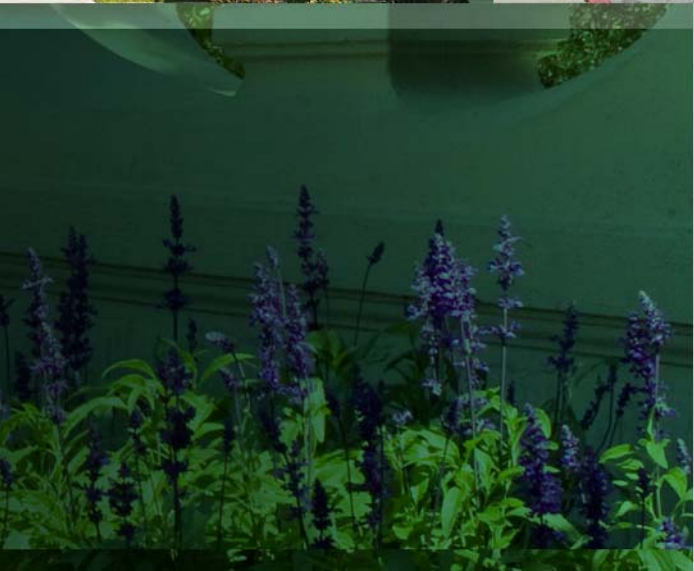


Public Review Draft
**Initial Study/
Negative Declaration**
for the
City of Piedmont
Climate Action Plan



**PUBLIC REVIEW DRAFT
INITIAL STUDY/ NEGATIVE DECLARATION
FOR THE
CITY OF PIEDMONT CLIMATE ACTION PLAN**



Lead Agency:

CITY OF PIEDMONT

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November 5, 2008

NOTICE OF INTENT TO ADOPT NEGATIVE DECLARATION FOR PIEDMONT CLIMATE ACTION PLAN

The City of Piedmont has prepared an Initial Study pursuant to California Environmental Quality Act (CEQA) and the CEQA Guidelines (Public Resources Code, Division 13 and California Code of Regulations, Title 14, Chapter 3) evaluating the potential environmental impacts of the Piedmont Climate Action Plan (CAP). The City proposes to adopt a Negative Declaration (“ND”) because the CAP would not have a significant effect on the environment. This ND and the Initial Study describe the reasons that this project will not have a significant effect on the environment and, therefore, does not require the preparation of an environmental impact report under CEQA.

PUBLIC REVIEW AND COMMENT

Comments on the Initial Study and proposed Negative Declaration must be submitted in writing prior to the close of the public comment period. From **November 6 to December 10, 2009**, the Negative Declaration and its Initial Study of environmental effects are available for public review on the web at <http://www.ci.piedmont.ca.us> and during normal office hours at the City of Piedmont Department of Public Works, located at 120 Vista Avenue, Piedmont 94611. Written comments on the Initial Study and proposed Negative Declaration should be submitted prior to 5:00 pm on December 10, 2009 to:

Kevin Jackson, Assistant Planner
City of Piedmont
120 Vista Avenue
Piedmont, CA 94611
kjackson@ci.piedmont.ca.us
Phone: (510) 420-3050

The Piedmont Environmental Task Force held duly noticed public hearings on the Climate Action Plan on August 26, 2008, December 17, 2008, and March 24, 2009, and the City Council held duly noticed public hearings on the Climate Action Plan on April 6 and 20, 2009. In addition the City held a publicly noticed Climate Action Community Forum on May 27, 2009. The Climate Action Plan has been available on the City’s website and at City Hall for a public review period beginning October 6, 2009. **The City Council will hold a public hearing on the CAP and ND on January 4, 2010.** Separate public hearings are not scheduled to receive comments on the Initial Study and proposed Negative Declaration. Therefore, comments must be submitted in writing.

PROJECT DESCRIPTION: The proposed project is the adoption of a policy document, the Climate Action Plan, intended to provide policy direction and identify actions the City and the community can take to significantly reduce the generation of Greenhouse Gases (GHG) consistent with California Assembly Bill (AB) 32 and Executive Order S-3-05. The purpose of the plan is to guide the development, enhancement, and ultimately the implementation of actions and strategies that reduce Piedmont’s greenhouse gas emissions. The plan consists of seven chapters and three appendices that:

- ▶ Summarize climate change, outline actions by the State and City to reduce emissions, and describe how Piedmont residents and business owners can participate in GHG reduction efforts;
- ▶ Describe the role public participation played in the formation of the CAP, State regulations governing climate action planning, and regional climate change initiatives and programs;
- ▶ Characterize Piedmont’s current GHG emissions, indicate the City’s projected emissions in 2020 and 2050, and note the action by City Council to establish a reduction target;
- ▶ Propose strategies and measures the City can take to achieve its emissions reduction target, and analyze the estimated cost of the proposed measures; and
- ▶ Discuss the means by which the City will monitor the Plan’s implementation, verify achievements; and fund the selected measures.

The Piedmont CAP was developed under the premise that local governments and the communities they represent can address the main sources of the emissions that cause global warming: the energy consumed in buildings and for transportation and the solid waste sent to landfills.

PROJECT SPONSOR & LEAD AGENCY: City of Piedmont

PROJECT LOCATION: Citywide

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Attachment

- A Summary of Measures and Actions

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1 PROJECT DESCRIPTION

1.1 PURPOSE

The City of Piedmont prepared a Draft Climate Action Plan (Draft CAP) using input from City staff, consultants, and the public. Pursuant to the California Environmental Quality Act (CEQA) the City has also prepared this Initial Study (IS) to assess the environmental effects of implementing the Draft CAP. This IS consists of a project description, followed by a description of various environmental effects that may result from implementation of the Draft CAP.

1.2 REGIONAL SETTING

As shown in Exhibit 1, the City of Piedmont is located in Alameda County and surrounded by the City of Oakland on all sides. The terrain on which the City is built is rather hilly and contains several canyons. Most of the Oakland neighborhoods surrounding Piedmont are suburban in nature, although the neighborhoods to the northwest and west are considered more urban and have a greater mix of land uses. Elevations in the City range from 40 feet above sea level to 704 feet above sea level.¹ Further to the north, the terrain becomes hillier and less developed than the surrounding communities.

1.3 CITY CHARACTERISTICS

The City of Piedmont is relatively small, consisting of 1.7 square miles of land, making it the second smallest city in Alameda County. The 2008 population was estimated at approximately 11,000 persons. Land uses in the City are primarily residential, although there is a small commercial area near City Hall and along Grand Avenue. According to the City's General Plan, most residents rely on commercial services located in Oakland.²

1.4 PROJECT BACKGROUND

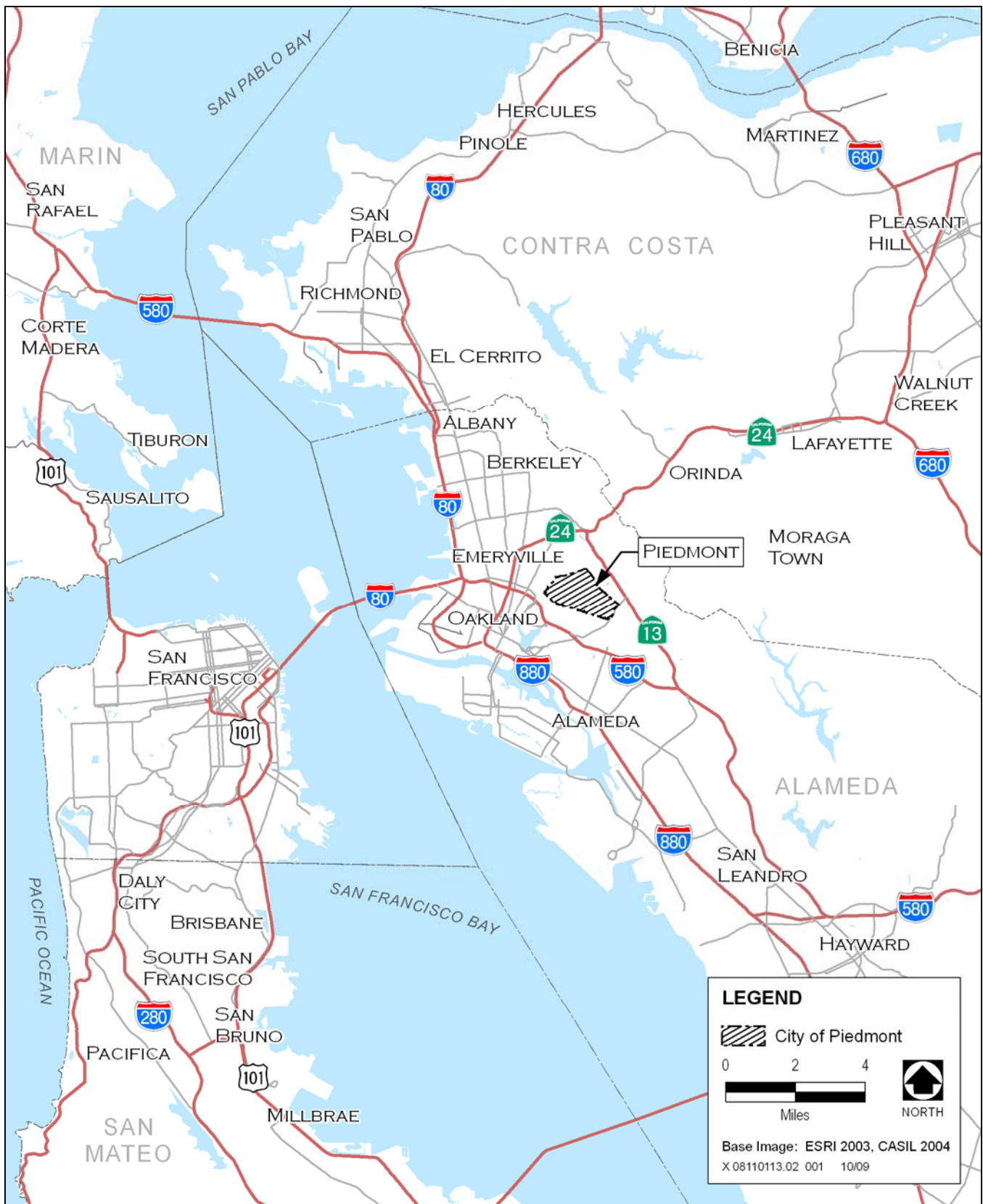
California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. While State actions alone cannot stop global warming, the adoption and implementation of this legislation demonstrates California's leadership in addressing this critical challenge. Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs the California Air Resources Board (ARB) to develop and implement regulations that reduce statewide GHG emissions. The *Climate Change Scoping Plan* (Scoping Plan) was approved by ARB in December 2008 and outlines the State's plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 million metric tons of carbon dioxide equivalent (MMT CO₂e), or approximately 28% from the State's projected 2020 emission levels.

In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. Though the specific role local governments will play in meeting the State's AB 32 goals is still being defined, they will nonetheless be a key player in implementing GHG reduction strategies.

Piedmont's Draft CAP articulates the City's intentions with respect to reducing community-wide GHG emissions in a manner consistent with AB 32. Throughout the Draft CAP, the City outlines strategies, objectives, measures and actions to minimize energy consumption and waste; create an interconnected transportation system and land use pattern; and conserve, create and enhance natural assets that improve the community's quality of life. An action, program, or project would be considered consistent with the Draft CAP if, considering all of its aspects, it would further the strategies, objectives, measures, and actions set forth within the Draft CAP and not obstruct their attainment.

¹ City of Piedmont, Draft General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 3.

² City of Piedmont, Draft General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 5.

