CUPERTINO

CITY OF CUPERTINO

ADDENDUM TO THE GENERAL PLAN AMMENDMENT ENVIRONMENTAL IMPACT REPORT

SCH No. 2014032007

JANUARY 2015

CUPERTINO CLIMATE ACTION PLAN
Addendum Cover Page

The purpose of this Addendum to the General Plan Amendment, Housing Element Update, and Associated Rezoning EIR (SCH No. 2014032007) (GPAEIR), referred to as the "Addendum," is to explain that adoption of the City proposed Climate Action Plan (CAP) would not create any new or substantially more severe significant effects on the environment that were not analyzed in the GPA EIR. The CAP implements General Plan policies ES-1.1.1 (Climate Action Plan) and ES-1.1.2 (CAP Implementation), which were adopted on December 3rd, 2014, and were analyzed in the GPA EIR. The GPA EIR is available for review in the City's Planning Department and accessible at http://www.cupertinogpa.org/.

While CEQA does not require a public comment period for Addenda, the City will consider agency and individual comments on this Addendum received within 30 days of publication or January 5, 2015. Please submit comments to sustainability@cupertino.org. For additional questions related to the CAP, please contact Erin Cooke, Cupertino's Sustainability Manager by phone at 408-777-7603.

ACKNOWLEDGEMENTS

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1 INTRODUCTION

1.1 PURPOSE OF DOCUMENT

The purpose of this Addendum to the General Plan Amendment, Housing Element Update, and Associated Rezoning EIR (SCH No. 2014032007) (GPAEIR),[1] referred to as the "Addendum," is to explain that adoption of the City proposed Climate Action Plan (CAP) would not create any new or substantially more severe significant effects on the environment that were not analyzed in the GPA EIR. The CAP implements General Plan policies ES-1.1.1 (Climate Action Plan) and ES-1.1.2 (CAP Implementation), which were adopted on [DATE], 2014, and were analyzed in the GPA EIR. The GPA EIR is hereby incorporated by reference and is available for review in the City's Planning Department.

General Plan policy ES-1.1.1 states:

- **Climate Action Plan (CAP).** Adopt, implement and maintain a CAP to attain greenhouse gas emission targets consistent with state law and regional requirements. This qualified greenhouse gas emissions reduction plan, by Bay Area Air Quality Management District's (BAAQMD) definition, will allow for future project California Environmental Quality Act (CEQA) streamlining and will identify measures to:

- Reduce energy use through conservation and efficiency;
- Reduce fossil fuel use through multi-modal and alternative transportation;
- Maximize use of and, where feasible, install renewable energy resources;
- Increase citywide water conservation and recycled water use;
- Accelerate Resource Recovery through expanded recycling, composting, extended producer responsibility and procurement practices;
- Promote and incentivize each of those efforts to maximize community participation and impacts; and
- Integrate multiple benefits of green infrastructure with climate resiliency and adaptation.

General Plan policy ES-1.1.2 states:

- **CAP and Sustainability Strategies Implementation.** Periodically review and report on the effectiveness of the measures outlined in the CAP and the strategies in this Element. Institutionalize sustainability by developing a methodology to ensure all environmental, social and lifecycle costs are considered in project, program, policy and budget decisions.

The CAP does not authorize any development and would not directly result in physical environmental effects due to the construction and operation of facilities. Future projects implementing the CAP would be required to demonstrate consistency with the goals and actions of the proposed CAP in order to rely on the tiering and streamlining provisions in CEQA Guidelines section 15183.e (Tiering and Streamlining the Analysis of Greenhouse Gas Emissions).

[1] The GPA EIR was certified on [DATE], 2014.

This Addendum is organized into the following chapters:

- Section 1 – Project Description: this section describes the location and setting of the CAP, along with the principal components of the project, and its relations to the City's forthcoming General Plan Amendment. The section also describes the policy setting and implementation process. In addition, this section provides pertinent project details, including lead agency contact information.

- Section 2 – Environmental Checklist and Findings: Making use of the CEQA Appendix G Environmental Checklist, this chapter summarizes impact conclusions from the GPA EIR and explains that the proposed CAP Strategies would not create any new or substantially more significant environmental effects, providing substantiation of the findings made.

- Section 3 – References: This chapter provides a list of documents used in the preparation of the Addendum.

1.2 PROJECT DESCRIPTION

1.2.1 PROJECT OVERVIEW

The City of Cupertino has recently undertaken a community-based planning process to review land use, urban design, mobility, and economic development alternatives as part of a focused GPA, Housing Element Update, and associated Rezoning Project. The GPA EIR, published June 2014, for the proposed GPA Project evaluates three land use alternatives in addition to the No Project Alternative (Alternative A, B, and C), each consisting of options for city-wide development allocations (office, commercial, hotel, and residential), building heights and densities. Alternative C was analyzed as the proposed project and includes the maximum development intensity considered. This Addendum is based on the analysis of Alternative C.

The City's 2005 General Plan, as amended by the 2014 General Plan Amendment, calls for preparation, adoption, and implementation of a CAP. The City of Cupertino has prepared a CAP with input from the City Council, Planning Commission, City Staff, community members, the development community, and citizens. The Cupertino Climate Action Plan Project represents the City of Cupertino's municipal and community-wide efforts to achieve the state-recommended GHG emissions reduction target of 15% below 2010 levels by the year 2020 (equivalent to 1990 levels) as outlined in Assembly Bill (AB) 32 and the AB 32 Scoping Plan. The CAP would streamline future environmental review of projects in Cupertino by utilizing CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, which, in part, states:

> Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in…a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. (CEQA Guidelines Section 15183.5 [a])

The CAP would also meet the BAAQMD expectation of a Qualified GHG Reduction Strategy, using its Plan Level Guidance. To that end, the CAP identifies how the City would address its emissions targets through reduced dependency on fossil fuels and nonrenewable energy sources, and through increases in the efficient use of resources that are consumed. It also provides a way to connect climate change mitigation (i.e., GHG emissions reduction) to climate adaptation, community resilience, and broader community goals, commonly outlined in a City's General Plan.

The framework of Cupertino's CAP consists of:

1. **Inventory**: Community-wide and municipal government operations GHG emission inventories and forecasts to establish a starting point and probable future emissions levels if no action to reduce emissions is taken (i.e., "Business as Usual" forecast).

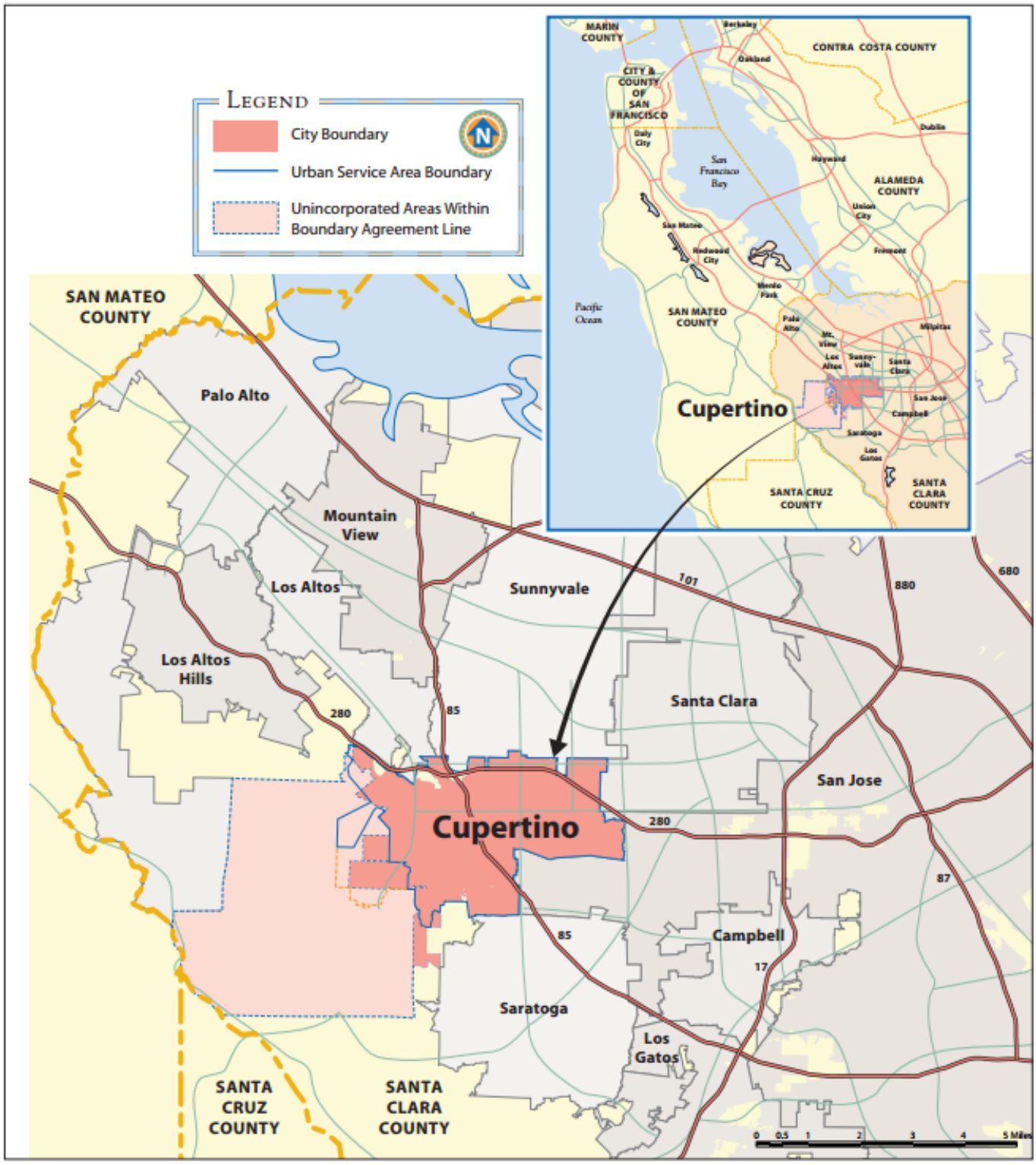
2. **Target**: Reduction targets to provide aspirational goals to reduce GHG emissions incrementally by 2020, 2035, and 2050.

3. **Measures**: Goals, reduction measures, and implementation steps to achieve the reduction target through agency and community action. Upon adoption of the CAP, the City will take action to implement its reduction measures, monitor progress towards achievement of the reduction targets, and then evaluate effectiveness of the results to make adjustments to improve performance of CAP measures.

1.2.2 PROJECT LOCATION

Cupertino is a suburban city of 10.9 square miles located on the southern portion of the San Francisco peninsula, in Santa Clara County. The city is located approximately 36 miles southeast of downtown San Francisco, eight miles south of downtown San Jose, and three miles south of Sunnyvale. As shown in Figure 1.1 and 1.2 below, the cities of Los Altos and Sunnyvale are adjacent to the northern city boundaries while the cities of Santa Clara and San Jose lie to the east and Saratoga lies to the south of Cupertino. Unincorporated areas of Santa Clara County form the western boundary and portions of the southern boundary of the city. The city is accessed by Interstate 280, which functions as a major east/west regional connector, and State Route 85, which functions as the main north/south regional connector. Cupertino is served by the Santa Clara Valley Transportation Authority (VTA) bus system, and has 11 bus routes operating throughout various locations in the city, including several stops along De Anza Boulevard and Stevens Creek Boulevard[2]. The VTA bus system provides local and regional transportation to the greater Silicon Valley, including San Jose and Sunnyvale. Cupertino is known for its location in the heart of Silicon Valley and home to the worldwide headquarters of Apple Inc. Figures 1.1 and 1.2, below, show the City of Cupertino's location within Santa Clara County and its municipal boundaries, which serve as the project area for the CAP project.

