GOAL M-1
Actively participate in regional planning processes to coordinate local planning and to advocate for decisions that meet and complement the needs of Cupertino

REGIONAL COORDINATION

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

POLICY M-1.1: REGIONAL TRANSPORTATION PLANNING

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

POLICY M-1.2: TRANSPORTATION IMPACT ANALYSIS

Participate in the development of new multi-modal analysis methods and impact thresholds as required by Senate Bill 743. However, until such impact thresholds are developed, continue to optimize mobility for all modes of transportation while striving to maintain the following intersection Levels of Service (LOS) at a.m. and p.m. peak traffic hours:

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

POLICY M-1.3: REGIONAL TRAIL DEVELOPMENT

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

GOAL M-2
Promote improvements to city streets that safely accommodate all transportation modes and persons of all abilities

COMPLETE STREETS

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

POLICY M-2.1: STREET DESIGN
Adopt and maintain street design standards to optimize mobility for all transportation modes including automobiles, walking, bicycling and transit.

POLICY M-2.2: ADJACENT LAND USE
Design roadway alignments, lane widths, medians, parking and bicycle lanes, crosswalks and sidewalks to complement adjacent land uses in keeping with the vision of the Planning Area. Strive to minimize adverse impacts and expand alternative transportation options for all Planning Areas (Special Areas and Neighborhoods). Improvement standards shall also consider the urban, suburban and rural environments found within the city.

STRATEGIES:

M-2.2.1: Rural Road Improvement Standards.
Consider candidate rural roads and develop specific street improvement standards that preserve the rural character of these streets. Rural roads would typically feature natural landscaping, no sidewalks and narrow unpaved shoulders.

M-2.2.2: Semi-Rural Road Improvement Standards.
Consider candidate semi-rural roads where curb and gutter improvements, and no sidewalks, are appropriate.

M-2.2.3: Urban Road Improvement Standards.
Develop urban improvement standards for arterials such as Stevens Creek and De Anza Boulevards. In these areas, standards may include wide sidewalks, tree wells, seating, bike racks and appropriate street furniture.

M-2.2.4: Suburban Road Improvement Standards.
Develop suburban road improvement standards for all streets not designated as rural, semi-rural or in the Crossroads Area.

POLICY M-2.3: CONNECTIVITY
Promote pedestrian and bicycle improvements that improve connectivity between planning areas, neighborhoods and services, and foster a sense of community.

POLICY M-2.4: COMMUNITY IMPACTS
Reduce traffic impacts and support alternative modes of transportation rather than constructing barriers to mobility. Do not close streets unless there is a demonstrated safety or over-whelming through traffic problem and there are no acceptable alternatives since street closures move the problem from one street to another.

POLICY M-2.5: PUBLIC ACCESSIBILITY
Ensure all new public and private streets are publicly accessible to improve walkability and reduce impacts on existing streets.

POLICY M-2.6: TRAFFIC CALMING
Consider the implementation of best practices on streets to reduce speeds and make them user-friendly for alternative modes of transportation, including pedestrians and bicyclists.

GOAL M-3
Support a safe pedestrian and bicycle street network for people of all ages and abilities

WALKABILITY AND BIKEABILITY

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

POLICY M-3.1: BICYCLE AND PEDESTRIAN MASTER PLAN
Adopt and maintain a Bicycle and Pedestrian master plan, which outlines policies and improvements to streets, extension of trails, and pathways to create a safe way for people of all ages to bike and walk on a daily basis, and as shown in **Figure M-1**.

POLICY M-3.2: DEVELOPMENT
Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping and employment destinations throughout the city.

POLICY M-3.3: PEDESTRIAN AND BICYCLE CROSSINGS
Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as creeks, highways and road barriers.

POLICY M-3.4: STREET WIDTHS
Preserve and enhance citywide pedestrian and bike connectivity by limiting street widening purely for automobiles as a means of improving traffic flow.

POLICY M-3.5: CURB CUTS
Minimize the number and the width of driveway openings.

STRATEGIES:

M-3.5.1: Shared Driveway Access.
Encourage property owners to use shared driveway access and interconnected roads within blocks, where feasible. Require driveway access closures, consolidations or both when a site is remodeled or redeveloped.

