

Town of Los Altos Hills
26379 Fremont Road
Los Altos Hills, CA 94022

INITIAL STUDY

In accordance with the policies regarding implementation of the California Environmental Quality Act of 1970, this document, combined with the supporting data included herein by reference, constitutes the initial study on the subject project. This initial study provides the basis for the determination of whether the project may have a significant effect on the environment. If it is determined that the project may have a significant effect on the environment, an environmental impact report will be prepared which focuses on the areas of concern identified by this initial study. If it is determined that the project would not have a significant effect on the environment, it is eligible for a Negative Declaration. If it is determined that the proposed project could have a significant effect on the environment, but that the significant effects of the project have been reduced to a less-than-significant level through revisions in the project or through the implementation of mitigation measures agreed to by the project applicant, then the project would be eligible for a Mitigated Negative Declaration.

PROJECT TITLE

Los Altos Hills Circulation & Scenic Roadways Element Update

LEAD AGENCY NAME AND ADDRESS

Town of Los Altos Hills
26379 Fremont Road
Los Altos Hills, California 94022

CONTACT PERSON AND PHONE NUMBER

Suzanne Avila, AICP, Acting Planning Director (650) 941-7222

PROJECT LOCATION

Town of Los Altos Hills (Townwide)

PROJECT SPONSOR'S NAME AND ADDRESS

Town of Los Altos Hills
26379 Fremont Road
Los Altos Hills, CA 94022

GENERAL PLAN DESIGNATION

Various

ZONING

Residential Agriculture (R-A) and Open Space Reserve (OSR)

DESCRIPTION OF PROJECT

The proposed project is an update to the Los Altos Hills General Plan Circulation & Scenic Roadways Element. The proposed update incorporates Complete Streets goals, policies and programs in accordance with applicable state law.

The purpose of the update is to provide policy and program direction to support all modes of travel throughout Town limits and to provide safe, accessible, and convenient opportunities for transportation. The General Plan Circulation & Scenic Roadways Element update sets forth explicit policies for the Town's Complete Streets standards and provides graphics that depict existing conditions in the Town. Most policies and programs in the updated element already exist. Proposed changes and additions are intended to clarify and strengthen existing goals and policies. The proposed amendments do not include any changes in land use designations because the Town is nearly built out and substantial population growth is not expected in the future. The major changes in policy direction are specific to Complete Streets specifications.

All elements of the Town's General Plan have been updated over the past several years. Phase 1 included an update to the Introduction, Open Space & Recreation Element, and Conservation Element, which were adopted by the Town Council on April 26, 2007. Phase 2 included an update to the Safety Element and Noise Element, which were adopted by the Town Council on November 8, 2007. Phase 3 included the Land Use Element and Pathways Element. The Housing Element Update was approved on July 23, 2009. The subject proposal is for the update to the Town's Circulation & Scenic Roadways Element.

SURROUNDING LAND USES AND SETTING

Incorporated as a general law Town on January 27, 1956, the Town of Los Altos Hills is located in northern Santa Clara County directly west of Los Altos. It abuts Palo Alto along the north and northwest boundaries, open space preserves managed by the Midpeninsula Regional Open Space District along the western and southern boundary, and unincorporated areas of Santa Clara County to the southeast. The Town encompasses approximately 9 square miles with an additional 5.2 square miles of unincorporated land adjacent to the Town's boundaries designated as being within its sphere of influence.

The Town is bisected by Interstate 280, which runs from northwest to southeast. The Town is also served by Foothill Expressway, which forms part of its northeasterly boundary. Arterial roads including Page Mill, Arastradero, and El Monte-Moody Road provide channels for primary movement within the Town.

The Town of Los Altos Hills is a semi-rural residential community with a population of 8,360. The setting of the Town is characterized by low-density development, rolling terrain and dense vegetation. The Town serves as a transition area between the urbanized mid-peninsula and the open foothills of the coastal mountain range. The Town is a low-density suburban residential community on hilly terrain, with dense vegetation including oak trees and natural habitats. Although Los Altos Hills has no prime agricultural land, the rugged physical characteristics of the area have helped to maintain its semi-rural quality.

The land use categories within the Town of Los Altos Hills are residential, institutional, recreation (public and private), and open space (preserve and conservation area). There are two zoning districts for all properties in Town: R-A (Residential Agricultural) and OSR (Open Space Reserve). Additional uses such as public and private schools, churches and synagogues, and recreational clubs are permitted through conditional use permits. There are no commercial or industrial land uses within the Town. Commercial, retail, and industrial uses are found in the adjoining suburban communities of Los Altos and Palo Alto.