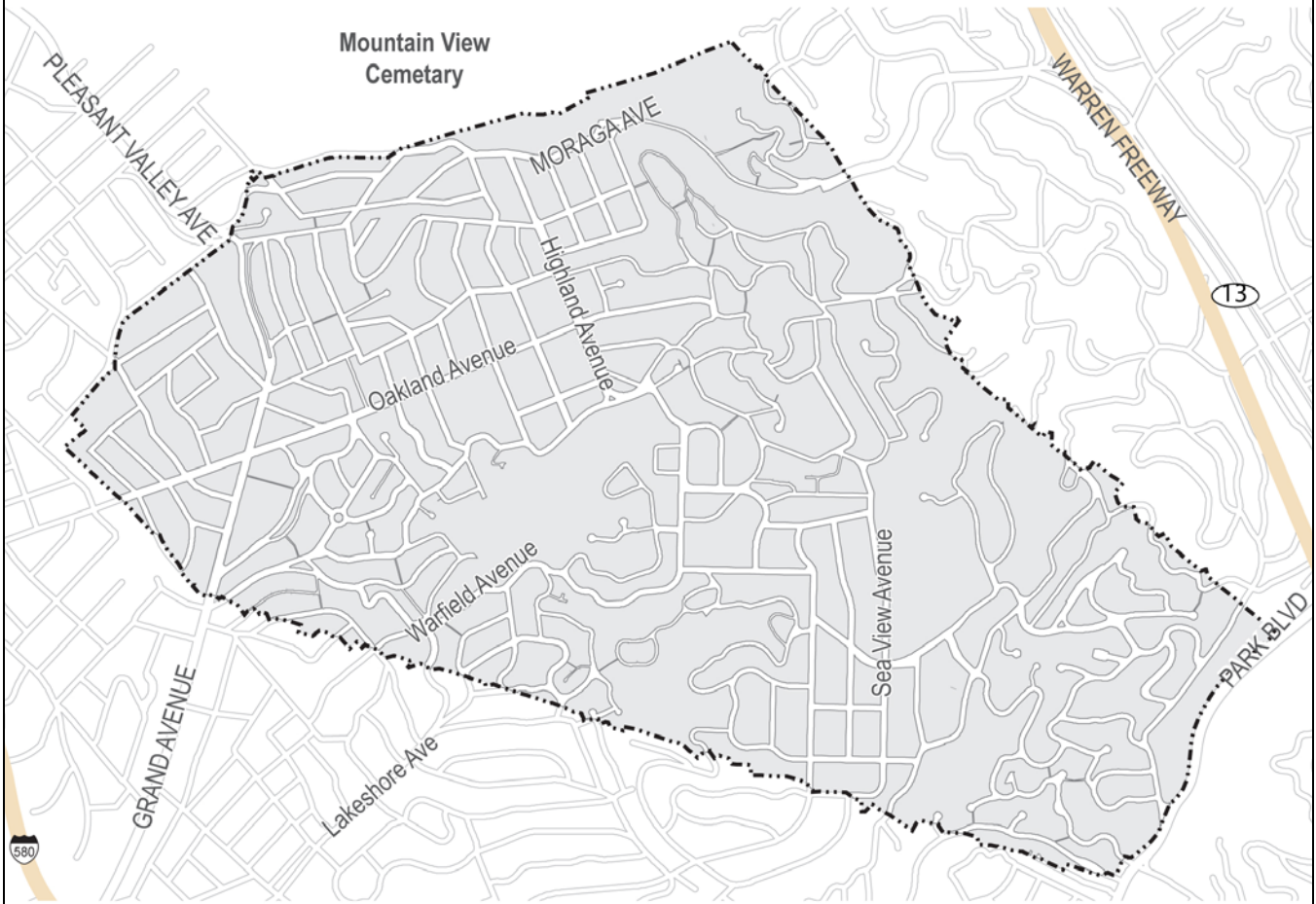


Source: CASIL 1990

Regional Location Map

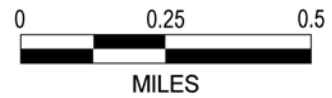
Exhibit 1

City of Piedmont



LEGEND

----- Project Site



Base Map: Alameda County 2009,
City of Piedmont 2009, Adapted by EDAW 2009

G 08110113.01 034

Source: Adapted by EDAW 2009

City of Piedmont

Exhibit 2

1.5 PROJECT OBJECTIVES

The Draft CAP establishes a comprehensive community-wide GHG emissions reduction strategy for Piedmont with regard to: a) buildings and energy, b) transportation and land use, and c) waste and water. The Draft CAP includes the following vision statement:

Human-induced climate change is a global crisis with the potential for environmental and social misfortune. Ever mindful of the consequences this crisis poses to future generations, the residents of Piedmont recognize that we must all take action to reduce greenhouse gas emissions. By acting locally, our small city can make a contribution to a worldwide effort. Accordingly, the City of Piedmont has developed this Climate Action Plan in a significant step toward achieving our greenhouse gas reduction goals.

The project objectives, derived from the vision statement, are expressed below.

- ▶ Adopt a CAP that will comply with and implement State law, advance citywide sustainability and reflect community values.
- ▶ Reduce Piedmont's annual community-wide GHG emissions by 15% below 2005 baseline emission levels by 2020.
- ▶ Provide clear guidance to City staff and decision-makers regarding when and how to implement key actions to reduce GHG emissions.
- ▶ Inspire residents and businesses to participate in community efforts to reduce GHG emissions.

Based on these objectives, the Draft CAP defines community strategies and GHG reduction measures through text and maps. The Draft CAP also includes implementation actions corresponding to quantified GHG reduction measures. The recommended actions serve as the basis for future programming decisions related to the assignment of staff and expenditure of City funds toward implementing the CAP.

1.6 PROJECT DESCRIPTION

The proposed project is the adoption of the Draft CAP, a document that provides policies and identifies actions intended to reduce GHG emissions within the City and assist in the fight against climate change. Overall, the goal of the CAP is to reduce Piedmont's community-wide GHG emissions by 15 percent below 2005 emission levels by the year 2020. The Draft CAP provides general information about climate change and how GHG emissions within the City contribute to it, as well as an analysis of the potential effects of climate change on the City. In addition, the Draft CAP describes baseline GHG emissions produced in Piedmont, and projects GHG emissions that could be expected if the Draft CAP is not implemented. The strategies, measures, and actions proposed in the Draft CAP are described in more detail under "Greenhouse Gas Emission Reduction Strategies," below.

The Draft CAP is the result of extensive community outreach and public participation. The City worked with City residents and the Environmental Task Force (ETF) to provide input on the Draft CAP. The ETF was established in 2008 to provide community outreach and education and to encourage members of the community to participate in activities like recycling, solid waste diversion, and reduced energy consumption. In addition, the City used several other methods to reach out to the community and receive feedback on the Draft CAP. The City prepared a Power Point presentation to present to groups throughout the community and asked residents to participate in two online climate action surveys to gather data about residents' habits that contribute to GHG emissions and to gather community input on the Draft CAP.

1.6.1 EMISSIONS INVENTORY, BASELINE AND PROJECTIONS

Chapter IV of the Draft CAP, "GHG Baseline, Projections and Targets," presents a GHG emissions inventory, establishes an emissions baseline, provides projections of emissions in 2020 and 2050, and describes the City's

emissions reduction target. The emissions inventory identifies the sources, distribution, and amount of GHG emissions by emission sector, including energy consumption, transportation, and solid waste.

The emissions inventory was developed by the City in collaboration with ICLEI – Local Governments for Sustainability using Clean Air Climate Protection (CACP) software. GHG emissions were calculated for both community-wide and government-related sources for 2005 based on activity data (i.e., energy consumption, vehicle miles traveled [VMT]) for California, Alameda County, and the City of Piedmont for each emission sector. Total community-wide emissions were determined to be 46,670 metric tons carbon dioxide equivalent (MT CO₂e). Government-related emissions were estimated to be 1,013 MT CO₂e, or about 2% of the City’s total emissions.

To refine the 2005 emissions inventory to establish an effective baseline for the CAP, the City modified the 2005 GHG emissions inventory to add water consumption and energy use, and to separate commercial and industrial natural gas use. With these revisions, total community-wide emissions were determined to be 47,754 MT CO₂e. Electricity and natural gas consumption within buildings contributed approximately 53% of Piedmont’s community-wide GHG emissions. GHG emissions associated with residential energy use were approximately 95% of Piedmont’s energy-related GHG emissions. Transportation-related activities contributed approximately 40% of Piedmont’s annual GHG emissions. Waste disposal contributed approximately 5%, and water use contributed approximately 2%. For purposes of the Draft CAP, Piedmont’s reduction target of 15% below 2005 emissions by 2020 applies to these baseline emissions, which include the government-related emissions described above.

The City’s GHG emissions levels were also projected for the years 2020 and 2050 to determine the emission reductions needed to achieve the City’s goal. Projections were calculated for a trend scenario, which assumes that historical emission trends would continue. Under this scenario, the City’s GHG emissions are expected to decrease to 46,940 MT CO₂e by 2020, but increase to 55,240 MT CO₂e by 2050.³ Piedmont’s GHG reduction goal is 15 percent below 2005 emission levels by 2020. Based on the 2020 projection, the City will need to reduce its GHG emissions to 40,590 MT CO₂e by 2020, a reduction of 6,350 MT CO₂e below currently anticipated emissions.

1.6.2 GREENHOUSE GAS EMISSION REDUCTION STRATEGIES

The Draft CAP identifies three strategies to achieve the City’s GHG reduction target. Combined, these strategies would decrease GHG emissions by approximately 9,980 MT CO₂e. Each strategy is made up of objectives, measures, and actions. Measures that have a quantifiable emissions reduction also identify individual action steps. Measures that would aid in reducing GHG emissions, but which cannot be quantified, are also included. A summary of proposed CAP strategies, objectives, measures, and actions is provided as Attachment A. The Draft CAP strategies include the following:

BUILDINGS AND ENERGY

Minimize energy consumption, create high performance buildings, and transition to clean, renewable energy sources.

The buildings and energy strategy recommends energy efficiency retrofits for existing buildings, enhances energy performance standards for new construction, increases use of renewable energy, and improves community energy management. Overall, this strategy is expected to achieve 70% of Piedmont’s community-wide GHG emission reductions.

³ In the short term, transportation emissions are expected to decrease because of lower emissions from newer vehicles. These decreased emissions would likely outweigh expected increases in VMT for a short while. However, in the long term, projected increases in VMT outweigh decreased vehicle emissions resulting from improved fuel efficiency.

WASTE AND WATER

Minimize waste and celebrate water as an essential community resource.

The waste and water strategy builds on past City successes by increasing waste diversion rates and recommending water conservation measures applicable to both indoor and outdoor water use. This strategy is expected to reduce community-wide GHG emissions by 22%.

TRANSPORTATION AND LAND USE

Shift travel from automobiles to walking, biking, and public transit.

The transportation and land use strategy identifies ways to reduce automobile emissions, including improving pedestrian and bicycle infrastructure, enhancing public transit service, supporting pedestrian- and transit-oriented development, discouraging single-occupancy vehicle use, and improving the City's vehicle fleet. This strategy is expected to reduce community-wide GHG emissions by a total of 8%.

1.6.3 RESULTS OF IMPLEMENTATION

Implementation of the Draft CAP would result in annual community-wide GHG emission reductions of approximately 9,980 MT CO₂e by 2020, which would exceed the City's reduction goal. Table 1 below identifies the MT CO₂e reductions and percentages that would be expected from implementation of each proposed strategy and objective.