[2] Santa Clara VTA, Bus Routes by City: Cupertino, http://www.vta.org/getting-around/schedules/by-city, accessed on October 8, 2014.



Source: City of Cupertino 2000-2020 General Plan.

Figure 1.1 **Project Vicinity**

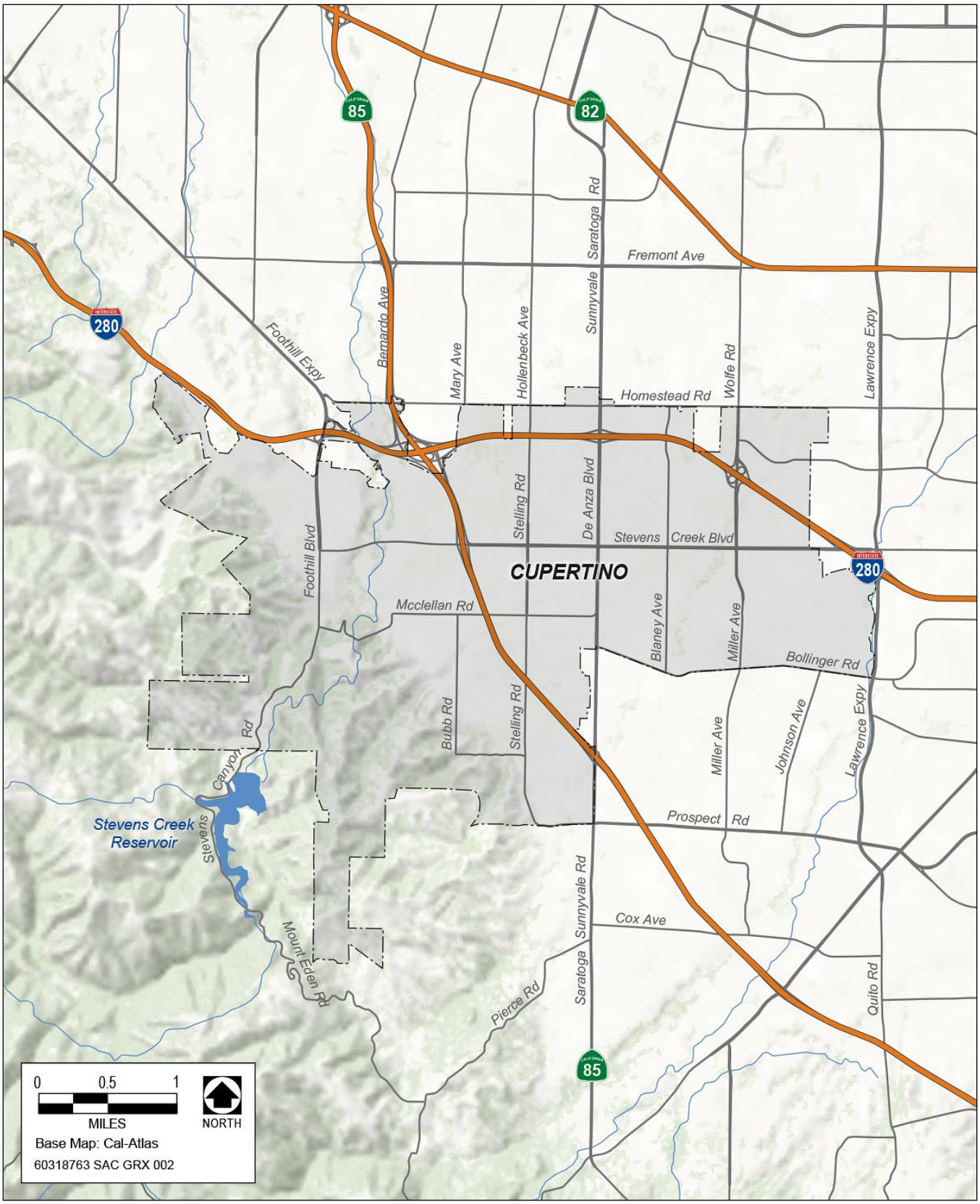


Figure 1.2 **City Limits**

1.2.3 OBJECTIVES

In California's goal to be a leader in GHG emission reduction and prevention, several regulations have been adopted by the state. AB 32, one of the primary regulations in state climate change law, requires that emissions limits be reduced to 1990 levels by the target year 2020. Many California cities have already adopted climate action plans, or are in the process of doing so, using AB 32 as a guide to their own city-level regulations to help achieve statewide GHG emission goals.

The CAP proposes community-wide and municipal operations GHG emission reduction goals, measures, and implementing actions with regard to the following elements: a) buildings and energy, b) transportation and land use, c) waste reduction, d) green infrastructure, and e) water conservation. The City's vision for the CAP is as follows:

> Cupertino has been collaborating with neighboring Santa Clara County cities to develop CAPs that seek to identify regional sources of greenhouse gas emissions and establish local strategies to reduce these emissions. This is part of the County's work with local agencies to protect residents and businesses from long-term impacts associated with climate change.
>
> Building from these regional climate action activities, Cupertino is now customizing the plan for our City. The City's CAP will include community-vetted measures to reduce GHG emissions in the region and locally to foster a healthy and resilient Cupertino. Through extensive research and community input, the CAP will be designed to support statewide emission reduction targets. It will identify opportunities to reduce Cupertino's emissions while benefitting our local environment, residents, and neighborhoods.
>
> Cupertino has been a leader in environmental planning since 2005, as one of the first cities to incorporate a Sustainability Element within its General Plan. The CAP will reinforce the goals of this Element by coordinating with the City's recent municipal projects and community-wide programs to conserve resources, while evolving the City's approach to mitigate and adapt to climate change to ensure the wellbeing and longevity of our City.

The City has identified the following five objectives for its CAP:

- To demonstrate environmental leadership – Cupertino as a community can rise to the difficult challenge of reducing the impact of climate change by defining measurable, reportable, verifiable climate actions to reduce its contribution to local and global GHG emissions.
- To save money and promote green jobs – Residents, businesses, and government can reduce their utility costs through increased energy and water efficiency, and a focus on efficiency can create job opportunities within the community that contribute to protecting our environmental resources.
- To comply with the letter and spirit of state environmental initiatives – California is taking the lead in tackling climate change while driving new energy markets and fostering new environmental services. As such, Cupertino has a responsibility to help the state meet its goals to reduce greenhouse gas emissions.
- To promote sustainable development – By developing this CAP according to BAAQMD guidelines, sustainable development projects, such as mixed use and transit oriented developments, can be fast-tracked

(i.e., "streamlined") through the CEQA review process by not requiring further analysis of GHG emissions for proposed projects that are consistent with the CAP.

- To support regional climate change efforts – Cupertino developed its CAP through a county-wide effort that established consistency in the local response to the climate change issue, and created a framework to collaborate regionally on implementation of different CAP programs. This partnership elevates the credibility of local climate action planning by allowing transparency, accountability, and comparability of the plans' actions, performance, and commitments across all participating jurisdictions.

1.2.4 STATE CLIMATE CHANGE ACTIONS

Cupertino's strategy for climate protection must be set within the context of the Bay Area and the state, where much of the momentum for local action in the United States originates. California has long been a sustainability leader, as illustrated by Governor Schwarzenegger signing Executive Order (EO) S-3-05 in 2005. EO S-3-05 recognizes California's vulnerability to a reduced snowpack, exacerbation of air quality problems, and potential sea-level rise due to a changing climate. To address these concerns, the governor established targets to reduce statewide GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050.

In 2006, California became the first state in the country to adopt a statewide GHG reduction target through AB 32. This law codifies the EO S-3-05 requirement to reduce statewide emissions to 1990 levels by 2020. AB 32 resulted in the 2008 adoption by the California Air Resources Board (ARB) of a *Climate Change Scoping Plan* (Scoping Plan), outlining the state's plan to achieve emission reductions through a mixture of direct regulations, alternative compliance mechanisms, different types of incentives, voluntary actions, market based mechanisms, and funding. The Scoping Plan addresses similar areas to those contained in the CAP, including transportation, building energy efficiency, water conservation, waste reduction, and green infrastructure.

AB 32 engendered several companion laws that can assist Cupertino in reducing community-wide GHG emissions. These legislative actions and regulations are referred to as statewide actions throughout the CAP, and represent a significant source of estimated GHG reductions. The CAP estimated the GHG emission reductions associated with State actions, including:

- Renewable Portfolio Standard (RPS),
- California 2013 Building Energy Efficiency Standards,
- AB 1109 – Lighting Efficiency,
- AB 1493 – Pavley I and II,
- EO-S-1-07 – Low Carbon Fuel Standard, and
- Vehicle Efficiency Regulations.

As the regulatory framework surrounding AB 32 grows, it may be possible to evaluate a wider range of statewide reductions. These statewide actions are described in more detail in the CAP document.

1.2.5 REGIONAL COORDINATION AND ACTIONS

In addition to the Scoping Plan and other actions taken at the statewide level, numerous county-wide and other regional efforts have also been established to support broad action towards emissions reductions within the Bay Area. These regional efforts promoting GHG reductions are already under way, and represent a suite of ways that

Cupertino has already teamed with adjacent communities to mitigate environmental impacts and emissions sources that cross geographic boundaries. These coordination activities are described in more detail in the CAP document.

1.3 BASELINE CONDITIONS: GREENHOUSE GAS INVENTORIES

The purpose of a baseline inventory is to provide a snapshot of GHG emissions in a given year. A baseline inventory allows the City to identify major sources of emissions within the community or resulting from its own operations, and then develop meaningful reduction measures that address the major emissions contributors. The City developed its baseline emissions inventories for the 2010 operational year as part of a regional climate action planning effort in 2013. The City prepared its baseline inventories to describe two emissions perspectives: community-wide and municipal operations. Community-wide emissions include all emissions activity occurring within the City's jurisdictional boundary as a result of community activities (e.g., building energy use, transportation, solid waste generation). Municipal operations emissions are a subset of the community-wide inventory, and only describe those emissions resulting from the provision of government services. The baseline inventories assessed emissions from energy use/facilities, transportation/vehicle fleet, solid waste generation, off-road sources, wastewater, and water services. See the CAP for additional information on the components and preparation of an emissions inventory.

1.3.1 MUNICIPAL OPERATIONS INVENTORY

The baseline inventory identifies that the City's municipal operations generated a total of 1,775 metric tons of carbon dioxide equivalent emissions (MT CO_2e) in 2010. As shown in Table 1.1, emissions from the Facilities sector were the largest contributor of emissions (70.4%), followed by the Vehicle Fleet (23.9%) and Solid Waste (5.4%) sectors. Emissions from water supply services are in comparison a small contributor, making up only 0.4% of the baseline inventory. Emissions associated with wastewater services were excluded from Cupertino's inventory because the City does not have operational control over the regional wastewater treatment plant.

Table 1.1
Baseline 2010 Municipal Operations Emissions

Emission Sector	Subsector	Emissions (MT CO_2e/yr)	City Total (%)
Facilities		1,249	70.4%
	Building Energy	837	47.2%
	Public Lighting	412	23.2%
Vehicle Fleet		424	23.9%
Solid Waste		95	5.4%
Water Services		7	0.4%
Total		**1,775**	**100%**

Source: AECOM 2013

Note: MT CO_2e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

1.3.2 COMMUNITYWIDE INVENTORY

Cupertino's community-wide baseline emissions inventory totals 307,288 MT CO_2e/yr in 2010. As shown in Table 1.2, energy use is the largest contributor of GHG emissions (55%), with transportation emissions contributing the majority of the remainder (34%). Off-road sources provide 7% of the inventory, and solid waste emissions provide another 2%. Potable water use and wastewater treatment are both small contributors by comparison, making up the remaining 2% of the inventory.

