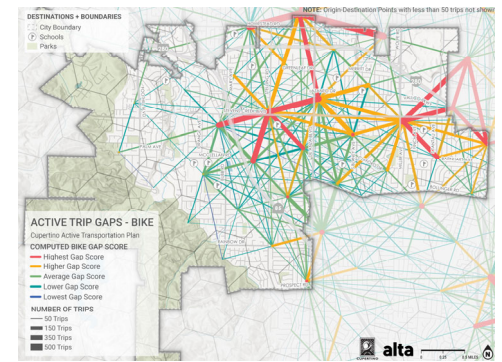
Level of Traffic Stress

+



Active Trip Potential

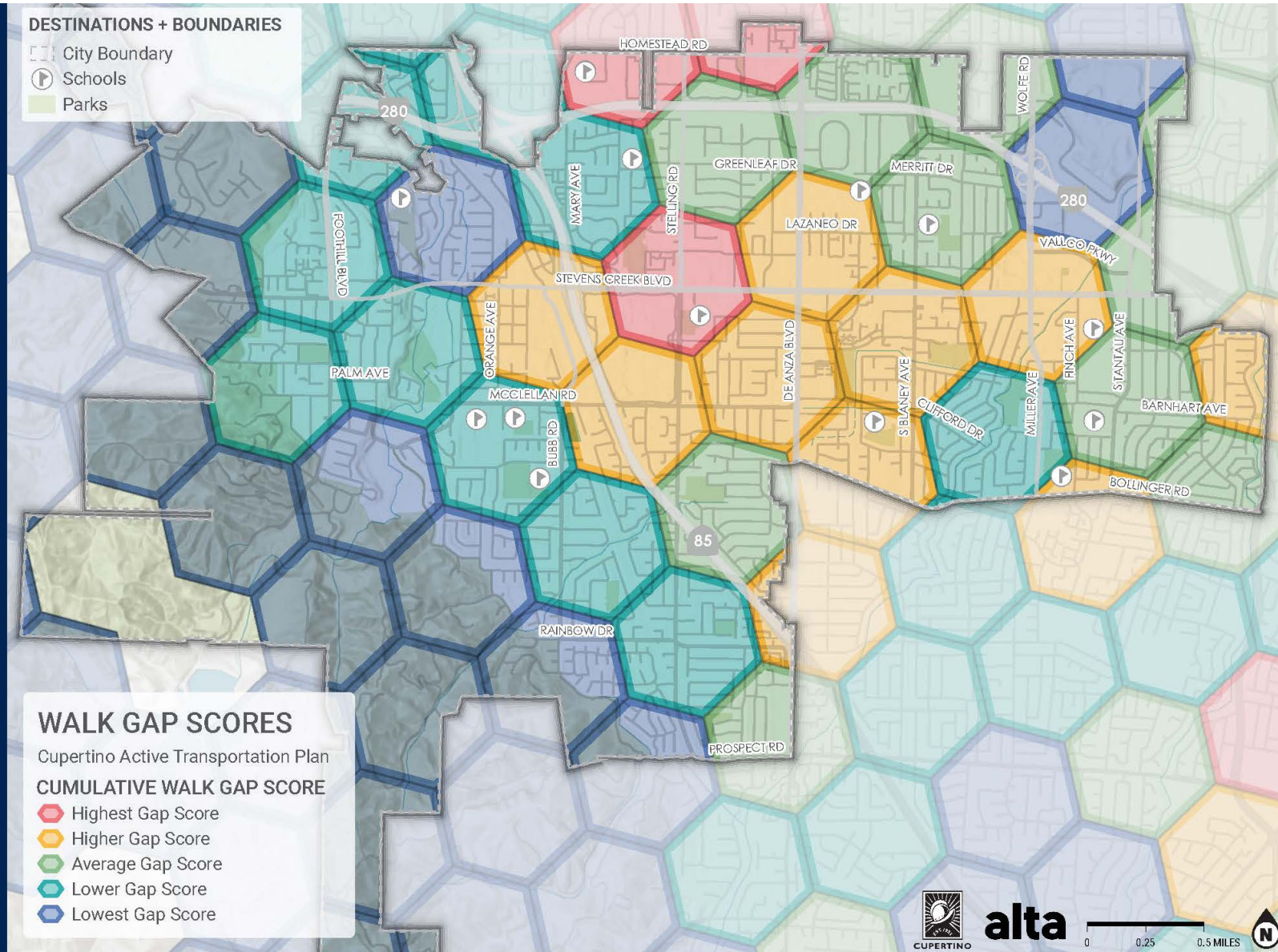
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Stress-Adjusted Short Trip

Walking Gap Scores

Gaps in the network and areas with the highest potential to generate new walking trips





Phase 2 Network Recommendations

Development Process and Draft Criteria

Recommendations Process



Network Recommendations

Following Local, State, and Federal Guidance and Standards

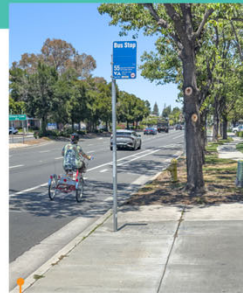
- The Caltrans Design Information Bulletin #94, FHWA Bikeway Selection Guide, and other design manuals served as references to ensure consistency with state and federal design guidance.