Table 1 GHG Reduction Potential of Objectives		
Strategy or Objective	GHG Potential Reduction (MT CO ₂ e)	Percentage of Strategy
Buildings and Energy Strategy		
BE-1: Reduce Energy-Related Emissions in City Buildings and Facilities	920	13%
BE-2: Retrofit Existing Residential Buildings	4,260	61%
BE-3: Retrofit Existing Commercial Buildings	40	1%
BE-4: Energy Performance in New Construction	20	<1%
BE-5: Maximize Use of Renewable Energy	1,620	23%
BE-6: Community Energy Management	160	2%
Subtotal Buildings and Energy Strategy	7,020	100%
Waste and Water Strategy		
WW-1: Become a Zero-Waste Community	1,380	64%
WW-2: Conserve Water Resources	770	36%
Subtotal Waste and Water Strategy	2,150	100%
Transportation and Land Use Strategy		
TL-1: Facilitate Walking and Biking	690	86%
TL-2: Make Public Transit More User-Friendly	70	8%
TL-3: Reduce Vehicle Emissions and Trips	50	6%
Subtotal Transportation and Land Use Strategy	810	100%
Total	9,980	100%

1.6.4 POTENTIAL ENVIRONMENTAL IMPACTS

Although the overall purpose of the Draft CAP is to reduce the impact that the community will have on global climate change and, therefore, benefit the environment, implementation of the Draft CAP could potentially result in adverse impacts on the physical environment, such as degrading visual resources, biological resources, or cultural resources. The following paragraphs summarize the possible impacts that could result from implementation of the Draft CAP. An analysis of each potential impact is included in the environmental checklist beginning on page 3-1.

Constructing photovoltaic panels or other alternative energy infrastructure or facilities; building new bike paths and walking infrastructure; retrofitting buildings, and constructing new mixed-use projects could result in changes to the overall visual character of the City, potentially change scenic views of San Francisco Bay and surrounding topography, and add new sources of light and glare. Completing energy-efficient retrofits of existing residential and commercial buildings could potentially affect culturally-significant historical buildings.

Although the Draft CAP would result in long-term environmental benefits related to reduced GHG emissions, short-term construction emissions and noise impacts from construction activities could potentially occur. Such projects could also result in higher urban runoff and ambient noise levels, increases in population and resulting needs for services, utilities, and infrastructure.

In addition to these potential impacts on the physical environment, implementation of the CAP could also result in the need to amend some City planning documents and regulations, such as the General Plan, the Zoning Ordinance, and the Civic Center Master Plan. Although these are not physical environmental impacts, they correspond to established CEQA thresholds of significance, and are therefore considered within the environmental checklist.

2 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION	
1. Project Title:	City of Piedmont Climate Action Plan (CAP)
2. Lead Agency Name and Address:	City of Piedmont, 120 Vista Avenue, Piedmont, CA 94611
3. Contact Person and Phone Number:	Kevin Jackson, Assistant Planner, (510) 420-3039
4. Project Location:	Piedmont, CA
5. Project Sponsor's Name and Address:	City of Piedmont, 120 Vista Avenue, Piedmont, CA 94611
6. General Plan Designation:	Various
7. Zoning:	Various
8. Description of Project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)	<p><i>Please refer to enclosed project description.</i></p>
9. Surrounding Land Uses and Setting: (Briefly describe the project's surroundings)	<i>Please refer to enclosed environmental setting.</i>
10: Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement)	N/A
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:	
<p>The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.</p>	
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Geology / Soils
<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Population / Housing
<input type="checkbox"/> Transportation / Traffic	<input type="checkbox"/> None With Mitigation

DETERMINATION (To be completed by the Lead Agency)

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 revisions in the project have been made by or agreed to by the project proponent. 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 “potentially significant impact” or “potentially significant unless mitigated” impact 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. 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, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

11-4-09

Date

Kate Black

Printed Name

City Planner

Title

City of Piedmont

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
the significance criteria or threshold, if any, used to evaluate each question; and
the mitigation measure identified, if any, to reduce the impact to less than significance.

2.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

Piedmont is located in the East Bay hills entirely surrounded by the urbanized City of Oakland. The City’s terrain is hilly and contains several ravines. Views of San Francisco Bay and points beyond can be found in some parts of the City. The majority of the City and surrounding communities are developed and urbanized. The City is characterized by primarily well-maintained, single-family residential housing with varied architecture. Much of the City contains an extensive tree canopy, which adds to its visual quality.

DISCUSSION

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

The Draft CAP proposes strategies and measures that would aid in reducing the City’s emission of GHGs, and, thus, would not directly lead to development that would affect scenic vistas. However, the proposed measures encourage the installation of photovoltaic (PV) panels and other distributed renewable energy technologies on homes, businesses and City facilities to provide alternative sources of energy. PV panels could be placed on rooftops, which could potentially alter scenic views of San Francisco Bay for homes or businesses located behind the rooftop panels. However, the placement of PV panels for residential or civic use would likely not be large enough to significantly affect views from other residences located uphill or behind the rooftop panels. In any case, installation of these panels would require standard building permits from the City, which would ensure that PV panels would not have a specific, adverse impact on public health and safety. Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

There are no designated state scenic highways within or within view of the City. Therefore, there would be **no impact**.

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

The Draft CAP recommends rehabilitation and renovation of existing buildings to improve energy efficiency. In addition, the Draft CAP recommends that the City establish a program and financing mechanism to support distributed installation of PV panels and other types of renewable energy systems Throughout Piedmont. The installation of PV panels on rooftops could result in slight changes to existing visual character. However, renovations would be designed to be compatible with existing development. PV panels would be associated with existing structures and installation of PV panels would be subject to issuance of a building permit by the city, ensuring that they do not result have a specific, adverse impact on public health and safety. Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

Implementation of the Draft CAP would not result in the development of major light sources, although distributed installation of PV panels on homes, businesses, and City facilities is encouraged to reduce the City's dependence on energy sources that produce GHGs. PV panels are specifically designed to absorb, not reflect, sunlight. Thus, their placement and orientation on individual properties would not adversely affect day or nighttime views in the area. Implementation of the Draft CAP would result in a **less-than-significant impact**.

2.2 AGRICULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agricultural Resources.				
<p>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, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p> <p>Would the project:</p>				
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) 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"/>

ENVIRONMENTAL SETTING

Piedmont is a built-out, highly urbanized city consisting of 1.7 square miles. Piedmont is entirely surrounded by the City of Oakland. Due to its urbanized and developed nature, Piedmont does not contain any agricultural land. Some of the ravine areas found within the city are wooded and contain less development, but none of these areas host active agricultural practices or are suitable for such practices.

DISCUSSION

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?

The City does not contain any land that is in current agricultural production, including land classified as Important Farmland. Therefore, there would be **no impact**.

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

The City does not contain any land zoned for agricultural use or that is under a Williamson Act contract. Therefore, there is **no impact**.

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

There is no farmland located within the City, so no conversion from farmland to non-agricultural use could occur. Therefore, there would be **no impact**.

2.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on 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 checked="" type="checkbox"/>	<input 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"/>

ENVIRONMENTAL SETTING

San Francisco Bay is surrounded by hills and mountains that create a large air basin with two outlets: the Golden Gate located northwest of the City, and through Sacramento-San Joaquin River Delta located to the northeast. The Bay Area Air Quality Management District regulates air quality in the San Francisco Bay Area Air Basin (SFBAAB), which includes the City of Piedmont.

In general, air quality in the Bay Area has improved from previous years, but the SFBAAB does on occasion exceed ambient air quality standards. The SFBAAB is considered a nonattainment area for both PM₁₀ and PM_{2.5} under State standards, although not under federal standards, as California air quality standards are more stringent than federal standards. The region is considered in serious nonattainment status for ground level ozone. However, neither the region nor the state has experienced exceedences of State or federal standards for CO since 1991.

The City of Piedmont does not contain any major point sources of air pollution, but traffic from City roadways contributes to both criteria pollutant and GHG emissions. Winds blowing from the Golden Gate generally disperse pollutants away from Piedmont, and localized air quality may be affected by this phenomenon.

DISCUSSION

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

The purpose of the Draft CAP is to reduce GHG emissions within the City to help contribute to global efforts to reduce the effects of climate change. Elements of the CAP include improving energy efficiency in buildings, improving energy management, reducing vehicle use, developing bicycle and pedestrian facilities, enhancing public transit, using renewable energy, and increasing water conservation. In addition to reducing GHGs, each of these elements would help to reduce criteria air pollutants and would not conflict with or obstruct the Bay Area Air Quality Management District's Air Quality Plan. Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

See Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

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)?

See Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

d) Expose sensitive receptors to substantial pollutant concentrations?

See Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

The Draft CAP does not propose strategies or measures that would directly or indirectly result in the creation of objectionable odors. Therefore, there would be **no impact**.

2.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. 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 Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

ENVIRONMENTAL SETTING

The City of Piedmont is an urbanized built-out community surrounded by urban development, but does contain some wooded natural areas along the ravines located within the city. Urban wildlife such as deer, mice, raccoons, and birds can be found in these areas. According to the City's recent (2008) General Plan update, the only special status species listed on the California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDDB) recorded as being observed in Piedmont was the silver-haired bat. However, the bat was last observed in the City in 1920.¹ Additional special status species were listed on the CNDDDB in surrounding areas, and could possibly be located in small areas around Tyson Lake, surrounding Mountain View Cemetery, and in some of the ravines located within the city.

¹ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 24.

DISCUSSION

- 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 Game or the U.S. Fish and Wildlife Service?**

Future projects that may occur as a result of implementing Draft CAP measures would occur within the more urbanized portions of the city that do not support habitat for the species observed within or surrounding Piedmont. These activities would not result in adverse effects on candidate, sensitive, or special-status species or their habitat, particularly considering that project-specific biological studies and mitigation required to comply with the Federal Endangered Species Act and California Endangered Species Act, if necessary, would be required for future projects as applicable. Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

No Habitat Conservation Plan or Natural Communities Conservation Plan applies to the project site. See also Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

- 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?**

Wetlands in the City of Piedmont are very limited and would not be likely to be affected by future projects that may occur as a result of implementing the Draft CAP. In the event that wetlands could potentially be affected by future actions, project-specific wetland studies and mitigation, if necessary, would be required pursuant to existing Clean Water Act requirements. Implementation of the Draft CAP would result in a **less-than-significant impact**.

- 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?**

See Item (a). Implementation of the Draft CAP would result in a **less-than-significant impact**.

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

The Draft CAP does not contain any components that would directly or indirectly conflict with local policies that protect biological resources. Therefore, there would be **no impact**.

- 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?**

No Habitat Conservation Plan, Natural Communities Conservation Plan, or other habitat conservation plan applies to the project site. Therefore, there would be **no impact**.

2.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Piedmont is characterized by primarily single-family residential uses with some limited commercial and public uses. Piedmont homes vary in architectural style and approximately two-thirds are more than 70 years old. The Planning Commission oversees a design review process for alternations to all structures in the City. According to the City’s 2008 General Plan update, one home in Piedmont is listed on the National Register, and no other registered landmarks or significant archaeological resources are located in the City.²

DISCUSSION

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

The Draft CAP does not propose any strategy or measure that would directly result in an adverse change in the significance of a historical resource. However, the Draft CAP does recommend retrofitting and renovation of older Piedmont buildings to be more energy efficient and thus reduce GHGs associated with energy consumption. Most of the housing stock in the City is more than 70 years old, thus some of the structures which may be retrofitted could be eligible for classification as historic resources.

According to the 2008 General Plan update, only one historical resource is located in the City. Thus, it would be highly unlikely that activities resulting from implementation of the Draft CAP would affect that specific resource. However, since it is possible that more structures that could be eligible to be designated as historical resources, it is also possible that recommended retrofit and renovation activities could affect one or more of these structures, especially since the older a home is, the less energy efficient it tends to be. Pursuant to Draft CAP recommendations, as many as 20% of Piedmont homes and most City facilities could install PV panels or other similar distributed renewable energy technologies, which could affect the historical integrity of the structure, if the panels are not installed properly. However, all major alterations to structures in the City are reviewed by the Planning Commission through the City’s established Design Review process, which routinely ensures that the historical integrity of structures is not be compromised. Continued compliance with the City’s established Design Review process would ensure a **less-than-significant impact**.

² City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, pages 28-29.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

There are no known archaeological resources in the City of Piedmont. There is a remote possibility that ground-disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the Draft CAP could uncover previously unknown archaeological resources. In the event this occurs, compliance with State regulations pertaining to discovery of archaeological resources would ensure that this impact is **less-than-significant**.

