

CITY OF LOS ALTOS

CLIMATE ACTION PLAN

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

Prepared for:



1 NORTH SAN ANTONIO ROAD
LOS ALTOS, CA 94022

Prepared by:



500 12TH STREET, SUITE 250
OAKLAND, CA 94607

NOVEMBER 2013

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1. Introduction and Purpose	1
2. Project Information	1
3. Project Description	1
Purpose	1
Location and Setting.....	1
Project Description.....	2
Potential Physical Changes	7
4. Environmental Checklist and Discussion of Impacts	8
4.1 Aesthetics	9
4.2 Agricultural and Forest Resources	10
4.3 Air Quality	12
4.4 Biological Resources.....	14
4.5 Cultural Resources	17
4.6 Geology	18
4.7 Greenhouse Gas Emissions.....	20
4.8 Hazards and Hazardous Materials	21
4.9 Hydrology and Water Quality.....	24
4.10 Land Use	27
4.11 Mineral Resources	28
4.12 Noise	29
4.13 Population and Housing	31
4.14 Public Services	32
4.15 Recreation.....	34
4.16 Transportation and Traffic.....	35
4.17 Utilities and Service Systems	37
4.18 Mandatory Findings of Significance.....	39

TABLES AND FIGURES

Figure 1 – Los Altos Regional Context.....	3
Table 1 – Proposed Climate Action Plan Measures and Actions	5

1. INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations 15000 et seq.), and the regulations and policies of the City of Los Altos. This Initial Study evaluates potential environmental impacts that might reasonably be anticipated to result from adoption and implementation of the proposed Climate Action Plan.

The City of Los Altos is the lead agency under CEQA and has prepared this Initial Study to address the environmental impacts of implementing the proposed project.

2. PROJECT INFORMATION

Project Title: Los Altos Climate Action Plan

Project Location: Citywide

Lead Agency Contact: Zachary Dahl, AICP
Senior Planner
Community Development Department
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022
(650) 947-2633

Project Proponent: City of Los Altos

Assessor's Parcel Numbers: Not applicable

General Plan and Zoning Designations: All – The project applies citywide to every General Plan designation and zone district.

3. PROJECT DESCRIPTION

PURPOSE

State Assembly Bill (AB) 32, the Global Warming Solutions Act, was signed into law in 2006 and directed public agencies in California to support the statewide target of reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. One means to support AB 32 is through the preparation of a climate action plan (CAP), which provides a policy framework for how a jurisdiction can reduce GHG emissions. Compliance with AB 32 is not a requirement for public agencies, but compliance can qualify a jurisdiction for incentives such as additional grant funding and streamlined environmental review for new projects.

LOCATION AND SETTING

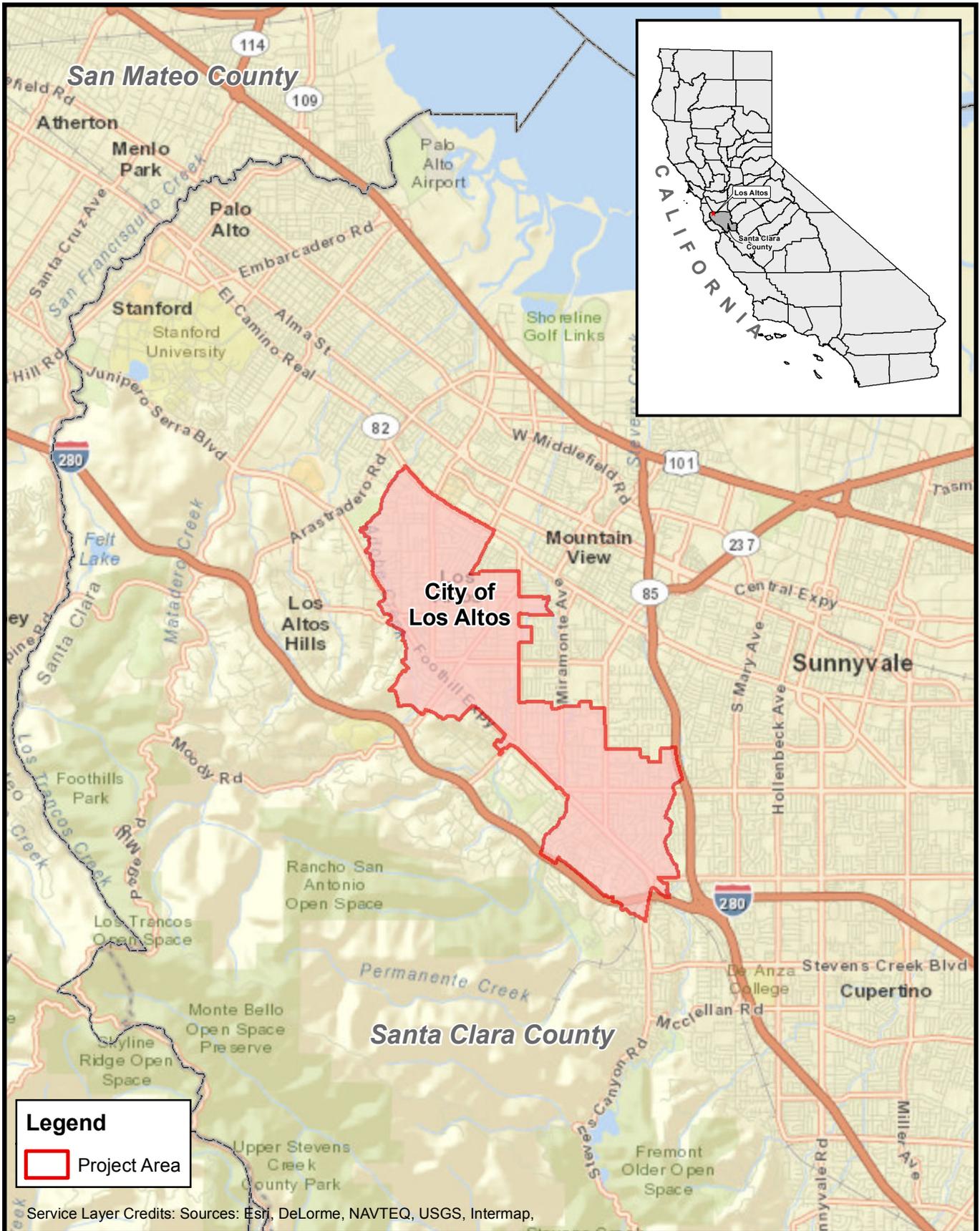
Los Altos is located in the San Francisco Bay Area, in Santa Clara County. As shown in **Figure 1**, Los Altos is situated in the northern portion of Santa Clara County, along the San Francisco Bay Peninsula. The city is bordered by Los Altos Hills to the west, Palo Alto to the north, Mountain View and Sunnyvale to the east, and Cupertino to the south.