Other public agencies whose approval is required: None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

No environmental factors would be potentially affected by this project as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology /Soils
<input type="checkbox"/>	Greenhouse Gases	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

This Initial study has been prepared in accordance with the California Environmental Quality Act. Information and conclusions in the Initial Study are based upon staff research and the Town's General Plan and Municipal Code.

DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: _____
Suzanne Avila, AICP, Acting Planning Director

Date: July 30, 2014

I. AESTHETICS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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"/>

FINDING: The proposed General Plan update to the Circulation and Scenic Roadways Element will not have a significant impact on any scenic vista, scenic resources or on the visual character of the community. The Town is committed to the preservation of the semi-rural, residential character of the community, the protection of natural open space, and the maintenance and development of the pathways system (see the Pathways Element). Implementation of the proposed update to the goals, policies and programs will provide direction for future roadway improvements consistent with Complete Streets principles while protecting the semi-rural character of the Town and will not result in adverse impacts to the aesthetic qualities of the community.

The update does not include any site-specific design or proposal, nor grant entitlements for development that would have the potential to significantly degrade the Town's aesthetic quality or adversely impact visual resources. Although the proposed update encourages bicycle and pedestrian facilities, these improvements will likely be implemented within existing roadway right-of-ways via signage, stripping, or stencils. No additional traffic signals or warning lights are directly proposed as part of the update and all new signage and pavement markings will comply with the Town's existing guidelines.. Furthermore, any specific improvement projects associated with the update would be subject to further environmental review, and potential impacts to aesthetics would be identified and mitigated as necessary.

MITIGATION: No mitigation is necessary.

II. AGRICULTURE AND FOREST RESOURCES	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) 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 non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or 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"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FINDING: The proposed Circulation and Scenic Roadways update would have no impacts to agricultural resources, as it would not result in the direct or indirect conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide importance. Similarly, the update would not conflict with any zoning for farmland or timberland. Therefore, the proposed update to the subject Circulation and Scenic Roadways Element will have no impact on agriculture or forest resources.

MITIGATION: No mitigation is necessary.

III. AIR QUALITY	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FINDING: The Town of Los Altos Hills is located in the San Francisco Air Basin, and is part of the nine-county Bay Area Air Quality Management District (BAAQMD). The Air Basin currently exceeds the 24-hour and annual standard for PM₁₀, (suspended particles up to 10 microns in size) as well as the State annual PM_{2.5} (suspended particles up to 2.5 microns in size) standard. In addition, the Air Basin is designated as a nonattainment area for State and national ozone standards. BAAQMD's 2010 Clean Air Plan provides a multi pollutant strategy to improve air quality and protect public health and the environment. CEQA Guidelines prepared by BAAQMD (2012) establish the significance criteria to assess potential air quality impacts caused projects. Air quality goals and policies are noted in the Conservation Element of the Town's General Plan.

The General Plan update is intended to improve air quality and reduce emissions by encouraging the use of alternative modes of travel via implementation of complete streets, safe routes to school, and enhanced safety and accessibility to the transportation systems. Although changes in roadway use and policy may contribute to localized, temporary increases in congestion due to delays from increased pedestrian and bicycle crossing and/or similar improvements these potential impacts would be less than significant as the overall objective is to reduce single-occupancy vehicle trips which results in reduced particulate, carbon monoxide and ozone emissions. In addition, specific improvement projects associated with the update would not result in any significant impacts to air quality as the projects involve minor signage and roadway markings within existing public right-of-ways and do not involve any expansion of the roadway network. Overall, the project is expected to reduce vehicle miles traveled (VMT) and improve air quality by encouraging other modes of travel for local trips. Therefore, air quality impacts are expected to be less than significant.

MITIGATION: No mitigation is necessary.

IV. BIOLOGICAL RESOURCES	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) 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 Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 Wildlife (formerly Fish and Game) or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>
f) 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"/>

FINDING: The Town is located in the foothills on the eastern flank of the Santa Cruz Mountains, and consists of flat to moderately steep topography. Vegetation within the Town of Los Altos Hills includes oak woodlands, chaparral, and grasslands as well as ornamental landscaping associated with residential development and roadside plantings. There are also a number of special status species that have been identified within the Town based on the California Natural Diversity Database (CNDDDB). A majority of the biological resources within the Town are contained within Creeks and riparian corridors. Creeks tend to be perennial, emanate from the foothills to the west and flow through the Los Altos Hills and Palo Alto before entering San Francisco Bay.