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

Piedmont does not contain any known paleontological resources or unique geologic features. The proposed project is implementation of a draft plan intended to reduce community-wide GHG emissions and does not include any elements that would directly or indirectly destroy these features. There is a remote possibility that ground-disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the Draft CAP could uncover unique paleontological resources or sites or unique geologic features. In the event such resources or features are discovered, compliance with State regulations pertaining to discovery of paleontological resources would ensure that this impact is **less-than-significant**.

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

There is a remote possibility that ground-disturbing activities that occur as a result of building additional pedestrian and bicycle infrastructure pursuant to the Draft CAP could uncover previously unknown human remains. In the event this occurs, compliance with State regulations pertaining to discovery of human remains would ensure that this impact is **less-than-significant**.

2.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Geology and Soils. 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? (Refer to California Geological Survey Special Publication 42.)	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Piedmont is located in an area that experiences seismic activity in the form of infrequent, large earthquakes that pose risks to structures and public safety. The City is situated one-quarter mile west of the Hayward Fault, 15 miles east of the San Andreas Fault, and 15 miles west of the Calaveras Fault. These faults are capable of producing violent seismic groundshaking and have done so in the past. Strong groundshaking would likely be felt within the City if a strong seismic event were to occur. The Hayward Fault is thought to have a relatively high probability of producing a large earthquake in the next few decades.

The potential for other seismic hazards, such as liquefaction, differential settlement, lateral spreading, lurching, and ground subsidence is considered low. However, due to the presence of extensive slopes within the City, there is the possibility for landslides to occur, particularly in Moraga Canyon, Trestle Glen, Indian Gulch, Piedmont

Park, Wildwood Gardens, along Park Boulevard, and on the hillsides along the Montclair area.³ Steep slopes are also more likely to experience erosion. One of the two predominant soil types located within the City may also be susceptible to shrink-swell, so engineering considerations need to be made for projects located on these soil types.⁴

DISCUSSION

- 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? (Refer to California Geological Survey Special Publication 42.)**

Although the City of Piedmont is located approximately one-quarter mile from the Hayward Fault, it is not located within the associated Earthquake Fault Zone, so surface rupture would not occur within the City. Therefore, there would be **no impact**.

ii) **Strong seismic ground shaking?**

During a large earthquake in the region, the City would likely experience strong seismic groundshaking, particularly if the Hayward Fault ruptured. The Draft CAP would implement measures intended to reduce community-wide GHGs, none of which would directly affect the potential to expose the people or structures to strong seismic groundshaking.

Some components of the Draft CAP include the development of an expanded network of bike and pedestrian facilities and retrofitting existing residential and commercial structures to be more energy efficient, and thus reduce GHG emissions associated with energy consumption. These bike and pedestrian facilities and building retrofits could be adversely affected by strong seismic groundshaking if not developed in compliance with building codes for structural integrity. However, all future projects associated with implementation of the Draft CAP would be required to meet engineering and structural requirements and comply with all applicable building codes and seismic requirements, which would ensure that these project components do not expose people or structures to the risks associated with strong seismic ground shaking. This would be a **less-than-significant impact**.

iii) **Seismic-related ground failure, including liquefaction?**

As stated above, the City is not considered to be particularly susceptible to liquefaction, although some areas located along creeks and water bodies may be relatively more susceptible. However, similar to Item (a)(ii), all future projects associated with implementation of the Draft CAP would be required to meet engineering and structural requirements, as well as applicable building code requirements. Such compliance would ensure safety to the structures and plan components. This would be a **less-than-significant impact**.

iv) **Landslides?**

Several areas within Piedmont may be susceptible to landslides due to the varying terrain and some steep slopes. In the event that proposed residential or commercial retrofits or renovations require construction activity in one of the areas identified in the 2009 General Plan as possibly being at risk from a landslide, such activities will be

³ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 32.

⁴ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 32.

subject to the City's current engineering design and building code requirements to reduce impacts in the event of a landslide. Although the potential for such an event is low, the possibility cannot be fully mitigated. However, projects that could occur as a result of implementation of the CAP would not add to this risk or include any elements that would increase the risk of a landslide. Thus, this impact would be **less-than-significant**.

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

No future project resulting from implementation of the Draft CAP would directly involve major movement of topsoil or directly result in substantial soil erosion. In the event that proposed residential or commercial retrofits or renovations require construction activity that may result in substantial soil erosion or loss of topsoil, such activities will be subject to the City's Grading Ordinance to reduce erosion impacts. Compliance with the Grading Ordinance would ensure a **less-than-significant impact**.

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?

As stated under Item (a)(iii), the City is not particularly at risk from the possible adverse effects associated with liquefaction, and only limited areas adjacent to water bodies would have a slightly higher relative risk. In addition, other potential risks from an unstable geologic units or soil are considered to be low. In any case, future projects associated with the implementation of the Draft CAP would not cause the ground on which they are located to become unstable and result in landslide, lateral spreading, subsidence, liquefaction, or collapse. This would be a **less-than-significant impact**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

As stated in the Environmental Setting, portions of the City are underlain by a soil unit that may experience shrink-swell qualities. Structures and infrastructure in these areas can be at risk if they are not engineered and built according to appropriate building codes. However, similar to Items (a)(ii - iv), all projects that may possibly be developed as a result of implementation of the Draft CAP would be subject to applicable engineering and City building code requirements, which would ensure that they are developed in a way that minimizes the possible effects of expansive soil. Compliance with existing code regulations would ensure a **less-than-significant impact**.

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

The City of Piedmont uses a sewer system and does not require the use of alternative wastewater disposal systems or septic tanks. Thus, there would be **no impact**.

2.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Greenhouse Gas Emissions. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Chapter IV of the Draft CAP, “GHG Baseline, Projections and Targets,” presents a community-wide GHG emissions inventory for Piedmont, establishes an emissions baseline, provides projections of emissions in 2020 and 2050, and describes the City’s 15% below current emissions reduction target. The emissions inventory identifies the sources, distribution, and amount of GHG emissions by emission sector, including energy consumption, transportation, and solid waste.

The emissions inventory was developed by the City in collaboration with ICLEI – Local Governments for Sustainability using Clean Air Climate Protection (CACP) software. GHG emissions were calculated for both community-wide and government-related sources for 2005 based on activity data (i.e., energy consumption, vehicle miles traveled [VMT]) for California, Alameda County, and the City of Piedmont for each emission sector. Total community-wide emissions were determined to be 46,670 metric tons carbon dioxide equivalent (MT CO₂e). Government-related emissions were estimated to be 1,013 MT CO₂e, or about 2% of the City’s total emissions.

To refine the 2005 emissions inventory to establish an effective baseline for the CAP, the City modified the 2005 GHG emissions inventory to add water consumption energy use and to separate commercial and industrial natural gas use. With these revisions, total community-wide emissions were determined to be 47,754 MT CO₂e. Electricity and natural gas consumption within buildings contributed approximately 53% of Piedmont’s community-wide GHG emissions. GHG emissions associated with residential energy use were approximately 95% of Piedmont’s energy-related GHG emissions. Transportation-related activities contributed approximately 40% of Piedmont’s annual GHG emissions. Waste disposal contributed approximately 5%, and water use contributed approximately 2%. For purposes of the Draft CAP, Piedmont’s reduction target of 15% below 2005 emissions by 2020 applies to these baseline emissions, which include the government-related emissions described above.

The City’s GHG emissions levels were also projected for the years 2020 and 2050 to determine the emission reductions needed to achieve the City’s goal. Projections were calculated for a trend scenario, which assumes that historical emission trends would continue. Under this scenario, the City’s GHG emissions are expected to decrease to 46,940 MT CO₂e by 2020, but increase to 55,240 MT CO₂e by 2050. Piedmont’s GHG reduction goal is 15 percent below 2005 emission levels by 2020. Based on the 2020 projection, the City will need to reduce its GHG emissions to 40,590 MT CO₂e by 2020, a reduction of 6,350 MT CO₂e below currently anticipated future emissions.

DISCUSSION

a) Generate GHGs, either directly or indirectly, that may have a significant impact on the environment?

Implementation of strategies and measures proposed within the Draft CAP would result in annual community-wide GHG emission reductions of approximately 9,980 MT CO₂e by 2020, which would represent a reduction of approximately 19% below currently anticipated future emissions. Table 1 in the Project Description identifies the MT CO₂e reductions and percentages that would be expected from implementation of each proposed Draft CAP strategy and objective. Thus, implementation of the Draft CAP would both directly and indirectly reduce community-wide GHGs. There would be **no impact**.

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

California has adopted a wide variety of regulations aimed at reducing the State's greenhouse gas (GHG) emissions. AB 32, the California Global Warming Solutions Act of 2006, requires California to reduce statewide GHG emissions to 1990 levels by 2020. AB 32 directs ARB to develop and implement regulations that reduce statewide GHG emissions. The *Climate Change Scoping Plan* (Scoping Plan) was approved by ARB in December 2008 and outlines the State's plan to achieve the GHG reductions required in AB 32. The Scoping Plan contains the primary strategies California will implement to achieve a reduction of 169 MMT CO₂e, or approximately 28% from the State's projected 2020 emission levels. In the Scoping Plan, ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. The Scoping Plan recommends that local governments consider adopting a goal of 15% below current emissions levels to assist the State in implementing AB 32.

Piedmont's Draft CAP articulates the City's intentions with respect to reducing community-wide GHG emissions in a manner consistent with AB 32. Implementation of strategies and measures proposed within the Draft CAP would result in annual community-wide GHG emission reductions of approximately 9,980 MT CO₂e by 2020, which would represent a reduction of approximately 19% below currently anticipated future emissions. Table 1 in the Project Description identifies the MT CO₂e reductions and percentages that would be expected from implementation of each proposed Draft CAP strategy and objective. Implementation of the Draft CAP would allow the City to exceed a 15% community-wide GHG reduction target by 2020, which would be consistent with AB 32 Scoping Plan requirements. As of this writing, there are no regional or local plans other than the Scoping Plan and the City's Draft CAP which are designed to reduce emissions of GHGs. There would be **no impact**.

2.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Hazards and Hazardous Materials. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

Hazardous materials are present in all urban environments in one form or another, including gasoline and diesel, household chemicals, paints, and cleansers. In Piedmont, major generators and users of hazardous materials may include businesses such as gas stations, dry cleaners, medical offices, and public buildings. Minor quantities of hazardous materials may also be found in household chemicals, cleaning products, and paint. The Alameda County Waste Management Authority and Department of Environmental Health regulate hazardous waste storage, use, and generation within Alameda County, including within the City of Piedmont. The City Fire

Department responds to incidents involving hazardous materials within Piedmont. In addition, the City has implemented several programs to reduce hazards associated with hazardous waste, including e-waste recycling, battery collection, and stormwater discharge controls.⁵ The County adopted the *Alameda County Hazardous Waste Management Plan*, which implements hazardous waste management policies and seeks to reduce the amount of hazardous waste produced.

DISCUSSION

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

The Draft CAP and the future projects that could potentially result from implementation of the Draft CAP would not result in the routine transport, use, or disposal of hazardous materials. It is possible that construction activities associated with residential and commercial retrofit and renovation projects recommended by the Draft CAP would require minimal use of construction materials, such as paints and solvents, but not in large enough quantities to cause adverse effects. This would be a **less-than-significant impact**.

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

Implementation of the Draft CAP would likely result in rehabilitation and renovation of older residential and commercial structures within the City. Structures built prior to 1978 may contain asbestos-containing building materials (ACBMs) and lead paint. If not properly handled and released into the environment in large enough quantities, these materials could pose a threat to construction workers and public safety.

However, these renovations would primarily be small-scale activities, and no single renovation would likely result in releases large enough to pose a health hazard to the general public. Construction workers working in close proximity to these materials may have a higher chance of exposure to these materials. However, demolition and construction activities involving hazardous materials removal are heavily regulated, and construction workers must comply with applicable federal and state safety regulations. Compliance with such regulation would ensure a **less-than-significant impact**.