PROJECT DESCRIPTION

The proposed CAP includes an inventory of existing GHG emissions for municipal operations and community-wide activities, a forecast of anticipated future emissions, a summary of recent state legislative actions and how they will reduce emissions in Los Altos, and an overview of existing City actions to reduce GHG emissions (e.g., Green Building Ordinance, Solid Waste Hauling Franchise Agreement, Bicycle Transportation Plan). The proposed CAP identifies GHG emissions reduction measures and actions to reduce emissions at least 15% below baseline 2005 levels by 2020. In addition, the proposed CAP provides performance metrics and tracking mechanisms to monitor future progress toward meeting the City's GHG reduction goals.

This Initial Study specifically evaluates the local measures proposed to reduce emissions in Los Altos consistent with AB 32 guidance. The proposed CAP addresses five focus areas, as identified below.

- **Transportation** – This focus area includes measures to reduce or eliminate vehicle trips, and subsequently GHG emissions, by increasing through infrastructure and access improvements the number of bicycle, walking, or transit trips that residents and visitors can reasonably make.
- **Energy** – This focus area describes opportunities for Los Altos residents and businesses to conserve energy, maximize efficiency, and rely on alternative renewable energy sources to heat and power their homes and businesses.
- **Resource Conservation** – Measures in this focus area aim to eliminate unnecessary resource consumption through actions that reduce waste disposal, conserve water, and optimize fuel consumption.
- **Green Community** – This focus area identifies efforts and actions to increase green infrastructure in the community that provide environmental, social, and economic benefits.
- **Municipal Operations** – This focus area describes actions the City will take to reduce GHG emissions from government operations, including completing energy efficiency improvements, reducing vehicle fuel consumption, promoting sustainable employee travel options, and environmentally preferable purchasing.



Legend
 Project Area

Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap,



Figure 1
 Project Location

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

Each focus area proposes specific measures and actions the City will take to reduce GHG emissions in Los Altos. **Table 1** identifies the proposed measures and actions to be included in the CAP.

TABLE 1 – PROPOSED CLIMATE ACTION PLAN MEASURES AND ACTIONS

Focus Area 1: Transportation	
1.1	Improve Non-Motorized Transportation
A	Construct all bikeways and implement all programs identified in the 2012 Bicycle Transportation Plan by 2020.
B	Develop and fully implement a pedestrian master plan with specific focus on local vehicle trip reduction by 2020.
C	Support a rotating car-free day program at local schools and as part of other local events to raise awareness about school commute alternatives.
D	Continue to pursue and implement Safe Routes to School projects.
E	Continue to implement the City’s Complete Streets policy and traffic-calming plans and projects.
F	Support a local bike-share program.
1.2	Expand Transit and Commute Options
A	Work with the Santa Clara Valley Transit Authority (VTA) to seek opportunities to expand local service to improve connectivity to regional transit options.
B	Require new nonresidential development greater than 10,000 square feet or anticipated to include businesses with more than 50 employees to reduce vehicle miles traveled (VMT) through transit demand management (TDM) programs.
C	Encourage partnerships to develop and implement school bus programs that reduce school-related commutes.
1.3	Provide Alternative-Fuel Vehicle Infrastructure
A	Install electric vehicle (EV) charging stations in public parking lots.
B	Encourage alternative-fuel vehicle charging stations in existing private development.
C	Amend the Green Building Ordinance to include EV pre-wiring requirements and encourage EV charging installations in residential development.
D	Amend the Green Building Ordinance to require EV charging stations in nonresidential projects greater than 10,000 square feet.
Focus Area 2: Energy	
2.1	Promote Energy Conservation
A	Provide outreach and educational materials for energy conservation and renewable energy programs targeted at outdoor amenities (e.g., lighting, swimming pools, hot tubs).
B	Provide outreach and education to support existing programs that conserve energy in large homes.
2.2	Increase Energy Efficiency
A	Ensure city residents are eligible to participate in and actively promote and support energy efficiency financing for residential and commercial properties.
B	Continue to encourage the installation of energy-efficient indoor and outdoor appliances and equipment (e.g., pool pumps).
C	Develop energy efficiency outreach and education programs for renter-occupied households.
D	Develop an energy self-audit checklist and work with community partners to distribute to prospective property owners and other interested parties and to provide technical assistance.
E	Adopt net-zero electricity building standards for new residential and nonresidential construction.