The proposed update to the Circulation and Scenic Roadways Element will have no impact on biological resources as no significant physical improvements or entitlements are proposed. No new bridges or expansion of existing bridges are planned and any new signage or road markings will be located on existing pavement or directly adjacent to the road in the public right-of-way. Any future infrastructure improvements, such as expanded pedestrian or bicycle facilities or safe routes to school, that impact riparian areas or other sensitive habitats will require subsequent environmental review to fully analyze potential impacts including the removal of trees protected by ordinances. In the event that a proposed

improvement is located in an area where sensitive species have been identified, project specific field studies would be required that include presence/absence surveys and recommendations to avoid potential impacts to biological resources. Any mitigation measures necessary to reduce potential impacts will be identified and conditioned at the project level. Furthermore, all circulation improvement projects will be consistent with the General Plan Conservation Element, including Policy 3.1, which states “Maintain and protect creeks and riparian corridors for wildlife that use this resource for food, shelter, migration and breeding.”

Therefore, the proposed update of the Circulation and Scenic Roadways Element to accommodate Complete Streets principals will have no impacts to biological resources.

MITIGATION: No mitigation is necessary.

V. CULTURAL RESOURCES	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FINDING: As a policy-level project, the proposed General Plan update does not include any site specific improvements, nor does it grant any development entitlements. Activities such as the placement of new signage or striping would likely occur within existing right-of-ways, which have been previously impacted and disturbed. In addition, the striping of roadways and installation of signage result in minimal soil disturbance and are unlikely to expose or damage any cultural resources. Therefore, the proposed update would have no impacts to cultural resources.

Subsequent projects that propose or require a circulation component will be subject to the Conservation Element (adopted 2007), which provides a framework for the protection of historic resources. Any future circulation improvement proposed will be subject to environmental review and will be required to fully assess the potential for cultural resources to be impacted and conditioned accordingly.

MITIGATION: No mitigation is necessary.

VI. GEOLOGY AND SOILS	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would 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"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the UBC (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>

FINDING: The Town’s Safety Element (2007) includes information on the geological hazards that are present in Los Altos Hills and sets forth policies and programs to address potential geologic hazards. The Town is traversed by three major fault lines, including the Berrocal Fault, the Altamont Fault, and the Monta Vista Fault. The San Andreas and Calaveras Faults also have the potential to result in ground shaking within the Town of Los Altos Hills. The Geotechnical and Seismic Hazard Zones for the Town of Los Altos Hills map shows the location of potential hazard zone associated with geology and soils within Town limits.

The proposed update to the Circulation and Scenic Roadways Element will have no impact on geology and soils as the road system is established and no new physical improvements are proposed, other than limited signage and pavement markings. As such, geological impacts are unlikely to result since there would be no changes to existing conditions, including limits of roadway right-of-ways. Subsequent projects that require modification or expansion of roadways will be subject to separate environmental review. Any impacts associated with geology and soils will be identified and disclosed at the project level analysis and mitigated accordingly to reduce potential impacts. Furthermore, infrastructure improvements are required to comply with the current edition of the California Building Standards Code in order to address concerns related to seismic safety including landslides, liquefaction, expansive soils, and ground failure.

MITIGATION: No mitigation is necessary

VII. GREENHOUSE GASES	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>

FINDING: The proposed project updates the Circulation and Scenic Roadways Element to provide for Complete Streets standards and to enhance accessibility and connectivity for all modes of travel. The update is intended to improve air quality and reduce emissions of greenhouse gases (GHG) by encouraging the use of alternative modes of travel such as walking, bicycling, horseback riding and the use of public transit. These changes in roadway use and policy may contribute to localized, temporary increases in congestion due to delays from increased pedestrian and bicycle crossing, but those potential impacts would be less than significant as the overall objective of the update is to reduce single-occupancy vehicle trips thereby reducing GHG emissions. Furthermore, the improvements included in the proposed policies and programs are limited to signage and roadway markings within the public right-of-way and the installation of these improvements would not result in any significant emissions. Therefore, the subject update will have no adverse impacts to greenhouse gases.

MITIGATION: No mitigation is necessary.

VIII. HAZARDS AND HAZARDOUS MATERIALS	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) 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"/>
b) 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"/>
c) 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"/>
d) 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"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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"/>
f) 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"/>
g) 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"/>
h) 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"/>

FINDING: As described in the Safety, Land Use, and Housing Elements, the Town has programs in place related to hazardous materials, emergency services, and wildland fires. The update of the Circulation and Scenic Roadways Element does not propose any new roadways or disturb any known hazardous materials sites in Los Altos Hills and there are no public or private airstrips in the community or surrounding areas. There are no physical improvements proposed as part of the update other than new roadway signs and pavement markings to improve pedestrian and bicycle safety and the project does not introduce any hazards, nor would it emit, generate, or store any hazardous materials. Additional exposure to hazard and hazardous materials will not result from the subject update to the Circulation and Scenic Roadways Element. Therefore, the project would have no impacts due to hazards and hazardous materials.