M-3.5.2: Direct Access from Secondary Streets.
Encourage property with frontages on major and secondary streets to provide direct access to driveways from the secondary street.

POLICY M-3.6: SAFE SPACES FOR PEDESTRIANS
Require parking lots to include clearly defined paths for pedestrians to provide a safe path to building entrances.

POLICY M-3.7: CAPITAL IMPROVEMENT PROGRAM
Plan for improvements to pedestrian and bicycle facilities and eliminate gaps along the pedestrian and bicycle network as part of the City's Capital Improvement Program.

POLICY M-3.8: BICYCLE PARKING
Require new development and redevelopment to provide public and private bicycle parking.

POLICY M-3.9: OUTREACH
Actively engage the community in promoting walking and bicycling through education, encouragement and outreach on improvement projects and programs.

POLICY M-3.10: PROACTIVE ENFORCEMENT
Prioritize enforcement of traffic speeds and regulations on all streets with bike lanes, bike routes, and around schools.

GOAL M-4
Promote local and regional transit that is efficient, frequent and convenient and reduces traffic impacts

TRANSIT

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

POLICY M-4.1: TRANSIT AGENCIES
Coordinate with VTA to improve transportation service, infrastructure and access in the city, and to connect to transportation facilities such as Caltrain and VTA light rail stations.

POLICY M-4.2: LOCAL TRANSPORTATION SERVICES
Create or partner with transit providers, employers, educational institutions, and major commercial entities to minimize gaps within local transportation services.

POLICY M-4.3: CONNECTING SPECIAL AREAS
Identify and implement new or enhanced transit services to connect all Special Areas as identified in **Figure PA-1** (Chapter 2: Planning Areas).

POLICY M-4.4: TRANSIT FACILITIES WITH NEW DEVELOPMENT
Work with VTA and/or major developments to ensure all new development projects include amenities to support public transit including bus stop shelters, space for transit vehicles as appropriate and attractive amenities such as trash receptacles, signage, seating and lighting.

POLICY M-4.5: ACCESS TO TRANSIT SERVICES

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

POLICY M-4.6: BUS AND SHUTTLE PROGRAMS

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

POLICY M-4.7: VALLCO SHOPPING DISTRICT TRANSFER STATION

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

GOAL M-5
Ensure safe and efficient pedestrian and bicycle access to schools while working to reduce school-related congestion

SAFE ROUTES TO SCHOOL

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

POLICY M-5.1: SAFE ROUTES TO SCHOOLS
Promote Safe Routes to Schools programs for all schools serving the city.

STRATEGIES:
M-5.1.1. Coordination with School Districts.
Coordinate with the School Districts to develop plans and programs that encourage car/van-pooling, stagger hours of adjacent schools, establish drop-off locations, and encourage walking and bicycling to school.

M-5.1.2. Teen Commission.
Encourage the Teen Commission to work with schools to encourage year-round programs to incentivize walking and biking to school.

POLICY M-5.2: PRIORITIZING PROJECTS
Ensure that bicycle and pedestrian safety improvements include projects to enhance safe accessibility to schools.

POLICY M-5.3: CONNECTIONS TO TRAILS
Connect schools to the citywide trail system.

POLICY M-5.4: EDUCATION
Support education programs that promote safe walking and bicycling to schools.

GOAL M-6
Promote innovative strategies to provide efficient and adequate vehicle parking

VEHICLE PARKING

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

POLICY M-6.1: PARKING CODES
Maintain efficient and updated parking standards to ensure that development provides adequate parking, both on-street and off-street depending on the characteristics of the development, while also reducing reliance on the automobile.

POLICY M-6.2: OFF-STREET PARKING
Ensure new off-street parking is properly designed and efficiently used.

GOAL M-7
Review and update TIA policies and guidelines that allow for adequate consideration for all modes of transportation including automobiles, walking, bicycles and transit

TRANSPORTATION IMPACT ANALYSIS

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

POLICY M-7.1: MULTI-MODAL TRANSPORTATION IMPACT ANALYSIS
Follow guidelines set by the VTA related to transportation impact analyses, while conforming to State goals for multi-modal performance targets.