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

Focus Area 2: Energy	
2.3	Increase Renewable Energy
A	Participate in regional partnerships and power purchase agreements to provide reduced-cost photovoltaic (PV) systems to residents and businesses.
B	Create and distribute outreach materials connecting residents and building owners to state, Pacific Gas and Electric (PG&E), and other rebate programs.
Focus Area 3: Resource Conservation	
3.1	Reduce and Divert Waste
A	Maintain and expand food waste diversion programs.
B	Adopt a plastic bag ban and encourage the use of reusable bags.
C	Continue to encourage recycling and reuse of building materials.
D	Adopt and enforce an expanded polystyrene (EPS) ban.
3.2	Conserve Water
A	Continue to support implementation of the 2010 Urban Water Management Plan through enforcement of the Water Efficient Landscape Ordinance (LAMC 12.36) and distribution of greywater/rainwater harvesting guides.
3.3	Use Carbon-Efficient Construction Equipment
A	Encourage compliance with Bay Area Air Quality Management District construction equipment best practices through outreach and education.
Focus Area 4: Green Community	
4.1	Sustain a Green Infrastructure System and Sequester Carbon
A	Continue to manage stormwater runoff with green infrastructure such as bioswales and other low-impact development strategies.
B	Increase the number of shade trees planted in the community.
Focus Area 5: Municipal Operations	
5.1	Operate Efficient Government Facilities
A	Audit appropriate City facilities and conduct comprehensive energy efficiency upgrades, including installing energy-efficient lighting, appliances, and heating, ventilation, and air conditioning systems.
B	Install 1 megawatt (MW) of renewable energy (e.g., PV panels) on City facilities.
C	Continue upgrading street and park lighting to light-emitting diode (LED) lights, as appropriate.
D	Develop and maintain a digital record-keeping system.
5.2	Reduce City Vehicle Fuel Consumption
A	Continue to maintain fleet efficiency through proper maintenance, and identify additional opportunities to increase fuel efficiency.
B	Encourage City employees to use non-motorized transportation, such as walking or bicycling, when conducting off-site City business (e.g., for trips up to a quarter- or half-mile).
C	Purchase fuel-efficient, hybrid, or alternative-fuel vehicles when replacing City fleet vehicles.

Focus Area 5: Municipal Operations	
5.3	Support Sustainable Employee Travel
A	Provide information to City staff about commute alternatives to single-occupant vehicles, including materials that identify available transit and alternative transportation routes.
B	Establish alternative work schedule or telecommuting options for City staff to reduce daily commute trips.
C	Create a staff carpooling program.
D	Evaluate flexible employee schedules that allow for reduced commute miles traveled while maintaining City hours of operation.
5.4	Purchase Responsibly
A	Develop an environmentally preferable purchasing policy.
B	Participate in appropriate regional group purchase programs as they are developed.
C	Adopt a zero-waste policy for City facilities and City-sponsored events.

The proposed CAP has identified GHG emissions reduction measures and supporting actions to reduce emissions by 17% (15,640 MTCO_{2e}) from baseline 2005 emission levels by 2020. The proposed CAP would achieve this GHG reduction target through a GHG reduction scenario comprising existing activities at the state and local level, and proposed local CAP measures for 2020 (see **Table 1**).

POTENTIAL PHYSICAL CHANGES

The policies and programs in the proposed CAP build upon and support the goals and policies that are sustainability oriented and intended to provide a basis for future measurement and tracking. Some of the actions relate to processes, strategies, analyses, and coordination efforts that would not result in any physical changes to the environment. However, the proposed CAP does include actions that promote energy efficiency upgrades to structures, increase renewable energy facilities, develop bicycle infrastructure facilities, and increase and expand food waste composting. These activities could directly or indirectly result in physical changes to the environment. For example, several actions in the proposed CAP promote installing solar photovoltaic (PV) panels on residential and commercial structures as well as in other locations. The placement of solar panels where solar panels did not previously exist could be considered a direct physical change in the environment.

As described above, the proposed CAP does not directly propose development projects involving physical construction. When specific implementing projects are identified, such as the location and size of solar panel projects, the development applications for such individual projects, as required, would be submitted separately to the City for review and would be subject, if necessary, to separate, site-specific CEQA analysis.

Measure 1.1A directs the City to “construct all bikeways and implement all programs identified in the 2012 Bicycle Transportation Plan by 2020.” However, the intent of the CAP is simply to accelerate completion of the Bicycle Transportation Plan by 2020, rather than allowing the current completion date of 2035. The Bicycle Transportation Plan contains a list of projects that range from striping on existing streets to grade-separated bike paths and associated support structures that may require more substantive design, environmental review, and approval. By adopting the CAP, the City is not approving construction of any specific project proposed in the Bicycle Transportation Plan. At this time, neither the projects likely to be constructed nor the funding source for any project are known. The City will not prepare the design of any project

until there is reasonable certainty that the project can be funded and constructed. As the design, timing, and funding of Bicycle Transportation Plan projects are unknown, determining potential environmental impacts of these projects at this time would be considered speculative. Many of the Bicycle Transportation Plan improvements are likely to be exempt from CEQA under AB 417 (PRC 21080.20); however, the extent to which a future project may or may not be exempt from CEQA depends on the design, which is unknown at this time. Further, future funding sources associated with the improvements may require specific environmental analysis or procedures such as compliance with the National Environmental Policy Act. Finally, the City will require environmental analysis for projects that are not exempt from CEQA as part of the City's standard development review process. Therefore, this Initial Study assumes that no physical changes to the environment will occur as a result of accelerating implementation of the Bicycle Transportation Plan. The environmental checklist that follows focuses on reasonably foreseeable potential physical changes and will evaluate whether the physical change is adverse with respect to each environmental issue area, and, if so, whether the adverse change is substantial by comparing the level of change to the appropriate threshold of significance.

4. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in CEQA Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Aesthetics Discussion

1) Have a substantial adverse effect on a scenic vista?