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

See Item (b). The Draft CAP would not result in the development or construction of new sources of hazardous emissions or uses that would handle hazardous materials, wastes, or substances within one-quarter mile of an existing or proposed school. This would be a **less-than-significant impact**.

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

As of September 2009, no hazardous materials site located in the City of Piedmont is listed in the California Department of Toxic Substances Control's EnvriStor database. There would be **no impact**.

⁵ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 36.

- 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?**

Piedmont is not located within the boundaries of an airport land use plan or within two miles of a public airport or public use airport. There would be **no impact**.

- 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?**

No private airstrips are located in the vicinity of Piedmont. There would be **no impact**.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

The Draft CAP recommends strategies and measures to reduce GHG emissions. It does not include any recommendations that would physically interfere with the City's Emergency Operations Plan or any established emergency evacuation plan. There would be **no impact**.

- 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?**

Some portions of Piedmont, particularly areas located along steep vegetated slopes, may be considered at high risk for wildland fire. However, the Draft CAP does not recommend GHG reduction measures that would result in any projects that would increase this risk or place new people or structures in areas susceptible to the threat of wildland fire. The Draft CAP acknowledges the potential for wildland fire in Piedmont, and describes how such potential may be expanded in the future due to temperature change and lower precipitation levels expected to occur as a result of global climate change. Compliance with existing building codes which require maintenance of fire-safe clearance areas around existing homes and businesses would ensure a **less-than-significant impact**.

2.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 that 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 on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 that 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

The City of Piedmont contains several small creeks flowing from the hills to the east to San Francisco Bay to the west. Some of the prominent creeks include Indian Gulch, Wildwood Creek, Bushy Dell Creek, Pleasant Valley Creek, and Cemetery Creek. Runoff primarily flows to Lake Merritt in Oakland. One surface water body, Tyson Lake, is located within Piedmont. Tyson Lake is created by an earthen dam and has a surface area of 1.3 acres. In addition, Piedmont is underlain by an aquifer, the upper layers of which begin more than 20 feet below the ground surface in most parts of the City. Groundwater recharge primarily occurs along streambeds. EBMUD provides water supply for Piedmont, but some groundwater wells within the City also draw water from the aquifer.

No portion of Piedmont is located within a FEMA-designated 100-year floodplain, and flooding is not considered a major issue in the City. Temporary ponding occurs in stream channels during heavy rain events, but this rarely affects any properties.

Piedmont makes up about one-quarter of Lake Merritt's watershed; thus, pollutants in runoff from local creeks have the potential to affect water quality in the lake. The City participates in the Alameda County Clean Water Program (ACCWP) and has adopted a stormwater ordinance. The stormwater ordinance regulates discharges to the storm drainage system, prohibits non-stormwater discharges to the system, and prohibits altering flows in the drainage courses.⁶

DISCUSSION

a) **Violate any water quality standards or waste discharge requirements?**

The Draft CAP recommends energy efficiency renovations within existing residential and commercial structures. Construction associated with these projects could increase erosion and adversely affect urban runoff. However, the City enforces General Plan policies that require urban runoff controls, participates in the ACCWP, and enforces the adopted stormwater ordinance, all of which would prevent pollutants from entering drainages. Proper enforcement and compliance with both National Pollutant Discharge Elimination System (NPDES) requirements and the City's implementing stormwater ordinance would ensure that water quality would not be adversely affected by construction and renovation activities resulting from implementation of the Draft CAP. This would be a **less-than-significant impact**.

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 that would not support existing land uses or planned uses for which permits have been granted)?**

The Draft CAP recommends numerous water conservation measures, which may result in reduced demand for groundwater supplies from the limited number of wells in Piedmont. The Draft CAP does not recommend any strategies or measures that would require additional water supply that would be attained from groundwater supplies and would not result in any future projects that would substantially interfere with groundwater recharge. There would be **no impact**.

⁶ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 40.

- 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 on- or off-site erosion or siltation?**

The Draft CAP does not recommend any strategy or measure that would directly alter drainage patterns. No streams or rivers are anticipated to be altered. The Draft CAP does recommend construction of additional pedestrian and bicycle paths, which may indirectly result in slight alterations to drainage patterns. However, the changes would not be substantial, and any changes that would occur would be subject to existing federal and state regulations. Compliance with existing regulations would result in a **less-than-significant impact**.

- 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 on- or off-site flooding?**

See Item (c). This would be a **less-than-significant impact**.

- 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?**

See Item (a). This would be a **less-than-significant impact**.

- f) **Otherwise substantially degrade water quality?**

See Item (a). This would be a **less-than-significant impact**.

- 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?**

No portion of Piedmont lies within the 100-year flood hazard area. There would be **no impact**.

- h) **Place within a 100-year flood hazard area structures that would impede or redirect flood flows?**

See Item (g). There would be **no impact**.

- 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?**

No portion of Piedmont lies within the 100-year flood hazard area. Thus, any future project that results from implementation of Draft CAP would not be likely to be located near areas subject to flooding. The City's 2008 General Plan update identified a remote risk of flooding along streams in the event that the dams at Tyson Lake or at one of EBMUD's upstream reservoirs fail; however, the risk is considered very low⁷. No strategy or measure proposed within the Draft CAP would expose people or structures to these risks. This would be a **less-than-significant impact**.

- j) **Result in inundation by seiche, tsunami, or mudflow?**

The Draft CAP does not recommend strategies or measures that would result in inundation by seiche, tsunami, or mudflow. There would be **no impact**.

⁷ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 43.

2.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Land Use and Planning. 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, a 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 checked="" type="checkbox"/>	<input 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"/>

ENVIRONMENTAL SETTING

Piedmont is a built-out urban city with very little vacant land located on hillsides with steep slopes, which limits potential for future development. Existing land uses within Piedmont consist primarily of single-family residences, with most lots ranging in size from 4,000 to 10,000 square feet. There are 21 lots in Piedmont developed with multi-family uses. Commercial uses are located around the Civic Center and along Grand Avenue. In addition, the City also contains approximately 80 acres of parks and open space and 40 acres of land used for public and quasi-public uses including schools, houses of worship, and utility properties.

DISCUSSION

a) Physically divide an established community?

The Draft CAP includes strategies and measures to improve connectivity within Piedmont and to promote alternative transportation methods. The Draft CAP does not recommend any strategy or measure that would physically divide the community. There would be **no impact**.

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

The Draft CAP proposes strategies and measures to reduce GHG emissions. Implementing the Draft CAP would require some modification of existing City policies, including the general plan, building code, zoning ordinance, and Civic Center Master Plan. However, the strategies and measures recommended within the CAP would not consistently conflict with existing policies, and where conflicts do occur, the proposed CAP strategies and measures would generally result in greater avoidance or mitigation of environmental effects, as the Draft 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 be result from adoption of the Draft CAP, the intent is beneficial, and this would be a **less-than-significant impact**.

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

Piedmont is not located within a Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan. There would be **no impact**.

2.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Mineral Resources. 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"/>

ENVIRONMENTAL SETTING

Mineral resources within Piedmont include basalt, andesite, and rhyolite deposits, which were mined from quarries in the early 1900s. Since then, the quarry sites have been development with other uses. A sandstone aggregate quarry was located just outside the City, but was closed as the surrounding land urbanized. Mining operations have ceased and are not expected to resume again. There are no significant mineral resources located within the City.

DISCUSSION

- 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?**

There are no significant mineral resources located in Piedmont. There would be **no impact**.

- 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?**

See Item (a). There would be **no impact**.

2.12 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Noise. 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 in other applicable local, state, or federal standards?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

ENVIRONMENTAL SETTING

As an almost entirely residential city with no freeways, railroads, airports, or rapid transit systems, Piedmont is relatively quiet. Its principal noise sources are traffic, construction, domestic sources (leaf blowers, car alarms, barking dogs, etc.), sirens, and passing aircraft. The ambient noise level at any given location depends on a number of factors, including topography, proximity to major arterial or collector streets, and distance from Interstate 580. Ambient noise in the western half of the city tends to be somewhat higher than the eastern half, given the higher population density; proximity to the freeway; presence of schools, businesses, and other non-residential uses; and less extensive tree cover.

Residences facing major streets such as Grand Avenue and Moraga Avenue experience higher noise levels than residences elsewhere in Piedmont. Steeper streets such as Oakland Avenue may experience higher noise levels than other streets with comparable traffic volumes due to the acceleration required for vehicles to climb the hill. Noise levels diminish fairly dramatically away from major streets. This is due both to the normal reduction in noise level with distance from the source, and the absorption of noise by the first row of homes adjacent to these streets.

Locations more than 500 feet away from Piedmont’s major arterials generally have very low noise levels. The relatively hilly terrain and wooded character of the city provides natural noise shielding for these areas. Canyon and ravine settings such as Dracena Park may provide even further reductions.

Given the quiet character of the city, domestic noise sources are a greater concern in Piedmont than they might be in other cities. Noise from sporting events at local parks and school playgrounds, leaf blowers and gardening equipment, private parties, and construction is a concern in some neighborhoods. Noise from air conditioning units, pool and spa filter systems, exhaust systems, air compressors, wireless equipment cabinets, pumps, and other mechanical equipment may also be an issue. These noise sources are regulated by the Piedmont Municipal Code and by the Building Code. Noise studies may be required when potential new sources of noise are introduced.

DISCUSSION

a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

While the Draft CAP does not recommend any 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 distributed renewable energy systems could possibly result in temporary increases in noise levels.

Noise in the City is currently regulated by the City Code. Section 12.8 declares that loud, unnecessary, and unusual noise is a nuisance and is unlawful. The criteria for determining whether a nuisance exists includes the ambient noise level, the sound level of the objectionable noise, the intensity of the noise, whether the noise is continuous or intermittent, the duration and tonal content of the noise, the proximity of the noise to sleeping facilities, the zoning of the area, and the nature of the source. The Code specifically prohibits construction noise between 6:00 PM to 8:00 AM seven days a week, extending an extra hour (to 9:00 AM) on Sunday mornings. It also prohibits the use of gasoline-powered blowers by anyone other than public agencies. Chapter 5 of the City Code includes provisions for noise-generating equipment in new construction. Machinery that generates perceptible noise must include mitigating equipment which ensures that the sound does not exceed 50 dB at the property perimeter.

Since the exact nature of future construction that could occur pursuant to the Draft CAP is not known at this time, construction noise levels cannot be estimated. All construction activities must comply with the City’s noise ordinance. In addition, future projects which would potentially cause noise levels exceeding noise ordinance requirements would be required to undergo acoustical analysis to determine specific impacts. Construction activity noise levels for projects resulting from the Draft CAP would not be excessive when compared to those associated with similar construction projects not associated with the Draft CAP. Since potential noise levels would be temporary in duration and must comply with the City’s noise ordinance, and because future project-specific impacts would require further evaluation and mitigation, this would be a **less-than-significant impact**.

b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Similar to the evaluation within Item (a), temporary construction activities resulting from implementation of the Draft CAP could potentially result in excessive groundborne vibration or groundborne noise levels for a temporary period of time associated with recommended energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of distributed renewable energy systems. All construction activities must comply with the City’s noise ordinance, which prohibits construction noise between 6:00 PM to 8:00 AM seven days a week, extending an extra hour (to 9:00 AM) on Sunday mornings. In

addition, future projects which would potentially cause excessive groundborne vibration would be required to undergo environmental analysis to determine specific impacts. Construction activity vibration levels for projects resulting from the Draft CAP would not be excessive when compared to those associated with similar construction projects not associated with the Draft CAP. Since potential groundborne vibration would be temporary in duration and must comply with the construction hour provisions of the City's noise ordinance, and because future project-specific impacts would require further evaluation and mitigation, this would be a **less-than-significant impact**.