POLICY M-7.2: PROTECTED INTERSECTIONS
Consider adopting a Protected Intersection policy, which would identify intersections where improvements would not be considered, which would degrade levels of service for non-vehicular modes of transportation. Potential locations include intersections in

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

GOAL M-8
Promote policies to help achieve state, regional and local air quality and greenhouse gas emission reduction targets

GREENHOUSE GAS EMISSIONS AND AIR QUALITY

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

POLICY M-8.1: GREENHOUSE GAS EMISSIONS

Promote transportation policies that help to reduce greenhouse gas emissions.

POLICY M-8.2: LAND USE

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

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

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

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

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

POLICY M-8.5: DESIGN OF NEW DEVELOPMENTS

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

POLICY M-8.6: ALTERNATIVE FUEL CHARGING STATIONS

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

GOAL M-9
Promote effective and efficient use of the city's transportation network and services

ROADWAY SYSTEM EFFICIENCY

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

POLICY M-9.1: EFFICIENT AUTOMOBILE INFRASTRUCTURE

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

POLICY M-9.2: REDUCED TRAVEL DEMAND

Promote effective TDM programs for existing and new development.

POLICY M-9.3: STREET WIDTH

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

STRATEGIES:

M-9.3.1. Wolfe Road Overcrossing. Consider alternate designs for the Wolfe Road/I-280 Interchange (e.g., from partial cloverleaf design to diamond design) when evaluating the need to widen the freeway overcrossing.

M-9.3.2. Streetscape Design. When reviewing the widening of an existing street, consider aesthetically pleasing enhancements and amenities to improve the safe movement of pedestrians and bicyclists in keeping with the vision of the Planning Area.

GOAL M-10
Ensure that the City's transportation infrastructure is well-maintained for all modes of transportation and that projects are prioritized on their ability to meet the City's mobilities goals

TRANSPORTATION INFRASTRUCTURE

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

POLICY M-10.1: TRANSPORTATION IMPROVEMENT PLAN

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

POLICY M-10.2: TRANSPORTATION IMPACT FEE

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

POLICY M-10.3: MULTI-MODAL IMPROVEMENTS

Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation to enable travelers to transition from one mode of transportation to another (e.g., bicycle to bus).

POLICY M-10.4: ROADWAY MAINTENANCE FUNDING

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

GOAL INF-1

Ensure that the city's infrastructure is enhanced and maintained to support existing development and growth in a fiscally responsible manner

CITYWIDE INFRASTRUCTURE

The City seeks to coordinate its municipal services with those of other service providers in order to build and maintain infrastructure that fully serves the current and future needs of the Cupertino community.

POLICY INF-1.1: INFRASTRUCTURE PLANNING

Upgrade and enhance the City's infrastructure through the City's Capital Improvement Program (CIP) and requirements for development.

STRATEGIES:

INF-1.1.1: Capital Improvement Program.
Ensure that CIP projects reflect the goals and policies identified in Community Vision 2040.

INF-1.1.2: Design Capacity.
Ensure that public infrastructure is designed to meet planned needs and to avoid the need for future upsizing. Maintain a balance between meeting future growth needs and over-sizing of infrastructure to avoid fiscal impacts or impacts to other goals.

INF-1.1.3: Coordination.
Require coordination of construction activity between various providers, particularly in City facilities and rights-of-way, to ensure that the community is not unnecessarily inconvenienced. Require that providers maintain adequate space for all utilities when planning and constructing their infrastructure.

POLICY INF-1.2: MAINTENANCE

Ensure that existing facilities are maintained to meet the community's needs.

POLICY INF-1.3: COORDINATION
Coordinate with utility and service providers to ensure that their planning and operations meet the City's service standards and future growth.

POLICY INF-1.4: FUNDING
Explore various strategies and opportunities to fund existing and future infrastructure needs.

STRATEGIES:
INF-1.4.1: Existing Infrastructure.
Require developers to expand or upgrade existing infrastructure to increase capacity, or pay their fair share, as appropriate.

INF-1.4.2: Future Infrastructure Needs.
For new infrastructure, require new development to pay its fair share of, or to extend or construct, improvements to accommodate growth without impacting service levels.

INF-1.4.3: Economic Development.
Prioritize funding of infrastructure to stimulate economic development and job creation in order to increase opportunities for municipal revenue.