Proposed CAP measures and actions encourage the use of energy-efficient and green building design features, which may include cool roofs or photovoltaic systems. Building permits required to comply with the City's Green Building Ordinance are subject to a design review process required by the ordinance to ensure there are no adverse effects on scenic vistas. Therefore, no impact would result.

2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no state scenic highways located in Los Altos. Therefore, no impact would result.

3) Substantially degrade the existing visual character or quality of the site and its surroundings?

Refer to (1) above. No impact would result.

4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Implementation of the CAP may include the use of photovoltaic panels or replacement of outdoor lighting fixtures on residential or commercial structures throughout the city. Solar panels do not reflect light, are not visible at night, and would not create a new source of substantial glare. New or replacement lighting fixtures are subject to review under the City's community design guidelines to minimize effects of day or nighttime views. No impact would result.

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

4.2 AGRICULTURAL AND FOREST RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Result in a loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Agricultural and Forest Resources Discussion

1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

The CAP is a policy document that provides strategies to reduce GHG emissions in the city. No conversion of farmland is proposed. Additionally, the CAP promotes the creation of additional urban open spaces within the city that could be used as recreational or community garden space. There is no land zoned for agricultural use or with active Williamson Act contracts located in Los Altos. No impact would result.

2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Refer to (1) above. No impact would result.

3) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Refer to (1) above. No impact would result.

4) Result in a loss of forestland or conversion of forestland to non-forest use?

Refer to (1) above. No impact would result.

5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

Refer to (1) above. No impact would result.

4.3 AIR QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as nonattainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Air Quality Discussion

Los Altos is located within the Santa Clara Valley subregion of the San Francisco Bay Area Air Basin (Air Basin), which comprises all or portions of the nine Bay Area counties. Air quality in the Air Basin is regulated by the United States Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and the Bay Area Air Quality Management District (BAAQMD). Regional and local air quality in the Air Basin is affected by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

1) Conflict with or obstruct implementation of the applicable air quality plan?

The applicable air quality plan is the BAAQMD 2010 Clean Air Plan, which outlines air quality standards and attainment status for multiple criteria air pollutants, including ground-level ozone and its key precursors, reactive organic gases (ROG) and nitrogen oxides (NOx); particulate matter; air toxics; and GHGs. The CAP proposes strategies to reduce GHG emissions and improve air quality in the city consistent with the state's primary GHG emissions reduction goals as expressed in AB 32. The CAP is also consistent with the June 2010 BAAQMD GHG Plan-Level Thresholds and with State CEQA Guidelines Section 15183.5, which prescribes criteria for adoption of a qualified GHG reduction plan. Potential impacts to air quality could result from the construction or remodeling of energy-efficient facilities and infrastructure encouraged by the CAP. However, construction and operational impacts of these projects are subject to CEQA, BAAQMD thresholds for ozone and particulates and to the City's standard development review process. Compliance with these existing regulations and standards would ensure consistency with the Bay Area 2010 Clean Air Plan. Furthermore, many of the proposed CAP measures, particularly those related to application of best practices to new construction, would reduce criteria air pollutants. Therefore, the proposed CAP would have a beneficial impact relative to implementation of the BAAQMD Clean Air Plan.

2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Refer to (1) above. Impacts would be beneficial.

3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as nonattainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?

The Air Basin is designated as a nonattainment area under the California ambient air quality standards for suspended particulate matter (PM) and as a nonattainment area under both the California and national ambient air quality standards for PM_{2.5}. In addition, the Air Basin is designated as nonattainment for the 1-hour California ambient air quality standards and 8-hour California and national ambient air quality standards for ozone (O₃) (i.e., smog). No increase in new population or housing, and no substantial vehicular traffic, would be generated by implementation of the proposed CAP; as such, no long-term criteria air pollutant emissions would be generated. Adoption of the proposed CAP would not cumulatively contribute to nonattainment designations of the Air Basin. Furthermore, many of the proposed CAP measures, particularly those related to application of best practices to new construction, would reduce criteria air pollutants. Therefore, the proposed CAP would have a beneficial impact relative to attainment of air quality standards.

4) Expose sensitive receptors to substantial pollutant concentrations?

Refer to (1) and (3) above. Impacts would be beneficial.

5) Create objectionable odors affecting a substantial number of people?

Refer to (1) and (3) above. Impacts would be beneficial.

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Biological Resources Discussion

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

Special status plants include those listed as "Endangered," "Threatened," or "Candidate for Listing" by the California Department of Fish and Wildlife (CDFW) or the US Fish and Wildlife Service (USFWS), are included in the California Rare Plant Rank, or are considered special-status in local or regional plans, policies, or regulations. Special-status animals include those listed as "Endangered," "Threatened," or "Candidate for Listing" by the CDFW or the USFWS, are designated as "Watch List," "Species of Special Concern," or "Fully Protected" by the CDFW, or are considered "Birds of Conservation Concern" by the USFWS. While there are occurrences of plant and animal species with special status in Los Altos, the CAP measures do not propose new

development that would interfere with any riparian habitats or sensitive natural communities. Therefore, no impact would result.

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

The physical environmental changes that could occur as a result of implementation of the proposed CAP measures would take place within the built environment or as part of a planned City-approved project. Where solar PV panels are installed on existing buildings or structures, no impact on riparian habitat and sensitive natural communities would occur. Where solar PV panels are installed as part of a new development project, the project would, if necessary, be required to undergo separate environmental review prior to approval of any development with the potential to degrade the habitat of any threatened or endangered species. If new projects are proposed in areas where sensitive natural communities, such as riparian habitat, freshwater marsh, or native grasslands occur, mandatory compliance with local, state, and federal regulations would be required. Therefore, no impact would result.