Table 1.2
Baseline 2010 Community-wide Emissions

Emission Sector	Subsector	Emissions (MT CO_2e/yr)	Communitywide Total (%)
Energy		**169,547**	**55.2%**
Electricity Subtotal		*85,452*	*27.8%*
	Residential	25,427	8.3%
	Commercial	60,025	19.5%
Natural Gas Subtotal		*84,095*	*27.4%*
	Residential	49,986	16.3%
	Commercial	34,109	11.1%
Transportation		**104,112**	**33.9%**
Off-Road Sources		**22,390**	**7.3%**
Solid Waste		**5,403**	**1.8%**
Wastewater	Wastewater Treatment	**4,640**	**1.5%**
Potable Water	Water Demand	**1,197**	**0.4%**
Total		**307,288**	**100.0%**

Source: AECOM 2014

Note: MT CO_2e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

1.4 GREENHOUSE GAS FORECASTS

The baseline inventories were used to forecast future emissions growth for 2020, 2035, and 2050 under a business-as-usual (BAU) scenario. This BAU scenario assumes historic trends describing energy and water consumption, travel, and solid waste generation will remain the same in the future. Therefore, emissions forecasts demonstrate what emissions levels are likely to be under a scenario in which no statewide or local actions are taken to curtail emissions growth. Growth factors for these future scenarios were based upon the General Plan's estimated growth in population, employment, and vehicle miles travelled under the highest growth scenario. BAU emissions forecasts are important because they are used to calculate the amount of emissions reductions necessary to achieve the City's future reduction targets.

MUNICIPAL OPERATIONS BAU FORECAST

Table 1.3 identifies the forecasted BAU municipal operations emissions by sector for 2020, 2035, and 2050.

Table 1.3
Municipal Operations Business-as-Usual Emissions (2010 - 2050)

Emission Sector	Subsector	2010 Emissions (MT CO_2e/yr)	2020 Emissions (MT CO_2e/yr)	2035 Emissions (MT CO_2e/yr)	2050 Emissions (MT CO_2e/yr)
Facilities		1,249	1,299	**1,370**	**1,436**
	Building Energy	837	871	918	962
	Public Lighting	412	428	452	473
Vehicle Fleet		424	449	486	**521**
Solid Waste		95	99	105	110
Water Services		7	7	8	**9**
Total		**1,775**	**1,855**	**1,969**	**2,076**

Source: AECOM 2013

Note: MT CO_2e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

COMMUNITY-WIDE BAU FORECAST

Table 1.4 identifies the community-wide BAU emissions forecasts by sector for 2020, 2035, and 2050.

Table 1.4
Community-wide BAU Emissions (2010 - 2050)

Emission Sector	2010 Emissions (MT CO2e/yr)	2020 Emissions (MT CO2e/yr)	2035 Emissions (MT CO2e/yr)	2050 Emissions (MT CO2e/yr)
Energy	**169,547**	**195,535**	**234,518**	**273,500**
Electricity Subtotal	*85,452*	*100,062*	*121,977*	*143,894*
Residential	25,427	27,239	29,958	32,677
Commercial	60,025	72,823	92,020	111,217
Natural Gas Subtotal	*84,095*	*95,473*	*112,540*	*129,607*
Residential	49,986	53,549	58,894	64,238
Commercial	34,109	41,924	53,647	65,369
Transportation	**104,112**	**119,641**	**142,569**	**165,371**
Off-Road Sources	**22,390**	**27,519**	**35,214**	**42,909**
Solid Waste	**5,403**	**6,215**	**7,558**	**8,714**
Wastewater	**4,640**	**5,325**	**6,318**	**7,285**
Potable Water	**1,197**	**1,374**	**1,630**	**1,880**
Total	**307,288**	**355,610**	**427,807**	**499,659**

Source: AECOM 2014

Note: MT CO2e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

As described above in Section 1.2.4, the State of California has adopted and implemented numerous policies and programs that will help to achieve the state's long-term emissions reduction target. Adjusted business-as-usual

(ABAU) forecasts consider the impact of this legislation to show what a community's emissions will likely be if the state continues to make progress on implementing its high-level actions. ABAU forecasts can be useful in identifying the remaining reductions gap between a jurisdiction's ABAU forecasts and its reduction targets. Local measures can then be developed to fill any gaps to support target achievement.

MUNICIPAL OPERATIONS ABAU FORECASTS

Within the municipal operations ABAU forecasts developed for the CAP, it is assumed that Facilities and Water sector emissions will be reduced through implementation of the Renewable Portfolio Standard (RPS). The standard effectively requires electrical utilities to reduce the carbon intensity of their electricity by obtaining 33% of their generation portfolio from renewable sources by 2020.

This statewide action will help reduce municipal operations emissions and contribute toward achievement of the City's emissions targets. The City will monitor the effectiveness of this legislation to ensure that the anticipated level of reductions is achieved locally, and to ensure that all applicable statewide reductions are included, should additional actions be developed that would apply to the CAP. Unlike the community-wide ABAU forecasts described below, the municipal operations forecasts do not apply reductions from statewide actions related to vehicle emissions, such as Assembly Bill 1493 (Pavley I and II), Executive Order S-1-07 (Low Carbon Fuel Standard), or other vehicle efficiency regulations. These actions were purposefully excluded to avoid double counting emissions reduction potential between the state's actions and the City's initiatives to reduce emissions from its fleet (as described in Chapter 4 of the CAP).

Table 1.5 identifies municipal operations ABAU forecast emissions for 2020, 2035, and 2050. It is possible that the state may increase the requirements associated with the RPS, which would result in greater emissions reductions. However, at the time of CAP preparation, compliance with the standard only required a 33% renewable electricity portfolio by 2020. The calculations supporting Table 1.5 assume that the standard is achieved by 2020 and is not exceeded (i.e., remains at 33%) in the 2035 and 2050 target years.

Table 1.5
Municipal Operations BAU and ABAU Emissions Totals (2010 - 2050)

Emission Sector	Subsector	2010 Emissions (MT CO_2e/yr)	2020 Emissions (MT CO_2e/yr)	2035 Emissions (MT CO_2e/yr)	2050 Emissions (MT CO_2e/yr)
Facilities		1,249	1,299	**1,370**	**1,436**
	Building Energy	837	871	918	962
	Public Lighting	412	428	452	473
Vehicle Fleet		424	449	486	**521**
Solid Waste		95	99	105	110
Water Services		7	7	8	**9**
BAU Total		**1,775**	**1,855**	**1,969**	**2,076**
Statewide Reductions					
Renewable Portfolio Standard		-	(365)	(385)	(404)
ABAU Total		**1,775**	**1,490**	**1,584**	**1,672**

Source: AECOM 2013

Note: MT CO_2e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

COMMUNITY-WIDE ABAU FORECASTS

Most of Cupertino's anticipated community-wide emission reductions are estimated to come from statewide actions. The CAP assumes that emissions within the energy and transportation sectors will be reduced through the statewide efforts mentioned above in Section 1.2.4 (and described in Chapter 1 of the CAP). This includes regulations addressing the use of renewable energy sources, building energy efficiency, and GHG emissions from passenger cars and trucks. When the impact of these statewide actions is applied to Cupertino's BAU emissions forecast, the resulting ABAU emissions levels begin to show the pathway towards achieving future reduction targets. These actions provide important reductions that are applied toward Cupertino's community-wide emissions targets, reducing the total amount of emissions to be addressed through local community actions.

This CAP also considers PG&E's future mix of electricity generation sources as planned through 2020, though this is not specifically a statewide action. In addition to its compliance with the state's RPS, PG&E also anticipates that the non-RPS compliant portion of its portfolio will become cleaner as their use of natural gas increases and that of coal decreases. Natural gas releases less CO_2 than coal when burned, which will result in reduced carbon emissions from PG&E's electricity generation portfolio as this shift is implemented.

The City will monitor the effectiveness of state legislation to ensure that the anticipated level of reductions is achieved locally, and to ensure that all applicable statewide reductions are included in future CAP updates. The CAP considers locally-realized community-wide emissions reductions from:

- Renewable Portfolio Standard (RPS),
- California 2013 Building Energy Efficiency Standards,
- AB 1109 – Lighting Efficiency
- AB 1493 – Pavley I and II,
- EO-S-1-07 – Low Carbon Fuel Standard, and
- Vehicle Efficiency Regulations

Including only these statewide initiatives towards the GHG reduction targets is considered a conservative approach because the AB 32 Scoping Plan describes numerous other actions that are likely to result in statewide reductions (e.g., Million Solar Roofs program, High Speed Rail). The statewide actions included herein represent those for which a methodology is available to calculate Cupertino's likely share of these reductions. Other actions will provide statewide benefits, but cannot be accurately attributed to Cupertino at this time, and should be carefully tracked for possible incorporation during future year CAP updates.

ARB's 2008 Scoping Plan provides emissions reduction estimates through 2020 that would result from implementation of the recommended actions contained therein. These reduction estimates were used to calculate the local reduction potential from those statewide actions that directly relate to emissions included in Cupertino's baseline inventories (e.g., electricity consumption, vehicle emissions). The *First Update to the Climate Change Scoping Plan* was approved in May 2014, and provides additional near-term and long-term actions to assist the state in pursuit of its long-term emissions reduction target of 80% below 1990 levels by 2050. The updated Scoping Plan also indicates that the state is on track to achieve its near-term reduction target of a return to 1990 levels by 2020, as codified in Assembly Bill 32. The updated Scoping Plan is meant to establish a framework to guide the state's actions in pursuit of climate goals beyond 2020. However, the update does not provide the same level of specific emissions reduction estimates resulting from implementation of these new actions beyond the

2020 horizon year. Therefore, reductions associated with statewide actions cannot be projected for the City's 2035 and 2050 target years with the same degree of confidence used to calculate the 2020 reductions estimates.

Chapter 2 of the CAP presents two methods for estimating future reductions associated with statewide actions to address this uncertainty beyond the 2020 timeframe of the Scoping Plan. One approach estimates their impact based on the known extent of their implementation by 2020, as described in the Scoping Plan. These reductions can then be projected into the future, assuming no further enhancement to the statewide actions. Based on informal conversation with BAAQMD staff, a second approach was developed that applies the 2020 statewide reduction estimates to the City's 2020 target to calculate their relative contribution (i.e., percentage of reduction target that is assumed to be met with statewide actions). This second approach then assumes that this same relative level of statewide actions contribution towards future target years. For example, statewide reductions in Cupertino are estimated to provide 85% of reductions needed to achieve the 2020 target. This second approach would assume that statewide actions are continually enhanced and strengthened in the future, such that those actions would also provide 85% of the reductions needed to achieve the City's 2035 and 2050 targets as well. As described in the updated Scoping Plan, the state is on track to achieve its 2020 target, and is now turning its focus towards longer-term reduction goals. While it is not possible to predict with certainty that future statewide actions will continue to contribute 85% of reductions needed to achieve the City's targets, progress made toward the state's 2020 target indicates a commitment and desire to realize California's long-term 2050 reduction target. The CAP directs the City to continually monitor these statewide actions and evaluate their local impact (i.e., emissions reduction contributions) during regular inventory updates through Measure 2035-1. If these updates occur every 2-3 years, this will provide early warning on the actual impact of the statewide actions such that the City can develop additional local reduction strategies, as necessary, to ensure future target achievement.

Table 1.6 summarizes the anticipated community-wide reductions in 2020 for the statewide actions listed above. Table 1.7 shows the resulting statewide reductions and community-wide ABAU emissions forecasts, assuming that the contribution of statewide actions in 2020 remains constant (i.e., 85% of the targets presented below in Section 1.5 are achieved with reductions from statewide actions).