GOAL INF-2
Ensure that city rights-of-way are protected from incompatible uses and enhanced with sustainable features when possible

RIGHTS-OF-WAY

The City will ensure that public, City-owned rights-of-way are protected in order to support future infrastructure needs and enhanced with sustainable features when possible, and that new infrastructure is placed underground as feasible.

POLICY INF-2.1: MAINTENANCE
Maintain the City's right-of-way and traffic operations systems.

POLICY INF-2.2: MULTIMODAL SYSTEMS
Ensure that City rights-of-way are planned for a variety of transportation alternatives including pedestrian, bicycle, automobile, as well as new technologies such as driverless cars, etc.

POLICY INF-2.3: GREEN STREETS
Explore the development of a "green streets" program to minimize stormwater runoff in City rights-of-way.

POLICY INF-2.4: UNDERGROUNDING UTILITIES
Explore undergrounding of utilities through providers, public projects, private development and agency funding programs and grants.

STRATEGIES:

INF-2.4.1: Public and Provider Generated Projects. Require undergrounding of all new infrastructure projects constructed by public agencies and providers. Work with providers to underground existing overhead lines.

INF-2.4.2: Development. Require undergrounding of all utility lines in new developments and highly encourage undergrounding in remodels or redevelopment of major projects.

POLICY INF-2.5: RECYCLED WATER INFRASTRUCTURE

Plan for citywide access to recycled water and encourage its use.

STRATEGIES:

INF-2.5.1: Availability.
Expand the availability of a recycled water system through public infrastructure projects and development review.

INF-2.5.2: Use.
Encourage private and public projects to incorporate the use of recycled water for landscaping and other uses.

INF-2.5.3: City Facilities.
Design and retrofit City buildings, facilities and landscaping to use recycled water, to the extent feasible.

GOAL INF-3
Create a coordinated strategy to ensure a sustained supply of potable water through planning and conservation

WATER

The City will seek to identify ways to improve water availability, access and quality in order to maintain the long-term health of the Cupertino water system.

POLICY INF-3.1: COORDINATION WITH PROVIDERS

Coordinate with water providers and agencies in their planning and infrastructure process to ensure that the City continues to have adequate supply for current needs and future growth.

STRATEGY:

INF-3.1.1: Maintenance.
Coordinate with providers to ensure that water and recycled water delivery systems are maintained in good condition.

POLICY INF-3.2: REGIONAL COORDINATION

Coordinate with State and regional agencies to ensure that policies and programs related to water provision and conservation meet City goals.

Note: additional water conservation policies are discussed in detail in the Environmental Resources and Sustainability Element.

GOAL INF-4

Implement best practices in stormwater management to reduce demand on the stormwater network, reduce soil erosion, and reduce pollution into reservoirs and the Bay

STORMWATER

The City will seek to implement best practices in stormwater management in order to reduce demand on the drainage system, and reduce sediment and pollution impacts on the Bay.

POLICY INF-4.1: PLANNING AND MANAGEMENT

Create plans and operational policies to develop and maintain an effective and efficient stormwater system.

STRATEGIES:

INF-4.1.1: Management.
Reduce the demand on storm drain capacity through implementation of programs that meet and even exceed on-site drainage requirements.

INF-4.1.2: Infrastructure.
Develop a Capital Improvement Program (CIP) for the City's storm drain infrastructure that meets the current and future needs of the community.

INF-4.1.3: Maintenance.
Ensure that City's storm drain infrastructure is appropriately maintained to reduce flood hazards through implementation of best practices.

POLICY INF-4.2: FUNDING

Develop permanent sources of funding storm water infrastructure construction and maintenance.

STRATEGY:

INF-4.2.1: Ongoing Operations.
Review other funding strategies to pay for the ongoing operations and maintenance of the storm drain system per State and regional requirements.

Note: additional policies that meet State and regional runoff reduction are described in the Environmental Resources and Sustainability Element.

GOAL INF-5
Ensure that the city's wastewater system continues to meet current and future needs

WASTEWATER

The City will ensure that there is adequate and well-maintained waste water capacity through infrastructure enhancements and policies that reduce impact on sanitary sewer system, and that pollution in reservoirs and the Bay is minimized.