3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Wetlands and other waters are protected under the federal Clean Water Act and the state's Porter-Cologne Water Quality Control Act and are under the jurisdiction of the US Army Corps of Engineers and the San Francisco Bay Regional Water Quality Control Board. Federal and state regulations require avoidance of impacts to the extent feasible, and compensation for unavoidable losses of jurisdictional wetlands and waters. Implementation of proposed CAP measures would occur within the built environment or as part of a planned City-approved project, which, if necessary, would undergo separate environmental review. If new projects are proposed in areas of freshwater marsh, seasonal wetlands, or emergent marsh or other wetlands on or adjacent to the site, mandatory compliance with local, state, and federal regulations would be required. Therefore, no impact would result.

4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?

The spatial arrangement of habitat and barriers affects the location, movement patterns, foraging dynamics, and persistence of plant and animal species. The extent of urbanization in the city and adjacent communities restricts opportunities for movement and dispersal of native wildlife and plant species. Common urban features such as roadways, rail lines, fencing, buildings, and hardscape represent barriers to wildlife movement and dispersal. The best opportunities for animal and fish movement exist along the riparian corridors in the city. In addition, existing mature trees provide nesting opportunities for migratory birds. The proposed CAP would not affect the number or location of these mature trees. Therefore, as wildlife movement corridors in the city are limited and mature trees would not be affected, no impact would result.

5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

All structures, programs, and projects to be completed under the proposed CAP would be subject to the oversight and review processes envisioned by the General Plan and established in

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

the Municipal Code, including those protecting biological resources. Additionally, the General Plan and Municipal Code are consistent with all other local policies or ordinances protecting biological resources. Therefore, implementation of the proposed CAP would have no conflict with and no impact on any local policies or ordinances protecting biological resources.

6) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

Los Altos is not located within the study area of the Santa Clara Valley Habitat Conservation Plan or any other identified habitat conservation plans. Therefore, no impact would result.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Cultural Resources Discussion

1) Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

Measures 2.3 and 5.1 call for the installation of solar photovoltaic panel projects on residential and nonresidential structures and on City-owned facilities. Implementation of these proposed CAP measures would occur within the built environment or as part of a separate City-approved project, which if necessary, would be subject to separate environmental review pursuant to CEQA. Therefore, while certain facilities or equipment installed pursuant to the proposed CAP could potentially affect cultural and archaeological resources, all structures, programs, and projects completed under the proposed CAP would be subject to the oversight and review processes established in the Municipal Code, including those related to historical, archeological, and paleontological resources and human remains. Additionally, projects carried out under the proposed CAP would be obligated to cease construction or other activities and report any discovery of potentially significant cultural or anthropological resources in compliance with state law (Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code). Accordingly, such discoveries would be subject to the jurisdiction of anthropological or tribal experts, who would be responsible for inspection and potential relocation of discovered cultural resources. No impact would result.

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5?

Refer to (1) above. No impact would result.

3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?

Refer to (1) above. No impact would result.

4) Disturb any human remains, including those interred outside of formal cemeteries?

Refer to (1) above. No impact would result.

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

4.6 GEOLOGY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Geology Discussion

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

b) Strong seismic ground shaking?

c) Seismic-related ground failure, including liquefaction?

d) Landslides?

While no known active fault traverses the city, Los Altos is located in a region where active faults exist. Proposed CAP measures do not direct construction of new structures where people or property would be more exposed to seismic risks. However, any new development indirectly resulting from implementation of the CAP would be required to comply with the Building Code, which includes seismic design standards. Therefore, no impact would result.

2) Result in substantial soil erosion or the loss of topsoil?

No future project resulting from implementation of the CAP would directly involve major movement of topsoil or directly result in substantial soil erosion. In the event proposed residential or commercial retrofits or renovations, construction of bike paths and pedestrian improvements, or new mixed-use or transit-oriented development projects pursuant to the CAP require construction activity that may result in substantial soil erosion or loss of topsoil, such activities would be subject to the City's existing grading regulations, which are specifically designed to reduce potential erosion impacts. Therefore, no impact would result.

3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No new development projects will directly result from implementation of the CAP. Development projects that help to achieve the CAP goals would be subject to applicable engineering and City building code requirements specifically designed to reduce potential geological hazards and damages. Therefore, no impact would result.

4) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?

Refer to (3) above. No impact would result.

5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Refer to (3) above. No impact would result.

4.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Greenhouse Gas Emissions Discussion

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As identified in the CAP, the Los Altos community generated 182,830 MTCO₂e in the baseline year of 2005. With anticipated population and employment growth, emissions in Los Altos are forecast to increase by 9% to 199,070 MTCO₂e in 2020. Implementation of statewide emissions reduction programs and local policies already in place would reduce community-wide emissions in Los Altos to 167,640 MTCO₂e in 2020.

The CAP provides local strategies the City can implement to reduce GHG emissions. The CAP identifies a reduction target consistent with the CARB AB 32 Scoping Plan to reduce emissions 15% below the baseline year emissions by 2020. As proposed, implementation of statewide programs, existing policies, and proposed CAP measures would reduce GHG emissions by 17% from 2005 emissions levels, exceeding the 15% reduction target for 2020, to 152,000 MTCO₂e. The CAP establishes a road map to directly and indirectly reduce, rather than increase, community-wide GHG emissions. Therefore, the impact would be beneficial.

2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The CAP is a policy document that identifies strategies to guide the City's efforts to reduce GHG emissions. The CAP identifies feasible reduction measures the City can implement and quantifies the annual emissions reductions anticipated to occur through the implementation of each reduction measure. The CAP identifies policies to reduce emissions at least 15% below 2005 baseline emissions levels by 2020, which is consistent with guidance provided in the CARB AB 32 Scoping Plan and the BAAQMD June 2010 CEQA Guidelines and GHG Plan-Level Guidance. Transportation and land use measures in the proposed CAP also promote implementation of the Sustainable Communities Strategy for the Bay Area (the One Bay Area Plan) required by Senate Bill (SB) 375. Therefore, the CAP implements rather than conflicts with state regulations and applicable plans to reduce GHG emissions. The impact would be beneficial.