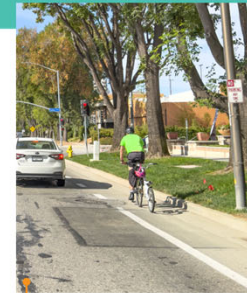
Shared-Use Path



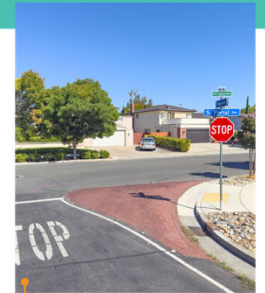
Separated Bikeway



Buffered Bike Lane



Bike Lane



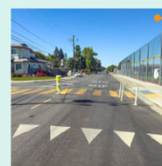
Neighborhood Bike Route

Network Recommendations

Categories

- Intersection projects were grouped into typologies to allow for greater flexibility with future project delivery.

Group A—Crossing Improvements



Advanced Stop/Yield Bar



In-Street Crossing Sign



High-Visibility Crosswalk



Visibility Improvements

Group B—Geometric Changes



Median Refuge Islands



Curb Extensions

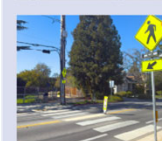


Curb Ramp

Group C—Traffic Control Improvements



Leading Pedestrian Interval



Rectangular Rapid Flashing Beacon

Draft Bicycle Network Criteria

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on the High Injury Network	20
	<i>Stress Level</i>	Max score from bicycle level of traffic stress analysis	10
Access	<i>School Proximity</i>	School located nearby	10
	<i>High Frequency Transit Proximity</i>	Presence of transit stops	5
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, and shopping centers	10
Sustainability	<i>Active Trip Potential</i>	Roadway has high bicycle or e-bike trip potential	5
		Fills network facility gap within a segment	5
Balance	<i>Roadway Impact</i>	Potential need for lane reduction or parking removal	(-10)
Fairness	<i>Public Input</i>	Roadway was identified by multiple people during public outreach process	20

Draft Pedestrian Intersection Criteria

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on the High Injury Network	20
	<i>Stress Level</i>	Max score from pedestrian level of traffic stress analysis	10
Access	<i>School Proximity</i>	School located nearby	10
	<i>High Frequency Transit Proximity</i>	Presence of transit stops	10
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, and shopping centers	10
Sustainability	<i>Active Trip Potential</i>	Roadway has high active pedestrian trip potential	5
		Fills network facility gap within a segment	5
Fairness	<i>Public Input</i>	Roadway was identified by multiple people during public outreach process	20

Draft Pedestrian Sidewalk Criteria

Goal	Criteria	Metric (Source)	Max Score
Safety	<i>Collision History</i>	Roadway is on the High Injury Network	20
	<i>Stress Level</i>	Max score from pedestrian level of traffic stress analysis	10
Access	<i>School Proximity</i>	School located nearby	10
	<i>High Frequency Transit Proximity</i>	Presence of transit stops	10
	<i>Parks & Other Destination Proximity</i>	Presence of parks, the library, and shopping centers	10
Sustainability	<i>Active Trip Potential</i>	Roadway has high trip potential	5
		Fills network facility gap within a segment	5
Fairness	<i>Public Input</i>	Roadway was identified by multiple people during public outreach process	20



Phase 2 Outreach

Current Process and Next Steps

Phase 2 Outreach

Public Hearings

- August 20 – Bicycle Pedestrian Commission
- September 9 – Planning Commission
- November 4 – Cupertino City Council

Pop-Up Events

- September 5 – Creekside Farmers' Market
- September 13 – Silicon Valley Fall Fest
- September 21 – De Anza Farmers' Market
- September 28 – Bike Fest

Community Workshops

- September 29 – Community Hall
- October 23 – Virtual Workshop





What Comes Next

Phase 2 – August through November 2025

- City Commission & Council meetings
- Prioritize recommendations for implementation
- Create “Implementation Packages” for the highest priority projects
- Produce Draft Plan

Phase 3 – January through February 2026

- Public review of the Draft Plan

Final Plan – Spring 2026

- City Council

Questions?



CUPERTINO