POLICY INF-5.1: INFRASTRUCTURE
Ensure that the infrastructure plans for Cupertino's waste water system providers continue to meet the City's current and future needs.

STRATEGIES:
INF-5.1.1: Coordination.
Coordinate with the Cupertino Sanitary District on their Master Plan and the Sunnyvale Treatment Plant to develop a comprehensive capital improvement program to ensure adequate capacity for future development anticipated with General Plan buildout.

INF-5.1.2: Development.
Require developers to pay their fair share of costs for, or in some cases construct, infrastructure upgrades to ensure that service levels are met.

POLICY INF-5.2: DEMAND
Look for ways to reduce demand on the City's wastewater system through implementation of water conservation measures.

GOAL INF-6
Encourage innovative technologies and communications systems that provide excellent services to businesses and residents

TELECOMMUNICATIONS

The City will promote expansion of a citywide telecommunications system that provides excellent services to businesses and residents, and encourages innovative technologies for the future.

POLICY INF-6.1: TELECOMMUNICATIONS MASTER PLAN

Maintain and update a Telecommunications Master Plan with regulations and guidelines for wireless and emerging technologies.

POLICY INF-6.2: COORDINATION

Coordinate with providers to improve access and delivery of services to businesses and homes.

STRATEGIES:

INF-6.2.1: Facility Upgrades.

When possible, require service providers to upgrade existing facilities as part of permit or lease renewals. Encourage use of newer technologies that allow the facility components to be reduced in size or improve screening or camouflaging.

INF-6.2.2: Improved Access.

Work with providers to expand service to areas that are not served by telecommunications technologies.

INF-6.2.3: City Facilities.
Encourage leasing of City sites to expand access to telecommunications services. Develop standards for the incorporation of telecommunications systems and public use.

INF-6.2.4: Agency and Private Facilities.
Encourage the installation of communications infrastructure in facilities owned by other public agencies and private development.

INF-6.2.5: Communications Infrastructure.
Support the extension and access to telecommunications infrastructure such as fiber optic cables.

POLICY INF-6.3: EMERGING TECHNOLOGIES
Encourage new and innovative technologies and partner with providers to provide the community with access to these services.

STRATEGY:
INF-6.3.1: Strategic Technology Plan.
Create and update a Strategic Technology Plan for the City to improve service efficiency.

GOAL INF-7

Ensure that the city meets and exceeds regulatory waste diversion goals by working with providers, businesses and residents

SOLID WASTE

The City seeks to reduce solid waste and demands on landfills, reduce the release of toxins in the air (including greenhouse gas emissions) and improve community health.

POLICY INF-7.1: PROVIDERS

Coordinate with solid waste system providers to utilize the latest technology and best practices to encourage waste reduction and meet, and even, exceed State targets.

POLICY INF-7.2: FACILITIES

Ensure that public and private developments build new and on-site facilities and/or retrofit existing on-site facilities to meet the City's waste diversion requirements.

POLICY INF-7.3: OPERATIONS

Encourage public agencies and private property owners to design their operations to exceed regulatory waste diversion requirements.

STRATEGY:

INF-7.3.1: City Facilities and Events.
Design new City facilities and retrofit existing facilities and event venues with recycling and trash collection bins to facilitate easy disposal of recyclable and compostable waste by staff and the public.

POLICY INF-7.4: PRODUCT STEWARDSHIP

Per the City's Extended Producer Responsibility (EPR) policy, support statewide and regional EPR initiatives and legislation to reduce waste and toxins in products, processes and packaging.

GOAL INF-8
Develop and enhance programs that reduce, reuse and recycle waste

REDUCE, REUSE AND RECYCLE

The City seeks to find additional ways to promote reductions in waste generation and increases in reuse and recycling.

POLICY INF-8.1: REDUCING WASTE
Meet or exceed Federal, State and regional requirements for solid waste diversion through implementation of programs.

STRATEGIES:
INF-8.1.1: Outreach.
Conduct and enhance programs that promote waste reduction through partnerships with schools, institutions, businesses and homes.

INF-8.1.2: Hazardous Waste.
Work with providers and businesses to provide convenient hazardous and e-waste facilities for the community.

INF-8.1.3: Preferential Purchasing.
Maintain and update a City preferential purchasing policy to products that reduce packaging waste, greenhouse gas emissions, toxic contaminants and are reusable.