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

No increase in local traffic volumes is anticipated as a result of implementing the Draft CAP. Thus, no increase in ambient noise levels related to travel activity is expected. Conversely, the Draft CAP includes numerous recommendations designed to reduce the number and length of vehicle trips in Piedmont, which could lead to a decrease in ambient noise levels. This would be a **less-than-significant impact**.

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

One source of temporary ambient noise in Piedmont would be construction activity, as described in Item (a). Since the Draft CAP encourages continued investment in Piedmont homes, there would continue to be construction-related noise in the City.

See Item (a). Since potential increases in ambient noise levels would be temporary in duration and must comply with the City's noise ordinance, and because future project-specific impacts would require further evaluation and mitigation, this would be a **less-than-significant impact**.

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?

No portion of Piedmont is within an airport land use plan area, and there are no airports within two miles of the City. There would be **no impact**.

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?

No private airstrip is located within or near Piedmont. There would be **no impact**.

2.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Population and Housing. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing homes, 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"/>

ENVIRONMENTAL SETTING

Piedmont’s population is approximately 11,000. The City contains about 3,810 households and has an average household size of about 2.90. The City’s population has remained stable since 1960, when it peaked at 11,117 residents. Changes in the last 50 years have been primarily due to fluctuations in household size rather than new development. The 2000 Census reported that 82 percent of all Piedmont households (3,105 households) were families, while 18 percent (699 households) were non-families. The percentage of families is substantially higher than in Alameda County as a whole, where the figure is about 65 percent. Some 1,544 households—about 40 percent of the City’s total—consisted of married couples with children under 18. About 6 percent consisted of single mothers with children at home and about one percent consisted of single fathers with children at home. The non-family households in the City included 551 persons living alone and 148 households comprised of unrelated individuals living together (including domestic partnerships). The 2000 Census indicated that 2,239 of Piedmont’s households (59 percent) had lived in their homes for 11 or more years.

The 2000 Census reported that Piedmont had 3,859 housing units, an increase of 11 units since 1990. The City’s own data (based on building permit records) indicates a net gain of 13 units during the 1990s, based on the construction of 19 new homes, six of which replaced existing homes. The total number of units increased by less than one percent between 1980 and 2000. The housing stock is dominated by single family residences. Approximately 98 percent of the dwelling units in Piedmont are single family detached homes. In 2006, the vacancy rate was 1.42 percent. Piedmont homes tend to be larger than homes in nearby communities. Both rents and home prices in Piedmont are substantially above than the regional average.

Piedmont has had the highest percentage of owner-occupied housing in Alameda County for many years. Some 89.4 percent of the City’s dwelling units were occupied by owners in 2000 and just 9.2 percent were occupied by renters (the remaining 1.4 percent were vacant). One distinctive quality of the Piedmont rental market is that most rentals are single family detached homes—in 2000, 83 percent of the rental units in the City were detached housing units.

Population and employment projections for the City are developed every two years by the Association of Bay Area Governments (ABAG). Projections 2007 indicates an anticipated increase of 40 households in Piedmont between 2005 and 2025, which equates to a net increase of two households a year. Household increases may occur through new construction, new second units, the division of single family homes into multiple dwellings, or

the conversion of non-residential space to housing. Population is projected to increase very slightly, and about 30 new jobs are anticipated by 2025.

DISCUSSION

- 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)?**

Piedmont is largely built out, although there are a few vacant and underutilized lots. Most vacant lots are constrained for future development by steep slopes, small size, or landlocked locations. The Draft CAP includes strategies and measures that seek to reduce GHG emissions. Proposed measures include encouraging transit- and pedestrian-oriented development near the Civic Center and retrofitting existing residential and commercial buildings to make them more energy efficient. Given the lack of available property to support additional transit- and pedestrian-oriented development and the small amount of recent growth in Piedmont, these activities would not greatly affect the size of the City's housing stock. Commercial and residential energy efficiency retrofits that may occur as a result of the Draft CAP would update homes already located in Piedmont to make them more energy efficient and would not be likely to include additions that make homes larger and accommodate more people. Although small increases in the number of housing units may result based on the City's promotion of transit- and pedestrian-oriented growth, there is not enough vacant or underutilized land available to support new housing that would substantially increase population growth. This would be a **less-than-significant impact**.

- b) **Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?**

Although Draft CAP strategies and measures encourage energy efficient retrofits for existing homes, such homes are not expected to be displaced, thus replacement housing would not be necessary. There would be **no impact**.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

See Item (b). There would be **no impact**.

2.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The Piedmont Fire Station is located within City Hall at 120 Vista Avenue. Firefighting equipment includes two engines, one 65' aerial ladder truck, two ambulances (one front line and one reserve), one utility truck, and one command vehicle. The ladder truck and one of the two engines are scheduled for replacement in FY 2009-2010. Ambulances are usually replaced at five-year intervals due to the frequency of use. The full-time professional staff of 25 includes a chief, three captains, three lieutenants, three engineers, ten firefighter/paramedics, and five firefighters.

The Fire Department shares the 911 emergency calling and dispatching system with the Piedmont Police Department. The Fire Department's Dispatch and business offices are linked to the Oakland Police and Fire Department's 800 MHz Computer Aided Dispatch system. The system is currently being upgraded. In the event of an emergency or disaster, back-up is provided through mutual aid agreements with surrounding communities. These agreements are reciprocal, meaning that Piedmont firefighters may be called on to respond to emergencies in Oakland and nearby cities. Mutual aid agreements are periodically reviewed and updated.

The Piedmont Police Department is located in the Veterans Memorial Building at the corner of Vista and Highland Avenues. The Department employs 20 sworn personnel (the police chief, two captains, four sergeants and thirteen patrol officers) and eight non-sworn personnel (five dispatchers, two animal control officers and one administrative assistant). The force is supplemented by Reserve Officers and volunteers. The Department is organized in three divisions: Administration (which includes the Chief of Police), Operations, and Support Services. The Piedmont Police Department handles an average of 27 Calls per day, or a monthly average of about 840 calls. The Police Department is space-constrained in its current quarters, which were not initially designed as administrative space for law enforcement. Space needs have increased due to the addition of personnel and new technology and communication equipment, but the floor area available has remained the same. While there are no plans to relocate, options for reconfiguring the existing space are currently being explored. Based on this, any expansion of personnel would result in a need for additional space.

Piedmont is served by the Piedmont Unified School District (PUSD), which operates a total of five schools, including one high school, one middle school, and three elementary schools. Enrollment within the district is generally stable year to year. For the 2008-2009 school year, PUSD enrollment was 2,531.⁸ PUSD does not anticipate significant increases in district enrollment.⁹

Piedmont has 59 acres of parkland, 44 acres of which are owned and operated by the City. In addition, Davies Tennis Stadium (owned by the City of Oakland) and a portion of the Oakland Rose Garden, together occupying about six acres, are located in Piedmont. School recreational facilities, including playgrounds at Havens, Wildwood, and Beach, and Witter Field (Piedmont High School) occupy another 8.5 acres, and provide an important community asset. Although there are no regional parks in Piedmont, the City is located within the East Bay Regional Park District. Residents have access to facilities in the Oakland Hills, along the shoreline, and elsewhere in the East Bay, providing a broader range of recreational experiences than can be offered in the city of Piedmont. There are nine City-owned park facilities. Recreation facilities are also provided adjacent to PUSD schools, which provide additional recreational opportunities for City residents.

Other City facilities include City Hall, Veterans Memorial Building, the City Corporation Yard, and the former Christian Scientist Church, which the City recently acquired. Future uses for this facility have not yet been determined. Piedmont contracts with the City of Oakland for library services and does not operate its own facility. The closest library facilities providing services to Piedmont residents are located on 41st Street and Mountain Boulevard, both in Oakland.

DISCUSSION

- a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 following public services:**

Fire protection?

As discussed under “Population and Housing,” implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for increased fire protection services. Thus, implementation of the Draft CAP would not result in a need for additional Fire Department facilities. This would be a **less-than-significant impact**.

Police protection?

As discussed under “Population and Housing,” implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for increased police protection services. Thus, implementation of the Draft CAP would not result in a need for additional Police Department facilities. This would be a **less-than-significant impact**.

Schools?

As discussed under “Population and Housing,” implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for increased school services.

⁸ California Department of Education, Educational Demographics Unit, District Summary Data for Piedmont City Unified for the year 2008-09, available <http://dq.cde.ca.gov/dataquest/Cbeds3.asp?Tp=on&NumSchls=On&Enroll=on&cSelect=01...>, accessed September 23, 2009.

⁹ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 56.

Thus, implementation of the Draft CAP would not result in a need for additional PUSD facilities. This would be a **less-than-significant impact**.

Parks?

As discussed under “Population and Housing,” implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not contribute greatly to the need for additional park facilities. This would be a **less-than-significant impact**. Additional information about parks can be found under “Recreation,” below.

Other public facilities?

As discussed under “Population and Housing,” implementation of the Draft CAP is not expected to result in substantial population growth, and thus would contribute greatly to the need for increased public services or expanded government facilities. This would be a **less-than-significant impact**.

2.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Recreation. Would the project:				
a) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL SETTING

The City contains a total of 59 acres of parkland, 44 acres of which are owned and operated by the City. There are nine City-owned facilities. Two other facilities, Davies Tennis Stadium and Oakland Rose Garden are owned and operated by the City of Oakland, but are located or partially located within Piedmont. The City also contains school recreation facilities adjacent to the schools, which can provide additional recreational opportunities for City residents.

Although Piedmont has approximately 5.4 acres of parkland per 1,000 residents, the 2008 General Plan update indicated that demand for certain types of facilities currently exceeds supply.¹⁰ This is particularly true of athletic fields. At times, Piedmont teams and sports programs must rely on facilities in Oakland, Alameda, and elsewhere in the East Bay. Two studies are underway to explore the feasibility of athletic field improvements. One includes engineering studies and an athletic field master plan for Blair Park. The other study is exploring the feasibility of night lighting at Coaches Field. In addition, the City Council recently endorsed replacement of grass at Coaches Field with synthetic turf in order to reduce maintenance costs and extend hours of use. Both the Blair Park and Coaches Field projects are undergoing their own environmental review processes, independent of the Draft CAP.

DISCUSSION

- a) 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?**

Implementation of the Draft CAP is not expected to result in substantial population growth, and thus would not result in increased physical deterioration of parks and recreational facilities. Conversely, the Draft CAP promotes expansion of the current network of bike and pedestrian trails, which could provide additional recreational facilities within the City, and possibly lessen wear on existing facilities. This would be a **less-than-significant impact**.

¹⁰ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 63.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Draft CAP encourages development of additional bike and pedestrian trails in Piedmont. Construction of these facilities could potentially result in adverse impacts on the environment. However, environmental impacts associated with such facilities would likely be minimal, due to the built-out urban nature of the City, and the likelihood that such facilities would be constructed within existing rights-of-way. In any case, prior to construction of additional bike or pedestrian trails, the City would be required to prepare subsequent project-specific environmental documentation as required by CEQA. These documents would provide site-specific environmental analyses that would analyze all possible impacts and recommend mitigation if necessary. Because adverse impacts associated with bicycle and pedestrian trail construction pursuant to the Draft CAP would likely not be substantial, and because additional project-level analysis would ensure that physical impacts do not occur, this would be a **less-than-significant impact**.

2.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL SETTING

Major roadways in the City of Piedmont include Grand Avenue, Oakland Avenue, Moraga Avenue, and Park Boulevard, each of which extends beyond Piedmont into Oakland. Overall, the City contains 47 miles of roadways.

A traffic study completed to support the 2008 General Plan update concluded that traffic levels along many City roadways have decreased since 1994, when the studies for the previous General Plan update were completed. Relative to typical urban areas, volumes in Piedmont are low and are indicative of a high level of service. The signalized intersections at Highland/ Moraga, and Oakland/ Grand are typically the only locations in town where commute-related congestion is encountered. Congestion also occurs around the Civic Center and schools during pick-up and drop-off hours. The AM and PM peaks generally represent about 10 percent of average daily traffic each. However, on streets like Magnolia (adjacent to Piedmont High School), the combined AM and PM peaks represent almost 40 percent of the average daily traffic. The evening peak tends to be higher than the morning peak on Grand Avenue, but the two are about equal on Oakland and Moraga Avenues.¹¹

¹¹ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, pages 66-67.