Table 1.6
2020 and 2035 Community-wide Emission Reductions from Statewide Actions

Statewide Actions	2020 Emissions Reductions (MT CO_2e/yr)
Renewable Portfolio Standard (33% by 2020) + PG&E De-carbonization	34,267
2013 California Building Energy Efficiency Standards	866
AB 1109 Lighting Efficiency	5,059
Pavley I and II and Low Carbon Fuel Standard	36,535
Vehicle Efficiency Regulations	3,534
Total	**80,261**

Source: AECOM 2013

Note: MT CO_2e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

x

Table 1.7
Community-wide BAU and ABAU Emissions Totals (2010 - 2050)

Emission Sector	2010 Emissions (MT CO2e/yr)	2020 Emissions (MT CO2e/yr)	2035 Emissions (MT CO2e/yr)	2050 Emissions (MT CO2e/yr)
Energy	**169,547**	**195,535**	**234,518**	**273,500**
Electricity Subtotal	*85,452*	*100,062*	*121,977*	*143,894*
Residential	25,427	27,239	29,958	32,677
Commercial	60,025	72,823	92,020	111,217
Natural Gas Subtotal	*84,095*	*95,473*	*112,540*	*129,607*
Residential	49,986	53,549	58,894	64,238
Commercial	34,109	41,924	53,647	65,369
Transportation	**104,112**	**119,641**	**142,569**	**165,371**
Off-Road Sources	**22,390**	**27,519**	**35,214**	**42,909**
Solid Waste	**5,403**	**6,215**	**7,558**	**8,714**
Wastewater	**4,640**	**5,325**	**6,318**	**7,285**
Potable Water	**1,197**	**1,374**	**1,630**	**1,880**
BAU Total	**307,288**	**355,610**	**427,807**	**499,659**
Statewide Reductions	-	(80,261)	(230,427)[1]	(380,307)[1]
ABAU Total	**307,288**	**275,349**	**197,380**	**119,352**

Source: AECOM 2014

Note: MT CO2e = metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

[1] Represents 85% of the community-wide 2035 and 2050 target (respectively) shown in Table 1.8

1.5 GREENHOUSE GAS REDUCTION TARGETS

The CAP's primary goal is to reduce greenhouse gas emissions. To further that goal, an emissions reduction target serves as an aspirational metric to help focus City strategies to achieve the desired reductions. The targets selected in the CAP are designed to support statewide emissions reduction efforts, as well as allow use of recently enacted CEQA streamlining benefits.

The state's near-term emissions reduction goal, as defined in AB 32, is to return to 1990 levels by 2020. Most local governments do not have baseline inventory data for the year 1990, so the ARB and the BAAQMD have developed guidance suggesting that a reduction of 15% below the CAP's baseline year by 2020 could approximate a return to 1990 levels for jurisdictions with baseline years of 2005-2008. (see CAP Chapter 2 for further description of the target selection process pg.62). This is the most common near-term target used in CAPs within California. However, Cupertino prepared its baseline inventories using the most current data available at the time of CAP preparation, which resulted in selection of a 2010 baseline year. Since BAAQMD's previous guidance suggested that a 15% reduction below a 2005-2008 baseline year could approximate a return to 1990 levels, it could be assumed that later baseline years would need to reduce emissions by a greater amount to similarly return to 1990 levels, as shown in Figure 1.3.

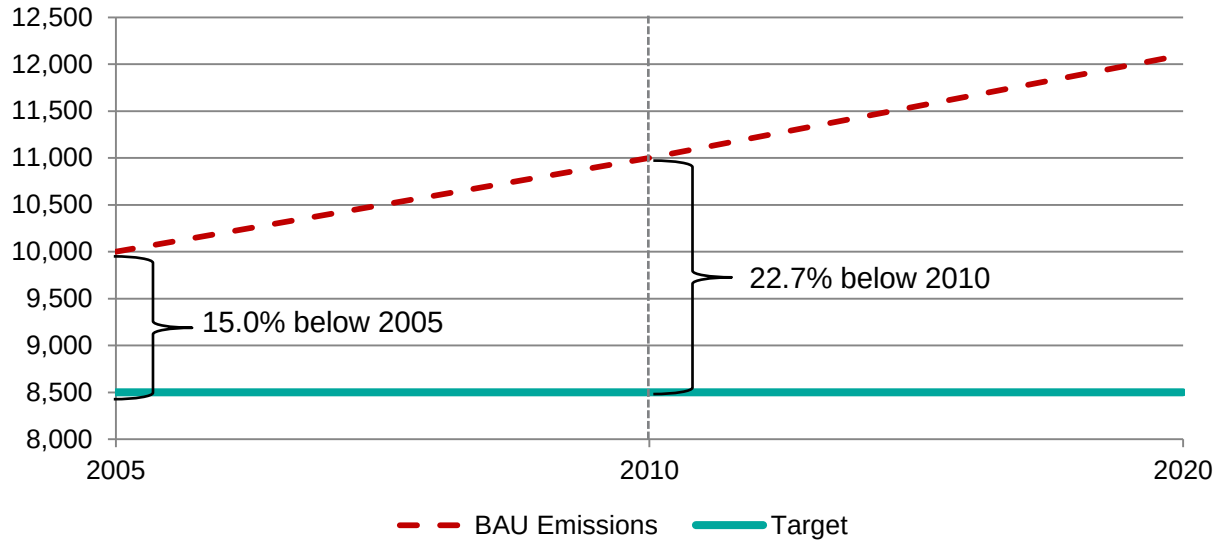


Figure 1.3 **Reduction Targets based on Baseline Year**

BAAQMD's current guidance was based on ARB's 2007 statewide inventory and forecasts for the 2020 horizon year. Table 1.8 presents this original statewide information expressed as million metric tons of CO_2e. ARB used a baseline year created from the average emissions inventories for 2002-2004, and also provided a 2020 target year emissions forecast. The 2005-2010 BAU emissions values presented here were interpolated based on ARB's baseline year and forecast estimate assuming straight line growth between these two points. The bottom row shows what reduction target below each baseline year would be required to achieve a return to 1990 levels. As shown, a 2008 baseline year would require a target of nearly 15%, while a 2010 baseline year would require a target of 17% to approximate a return to 1990 levels.

Table 1.8
2007 Statewide Emissions Inventory, Forecasts, and Reduction Targets

	1990	2002-2004 Average	2005	2006	2007	2008	2009	2010	2020
Statewide BAU Emissions (MMT CO_2e)	427[1]	469[1]	477	485	493	501	509	517	596[1]
Target Needed to Achieve 1990 Levels	0.0%	9.0%	10.5%	11.9%	13.4%	**14.7%**	16.1%	**17.3%**	28.4%

Source: AECOM 2014

Note: MMT CO_2e = million metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

[1] From ARB's Climate Change Scoping Plan, December 2008, pages 12-13

However, since BAAQMD provided its original guidance, ARB has updated the statewide inventory and 2020 forecasts to account for the economic recession that began in 2008. Table 1.9 presents this updated information using a 2008 baseline year. As shown, the 2020 emissions forecasts have been revised lower than those originally estimated in 2007. As a result, reduction targets to approximate a return to 1990 levels are also lower. Under this revised scenario, a 2008 baseline would only need to reduce emissions by 10% to return to 1990 levels, while a 2010 baseline would need reductions of approximately 12%.

Table 1.9
2010 Statewide Emissions Inventory, Forecasts, and Reduction Targets

	1990	2008	2010	2020
Statewide BAU Emissions (MMT CO_2e)	427[1]	475[2]	487	545[3]
% below Baseline to Reach 1990 Levels	0.0%	**10.1%**	**12.3%**	21.7%

Source: AECOM 2014

Note: MMT CO_2e = million metric tons of carbon dioxide equivalent; column sums may not match total shown due to rounding

[1] From ARB's Climate Change Scoping Plan, December 2008, pages 12

[2] From ARB's Greenhouse Gas Inventory – 2020 Emissions Forecast: http://www.arb.ca.gov/cc/inventory/data/tables/2020_ghg_emissions_forecast_2010-10-28.pdf

[3] From ARB's Greenhouse Gas Inventory – 2020 Emissions Forecast: http://www.arb.ca.gov/cc/inventory/data/forecast.htm; includes 2020 forecast value (i.e., 507 MMT CO_2e/yr) plus 38 MMT CO_2e/yr representing reductions anticipated from Pavley I and RPS, for a total 2020 BAU inventory of 545 MMT CO_2e/yr

In light of more current guidance from OPR or BAAQMD at the time of document preparation, Cupertino has selected a reduction target of 15% below 2010 baseline levels by 2020 as a proxy for a return to 1990 levels. This target falls squarely between those shown in Tables 1.8 and 1.9 for 2010 baseline years, and serves to demonstrate the City's commitment to supporting the state's emissions reduction goals by exceeding the reduction target associated with the revised statewide inventory (i.e., 12.3%). During future CAP updates, more refined targets may be available for incorporation into the plan, but at this time the selected target represents the best available data to allow local governments to approximate a return to 1990 levels.

Governor Schwarzenegger also signed EO S-3-05, which includes a longer-term target to achieve emissions of 80% below 1990 levels by 2050. To demonstrate consistency with the state's long-range target, this CAP also includes targets for 2050, as well as interim year 2035 targets to serve as a mid-point check in between 2020 and 2050. Based on the state's 2050 target and the fact that this CAP uses a 2010 baseline year as described above, Cupertino has defined its longer-term targets as 49% below baseline levels by 2035 and 83% below baseline levels by 2050. Table 1.10 shows the community-wide and municipal operations reduction targets for these three planning years, along with the estimated contribution of statewide reductions to identify the total local reductions needed to achieve each target.

Table 1.10
Community-wide and Municipal Operations Reduction Targets

Community-wide Emissions Reduction Targets				
	2010 (MT CO_2e/yr)	**2020 (MT CO_2e/yr)**	**2035 (MT CO_2e/yr)**	**2050 (MT CO_2e/yr)**
BAU Emissions	307,288	355,610	427,807	499,659
Reduction Target	-	15% below 2010 levels	49% below 2010 levels	83% below 2010 levels
		261,195	156,717	52,239
Reductions Needed	-	94,415	271,090	447,420
Statewide Reductions	-	(80,261)	(230,427)	(380,307)
Local Reductions Needed	-	14,154	40,663	67,113

Municipal Operations Emissions Reduction Targets				
	2010 (MT CO_2e/yr)	**2020 (MT CO_2e/yr)**	**2035 (MT CO_2e/yr)**	**2050 (MT CO_2e/yr)**
BAU Emissions	1,775	1,855	1,969	2,076
Reduction Target	-	15% below 2010 levels	49% below 2010 levels	83% below 2010 levels
		1,509	905	302
Reductions Needed	-	346	1,064	1,774
Statewide Reductions	-	(365)	(385)	(404)
Local Reductions Needed	-	(19)	679	1,370

1.6 GREENHOUSE GAS REDUCTION MEASURES

1.6.1 MUNICIPAL OPERATIONS

The CAP includes a description of existing actions that have already been taken (or are ongoing) that would contribute to emission reductions. For the purposes of the analysis in this Addendum, the focus is on the proposed new actions to achieve GHG reductions. The municipal GHG reduction strategies included in the CAP are summarized below. The items which were specifically evaluated in the Addendum because of their potential to affect the physical environmental are presented in *italic* text. Other proposed strategies include items that would not directly affect the physical environment; these measures may direct outreach programs, propose planning studies, or address financing strategies.

Proposed municipal operations strategies include:

M-F-1 Pursue Sustainable Energy Portfolio

M-F-1 A. Support Utility-Enhanced Clean Generation Portfolio – PG&E proposed a "Green Option" program with the California Public Utilities Commission that would allow customers (including municipal governments) the ability to purchase electricity from renewable sources. If the Green Option program is approved, the City could decide to voluntarily participate and purchase the electricity used in its municipal operations from 100% emissions-free sources. The Green Option program may also offer a variety of options, such as 50%, 75%, and 100% clean electricity packages, with varying costs per kilowatt hour based on percentage of clean electricity provided. This action directs the City to study the feasibility of participating in the Green Option program, should it become available.