INF-8.1.4: Reuse.
Encourage reuse of materials and reusable products. Develop a program for reuse of materials and reusable products in City facilities and outreach programs for community-wide participation by promoting community-wide garage sales and online venues.

INF-8.1.5: Collaboration.
Collaborate with agencies and large businesses or projects to enhance opportunities for community-wide recycling, reuse and reduction programs.

INF-8.1.6: Construction Waste.
Encourage recycling and reuse of building materials during demolition and construction of City, agency and private projects.

INF-8.1.7: Recycled Materials.
Encourage the use of recycled materials and sustainably harvested materials in City, agency and private projects.

GOAL RPC-1
Create a full range of park and recreational resources and preserve natural resources

PARKS AND OPEN SPACE

Parks and open space policies outline acquisition, development, distribution, access and maintenance of parkland in Cupertino in order to ensure that all residents enjoy easy access to these areas.

POLICY RPC-1.1: PARKS AND RECREATION MASTER PLAN

Prepare a citywide Parks and Recreation Master Plan that outlines policies and strategies to plan for the communities open space and recreational needs.

STRATEGIES:

RPC-1.1.1: Stevens Creek Corridor Master Plan.

Prepare a master plan for the park and open space corridor along Stevens Creek including McClellan Ranch, McClellan Ranch West, Blackberry Farm, the Blackberry Farm golf course, Stocklmeir and Blesch properties and the Nathan Hall Tank House area.

The plan should address a fiscally sustainable strategy that allows year-round community use of the park system, while preserving the areas natural resources and addressing neighborhood issues including connectivity and buffers.

RPC-1.1.2: Civic Center Master Plan.

Prepare a master plan that addresses the needs of the elements in the Civic Center area including City Hall, Community Hall, Library Field, Library programming, function and meeting space and community gathering space and parking needs.

POLICY RPC-1.2: PARKLAND STANDARDS.

Continue to implement a parkland acquisition and implementation program that provides a minimum of three acres per 1,000 residents.

STRATEGIES:

RPC-1.2.1: Park Size.

Require target for parks based on function and activity supported as part of the Parks and Recreation Master Plan. While the preferred size for most neighborhood parks is about 3.5 acres for flexibility of use, smaller size parks may be considered based on opportunities and circumstances.

RPC-1.2.2: Amend Parkland Standard.
Explore increasing the parkland standard to five acres per 1,000 residents as part of the citywide Parks and Recreation Master Plan.

POLICY RPC-1.3: CAPITAL IMPROVEMENT PROGRAM (CIP)

Ensure that CIP projects reflect the goals and policies identified in Community Vision 2040, establishing a criteria for ranking CIP proposals for the highest and best selection of community projects.

GOAL RPC-2

Distribute parks and open space throughout the community and provide services, and safe and easy access, to all residents and workers

POLICY RPC-2.1: PARKLAND ACQUISITION

The City's parkland acquisition strategy should be based upon three broad objectives:

- Distributing parks equitably throughout the City;

- Connecting and providing access by providing paths, improved pedestrian and bike connectivity and signage; and

- Obtaining creek lands and restoring creeks and other natural open space areas, including strips of land adjacent to creeks that may be utilized in creating buffer areas, trails and trail amenities.

STRATEGIES:

RPC-2.1.1: Dedication of Parkland.
New developments, in areas where parkland deficiencies have been identified, should be required to dedicate parkland rather than paying in-lieu fees.

RPC-2.1.2: Public Use of School Sites.
Zone all public school sites for public use to allow for the public to use sites, when not in use by schools, through shared arrangements.

RPC-2.1.3: Acquisition of Surplus Properties.
Explore acquisition of surplus school and agency properties for parkland. Take advantage of the Naylor Act to purchase surplus school sites.

POLICY RPC-2.2: PRIVATE OPEN SPACE AND RECREATION FACILITIES

Encourage the continued existence and profitability of private open space and recreation facilities through incentives and development controls.

STRATEGIES:

RPC-2.2.1: Existing Facilities.
Encourage the continued existence of private recreational facilities through land use zoning and incentives.

RPC-2.2.2: New Facilities.