4.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazards and Hazardous Materials Discussion

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Measures 2.3 and 5.1 call for the installation of renewable energy resources, which may include photovoltaic systems. Additionally, Measure 1.3 supports increased use of alternative-fuel vehicles, such as electric vehicles, and an increased rate of installation of EV charging stations. Accordingly, this equipment may result in the increased transport, use, and disposal of

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

hazardous materials. The transport, use, and disposal of these materials would continue to be subject to local, state, and federal regulations that would reduce or avoid possible hazards from routine transport of and accidental releases of hazardous materials; these regulations include, but are not limited to, the following:

- California Health and Safety Code, Code of Regulations, Resources Conservation and Recovery Act, and CUPA Program (Department of Toxic Substance Control, Santa Clara County Department of Environmental Health)
- California Accidental Release Prevention Program
- County Hazardous Waste Management Program

Therefore, through compliance with existing regulations, no impact related to routine transport and reasonably foreseeable upset and accident of hazardous materials would result.

2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Refer to (1) above. No impact would result.

3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

While it is unknown where future solar photovoltaic panels or electric vehicle infrastructure recommended by the proposed CAP would be installed, the installation and operation of this equipment would not release hazardous materials that could be harmful to sensitive receptors. No impact would result related to the proximity to existing and proposed schools.

4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

While there is one site located in Los Altos that is identified in the Department of Toxic Substances Control's (2007) EnviroStor database, the Hillview–Eleanor Area Plume, hazards to the public and the environment have been removed as California Water Service well #110 and City of Los Altos well #10 were abandoned and properly destroyed in 1992. Additionally, at other locations where surface or subsurface contamination may be of concern, project applicants are required to prepare an environmental assessment. The assessment would include but not be limited to (a) identification of potential sources of contamination caused by past or current land uses, and (b) evaluation of non-point sources of hazardous materials, including agricultural chemical residues, fuel storage tanks, septic systems, or chemical storage areas. With compliance with the results of the environmental assessment, no impact would result.

5) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

There are no projects proposed in the CAP that would negatively affect operation of an airport, caused by height, light interference, or land use incompatibility. Therefore, no impact would result.

6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The city is not located in the vicinity of a private airstrip. Therefore, no impact would result.

7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

While no new development projects would occur as a direct result of the proposed CAP, under standard development review procedures for project applications, individual projects would be reviewed by the fire department prior to approval. The CAP does not include recommendations that would physically interfere with the City's Emergency Operations Plan or any established emergency evacuation plan. Therefore, no impact would result.

8) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No new development projects would result from the implementation of the CAP, although infill, mixed-use, and transit-oriented projects are encouraged. Furthermore, CAP policies are consistent with Los Altos General Plan Safety Element policies to reduce risk of loss, injury, or death involving wildland fires. Therefore, no impact would result.

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

4.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hydrology and Water Quality Discussion

1) Violate any water quality standards or waste discharge requirements?

Proposed CAP Measure 4.1 calls for the City to increase the use of green infrastructure such as bioswales and low impact development designs, provided they are consistent with the Building

Code, which has the potential to decrease the amount of water runoff from sites, improve water quality, and reduce wastewater. Furthermore, activities pursued under the proposed CAP would occur within the existing built environment and would be subject to the oversight, review processes, and standards envisioned by the General Plan, established in the Municipal Code, and/or otherwise required by state/federal regulations. Therefore, implementation of the CAP and compliance with existing regulations would result in a beneficial water quality impact.

2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Proposed CAP Measure 4.1 calls for the City to increase the use of green infrastructure such as bioswales and low impact development designs, provided they are consistent with the Building Code, which has the potential to increase groundwater recharge compared to continued business-as-usual conditions. Other physical changes that could occur as a result of implementing the proposed CAP would occur within the existing built environment and would not interfere with groundwater recharge. The proposed CAP does not propose any use that would increase water demand and/or draw groundwater. No impact would result.

3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Physical changes that could occur as a result of implementing the proposed CAP would occur within the existing built environment and would not involve the direct modification of any watercourse. Construction projects demonstrating consistency with CAP measures would not require excessive grading or excavation; however, if unforeseen excessive grading or excavation were required, then pursuant to the State Water Resources Control Board Construction General Permit, a stormwater pollution prevention plan would be required to be prepared and implemented for such projects, which would ensure that erosion, siltation, and flooding is prevented to the maximum extent practicable during construction. Overall, construction and operation associated with implementing the proposed CAP would not result in substantial erosion, siltation, or flooding either on- or off-site. No impact would result.

4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Refer to (3) above. No impact would result.

5) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Refer to (1) above. The impact would be beneficial.

6) Otherwise substantially degrade water quality?

Refer to (1) above. The impact would be beneficial.

7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

While minor portions of the city are located within 100-year flood hazard areas, the proposed CAP would not directly result in the development of additional structures or housing in the 100-year floodplain. Furthermore, the CAP measures do not propose specific locations of future housing. Therefore, no impact would result.

8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Refer to (7) above. No impact would result.

9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

While the southern portion of the city, along Stevens Creek, is located within a dam inundation zone (ABAG 2003), the proposed CAP would not directly result in the development of additional structures or housing in that zone. Los Altos is not located in an area subject to inundation resulting from failure of a levee or dam. Therefore, no impact would result.

10) Be subject to inundation by seiche, tsunami, or mudflow?

Los Altos is not located in an area subject to inundation by seiche, tsunami, or mudflow. Therefore, no impact would result.

4.10 LAND USE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Land Use Discussion

1) Physically divide an established community?