M-F-1 B. Create Community Choice Energy Option – AB 117 enables California cities and counties to either individually, or collectively, supply electricity to customers within their borders through the establishment of a Community Choice Aggregation (CCA) district (refer to as Community Choice Energy or CCE in the CAP). Unlike a municipal or publicly-owned utility, a CCA does not own the transmission and delivery systems, but is responsible for providing electricity to its constituent residents and businesses. The CCA may own electric generating facilities, but more often, it purchases electricity from private electricity generators. Once a CCA is established, residents, businesses, and local governments may voluntarily participate by opting to purchase electricity from the CCA rather than the local utility company. Similar to the Green Option program, CCEs are

often developed to provide tiers of clean electricity, such as 75% or 100% clean electricity. This action directs the City to consider partnering with neighboring jurisdictions to prepare CCA feasibility studies for the development of a regional CCA district in which Cupertino's residents, businesses, and government could voluntarily participate.

M-F-2 Develop Renewable or Low-Carbon Electricity Generation

M-F-2 A. Install Solar PV Systems on City Buildings / Property *– This action directs the City to pursue installation of solar photovoltaic (PV) systems at five previously analyzed sites: City Hall complex, Quinlan Community Center, Cupertino Library, Corporation Yard, and Civic Center carports. When fully implemented, the rooftop- and parking lot-mounted solar PV systems would total 508 kW of installed capacity, which are estimated to provide approximately 818,000 kilowatt hours (kWh) per year to City facilities. This action further directs the City to explore the potential for additional solar PV installations in the future, including on new buildings proposed as part of the City's Civic Center Master Plan. Specific locations where PV installations are proposed include the Civic Center and Corporation Yard. PV installations would be located on the roofs of existing buildings, and on free-standing structures in existing parking areas at the Civic Center and Corporation Yard.*

M-F-2 B. Install Solar Thermal Installations on City Facilities – Based on the City's previous Detailed Energy Audit, this action directs the City to conduct further feasibility analysis for the installation of solar thermal systems at the Blackberry Farm Pool and Sports Center, and pursue installation is systems are found to be financially viable. These systems would offset some or all of the facilities' natural gas demand used in water heating. This action does not direct the City to install any solar thermal systems at this time.

M-F-3 Advanced Energy Management

M-F-3 A. Develop Advanced Energy Efficiency Analytics– This action directs the City to partner with a third-party provider of building energy analytics programs and to use building energy use data to identify opportunities for building operational and maintenance improvements, and pursue installation or implementation of identified improvements as funding allows. These programs typically identify improvement opportunities in lighting management systems and buildings' mechanical, electrical, and plumbing (MEP) systems.

M-F-3 B. Benchmark and Track Consumption Data Collected per Facility – This action directs the City to work with PG&E to install additional utility meters that would allow the City to track energy use at specific, individual buildings and facilities. Following installation of these additional meters, the City would be able to better track its energy use to identify efficiency improvement opportunities or monitor the results of various efficiency improvements.

M-F-3 C. Install Energy Management Systems – This action directs the City to research and pursue opportunities for additional energy management systems (EMS) within its buildings. The City already uses EMS to control interior building lighting in numerous facilities and has installed plug load systems at some employee work stations to reduce energy use from office equipment and appliances after normal business hours.

M-F-3 D. Introduce Retro-Commissioning Program – This action directs the City to formalize its existing procedures regarding the maintenance of its buildings' primary systems (e.g., mechanical, electrical, and plumbing). These systems are commissioned at the time of installation to ensure their optimal operation. Over

time, these settings shift, and retro-commissioning helps return them to an optimal operational state to improve building efficiency.

M-F-3 E. Design / Implement Facilities and Equipment Energy Management Policy – This action directs the City to develop an overarching energy management policy to guide facility and equipment operations in an energy-efficient manner.

M-F-3 F. Bolster Employee Behavior Change through Information / Education – This action would direct the City to train building facility and maintenance staff on the proper use of existing energy management systems and promote further use of an existing employee handbook that guides City procurement towards sustainable materials and products and energy-efficient options. The action also directs the City to install energy use dashboards in publicly-oriented buildings (e.g., City Hall, Library) to make energy conservation visible to City employees and the public.

M-F-3 G. Pursue 3rd Party Facility Certification – This action directs the City to pursue certification programs that acknowledge the City's efforts related to building operational and management efficiency.

M-F-4 Grow Existing Building Energy Retrofit Efforts

M-F-4 A. Complete Building Retrofits – This action directs the City to use data collected as a result of the advanced analytics program (see M-F-3 A) to identify opportunities for additional building retrofits, such as HVAC replacement, hot water boiler insulation, or additional lighting retrofits. The City has already completed interior lighting retrofits with occupancy sensor installations and deployment of plug load controllers at work stations, both of which were recommended in the City's Detailed Energy Audit. This action does not direct the City to make any additional specific building retrofits at this time.

M-F-4 B. Establish Energy Efficiency Fund – This action directs the City to explore the feasibility of establishing a revolving energy efficiency fund that could help fund energy efficiency improvements or renewable energy installations in the future. This action does not direct the City to commit funding for such purposes at this time.

M-F-4 C. Set Standards and Targets – This action assumes that the City will continue implementing its existing Green Building Ordinance as applicable to future municipal construction retrofit projects. The action further directs the City to consider emphasizing energy and water conservation, as well as minimizing construction waste, through the retrofit design process. The Green Building Ordinance provides various pathways for compliance and this action directs the City to voluntarily pursue those pathways that would result in energy, water, and solid waste reductions, where feasible. This action does not direct a change to the City's Green Building Ordinance.

M-F-4 D. Adopt Demonstration Policy – This action encourages the City to develop a formal process through which it can assist local businesses in testing and demonstration of emerging technology.

M-F-5 Expand New Building Energy Performance

M-F-5 A. Update Green Building Standard – Energy Performance Guidance - Similar to M-F-4 C, this action assumes that the City will continue implementing its existing Green Building Ordinance as applicable to future new municipal construction projects. The action further directs the City to consider emphasizing energy

and water conservation, as well as minimizing construction waste, through the building design and retrofit process. The Green Building Ordinance provides various pathways for compliance, and this action directs the City to voluntarily pursue those pathways that would result in energy, water, and solid waste reductions, where feasible. This action also directs the City to consider a building's solar orientation and consider including solar-ready construction, where feasible, to provide opportunities for additional future solar PV installations. This action does not direct a change to the City's Green Building Ordinance.

M-F-6 Complete City-wide Public Realm Lighting Efficiency

M-F-6 A. Complete Street Light Retrofits – This action directs the City to consider best practices in street lighting at the time of street light lamp replacement or fixture maintenance and replacement. This action further directs the City to achieve comparable levels of lighting efficiency in future new installations as were achieved in its recent city-wide street light retrofit project. This action does not direct any new lighting retrofits at this time.

M-F-6 B. Retrofit Remaining Parking Lot and Park Facility Lighting – This action directs the City to identify additional opportunities for parking lot or park facility lighting retrofits, such as pathway lighting and athletic field lighting. It further directs the City to identify appropriate lighting retrofits for athletic fields that would maintain lighting level and quality requirements for sports play. The action also directs the City to update its lighting guidance documents to specify efficiency levels for new lighting installations or retrofits.

M-F-7 Conserve Water through Efficient Landscaping

M-F-7 A. Utilize Weather-Track System to Reduce Park and Median Water Use – This action directs the City to continue using its weather-based irrigation technology in City landscaping to avoid excessive water use, and to continue training staff on the proper use of the irrigation system.

M-F-7 B. Benchmark and Track Water Use per Meter – This action directs the City to develop an operational framework for tracking and analyzing municipal water use at the meter level to help identify leaks or other wasteful activities. It further directs the City to incorporate water use reporting into its annual CAP progress reporting procedures to City Council.

M-F-7 C. Adopt Water Budget and Green Grounds Policy – This action directs the City to consolidate its landscaping and park maintenance practices into one comprehensive guidance document or policy, referred to as a Green Grounds policy. This policy would incorporate the City's existing practices, including irrigation system training for Parks Department staff, management of green waste (e.g., grass trimmings, branch clippings), and plant selection. It further directs the City consider developing water budgets for individual park units to further monitor and manage water use.

M-F-7 D. Use Bay-Friendly Landscaping Techniques Across Parks and Medians; Install Demonstration Gardens – This action directs the City to develop a funding and implementation schedule to update public landscapes with Bay-friendly landscaping techniques, and install a demonstration garden with educational placards to demonstrate water-sensitive design.

M-F-7 E. Install Graywater and Rainwater Catchment Systems in New Construction and Major Retrofit Projects – This action directs the City to incorporate rainwater catchment systems and/or graywater plumbing in new municipal construction projects or major building retrofits, as appropriate.

M-F-7 F. Recognize Staff "Water Wise" Practices – This action directs the City to develop an acknowledgement/rewards program to celebrate the personal actions of staff who voluntary conserve water.

M-VF-1 Low Emission and Alternative Fuel Vehicles

M-VF-1 A. Update Green Purchasing Policy and Vehicle Replacement Schedule to Prioritize Alternative Fuel Vehicles and Infrastructure – This action directs the City to develop an over-arching strategic plan and budget to transition the City's municipal fleet towards low-emissions and alternative fuel vehicles to pair with the City's existing Vehicle Replacement Schedule. The action directs the City to replace 5 passenger vehicles with hybrid electric models, 12 light-duty trucks with hybrid-electric SUV models, and 2 heavy-duty trucks with more fuel-efficient heavy-duty truck models. These replacements would be in addition to the City's existing 3 hybrid-electric passenger vehicles and 2 hybrid-electric SUVs. This action further directs the City to continue implementation of a municipal car share program, and consider opportunities for expansion of the City's existing municipal bicycle fleet. This action does not direct the City to install alternative fuel charging or refueling stations; see M-VF-2 A, B, and C for actions related to alternative fueling infrastructure.

M-VF-1 B. Expand City Bike Fleet, Training, and Promotion – This action directs the City to continue promotion of its existing municipal fleet for use in instances when vehicle trips can be safely and conveniently replaced with trips via bicycle.

M-VF-1 C. Promote Vehicle Alternatives to Reduce Car-Travel to City-Sponsored Events – Through this action, the City will continue to implement its municipal car share program, as well as work to identify opportunities to expand its municipal bike and car share programs for staff use to offset vehicle miles traveled during commutes to municipal buildings.

M-VF-2 Increase Alternative Fuel Infrastructure

M-VF-2 A. Install Electric Vehicle Charging Stations *– The City has already installed one dual-port electric vehicle (EV) charging station, with plans to install four more in the near-term. This action assumes that the City will install a total of ten EV charging stations for municipal and public use to help support a future shift towards alternative fuel vehicles. This action does not specify the location of these additional EV charging stations.*

M-VF-2 B. Evaluate Fuel Cell Fueling Station *– This action directs the City to continue analyzing opportunities for the development of local fuel cell fueling stations for municipal and community-wide use. It recommends the City share its research with neighboring jurisdictions to determine if joint- or bulk-procurement is a viable funding strategy. This action does not direct the City to install any fuel cell fueling stations at this time.*

M-VF-2 C. Evaluate CNG Fueling Station - This action directs the City to prepare a feasibility analysis for development of a local compressed natural gas (CNG) refueling facility, including opportunities to develop a shared facility with other neighboring jurisdictions. However, this action does not direct the City to construct a CNG fueling station at this time.