- Require major developments to incorporate private open space and recreational facilities, and seek their cooperation in making the spaces publicly accessible.

- Where feasible, ensure park space is publicly accessible (as opposed to private space).

- Encourage active areas to serve community needs. However, a combination of active and passive areas can be provided based on the setting.

- Integrate park facilities into the surroundings.

- If public parkland is not dedicated, require park fees based on a formula that considers the extent to which the publicly-accessible facilities meet community need.

POLICY RPC-2.3: PARKLAND DISTRIBUTION

Strive for an equitable distribution of parks and recreational facilities throughout the City. Park acquisition should be based on the following priority list. Accessibility to parks should be a component of the acquisition plan.

- **High Priority:** Parks in neighborhoods or areas that have few or no park and recreational areas.

- **Medium Priority:** Parks in neighborhoods that have other agency facilities such as school fields and district facilities, but no City parks.

- **Low Priority:** Neighborhoods and areas that have park and recreational areas which may be slightly less than the adopted City's parkland standard.

- **Private Development:** Consider pocket parks in new and renovated projects to provide opportunities for publicly-accessible park areas.

POLICY RPC-2.4: CONNECTIVITY AND ACCESS

Ensure that each home is within a half-mile walk of a neighborhood park or community park with neighborhood facilities; ensure that walking and

biking routes are reasonably free of physical barriers, including streets with heavy traffic; provide pedestrian links between parks, wherever possible; and provide adequate directional and site signage to identify public parks.

STRATEGIES:

RPC-2.4.1: Pedestrian and Bike Planning. Implement recommendations in the Bicycle and Pedestrian Plans to link employment and special areas, and neighborhood to services including parks, schools and neighborhood shopping.

RPC-2.4.2: Signage. Adopt and maintain a master signage plan for all public parks to ensure adequate and consistent signage is provided to identify public recreational areas.

POLICY RPC-2.5: RANGE OF PARK AMENITIES Provide parks and recreational facilities for a variety of recreational activities.

STRATEGIES:

RPC-2.5.1: Special Needs. Extend recreational opportunities for special needs groups (seniors, disabled, visually-challenged, etc.) by making improvements to existing facilities and trails.

RPC-2.5.2: Recreational Facilities. Explore the possibility of providing additional access to existing facilities such as gymnasiums, swimming pools and tennis courts.

RPC-2.5.3: Community Gardens. Encourage community gardens, which provide a more livable environment by controlling physical factors such as temperature, noise, and pollution.
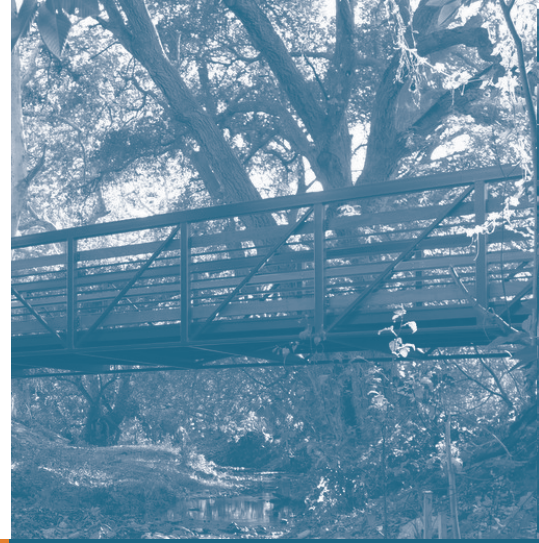
GOAL RPC-3
Preserve and enhance access to parks that have significant natural resources

POLICY RPC-3.1: PRESERVATION OF NATURAL AREAS

Design parks to utilize natural features and the topography of the site in order to protect natural features and keep maintenance costs low.

STRATEGIES:

RPC-3.1.1: Native Planting.
Maximize the use of native plants and drought-tolerant planting.

RPC-3.1.2: Natural Habitat.
Where possible, restore and provide access to creeks and riparian habitat.

RPC-3.1.3: Nature Play Areas.
Where appropriate, consider establishing Nature Play Areas in lieu of the more conventional play equipment.

GOAL RPC-4
Integrate parks and public facilities within neighborhoods and areas

POLICY RPC-4.1: RECREATIONAL INTENSITY

Design parks appropriately to address the facility and recreational programming required by each special area and neighborhood based on current and future plans for the areas.