Subsequent projects will be subject to the updated Circulation and Scenic Roadways Element, which sets forth policies for Complete Streets and enhanced connectivity for all modes of travel. Any potential design hazards associated with multiple users and travel modes will be fully assessed at the project level analysis and mitigated accordingly to reduce potential impacts.

MITIGATION: No mitigation is necessary.

IX. HYDROLOGY AND WATER QUALITY	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) 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"/>
d) 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"/>
e) 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 checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) 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"/>
i) 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"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FINDING: The Conservation Element, contains policies and programs that address hydrology and water quality, including measures that protect creeks and riparian areas, preserve groundwater, and encourage conservation and water efficiency.

As noted, physical improvements are not proposed as part of the subject policy update other than signage along the road and roadway markings on existing pavement. Rather, the update to the Circulation and

Scenic Roadways Element introduces policies relating to Complete Streets and enhanced connectivity for all modes of travel. As such, there would be no impacts to drainage and no changes to the existing runoff pattern. Water quality standards and waste discharge requirements would be unaffected by the subject policy update. There would be no impacts to groundwater recharge or groundwater supplies. Any subsequent action that would physically change or alter the existing circulation network will be subject to environmental review and potential impacts to hydrology and water quality will be specifically analyzed at the project level. As a policy update, the subject project does not alter drainage or runoff patterns in any way. Therefore, there would be no impacts to hydrology and water quality resulting from the proposed update to the Circulation and Scenic Roadways Element.

MITIGATION: No mitigation is necessary.

X. LAND USE AND PLANNING	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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 checked="" type="checkbox"/>
c) 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"/>

FINDING: There are no changes to designated land uses proposed as part of the subject update to the Circulation and Scenic Roadways Element. The update provides policy direction for Complete Streets so that future roadway improvements consider transportation opportunities for all users (bicyclists, children, motorists, pedestrians, seniors, and equestrians). The intent is to accommodate multiple modes of travel by providing safe and convenient access to the Town’s circulation network for all users. No changes in land uses or the roadway network are proposed. The project does not divide an established community, conflict with the Town’s land use plan, or conflict with any habitat conservation plan. Therefore, the proposed project will have no impacts on land use and planning.

MITIGATION: No mitigation is necessary.

XI. MINERAL RESOURCES	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) 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"/>
b) 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"/>

FINDING: There are no mineral resources identified within the Town of Los Altos Hills. The proposed Circulation and Scenic Roadways Update will not result in the loss of availability of a mineral resource, including locally important minerals that would be of value.

MITIGATION: No mitigation is necessary.

XII. NOISE	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project result in:				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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"/>
c) 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 checked="" type="checkbox"/>
d) 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"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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"/>
f) 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"/>

FINDING: The project does not alter the exposure to or generation of noise within the Town of Los Altos Hills. The proposed updates to the Circulation and Scenic Roadways Element will not result in a permanent or temporary increase in ambient noise levels, nor expose persons to groundborne vibration or groundborne noise levels. The shared use of roadways to accommodate all modes of travel could increase exposure to roadway traffic noise due to elevated use by pedestrians, bicyclists, and equestrians. However, the increased exposure to noise would be minimal as the proposed policies and programs do not result in an increase in vehicular traffic. Rather, the proposed policies are intended to provide for opportunities to accommodate alternative modes of travel and reduce vehicle miles traveled. Traffic noise levels would not be substantially altered and any future improvements that would increase exposure to noise would be subject to subsequent environmental review. As proposed, there would be no changes to the existing noise environment, including noise levels in excess of standards established by the Town of Los Altos Hills. Therefore, the proposed project will have no impact on noise levels in the community.

MITIGATION: No mitigation is necessary.

XIII. POPULATION AND HOUSING	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) 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"/>
b) 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"/>
c) 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"/>

FINDING: The proposed update to the Circulation and Scenic Roadways Element does not induce growth, nor does it displace housing or people. There are no aspects of the proposed update that would result in direct or indirect population growth. The Complete Streets policies do not provide for an expansion of infrastructure; rather, they require improvements within and immediately adjacent to the existing rights-of-way to accommodate all travel modes within the existing circulation system. Thus, the project will not increase growth in the area, displace existing housing, nor cause the construction of replacement housing. Therefore, the project will have no impact on population and housing.