M-VF-3 Promote Behavior / Fuel Optimization

M-VF-3 A. Implement Telematics to Improve Route and Fuel Optimization– Telematics programs allow vehicle tracking and diagnostics to reduce the total number of vehicle miles traveled and ensure vehicles are

performing optimally. This assumes that the City will continue to use of its existing telematics system in Building Department vehicles, and evaluate opportunities to expand the use of telematics to other parts of the municipal fleet.

M-VF-3 B. Update Vehicle Use Policy to Prioritize Fuel Efficient Operations and Maintenance – A driver's operation of a vehicle (e.g., speeding, idling, and hauling excessive weight) and the vehicle's overall maintenance can influence its amount of fuel consumption. This action directs the City to formalize its existing fleet operation and maintenance practices into an Efficient Vehicle Operation and Maintenance policy, or as a supplement to the City's existing Employee Vehicle Use Policy, and provide proper staff training (to drivers and fleet maintenance staff) on the policy's components. It also directs the City to partner with community groups and organizations to provide anti-idling outreach community-wide, particularly in school zones and commercial districts.

M-VF-3 C. Expand Commuter Benefits Program – This action directs the City to develop additional benefits to further encourage City employees to pursue alternative commuting, and unites these benefits under a formalized commuter benefits program. Additional benefits could include carpool/vanpool service that connects transit stops with City Hall complex, carpool and walk/bike matching services, guaranteed ride home program, flexible/alternative work schedules, and telecommuting options.

M-VF-3 D. Introduce Fuel Saving Recognition Program for Employees/Departments– This action directs the City to establish an inter-departmental recognition program to highlight achievements made towards vehicle fuel conservation.

M-SW-1 Increase Waste Reduction

M-SW-1 A. Establish Stretch Waste Reduction and Diversion Goals – This action directs the City to establish a zero-waste goal within its Zero-Waste Strategy. It further directs the City to use information collected as part of its existing municipal waste audits to establish building- or department-specific waste reduction goals in support of the overarching zero-waste goal. Actions to achieve this goal are described in M-SW-1 B and C, M-SW-2 A, and M-SW-3 A.

M-SW-1 B. Create Paperless Office Policy / Program – This action directs the City to expand its current paperless office initiatives through installation of printer-tracking software, conversion of paper forms and permits to electronic versions, and increasing electronic storage capacity, as necessary. The action further directs the City to monitor building or department paper waste through its existing municipal waste audits to identify opportunities for improvement. The City already contracts for organic materials and recyclables collection at municipal facilities through its franchise waste hauler.

M-SW-1 C. Revise Green Procurement and Event Specifications; Pair with Implementation Handbook – This action directs the City to formalize its existing green procurement practices into a user-friendly Green Purchasing Guide for use by City staff. The guide would identify preferred materials or options for a range of items, including furniture, carpet/flooring, paints, packaging materials, appliances, and office equipment. The guidance would give preference to materials that are recycled, recyclable, or compostable.

M-SW-1 D. Conduct Waste Characterization Audits and Track Materials / Diversion – This action assumes that the City will continue performing regular audits of the municipal waste stream to identify opportunities for increased diversion. This action directs the City to establish a waste audit cycle to allow monitoring and

verification of the City's waste diversion efforts, tied to its ongoing facilities recertification efforts through the California Green Business Program

M-SW-2 Increase Food Scrap and Compostable Paper Diversion

M-SW-2 A. Expand Municipal Collection and Composting Program – This action assumes the City will continue its existing food scrap and compostable paper collection program at municipal facilities. It further directs the City to use results from municipal waste audits (see M-SW-1 D) to identify City buildings or facilities that would benefit from having compostable waste collection bins on-site, or identify the need for additional education related to compostable collection. The City already contracts for compostable waste collection at municipal facilities through its franchise waste hauler.

M-SW-3 Increase Construction and Demolition Waste Diversion

M-SW-3 A. Set C&D Diversion Policy for Municipal Projects – This action assumes that the City will continue implementation of its construction and demolition (C&D) waste diversion requirements (i.e., 60% diversion for applicable projects) as specified in the City's Green Building Ordinance. The action further directs the City to consider expanding those requirements to 75% diversion for applicable municipal projects, after discussing the feasibility of such an option with area landfill operators. This measure does not direct the City to increase its C&D diversion requirements at this time.

EMISSIONS REDUCTIONS

Table 1.11 summarizes the proposed municipal operations CAP strategies and actions, including those already implemented, and the associated greenhouse gas emission reductions anticipated from their implementation by the year 2020. As shown at the bottom of the table, emissions reductions by 2020 are estimated to exceed the City's near-term reduction target.

Table 1.11
Municipal Operations Measures and Quantified Reductions

Reduction Measures	2020 Reductions (MT CO_2e/year)	Contribution to 2020 Target
FACILITIES GOAL	**552**	**160%**
M-F-1 Sustainable Energy Portfolio	-[1]	
M-F-2 Renewable or Low-Carbon Electricity Generation	108	31%
M-F-3 Advanced Energy Management	91	26%
M-F-4 Existing Building Energy Retrofit	41	12%
M-F-5 New Building Energy Performance	Supporting Measure	
M-F-6 Public Realm Lighting Efficiency	125	36%
M-F-7 Landscape Water Conservation	1	0%
Statewide Actions	186[2]	54%
VEHICLE FLEET GOAL	**66**	**19%**
M-VF-1 Low Emission and Alternative Fuel Vehicles	48	14%
M-VF-2 Alternative Fuel Infrastructure	Supporting Measure	
M-VF-3 Behavior / Fuel Conservation	19	5%
SOLID WASTE GOAL	**82**	**24%**
M-SW-1 Waste Reduction	64	18%
M-SW-2 Food Scrap and Compostable Paper Diversion	16	4%
M-SW-3 Construction and Demolition Waste Diversion	2	1%
TOTAL 2020 CAP REDUCTIONS	**700**	**202%**
Reduction Target	15% below baseline	
Reductions Needed in 2020	346	
Estimated Reduction Level below 2010 Baseline	**34.9%**	

Notes: Columns may not total to values shown due to rounding

[1] Emissions reductions associated with implementation of Measure M-F-1 were omitted from the Facilities Sector subtotal for 2020; See the Measure M-F-1 discussion in Chapter 4 of the CAP for more information on its role in future target achievement.

[2] The Renewable Portfolio Standard requires California's utilities to provide 33% of their electricity from renewable sources by 2020. Several CAP measures, if implemented, would result in lower municipal electricity use in 2020 than that estimated in the emissions forecasts shown in Chapter 2 of the CAP. To avoid double-counting the cumulative effects of each measure, this table presents the RPS reductions assuming full implementation of Measures M-F-2 through M-F-7 by 2020. If any of these measures are not fully implemented by 2020, then reductions associated with the RPS would increase as a greater amount of electricity demand would be subject to the effects of this regulation. This table further assumes that Measure M-F-1 is not implemented prior to 2020. If Measure M-F-1 is implemented prior to 2020, then reductions associated with the RPS would decrease based on the level of clean electricity purchased as part of Measure M-F-1.

1.6.2 PROPOSED COMMUNITY-WIDE MEASURES

Proposed community-wide GHG reduction strategies included in the CAP are summarized below. The items which were specifically evaluated in the Addendum because of their potential to affect the physical environmental are presented in *italic* text. Other proposed strategies include items that would not directly affect the physical

environment; these measures may direct outreach programs, propose planning studies, or address financing strategies. The City's community-wide emission reduction strategies are as follows:

Statewide Actions – The implementation of several pieces of state legislation or programs will provide emissions reductions at the community-wide level within Cupertino. These actions by the state government include increasing the amount of emissions-free electricity provided through investor-owned and municipal utilities, reducing the carbon content of vehicle fuel, improving vehicle fuel efficiency levels, conserving the state's water resources, and improving the efficiency of lighting technology. These state actions will occur regardless of the City's adoption of a CAP, and have been referenced in the CAP to take credit for those likely sources of emissions reductions. The CAP does not direct these actions to occur.

C-E-1 Energy Use Data and Analysis – This action directs the City to develop a community outreach program to advertise the benefits of advanced building energy analytics services, either through the local utility company or third-party providers. These programs typically identify improvement opportunities in lighting management systems and buildings' MEP systems. The outreach programs would encourage voluntary participation in such programs.

C-E-2 Retrofit Financing – This action directs the City to consider developing or participating in various retrofit financing programs and provide community-wide outreach to advertise their availability and related benefits. The following financing options are described in the CAP:

- **Property Assessed Clean Energy** – A property-assessed clean energy (PACE) finance program is enabled through the AB 811 legislation. This bill allows land-secured loans for homeowners and businesses who install energy efficiency projects and clean-energy generation systems. A PACE program permits property owners within participating districts to finance the installation of energy- and water-efficiency improvements in their home or business through a lien against their property that is repaid through their property tax bill. This action directs the City to continue its work with neighboring jurisdictions to create or opt into a PACE program that provides financing to residential retrofit and renewable energy development projects; the City currently participates in the California FIRST PACE program. This action further directs the City to provide community outreach regarding the availability of PACE financing programs.

- **Energy Service Company (ESCO) Promotion / Energy Performance Contracting** – ESCO help businesses to identify energy efficiency improvement options, finance selected improvements, and monitor their results through an energy performance contract. This action directs the City to work with partner agencies, such as those involved in the collaborative CAP project, and the local business community to aggregate small- and medium-sized businesses with interest in building retrofits, in order to attract ESCO participation in this smaller market segment.

C-E-3 Home and Commercial Building Retrofit Outreach – This action directs the City to partner with the local realtor community to develop and implement an informational campaign that targets new home and building owners. The campaign would provide information on existing sources of rebates and financing for home and business retrofits and renewable energy systems to encourage voluntary installation of such improvements.

C-E-4 Energy Assurance and Resiliency Plan – This action directs the City to develop an energy strategy document that considers its current energy sources and their vulnerability to climate change impacts, as well as

research additional long-term opportunities for energy conservation within the community. This action does not direct the City to develop any energy resources.

C-E-5 Community-wide Solar Photovoltaic Development – This action directs the City to continue encouraging voluntary community-wide installation of solar photovoltaic (PV) systems on residential and commercial properties. The CAP further describes the following strategies to increase solar PV installations through public outreach campaigns and city-community partnerships to remove technical and administrative barriers to increased solar PV installation:

- **Solar Service Provider Power Purchase Agreements (PPA) Promotion** – This action directs the City to identify any remaining regulatory barriers to widespread installation of solar PVs throughout the City, including zoning requirements, development standards, or permit fees. It further directs the City to provide community outreach or otherwise disseminate information on the availability of solar service providers and power purchase agreements, as an alternative to outright purchase of rooftop solar PV systems. This action helps to encourage voluntary installation of solar PV systems, but does not direct the installation of any such systems in the community.

- **Community Shared Solar Promotion** – Similar to PPA promotion, this action directs the City to disseminate information regarding community shared solar programs as an alternative to outright purchase of a rooftop solar PV system. Community shared solar programs allow the purchase of locally-produced solar energy, even if a participants' building is not suitable for installation of its own solar PV systems. This action helps to encourage voluntary installation of solar PV systems, but does not direct the installation of any such systems in the community.

- **Solar Empowerment Zones** – This action directs the City to prepare an initial solar analysis to identify potential areas of the community that could support large-scale solar PV installations, referred to as solar empowerment zones. The analysis would consider factors such as, existing building orientation, solar access, roof types, and property ownership. The action further directs the City to remove any remaining regulatory barriers it identifies that would inhibit this type of solar PV development. It also directs the City to provide outreach to community members and property owners within any identified solar empowerment zones to present the results of the solar analysis and information on available solar financing options. This action helps to encourage voluntary installation of solar PV systems, but does not direct the installation of any such systems in the community.