POLICY RPC-4.2: PARK SAFETY

Design parks to enhance public safety by providing visibility to the street and access for public safety responders.

GOAL RPC-5
Create an interconnected system of multi-use trails and provide safe pedestrian and bicycle access through the city and connections to local nodes and destinations

TRAILS

Trails policies encourage the provision of a system of linear connections along creeks, utility rights-of-way and other corridors in order to provide recreational opportunities, improve pedestrian and bicycle access throughout the city, improve safety, and preserve natural resources.

POLICY RPC-5.1: OPEN SPACE AND TRAIL LINKAGES
Dedicate or acquire open space land along creeks and utility through regional cooperation, grants and private development review.

STRATEGIES:
RPC-5.1.1: Pedestrian and Bike Planning.
Implement recommendations in the Bicycle and Pedestrian Plan that link trails and open space to neighborhoods and special areas.

RPC-5.1.2: Trail Projects.
Implement trail projects described in this Element; evaluate any safety, security and privacy impacts and mitigations associated with trail development; and work with affected neighbors in locating trails to ensure that their concerns are appropriately addressed.

RPC-5.1.3: Dedicated Trail Easements.
Require dedication or easements for trails, as well as their implementation, as part of the development review process, where appropriate.

RPC-5.1.4: Joint Use Agreement.
Establish a Joint Use Agreement with the Santa Clara Valley Water District that enhances the implementation of a trail program which increases the use of, and sets standards and measures for, creek trails.

POLICY RPC-5.2: PEDESTRIAN AND BICYCLE PATHS
Develop a citywide network of pedestrian and bicycle pathways to connect employment centers, shopping areas and neighborhoods to services including parks, schools, libraries and neighborhood centers.

GOAL RPC-6
Create and maintain a broad range of recreation programs and services that meet the needs of a diverse population

RECREATION PROGRAMS AND SERVICES

Recreation programs and services policies provide guidance for the implementation of programs that serve the changing and growing needs of the community in order to ensure an exceptional quality of life.

POLICY RPC-6.1: DIVERSE PROGRAMS
Ensure that the City continues to offer a wide range of programs to serve diverse populations of all ages and abilities.

POLICY RPC-6.2: PARTNERSHIPS
Enhance the city's recreational programs and library service through partnerships with other agencies and non-profit organizations. Maintain and strengthen existing agreements with agencies and non-profit organizations, including the Library District, to ensure progressive excellence in the facilities, programs, and services provided to the diverse and growing Cupertino population.

POLICY RPC-6.3: ART AND CULTURE
Utilize parks as locations of art and culture and to educate the community about the City's history, and explore the potential to use art in facilities and utilities when located in parks.

POLICY RPC-6.4: LIBRARY SERVICE
Encourage the library to continue to improve service levels by incorporating new technology and expanding the library collections and services.

GOAL RPC-7
Provide high-quality, flexible and well-maintained community facilities that meet the changing needs of the community and are a source of community identity

POLICY RPC-7.1: SUSTAINABLE DESIGN
Ensure that City facilities are sustainably designed to minimize impacts on the environment.

POLICY RPC-7.2: FLEXIBILITY
Design facilities to be flexible to address changing community needs.

POLICY RPC-7.3: MAINTENANCE
Design facilities to reduce maintenance, and ensure that facilities are maintained and upgraded adequately.

GOAL RPC-8
Cooperate with school districts to share facilities and meet community needs

COMMUNITY SERVICES

Community services policies seek to enhance the quality of community services through partnerships and information sharing with providers.

POLICY RPC-8.1: SCHOOL DISTRICTS
Partner with school districts to allow community use of their sports fields and facilities.

STRATEGIES:
RPC-8.1.1: Shared Facilities.
Maintain and enhance arrangements with schools for the use of sports fields, theaters, meeting spaces and other facilities through maintenance agreements and other partnerships.

RPC-8.1.2: School Expansion.
Encourage schools to meet their expansion needs without reducing the size of their sports fields.

RPC-8.1.3: School Facility Needs.
Collaborate with schools on their facility needs through sharing of development information and partnerships through major development projects.