MITIGATION: No mitigation is necessary.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FINDING: The project will have no adverse impacts to fire and police protection, schools, parks or other facilities. The proposed update to the Circulation and Scenic Roadways Element provides policies for Complete Streets, enhanced safety for all travel modes, and the increased accessibility for all users. The update retains and emphasizes safe bikeway and path connections to schools. However, the proposed update does not require the need for additional school facilities, parks, and/or fire or police services. There are no significant physical improvement or construction activities proposed as part of the subject update, including any aspects that would alter any public services or require their expansion. Therefore, the project will have no impacts to public services.

MITIGATION: No mitigation is necessary.

XV. RECREATION	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
a) Would the project 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 checked="" type="checkbox"/>
b) 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"/>

FINDING: The proposed update to the Circulation and Scenic Roadways Element will not result in a substantial increase in park usage or require new or expanded services. Rather, the update sets forth policies and programs that will improve the safety and accessibility for all modes of travel and for all users. Therefore, the project will have no impact on recreational facilities.

MITIGATION: No mitigation is necessary.

XVI. TRANSPORTATION/TRAFFIC	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) 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 checked="" type="checkbox"/>
b) 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 checked="" type="checkbox"/>
c) 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"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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 checked="" type="checkbox"/>

FINDING: The proposed update to the Circulation and Scenic Roadways Element encourages alternative transportation opportunities by incorporating Complete Streets principles into the Town-wide circulation network by encouraging the use of alternative modes of travel such as walking, bicycling, horseback riding and the use of public transit. These changes in roadway use and policy may contribute to localized, temporary increases in congestion due to delays from increased pedestrian and bicycle crossing, but those potential impacts would be less than significant as the overall objective of the update is to reduce single-occupancy vehicle trips. The project will not result in changes to air traffic patterns and will not increase hazards as no physical improvements are proposed at this time other than additional safety signage and roadway markings. There are no changes to emergency vehicle access goals, policies, and programs and all adopted emergency access connectors are retained. Therefore, there will be no impacts due to inadequate emergency access.

In addition, the update is consistent with the County’s congestion management program which requires roadway improvements to accommodate bike lanes, enhance connectivity, and provide for increased pedestrian use. Complete Streets principles have the potential to reduce congestion by offering alternative transportation opportunities.

Furthermore, the update is intended to offer an alternative to single-occupancy vehicles by providing local residents with safe routes for pedestrians, cyclists and equestrians. ~~Dedicated bike lanes and~~ Pedestrians paths and bicycle routes that are adequately marked make drivers more aware of pedestrians, bicyclists and equestrians which can increase safety. Therefore, the inclusion of Complete Streets principles to potentially reduce vehicular traffic, enhances connectivity and provide for increased safety would have no adverse impacts to transportation and traffic.

MITIGATION: No mitigation is necessary.

XVII. UTILITIES AND SERVICE SYSTEMS	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
Would the project:				
a) 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"/>
b) 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"/>
c) Require or result in the construction of new storm water 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"/>
d) 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"/>
e) 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"/>
f) 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"/>
g) 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"/>

FINDING: The proposed update does not require the construction of new utilities or introduce new or expanded service demands. Complete Streets principals are intended to be largely accommodated within existing right-of-ways and do not necessitate substantial improvements to utilities and service systems. Any subsequent projects that propose physical modification and/or improvement to the circulation system will be subject to subsequent environmental review that will evaluate potential impacts based on the proposed improvement. Therefore, the proposed update to the Circulation and Scenic Roadways Element will have no impact to utilities and service systems including, sewer, water or storm water treatment facilities.

MITIGATION: No mitigation is necessary.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
a) 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"/>
b) 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 checked="" type="checkbox"/>
c) 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"/>

FINDING: The proposed update to the Circulation and Scenic Roadways Element will not result in any potentially significant impacts to the environment. Review and consideration of the proposed project, as provided in this Initial Study, did not identify any potentially significant environmental impacts that could degrade the quality of the environment, reduce habitat, affect wildlife species, or remove important cultural resources. Complete Streets principals enhance accessibility and increase connectivity for all modes of travel and do not present environmental impacts that are individually limited but cumulatively considerable. Rather, the programs set forth in the update have the potential to reduce cumulative impacts through increased opportunities for alternatives modes of travel, reduced vehicle miles traveled, and enhanced safety and accessibility.

MITIGATION: No mitigation is necessary.