The CAP does not propose any structures, land uses, or other features (e.g., freeways, railroad tracks) that would physically divide an established community. The CAP does not recommend any strategy or measure that would physically divide the community. Rather, the CAP includes strategies and measures to improve connectivity within Los Altos and to promote alternative transportation methods. Therefore, no impact would result.

2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The CAP proposes strategies and measures to reduce GHG emissions. Implementing the CAP may require some modification of existing City policies, including General Plan and zoning regulations. However, proposed CAP strategies and measures would generally result in greater avoidance or mitigation of environmental effects, as the CAP is designed to mitigate adverse environmental impacts associated with global climate change. For these reasons, although some changes to existing City policies and plans would result from adoption of the CAP, the intent and impact would be beneficial.

3) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Los Altos is not located within the study area of the Santa Clara Valley Habitat Conservation Plan or any other identified habitat conservation plan. Therefore, no impact would result.

ENVIRONMENTAL INITIAL STUDY AND NEGATIVE DECLARATION

4.11 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mineral Resources Discussion

1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No significant mineral resources are located in the city. Therefore, no impact would result.

2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Refer to (1) above. No impact would result.

4.12 NOISE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Noise Discussion

1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

While the CAP does not directly recommend any new project, strategy, or measure that would generate excessive amounts of noise, construction activity associated with recommended energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of photovoltaic or electric vehicle charging systems could possibly result in temporary increases in noise levels. However, any construction associated with these activities would be required to comply with the City's noise ordinance and regulations designed to reduce noise from construction activities. Therefore, with compliance with existing regulations and standards, no impact would result.

2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

Temporary construction activities resulting from implementation of CAP measures and actions, associated with energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of photovoltaic or electric vehicle charging systems, could potentially result in excessive groundborne vibration or groundborne noise levels

for a temporary period of time. However, construction activity vibration levels for projects resulting from the CAP would be similar to those of ongoing activities in the urban environment, would not be excessive, and would be required to comply with the City's noise ordinance and regulations designed to reduce vibration from construction activities. Therefore, no impact would result.

3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No substantial permanent increase in local traffic volumes is anticipated as a result of the proposed CAP. Thus, no substantial permanent increase in ambient noise levels related to travel activity is expected. Conversely, the CAP includes numerous recommendations designed to reduce the number and length of vehicle trips in Los Altos, which could lead to a decrease in ambient noise levels. Therefore, this impact would be beneficial.

4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Refer to item (1). No impact would result.

5) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Los Altos is not located within an airport land use plan. Therefore, no impact would result.

6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Los Altos is not located in the vicinity of a private airstrip. Therefore, no impact would result.

4.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Population and Housing Discussion

1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The CAP does not propose any new housing units or nonresidential growth beyond levels already considered in the Los Altos General Plan. Commercial and residential energy efficiency retrofits that may occur as a result of the CAP would take place in businesses and homes already located in Los Altos to make them more energy-efficient, subject to compliance with the City's Green Building Ordinance. Therefore, no impact would result.

2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Although proposed CAP measures encourage energy-efficient retrofits for existing homes and new transit-oriented development projects, homes would not be displaced. Possible future development activities following adoption of the CAP would likely lead to a greater mix of uses in the city and could result in more homes. Replacement housing would not be necessary. Therefore, no impact would result.

3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Refer to (2) above. No impact would result.

Schools?

As discussed in subsection 4.13, Population and Housing, CAP recommendations are consistent with the growth in housing and population anticipated in the Los Altos General Plan and would not increase the demand for school-related services to the extent that new school facilities would be required. If such facilities were required, payment of impact fees for construction of new school facilities would constitute sufficient mitigation for school facility impacts, consistent with state law. No impact would result.

Parks?

As discussed in subsection 4.13, Population and Housing, CAP recommendations are consistent with the growth in housing and population anticipated in the Los Altos General Plan and would not increase the demand for additional parks. However, the CAP recommends accelerated implementation of the Los Altos Bicycle Transportation Plan and Pedestrian Master Plan, which could indirectly increase resident use of existing parkland. However, construction of new parkland would be subject to further CEQA analysis, General Plan policies, and engineering design standards to prevent adverse physical effects. Therefore, no impact would result.

Other public facilities?

As discussed in subsection 4.13, Population and Housing, CAP recommendations are consistent with the growth in housing and population anticipated in the Los Altos General Plan and would not increase the demand for libraries or other governmental services to the extent that new facilities would be required. Therefore, compliance with existing regulations and standards would not create unanticipated demand on other public facilities. No impact would result.

4.15 RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Recreation Discussion

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed CAP recommends accelerated implementation of the Los Altos Bicycle Transportation Plan and Pedestrian Master Plan, which could indirectly increase resident use of existing parkland. However, the facilities are designed for use by all residents. Physical deterioration of existing park or recreation facilities would not be considered substantial and would be in part offset by the recreational benefits of new bikeways and pedestrian facilities. Therefore, the impact would be beneficial.

2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The CAP recommends additional bicycle and pedestrian infrastructure through accelerated implementation of the Los Altos Bicycle Transportation Plan and Pedestrian Master Plan. Construction of new bicycle and pedestrian facilities would be subject to further CEQA analysis, General Plan policies, and engineering design standards to prevent adverse physical effects. No impact would result.

4.16 TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Transportation and Traffic Discussion

1) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Implementation of CAP strategies would increase the availability of transit service for Los Altos residents, add additional bicycle and pedestrian facilities, and discourage single-occupant vehicle use. Achieving these goals would reduce traffic loads, which would reduce the number of vehicle trips, vehicle miles traveled, volume-to-capacity ratios, and intersection congestion in the city. Transportation measures recommended in the CAP are designed specifically to reduce vehicle trips and place more people within walking distance of commercial uses and public transit. Furthermore, no proposed strategy would directly increase traffic in relation to the existing traffic load and capacity of the street system. Therefore, the impact would be beneficial.

2) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Refer to (1) above. The impact would be beneficial.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The CAP does not include any strategy or measure that would directly or indirectly affect air traffic patterns. Therefore, no impact would result.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?

The CAP does not include any strategy that would promote the development of hazardous road design features or incompatible uses. Rather, the CAP promotes accelerated development of new bicycle and pedestrian facilities built to current standards, which would provide greater safety for pedestrians, bicyclists, and drivers. Therefore, no impact would result.

5) Result in inadequate emergency access?

The CAP recommends strategies and measures that would increase safety for drivers, pedestrians, and bicyclists and seeks to reduce the number of automobiles on Los Altos streets, both of which could make access for emergency vehicles easier and more efficient. No strategy proposed in the CAP would result in the development of uses or facilities that would degrade emergency access. Therefore, no impact would result.

6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed CAP measures are consistent with the General Plan, which guides development and preservation of the urban environment in Los Altos. Additionally, supporting and increasing access to alternative transportation is a key objective of the CAP. The CAP would enhance adopted policies, plans, and programs supporting alternative transportation. Therefore, the impact would be beneficial.

4.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Utilities and Service Systems Discussion

1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Implementation of the proposed CAP would not introduce uses that would create wastewater effluent or increase stormwater runoff. The Palo Alto Regional Water Quality Control Plant, which serves the community of Los Altos, has existing remaining capacity allocated for the city to handle projected average dry weather flows for existing conditions and future growth anticipated in the Los Altos General Plan. As identified in subsection 4.13, Population and Housing, the proposed CAP is consistent with population and housing growth anticipated in the General Plan and would not directly result in any additional housing or nonresidential development requiring wastewater treatment. No impact would result.

2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Refer to (1) above. Implementation of the CAP would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing commitments. No impact would result.

3) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed CAP encourages the use of bioswales and landscaping and low impact development design features in new development projects. Such projects would occur within the existing built environment and are intended specifically to minimize the need for new or expanded stormwater drainage facilities. Additionally, any new or expanded stormwater drainage facilities would be subject to City engineering and design standards. Therefore, with compliance with existing standards and requirements, no impact would result.

4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The Los Altos Water District of the California Water Service Company (CWS) manages water resources and delivers water to customers in Los Altos. According to the CWS 2010 Urban Water Management Plan (UWMP), existing water supplies are sufficient to meet the needs of the growth anticipated in the Los Altos General Plan. As identified in subsection 4.13, Population and Housing, the proposed CAP is consistent with population and housing growth anticipated in the General Plan and would not directly result in any additional housing or nonresidential development requiring water service. Furthermore, the CAP encourages the community to reduce per capita water use consistent with the 2010 UWMP, further ensuring the reliability of future water supplies. No impact would result.

5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Refer to (1) above. No impact would result.

6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The CAP is consistent with and promotes continuation of the City's waste hauling franchise agreements, which set specific goals and timelines to increase Los Altos' diversion rate through recycling, curbside food waste pickup, and other programs to meet applicable federal, state, and local regulations related to solid waste disposal. Both the CAP and the waste franchise agreements aim to reduce the amount of solid waste generated by the community that must be sent to a landfill, thereby increasing the useful life of the Newby Island Landfill, where the community's solid waste is currently disposed. No impact would result.

7) Comply with federal, state, and local statutes and regulations related to solid waste?

Refer to (6) above. No impact would result.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Mandatory Findings of Significance Discussion

1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

The CAP is a proactive plan that enables the City to maintain local control of implementing AB 32 to reduce GHG emissions to 1990 levels by 2020. GHG reduction strategies align with existing Los Altos General Plan policies. Measures in the document would improve, rather than degrade, the quality of the environment and the quality of life for residents in Los Altos. No impact would result.

2) Does the project have impacts that are individually limited, but cumulatively considerable?

Having an adopted CAP will allow the City to streamline the CEQA review process of certain projects. SB 97 amended CEQA to identify GHG emissions associated with a project as a potentially significant environmental impact, but also allowed lead agencies to analyze and mitigate the effects of GHG emissions at a programmatic level, such as in a general plan, or as part of a separate plan to reduce GHG emissions (State CEQA Guidelines Section 15183.5). The CAP serves as the City's Qualified GHG Reduction Plan, which allows the CAP to be used in the cumulative impacts environmental analysis of projects. The environmental review for each project must identify those requirements specified in the CAP that apply to the project, and if those requirements are not otherwise binding or enforceable, they should be incorporated as

mitigation measures applicable to the project (State CEQA Guidelines Section 15183.5b). Therefore, no cumulatively considerable impacts would result. Rather, the proposed CAP is designed to reduce GHG emissions, which as stated throughout this Initial Study, would result in beneficial impacts to air quality, GHG emissions, water quality, land use planning, vehicular noise levels, recreation, and vehicle miles traveled. To the extent that reducing GHG emissions is considered a cumulative (global) benefit, and given that many jurisdictions throughout the Bay Area are preparing similar plans to reduce GHG emissions, the resulting environmental benefits may also be considered cumulative.

3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Refer to (1) above. No impact would result.

REFERENCES

ABAG (Association of Bay Area Governments). 2003. Bay Area Dam Failure Inundation Maps. <http://www.abag.ca.gov/bayarea/eqmaps/damfailure/dfpickc.html>.

California Department of Toxic Substances Control. 2007. EnviroStor, Hillview–Eleanor Area Plume (43490059). http://www.envirostor.dtsc.ca.gov/public/profile_report.asp?global_id=43490059.

CWS (California Water Service Company). 2011. *2010 Urban Water Management Plan, Los Altos Suburban District*.