At the present time, there are no officially designated bike routes in the City of Piedmont. The City has periodically considered such designations, but liability, safety, and engineering concerns have intervened. There remains a high level of interest in official bike route designations among Piedmont residents. Walking is also a fundamental mode of transportation and is part of the daily routine of many Piedmont residents. Most pedestrian travel in the city occurs on sidewalks and crosswalks. The City also has a system of pedestrian pathways that run between blocks, particularly in steep areas where the paths serve as “short cuts”.¹²

Parking can be a challenge in Piedmont due to the narrow width of many local streets. Localized parking issues are common in the areas surrounding the Civic Center, schools, and parks.

Transit service is provided by the Alameda Contra Costa Transit District (AC Transit), and several routes serve Piedmont, including routes that connect to Bay Area Rapid Transit (BART) stations in Oakland. In addition, Piedmont has one of the highest percentages of residents who carpool to work in Alameda County. Some City residents participate in a “casual” carpool, where people can assemble at designated pick-up locations, be picked up by drivers willing to pick up passengers, and take advantage of the region’s carpool lanes.¹³

DISCUSSION

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

Implementation of Draft CAP strategies and measures would increase the availability of transit service for Piedmont residents, add additional bike and pedestrian facilities, and discourage single-occupancy vehicle use. Achieving each of these goals would result in a reduction in traffic loads, which would reduce the number of vehicle trips, volume to capacity ratio, and intersection congestion within the City. Furthermore, no proposed strategy or measure would directly increase traffic in relation to the existing traffic load and capacity of the street system. This would be a **less-than-significant impact**.

- b) **Exceed, individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

See Item (a). This would be a **less-than-significant impact**.

- 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?**

Piedmont is located 10 miles from the nearest airport (Oakland International Airport). The Draft CAP does not include any strategy or measure that would directly or indirectly affect air traffic patterns. There would be **no impact**.

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

The Draft CAP does not include any strategy or measure that would promote the development of hazardous design features or incompatible uses. Rather, the Draft CAP promotes the development of new bike and pedestrian facilities built to current standards, which would provide greater safety for pedestrians, bicyclists, and drivers. This would be a **less-than-significant impact**.

¹² City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, pages 66-67.

¹³ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 68.

e) Result in inadequate emergency access?

The Draft CAP recommends strategies and measures that would increase safety for drivers, pedestrians, and bicyclists and seeks to reduce the number of automobiles on City streets, both of which may actually make access for emergency vehicles easier and more efficient. No strategy or measure proposed within the Draft CAP would result in the development of uses or facilities that would degrade emergency access. This would be a **less-than-significant impact**.

f) Result in inadequate parking capacity?

Implementation of the Draft CAP would not substantially increase parking demand or remove existing parking. Conversely, the Draft CAP encourages walking, biking, carpooling, and public transit use and discourages single-occupancy vehicle use. Implementation of the Draft CAP could reduce the need for parking spaces and possibly result in less demand for parking. This would be a **less-than-significant impact**.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Supporting and increasing access to alternative transportation is a major focus of the Draft CAP. The Draft CAP would enhance adopted policies, plans, and programs supporting alternative transportation. There would be **no impact**.

2.17 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

ENVIRONMENTAL SETTING

The City receives water supplies from EBMUD, which provides water from surface water sources that is treated and stored at facilities located in the East Bay Hills. EBMUD's service area includes 4,100 miles of pipe, 140 pumping plants, and 170 storage reservoirs with a capacity of 830 million gallons. On average, EBMUD delivers 220 million gallons per day to its customers, and Piedmont customers account for less than one percent of EBMUD's customers. EBMUD anticipates that its service area will grow by 218,000 people by 2030 and thus EBMUD will need to obtain additional water supplies to serve its customers. However, the City of Piedmont is anticipated to account for less than one-tenth of one percent of that additional demand.¹⁴

EBMUD also provides regional wastewater treatment services for Piedmont, although the City owns and maintains its own wastewater collection system, which includes 47 miles of collection pipes. From the City's system, wastewater is conveyed to the EBMUD wastewater treatment plant located near the Bay Bridge, which also treats wastewater collected in other cities within EBMUD's service area. This facility was designed to

¹⁴ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 73.

accommodate flows of up to 168 million gallons per day (mgd). Current average daily flows are approximately 80 mgd.¹⁵

Piedmont's storm drainage system is also owned and maintained by the City. The system includes curbs, gutters, stormwater inlets, and conveyance pipes, which convey stormwater runoff flows into creeks and swales. From the natural waterways, stormwater is conveyed to Lake Merritt in Oakland, the Tidal Channel, Oakland Estuary, and San Francisco Bay.¹⁶ Additional information about stormwater quality can be found under "Hydrology and Water Quality," above.

Solid waste collection service in Piedmont is provided by Richmond Sanitary Service, which also offers recycling and green waste services. Solid waste is collected and transported to the Vasco Road Landfill near Livermore. The City achieved a 66% diversion rate in 2006¹⁷ and plans to increase that rate to 75% by 2010 to meet Alameda County's waste diversion goals. The City has recently implemented a variety of programs related to recycling, green waste, electronic waste, source reduction, and public education to increase diversion. The City also recently adopted a construction and demolition debris ordinance.¹⁸

DISCUSSION

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

Implementation of the Draft CAP would not result in a significant increase in population. Thus, there would be no increase in demand for wastewater treatment that would exceed treatment requirements. This would be a **less-than-significant impact**.

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?

Implementation of the Draft CAP would not result in a significant increase in population. Thus, resulting needs for water and wastewater treatment would not increase. No expanded or new treatment facilities would be required. This would be a **less-than-significant impact**.

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?

Increases in population due to new development could increase the amount of storm water runoff, which could necessitate the need for more and larger storm water drainage facilities. However, implementation of the Draft CAP would not result in a significant increase in either population or new development. Thus, it is not likely that storm water runoff would increase with implementation of the Draft CAP to the extent that new or expanded drainage facilities would be needed. This would be a **less-than-significant impact**.

¹⁵ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 73.

¹⁶ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 73.

¹⁷ California Integrated Waste Management Board, Jurisdiction Profile for City of Piedmont, available www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=372&JUR=Piedmont, accessed September 23, 2009.

¹⁸ City of Piedmont, General Plan Update Draft CEQA Initial Study/Mitigated Negative Declaration, December 2008, page 74.

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

Implementation of the Draft CAP would not result in a significant increase in population. Thus, no new water supplies would be required. EBMUD would need to provide additional water supplies to serve increased population in other portions of its service area, but growth in Piedmont is only expected to account for one-tenth of one percent of that growth, so the City would not be a major contributor to the increased demand. The Draft CAP recommends numerous water conservation measures, which could actually reduce the City's water demand and leave more EBMUD water available for other users. This would be a **less-than significant impact**.

e) Result in a determination by the wastewater treatment provider that 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?

See Item (b). This would be a **less-than-significant impact**.

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

Implementation of the Draft CAP would not result in a significant increase in population. Thus, there would not be a substantial increase in the City's waste stream or need for solid waste collection services or landfill capacity. In addition, the Draft CAP includes numerous measures designed to promote recycling and decrease the City's overall waste stream, therefore potentially lengthening the lifespan of the Vasco Road Landfill. This would be a **less-than-significant impact**.

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

The Draft CAP does not recommend any strategy or measure that does not comply with applicable solid waste regulations. Conversely, the CAP promotes recycling and measures to reduce the City's waste stream and achieve Alameda County-wide waste reduction goals. There would be **no impact**.

2.18 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that 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"/>
<small>Authority: Public Resources Code Sections 21083 and 21087. Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; <i>Sundstrom v. County of Mendocino</i>, 202 Cal.App.3d 296 (1988); <i>Leonoff v. Monterey Board of Supervisors</i>, 222 Cal.App.3d 1337 (1990).</small>				

DISCUSSION

- a) Does the project have the potential to substantially 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 an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?**

The purpose of the Draft CAP is to reduce community-wide GHG emissions in Piedmont with the intention of reducing environmental impacts associated with global climate change. The Draft CAP proposes strategies and measures to lessen numerous environmental impacts and does not contain any strategy or measure that would either directly or indirectly substantially reduce habitat, reduce wildlife populations, threaten animal or plant communities, or restrict the range of species. This would be a **less-than-significant impact**.

There are no known prehistoric or archaeological remains in Piedmont. Although the Draft CAP recommends energy efficiency retrofits and rehabilitation of potentially historic residential structures throughout Piedmont, as well as potential for PV panels or other distributed renewable energy devices to be installed on as many as 20% of Piedmont homes and most City facilities, such activities are subject to the City established Design Review

process, which routinely ensures that the historical integrity of structures is not compromised. Continued compliance with the City’s established Design Review process would ensure a **less-than-significant impact** to historic and pre-historic resources.

- 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.)**

The Draft CAP would not result in any adverse environmental impacts that are cumulatively considerable. The project is intended to contribute to a cumulative reduction in GHG emissions, and to reduce adaptation impacts associated with global climate change, both of which would have beneficial cumulative environmental effects. Strategies and measures within the Draft CAP that may result in indirect adverse environmental impacts are evaluated throughout this initial study. However, as all impacts are considered to be less-than-significant, it is unlikely that any impact would contribute to a significant cumulative impact. This would be a **less-than-significant impact**.

- c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?**

The Draft CAP is a policy document intended to reduce Piedmont’s community-wide GHG emissions to help cumulatively address the adverse environmental impacts associated with global climate change, while also protecting and enhancing the quality of life in the City. Its strategies and measures strive to protect the environment, enhance human health and safety, and conserve natural resources, both within and beyond Piedmont. Adoption and implementation of the Draft CAP would result in beneficial environmental impacts, and would not cause substantial adverse direct or indirect effects on human beings resulting from a change in the physical environment. There would be **no impact**.