- **Building Regulations –** This action directs the City to consider requiring solar pre-wiring/pre-plumbing as part of future revisions to the City's Green Building Ordinance, and to provide information on the benefits of pre-wiring/pre-plumbing during the plan check and permitting process.

C-E-6 Community-wide Solar Hot Water Development – This action directs the City to work with PG&E to promote voluntary participation in the California Solar Initiatives – Thermal Program. The City would help to develop informational materials and host workshops or working group sessions targeting businesses and facilities with high hot water demands (e.g., Laundromats). This action helps to encourage voluntary installation of solar thermal systems, but does not direct the installation of any such systems in the community.

C-E-7 Community Choice Energy Option – AB 117 enables California cities and counties to either individually or collectively supply electricity to customers within their borders through the establishment of a CCA district

(referred to as Community Choice Energy or CCE in the CAP). Unlike a municipal or publicly-owned utility, a CCA does not own the transmission and delivery systems, but is responsible for providing electricity to its constituent residents and businesses. The CCA may own electric generating facilities, but more often, it purchases electricity from private electricity generators. Once a CCA is established, residents, businesses, and local governments may voluntarily participate by opting to purchase electricity from the CCA rather than the local utility company. Similar to the Green Option program (see municipal operations measures M-F-1 A), CCEs are often developed to provide tiers of clean electricity, such as 75% or 100% clean electricity. This action directs the City to consider partnering with neighboring jurisdictions to prepare CCA feasibility studies for the development of a regional CCA district in which Cupertino's residents, businesses, and government could voluntarily participate.

C-T-1 Bike and Pedestrian Environment Enhancements – This action directs the City to update its Bicycle and Pedestrian Master Plans to identify barriers to circulation within the Cupertino community, and prioritize projects for implementation. The action does not specify what improvements to make. However, an update to the existing Master Plans could identify enhancements such as, sidewalk widening, installation of ADA-compliant sidewalk ramps at certain intersections, crosswalk lighting improvements, or installation of way-finding signs to areas of interest.

C-T-2 Bikeshare Program *– Bikeshare programs allow participants to rent bicycles for short periods of time from bicycle kiosks or stations located at nodes of activity within a community. This action directs the City to explore the feasibility of initiating a city-wide bikeshare program, including potential participation in the existing Bay Area Bike Share program. The action does not direct the installation of any bikeshare program facilities at this time.*

C-T-3 Transportation Demand Management – This action directs the City to continue to support regional efforts designed to reduce vehicle miles traveled and reduce congestion on area freeways and local street networks. The CAP describes the following strategies to achieve this goal through public outreach and partnerships regarding available transit and alternative commuting options:

- **Transportation Demand Management Program** – This action directs the City to support local implementation of SB 1339, which requires development of commuter benefit programs for employers with 50 or more employees. Eligible employers must opt into one of four commuter benefit options, including: the option for employees to pay for their transit or vanpool expenses with pre-tax dollars, as allowed by current federal law; a transit or vanpool subsidy to reduce, or cover, employees' monthly transit or vanpool costs; a low-cost or free shuttle, vanpool, or bus service operated by or for the employer; or an alternative method that would be equally as effective as the other options in reducing single-occupant vehicle trips (and/or vehicle emissions). This action further directs the City to work with VTA on outreach campaigns to encourage voluntary participation in these types of programs by local employers with fewer than 50 employees and those currently exempt from the legislation.

- **Parking Cash Out** – Parking cash out programs can help to reduce the number of vehicle commute trips by allowing employees to "cash out" their subsidized parking spaces at work, in exchange for alternative commute options (e.g., bus, carpool, walking, biking). This action directs the City to work with the local business community on an outreach campaign to inform local businesses of the potential benefits from offering parking cash out program to their employees.

- **Carpool / Rideshare Program** – 511.org is a free web and phone service providing information on the Bay Area's traffic, transit options, rideshare opportunities, and bicycling information. This action directs the City to partner with 511.org and local employers to leverage new ride-matching technologies and promote ridesharing among employees across the City, not just within a single business or organization.

- **Guaranteed Ride Home** – A guaranteed ride home program supports individuals who regularly commute by public transit, walking, or bicycling during personal emergencies (e.g., leave work early due to illness, pick up a sick child, work overtime) by providing free shuttle and taxi services and / or reimbursements. This action directs the City to work with other Santa Clara County partners to develop a guaranteed ride home program for employees who work within the county.

C-T-4 Transit Route Expansion – This action directs the City to prepare a feasibility study that evaluates the potential for a community shuttle to connect nodes of activity within Cupertino (e.g., Civic Center, DeAnza Community College, shopping districts, major employment centers) to CalTrain or BART stations. This action does not direct the development of a community shuttle service at this time.

C-T-5 Transit Priority – This action directs the City to continue working with the Santa Clara Valley Transportation Authority (VTA) to explore options for transit system improvements within Cupertino. The CAP describes the following strategies to achieve this goal:

- ***Transit Signal Priority*** *– Transit signal priority systems make transit service more reliable, faster, and cost-effective by using technology to reduce transit vehicles' dwell time at traffic lights. These systems are able to hold green lights longer or shorten red lights when transit vehicles are approaching. This action directs the City to work with VTA to identify potential opportunities for transit signal prioritization within the City. This action does not direct the City to alter its traffic signal timing system at this time.*

- ***Transit Intersection Queue Jumps (or designated Bus Turnouts)*** *– Transit intersection queue jumps are a type of roadway configuration that give preference to buses at intersections. The jumps consist of a short stretch of additional travel lane at the approach to a signalized intersection, allowing transit vehicles to advance to the front of the intersection. The lanes are often accompanied by a separate traffic signal allowing transit vehicles a head start through the intersection. This action directs the City to work with VTA to identify potential opportunities for Transit Queue Jumps within the City along primary bus corridors. This action does not direct the City to alter any roadway configurations at this time.*

C-T-6 Transit-Oriented Development – This action directs the City to identify areas that could support a net increase in population or employment through land use changes within a quarter-mile walking distance of primary transit stops (to be based on the future adopted General Plan Land Use Diagram, which is currently in form). This action further directs the City's Public Works Department to evaluate the capacity of existing infrastructure within these areas to support increased development density and/or intensity. The action also assumes that the City will identify opportunities to reduce off-street parking requirements for transit-oriented or mixed-use developments in these areas that provide shared parking or travel demand management programs as required by General Plan Amendment Policy 2.1: Focus Development in Mixed-Use Special Areas, additional policies related to the individual Special Areas, and Program 36: Flexible Parking Standards in the City's draft Housing Element. This action does not require the City to modify its parking standards.

C-T-7 Community-wide Alternative Fuel Vehicles – This action directs the City to encourage voluntary use of alternative fuel vehicles by community members through further development of electric vehicle recharging stations and the preparation of feasibility studies for other alternative fuel vehicle refueling stations. The CAP describes the following strategies to achieve this goal:

- ***Alternative Fuel Vehicle Charging / Refueling Infrastructure*** *– This action directs the City to identify cost-effective options for increasing the number of EV recharging stations or other alternative refueling stations located for public use within Cupertino. The action also directs the City to develop informational materials to assist property owners and developers in providing additional EV charging stations in their projects. The action also directs the City to partner with other regional jurisdictions to develop a strategy that helps multi-family property owners install EV charging stations for at-home residential use.*

- **Charging Station Pre-wiring Requirements for New Construction** – This action directs the City to continue enforcing its existing pre-wiring requirements for at-home/business electric vehicle charging ports in new construction.

- **Alternative Fuel Vehicle Public Outreach Program** – This action directs the City to provide information on its website regarding available rebate programs for the purchase of alternative fuel vehicles, and share maps of local and greater Bay Area alternative vehicle charging and refueling stations.

C-W-1 SB-X7-7 – This action directs the City to continue supporting regional efforts to achieve water conservation targets as specified in the urban water management plans prepared by the City's major water suppliers. It further directs the City to develop information campaigns that highlight the City's efforts to conserve water in municipal operations, such as landscape irrigation and design strategies, as well as work to share community-wide water use data through public portals.

C-W-2 Recycled Water Irrigation Program – This action directs the City to conduct a feasibility study to determine potential recycled water users in Cupertino, such as current and future large irrigation water users. This action does not direct the City to install any recycled water infrastructure at this time.

C-SW-1 Zero Waste Goal – This action directs the City to establish non-binding community-wide goals and a strategic plan to exceed current solid waste diversion requirements established by AB 939. This action further directs the City to prepare a residential waste characterization study to identify opportunities for additional waste diversion within the residential sector. This action does not create any new requirements related to solid waste diversion.

C-SW-2 Food Scrap and Compostable Paper Diversion – This action directs the City to continue its existing food scrap and compostable paper collection program through its franchise waste hauler agreement. It further directs the City to continue its informational programs regarding use of the compostable food waste collection service, and to work with local schools on development of educational materials that can be incorporated into existing curriculum.

C-SW-3 Construction & Demolition Waste Diversion Program – This action assumes that the City will continue implementation of its C&D waste diversion requirements (i.e., 60% diversion for applicable projects) as specific in the City's Green Building Ordinance. The action further directs the City to consider expanding those requirements to 75% diversion for applicable projects, after discussing the feasibility of such an option with its

franchise waste hauler and area landfill operators. This action also directs the City to consider development of a C&D Debris Diversion Deposit Program to help enforce the City's existing ordinance. This measure does not direct the City to increase its C&D diversion requirements at this time.

C-GI-1 Urban Forest Program – This action assumes that the City will continue implementing its landscaping requirements through its Development Standards and Design Guidelines. This action also directs the City to partner with neighborhood groups and community organizations to encourage voluntary tree planting on private property within Cupertino.

C-2035-1 – This action directs the City to establish a regular emissions inventory update cycle combined with tracking implementation of statewide actions estimated to contribute to the CAP's target achievement. Inventory updates should be prepared every 2-3 years, and present the actual community-wide BAU and ABAU emissions for comparison against the CAP's estimated emissions forecasts. If statewide actions are not providing the level of reductions estimated in the CAP, the City will reassess opportunities to increase implementation of CAP actions or develop new actions to maintain progress towards the 2035 and 2050 targets.

EMISSIONS REDUCTIONS

Table 1.12 summarizes community-wide GHG emission reductions anticipated from implementation of the measures and actions presented above, along with the statewide reductions mentioned above. The table also shows how these anticipated reductions compare to the City's emissions reduction targets. As shown at the bottom of the table, the City is estimated to achieve its 2020 community-wide emissions reduction target following implementation of these measures.