ATTACHMENT A

Summary of Measures and Actions

Attachment A. Summary of Proposed Measures and Actions

Buildings and Energy Strategy - *Minimize energy consumption, create high-performance buildings, and transition to clean, renewable energy sources*

Objective BE-1: Reduce Energy Use in City Facilities

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets		
BE 1.1	Install cost-effective renewable energy systems on all City buildings and purchase remaining electricity from renewable sources.			920	i. Percentage of City's building energy saved through energy retrofits and conservation measures. ii. Percentage of City's building electricity from renewable sources.	20% by 2015		
	ACTIONS					TIMETABLE	RESPONSIBILITY	40% by 2020
	A	Conduct energy audits of all municipal buildings.	Before December 31, 2010			Recreation		
	B	Evaluate the potential to locate cost-effective renewable energy systems on City properties.	Before July 31, 2012			Recreation		
C	Purchase remaining energy from renewable sources or from PG&E's <i>Climate Smart Program</i> .	Before January 1, 2020	Finance		100% by 2015			
BE-1.2	Install building performance data (energy and water) displays in all City buildings.			Included within BE 1.1	i. See Measure BE 1.1	See Measure BE 1.1		
	ACTIONS						TIMETABLE	RESPONSIBILITY
	A	Install electronic building performance displays in all publicly-accessible buildings.	Before December 31, 2014				Recreation	

Objective BE-2: Consider Retrofitting Existing Residential Buildings

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets		
BE-2.1	Consider developing and implementing point-of-sale residential energy and water efficiency upgrade requirements and/or incentives if necessary.			4,260	i. Percentage of residential units that have implemented energy efficiency improvements since 2004.	35% of residential units by 2015		
	ACTIONS					TIMETABLE	RESPONSIBILITY	55% of residential units by 2020
	A	As the economy improves and related programs are developed, consider adopting a Residential Energy Conservation Ordinance requiring and/or incentivizing point-of-sale energy efficiency upgrades if necessary.	City Council item for consideration by December 31, 2015			City Council Public Works		
B	Work with Stopwaste.org to verify that the required efficiency upgrade package achieves at least 20% improvement in average Piedmont home.	Before July 31, 2015	Public Works					
BE-2.2	Identify and consider developing financial incentives and low-cost financing products and programs that encourage investment in energy efficiency and renewable energy within existing residential buildings.			Included within BE-2.1	See Measure BE 2.1.	See Measure BE 2.1		
	ACTIONS						TIMETABLE	RESPONSIBILITY
	A	Evaluate various financing products that would encourage property owners to invest in energy efficiency upgrades and renewable energy systems in existing homes.	Before July 31, 2010				Finance Public Works	
	B	Consult with other agencies, utilities, and private lenders to develop cost effective financing products.	Before December 31, 2010				Finance	
C	Develop a robust public outreach program to educate residents about the availability of energy efficiency improvement financing and benefits to home owners and community GHG reduction efforts.	Before July 31, 2011	Finance Public Works					
BE-2.3	Educate residents about the availability of free home energy audit programs and encourage implementation of audit findings.			Included within BE-2.1				

Objective BE-3: Consider Retrofitting Existing Commercial Buildings

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets		
BE-3.1	Consider developing and implementing point-of-sale commercial energy efficiency upgrade requirements and/or incentives if necessary.			40	i. Percentage of commercial buildings that have implemented energy efficiency improvements since 2004.	20% of commercial buildings by 2015		
	ACTIONS					TIMETABLE	RESPONSIBILITY	32% of commercial buildings by 2020
	A	As the economy improves and related programs are developed, consider adopting a Commercial Energy Conservation Ordinance requiring and/or incentivizing point-of-sale energy efficiency upgrades if necessary.	Before July 31, 2015			City Council Public Works		
B	Verify that the required efficiency upgrade package achieves at least 12% improvement in average Piedmont commercial building.	Before July 31, 2012	Public Works					
BE-3.2	Identify and develop financial incentives and low-cost financing products and programs to encourage investment in energy efficiency and renewable energy within existing commercial buildings.			Included within BE-3.1	See Measure BE 3.1.	See Measure BE 3.1		
	ACTIONS						TIMETABLE	RESPONSIBILITY
	A	See Measure BE 2.2.	See Measure BE 2.2				See Measure BE 2.2	
BE-3.3	Partner with PG&E to provide a business education program that encourages commercial energy efficiency improvements.			Included within BE-3.1				

Attachment A. Summary of Proposed Measures and Actions

Objective BE-4: Consider Requiring Energy Performance in New Construction

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets
BE-4.1	Consider adopting additional standards for energy and water efficiency if necessary.			20	NA	NA
	ACTION	TIMETABLE	RESPONSIBILITY			
	A	Consider adopting an expanded Green Building Ordinance incorporating energy and water efficiency standards contained in Chapter 5 and 6 of the 2008 California Green Building Code if such standards are necessary to achieve the community's GHG reduction target.	Before December 31, 2011	City Council Public Works		
BE-4.2	Provide development incentives for buildings that exceed the State's current Title-24 standards for energy efficiency by 25%.			Not quantified		

Objective BE-5: Maximize the Use of Renewable Energy

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets
BE-5.1	Develop a comprehensive renewable energy financing and informational program for residential and commercial uses.			1,620	i. Percentage of residential and commercial buildings that have installed photovoltaic or solar hot water heaters.	15% by 2015
	ACTIONS	TIMETABLE	RESPONSIBILITY			20% by 2020
	A	Develop a renewable energy financing program in conjunction with Alameda County and participating cities.	Before December 31, 2011			Finance Public Works
	B	Develop a public information program to encourage residents and businesses to install renewable energy systems.	Before December 31, 2011	Public Works		
BE-5.2	Join Bay Area efforts to ensure green public transit energy sourcing.			Not quantified		

Objective BE-6: Community Energy Management

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets
BE-6.1	Work with Alameda County to convert all street lights to LED bulbs or LED-solar systems.			Not quantified		
BE-6.2	Research the feasibility of joining the Community Choice Aggregation efforts of Berkeley, Oakland, and Emeryville.			Not quantified		
BE-6.3	Encourage PG&E and EBMUD to provide comparative energy and water conservation metrics on utility bills.			160	i. NA	NA
	ACTIONS	TIMETABLE	RESPONSIBILITY			
	A	Work with PG&E and EBMUD to develop comparative energy and water conservation metrics for inclusion on utility bills.	Before December 31, 2010	Public Works		

Waste and Water Strategy - *Minimize waste and celebrate water as an essential community resource*

Objective WW-1: Become a Zero-waste Community

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets	
WW-1.1	Establish a zero-waste target for 2030 and work with Alameda County, neighboring cities, and other organizations to leverage the zero-waste effort.			1,380	Community waste diversion rate	75% by 2015	
	ACTIONS	TIMETABLE	RESPONSIBILITY			80% by 2020 90% by 2030	
	A	Develop a resolution of support to encourage the State and federal governments to pass legislation that requires extended producer responsibility and improves recyclability of products and packaging.	Before December 31, 2010			City Council	
	B	Adopt a resolution to achieve 90% waste reduction and diversion by 2030.	Before December 31, 2011			City Council	
	C	Expand outreach programs to maximize participation in waste reduction and diversion programs.	Before July 31, 2011			Public Works	
	D	Adopt a resolution of support that encourages the State and federal governments to create a voluntary <i>Do Not Mail Registry</i> to reduce junk mail deliveries.	Before July 31, 2010			City Council	
	E	Adopt an ordinance that requires all household and commercial food scraps and food-soiled paper to be placed in organics carts, all commercial food service providers to use recycling and organics services, and the City's waste collector to minimize collection route distances and use fuel efficient vehicles.	Before December 31, 2010	City Council			
WW-1.2	Establish an environmentally responsible government purchasing policy.			Not quantified			

Attachment A.

Summary of Proposed Measures and Actions

Objective WW-2: Conserve Water Resources

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets	
WW-2.1	Encourage residential and commercial users to participate in EBMUD's free water audit program.			Not quantified			
WW-2.2	Encourage use of graywater and rainwater collection in existing residential and commercial uses.			770	i. Percentage of residential and commercial properties that have implemented graywater and or rainwater collection systems since 2004.	50% by 2020	
	ACTIONS		TIMETABLE				RESPONSIBILITY
	A	Adopt an ordinance that incorporates provisions of the California Water Efficient Landscaping Ordinance and further enables property owners to construct graywater systems and rainwater collection systems that conform to Title 24 Part 5 of the California Plumbing Code.	Before December 31, 2010				City Council Public Works
	B	Create an outreach program that encourages businesses and residents to construct graywater and rainwater collection systems on their properties.	Before July 31, 2011				Public Works
C	Provide City staff training regarding State code requirement for graywater systems in order to help interested parties develop systems.	Before July 31, 2011	Public Works				
WW-2.3	Develop a water efficient landscaping ordinance to implement the California Water Efficient Landscaping Ordinance and require or facilitate use of greywater or rainwater collection systems in new construction.			Included within WW-2.2			
WW-2.4	Facilitate the installation of weather-based evapotranspiration (ET) controller irrigation systems in both City and private landscapes.			Not quantified			

Transportation and Land Use Strategy - *Shift Travel from Automobiles to Walking, Biking, and Public Transit*

Objective TL-1: Facilitate Walking and Biking in the Community

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets
TL-1.1	Consider expanding and enhancing bicycling and pedestrian infrastructure throughout the community if financially feasible and practical.			420	i. Bicycle network coverage (excluding Class III bike routes). ii. Percentage of street curbs with curb cuts. iii. Pedestrian and bike mode share of commute trips.	15% bicycle network coverage by 2015 25% bicycle network coverage by 2020
	ACTIONS		TIMETABLE			
	A	Prepare and adopt a Bicycle Master Plan that coordinates with City of Oakland bicycle planning initiatives.	Before July 31, 2012			Public Works
	B	Construct bicycle infrastructure improvements as described in Measure TL 1.1.	Before January 1, 2020			Public Works
	C	Conduct a pedestrian obstacle study.	Before September 1, 2011			Public Works
	D	Prepare and adopt a Pedestrian Master Plan.	Before December 31, 2012			Public Works
E	Construct pedestrian improvements identified in the pedestrian obstacle study and Pedestrian Master Plan.	Before January 1, 2017	Public Works			
TL-1.2	Install bike racks in commercial and civic areas of the City where racks do not currently exist.			180	i. Bicycle-parking to auto-parking ratio. ii. Percentage of businesses with over 30 employees with end-of-trip facilities.	0.5:1 by 2015 1:1 parking by 2020
	ACTIONS		TIMETABLE			
	A	Conduct bicycle parking analysis in the City's commercial and civic areas.	Before December 31, 2011			Public Works
	B	Install bicycle parking facilities in underserved areas (20% of total to be Class I or II bicycle parking facilities).	Before July 31, 2012			Public Works
C	Adopt an ordinance that requires new development to provide adequate bicycle parking for tenants and customers; and requires businesses with more than 30 employees to provide end-of trip facilities including showers, lockers, and Class I bicycle storage facilities.	Before July 31, 2012	City Council Public Works			
TL-1.3	Consider incorporating pedestrian-friendly design features into the City's civic/commercial centers.			60		
TL-1.4	Evaluate the potential for mixed-use development in Piedmont's existing commercial centers.			30	i. Number of new neighborhood-serving commercial amenities (e.g., restaurants, bakeries, retail stores, medical offices) in City since 2009.	3 by 2015
	ACTIONS		TIMETABLE			
	A	Identify the potential for high-quality, pedestrian-oriented, mixed-use development within the Civic Center Master Plan.	Before December 31, 2012			Public Works
	B	Prepare a Specific Plan for the Grand Avenue commercial area that identifies the potential for high-quality, pedestrian-oriented, mixed-use development.	Before December 31, 2015			Public Works
	C	Develop small business incentive programs to encourage new neighborhood-serving uses in the Civic Center and Grand Avenue commercial areas.	Before December 31, 2012			Public Works
D	Conduct audit of land use, zoning, development standards, and other regulations that may act as barriers to neighborhood serving businesses and mixed-use development.	Before December 31, 2011	Public Works			

Attachment A. Summary of Proposed Measures and Actions

Objective TL-2: Make Public Transit More Accessible and User-friendly

Measures and Actions				GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets	
TL-2.1	Work with AC Transit to conduct a public transit gap study and provide bus stops with safe and convenient bicycle and pedestrian access and essential improvements.			70	i. Percentage of bus stops with shade, weather protection, seating, lighting, and route information.	80% by 2015	
	ACTIONS						
	A	Consult with AC Transit to ensure Piedmont bus stops provide shade, weather protection, seating, lighting, and route information.	Before December 31, 2017			Public Works	100% by 2017
B	Conduct study of bicycle and pedestrian access to transit stations.		Before July 31, 2012	Public Works			

Objective TL-3: Reduce Vehicle Emissions and Trips

Measures and Actions			GHG Reduction Potential (MT CO ₂ e)	Progress Indicators	Targets
TL-3.1	Improve fuel efficiency of the City vehicle fleet by purchasing low- or zero-emission vehicles when vehicles are retired from service. (Emergency vehicles are exempt from this measure)		Not quantified		
TL-3.2	Provide preferential public parking spaces for electric and plug-in electric hybrid vehicles.		Not quantified		
TL-3.3	Facilitate ride-share opportunities for community residents.		Not quantified		
TL-3.4	Work with schools to improve/expand walking, school bus use, safe routes to school programs, and trip reduction programs.		Not quantified		
TL-3.5	Provide public education regarding reducing motor vehicle-related greenhouse gas emissions.		50 (combined total for all education programs)		