Table 1.12
Community-wide Reduction Measures

Reduction Measures		2020 Reductions (MT CO_2e/yr)	Contribution to 2020 Target
ENERGY GOAL		10,125	10.7%
C-E-1	Energy Use Data and Analysis	400	0.4%
C-E-2	Retrofit Financing	8,150	8.6%
C-E-3	Home and Commercial Building Retrofit Outreach	Supporting Measure	
C-E-4	Energy Assurance and Resiliency Plan	Supporting Measure	
C-E-5	Community-wide Solar Photovoltaic Development	1,575	1.7%
C-E-6	Community-wide Solar Hot Water Development	Supporting Measure	
C-E-7	Community Choice Energy Option	Supporting Measure	
TRANSPORTATION GOAL		3,775	4.0%
C-T-1	Pedestrian Environment Enhancements	Supporting Measure	
C-T-2	Bikeshare	Supporting Measure	
C-T-3	Transportation Demand Management	925	1.0%
C-T-4	Transit Route Expansion	Supporting Measure	
C-T-5	Transit Priority	Supporting Measure	
C-T-6	Transit-Oriented Development	Supporting Measure	
C-T-7	Communitywide Alternative Fuel Vehicles	2,850	3.0%

Table 1.12
Community-wide Reduction Measures

Reduction Measures	2020 Reductions (MT CO_2e/yr)	Contribution to 2020 Target
WATER GOAL	325	0.3%
C-W-1 SB-7X-7	325	0.3%
C-W-2 Recycled Water Irrigation Program	Supporting Measure	
SOLID WASTE GOAL	275	0.3%
C-SW-1 Zero Waste Goal	Supporting Measure	
C-SW-2 Food Scrap and Compostable Paper Diversion	150	0.2%
C-SW-3 Construction & Demolition Waste Diversion Program	125	0.1%
GREEN INFRASTRUCTURE GOAL	200	0.2%
C-G-1 Urban Forest Program	200	0.2%
MONITORING PROGRESS TOWARD LONG-TERM TARGETS	0	0.0%
C-2035-1 Long-Term Target Monitoring	Supporting Measure	
STATEWIDE REDUCTIONS	80,261	85.0%
Renewable Portfolio Standard	34,267	36.3%
2013 California Building Energy Efficiency Standards	866	0.9%
AB 1109 – Lighting Efficiency	5,059	5.4%
Pavley I and II and Low Carbon Fuel Standard	36,535	38.7%
Vehicle Efficiency Regulations	3,534	3.7%
MUNICIPAL OPERATIONS REDUCTIONS	700[1]	0.7%
TOTAL COMMUNITY-WIDE REDUCTIONS	95,661	101.3%
Reductions Needed in 2020	94,415	
Emissions Reduction Level Achieved	15.4% below 2010 baseline	

[1] See Table 1.9 for Municipal Operations reduction measures

2 ENVIRONMENTAL CHECKLIST AND FINDINGS

2.1 METHODOLOGY FOR ANALYSIS:

The CAP would implement General Plan policies ES-1.1.1 (Climate Action Plan) and ES-1.1.2 (CAP Implementation), of the General Plan Amendment, Housing Element Update, and Associated Rezoning EIR (SCH No. 2014032007).

The City's complete list of CAP strategies (presented in Section 1.6 of this Addendum) was considered to identify which actions might require further analysis under the California Environmental Quality Act (CEQA) (see Chapters 3 and 4 of the CAP for a complete description of each measure). The following discussion explains the City of Cupertino's conclusions that only a small set of measures from the CAP would have the potential to affect the physical environment. These measures are discussed below. The remaining measures propose voluntary actions, feasibility studies, ongoing city operations or programs, or actions by other agencies, as described in Sections 1.6.1 and 1.6.2 above, and are not discussed further.

In order to demonstrate a clear pathway towards achievement of the 2020 emissions reduction targets, the CAP references past and present actions taken by the City, its residents and businesses, and state initiatives that have resulted in emissions reductions between the 2010 baseline year and present day. In these instances, the CAP accounts for the emissions reductions that have already occurred, so that the City may report the resulting environmental benefits achieved through its prior efforts to the community, but does not direct expansion of those past actions. For this reason, these measures were not included in this analysis.

Further, several strategies do not direct City action at this time, but propose activities within a time horizon that will inform the CAP and direct the eventual action. These instances are most often associated with the need to perform some additional level of feasibility analysis before a specific course of action can be defined to achieve the proposed emissions reduction outcome. These actions are included as early implementation steps to be prioritized in the near-term to support achievement of the City's longer-term emissions reduction goals. These strategies would not require or result in physical changes, and were not included in the analysis.

The City has determined that the CAP was prepared to achieve greenhouse gas emission reductions from municipal operations and community-wide activities of at least 15% below 2010 baseline levels by 2020, 49% below 2010 levels by 2035, and 83% below 2010 levels by 2050. Implementation of proposed measures and actions would reduce energy use, reduce solid waste, conserve water, promote alternative transportation methods and fuels (thereby reducing greenhouse gas emissions), and encourage improved green infrastructure within the City, among other elements. Section 1.6 presents the comprehensive list of measures included in the CAP, and identifies (in italic text) the measures which would result in physical effects. These measures, which are listed below, are the focus on this Addendum:

- M-F-2 A: Install Solar PV Systems on City Buildings/Property,
- M-VF-2 A: Install Electric Vehicle Charging Stations,
- M-VF-2 B: Evaluate Fuel Cell Fueling Station,
- C-T-2: Bikeshare Program,
- C-T-5: Transit Priority
- Transit Signal Priority

- Transit Intersection Queue Jumps (or designated Bus Turnouts), and
- C-T-7: Community-wide Alternative Fuel Vehicles
- Alternative Fuel Vehicle Charging / Refueling Infrastructure.

2.2 EXPLANATION OF CHECKLIST EVALUATION CATEGORIES

WHERE IMPACT WAS ANALYZED

The first column in the checklist, "where impact was analyzed," provides a cross-reference to the specific GPA EIR impact number, section, or pages in which information and analysis that pertain to the environmental issue listed under each topic may be found.

DO PROPOSED CHANGES INVOLVE NEW OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT IMPACTS?

Pursuant to Section 15162(a)(1) of the State CEQA Guidelines, this checklist column indicates whether the proposed changes in the CAP would result in new significant impacts that have not previously been considered in the GPA EIR or would result in a substantial increase in the severity of a previously identified significant impact.

ANY NEW INFORMATION OF SUBSTANTIAL IMPORTANCE REQUIRING NEW ANALYSIS OR VERIFICATION?

This column indicates whether new information is available that would require additional analysis or verification beyond that provided in the GPA EIR. If additional analysis or verification is required, these issues are discussed in the issue area discussion and mitigation sections that follow.

DO EXISTING GPA EIR MITIGATION MEASURES REDUCE IMPACTS TO A LESS-THAN-SIGNIFICANT LEVEL?

This column summarizes whether existing mitigation measures from the GPA EIR would reduce the effects of the CAP to a less-than-significant level. If the answer is no, additional mitigation measures would be required.

2.3 DISCUSSION AND MITIGATION SECTIONS

DISCUSSION

A discussion of the elements of the Environmental Checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the CAP actions relate to the issue, and the status of any mitigation that may be required or that has already been adopted and, in some cases, implemented.

MITIGATION MEASURES FROM THE GENERAL PLAN AMENDMENT EIR

Previously adopted mitigation measures from the GPA EIR that will reduce or avoid impacts to the proposed project are listed under each environmental category.

CONCLUSIONS

A discussion of the conclusion relating to analysis contained in each section.

2.4 AESTHETICS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
I. Aesthetics. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	EIR, pp. 4.1-22 – 4.1-25	No	No	No	n/a
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	EIR, pp. 4.1-26 – 4.1-33	No	No	No	n/a
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	EIR, pp. 4.1-33 – 4.1-38	No	No	No	n/a
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	EIR, pp. 4.1-38 – 4.1-39	No	No	No	n/a

2.4.1 DISCUSSION

Table 4.1-1 on page 4.1-3 in the GPA EIR identifies General Plan strategies and policies that would help to reduce aesthetics effects.

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

The General Plan does not designate scenic vistas or scenic corridors in Cupertino. However, the GPA EIR identifies the westward views of the foothills of the Santa Cruz Mountains as scenic vistas. The General Plan Amendment EIR also identifies the segment of Interstate 280 (I-280) from the Santa Clara County line to Interstate 880 (I-880) as an eligible State Scenic Highway.

The CAP directs the City to install, and/or encourage development of community-wide, solar photovoltaic (PV) on buildings or as part of parking shade structures; queue jumping bus lanes (with the potential for minor roadway improvements such as curb, gutter, and paving improvements); alternative fuel vehicle stations, such as plug-in electric vehicle and fuel cell charging stations (kiosk-type facilities involving minimal ground disturbance or construction) installed in existing surface parking areas or the City's corporate yard; bikeshare facilities (secure bike racks and check-in/check-out kiosks involving minimal construction and ground disturbance); and similar small-scale facilities installed or constructed in existing urbanized, developed areas (parking areas, sidewalks, roadways, etc.).

As noted above, any construction, or ground disturbance would be minimal, located in already urbanized, developed areas, and would not materially alter the visual character of the existing environment. These activities would be consistent with the development evaluated in the GPA EIR and would not have new or substantially more severe impacts than those identified in the GPA EIR. The GPA EIR concluded that this impact would be **less than significant**.

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

There are no state scenic highways in Cupertino. The GPA EIR evaluates the potential for effects on scenic resources within the viewshed of I-280, which is eligible for designation as a state scenic highway but has not been so designated. Implementation of the CAP could result in physical changes (addition of PV cells) that could potentially be visible to motorists traveling on I-280. However, consistent with the discussion and analysis in the GPA EIR, the existing developed character of views from I-280 in the City would not be substantially altered by implementation of the CAP. The physical changes associated with the CAP would be consistent with the development evaluated in the GPA EIR and would not have new or substantially more severe impacts than those identified in the GPA EIR. The GPA EIR concluded that this impact would be **less than significant**.

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

As noted previously, physical changes to the visual environment that would occur with implementation of the CAP would be minimal. The CAP encourages research to identify areas of the City where transit-oriented development would be most advantageous. Depending on location, size, and type of the development, it is possible there could be impacts to the existing visual character. The City's approval of this CAP does not increase, decrease, or change the location or design of development.

Although the CAP contains a measure committing the City to study the feasibility of additional transit-oriented development (Measure C-T-6); this measure does not have direct physical effects. There is no specific strategy in the CAP to provide additional sites for transit-oriented development, and it has not been determined whether any vacant or underutilized sites could accommodate transit-oriented development, it is not possible for the City to determine whether there would be impacts related to theoretical future developments. When future developments are proposed, the City would conduct environmental review, enforce compliance with existing standards that mitigate environmental impacts (such as traffic impact fees, grading permit conditions, etc.). In addition, the General Plan includes policies that reduce future potential impacts to the visual character. The General Plan Amendment EIR analysis of aesthetic impacts includes these mitigating General Plan policies in Table 4.1-1on page 4.1-3 of the GPA EIR. The physical changes associated with the CAP would be consistent with the development evaluated in the GPA EIR and would not have new or substantially more severe impacts than those identified in the GPA EIR. The GPA EIR concluded that this impact would be **less than significant**.

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

As noted above, transit-oriented development is encouraged and depending on the location and scale of development, it is possible that transit-oriented development projects could have aesthetic impacts such as new

sources of light that may adversely affect day or nighttime views. However, there is no specific strategy in the CAP to provide additional sites for transit-oriented development. Future development would be subject to environmental review at that time. The General Plan Amendment EIR analysis of aesthetic impacts includes mitigating General Plan policies in Table 4.1-1 on page 4.1-3 of the GPA EIR; policies supporting preservation of existing tree canopy and requirements for landscaping and trees in new development would help to reduce light and glare effects. The physical changes associated with the CAP would be consistent with the development evaluated in the GPA EIR and would not have new or substantially more severe impacts than those identified in the GPA EIR. The GPA EIR concluded that this impact would be **less than significant**.

2.5 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
II. Agriculture and Forestry Resources. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	EIR, p. 6-1	No	No	No	n/a
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	EIR, p. 6-1	No	No	No	n/a
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	EIR, p. 6-1	No	No	No	n/a
d) Result in the loss of forest land or conversion of forest land to non-forest use?	EIR, p. 6-1	No	No	No	n/a
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	EIR, p. 6-1	No	No	No	n/a

2.5.1 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?

There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance within the city limits of Cupertino. There would be **no impact**.

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

See item a). There are no agriculturally-zoned lands or land under Williamson Act contracts in Cupertino. There would be **no impact.**

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

The CAP would not direct or cause zoning changes. There is no land zoned or managed as forest resources in the City of Cupertino and implementation of the CAP would not contribute to the conversion of forest land to non-forest resources. There would be **no impact.**

d) Result in the loss of forest land or conversion of forest land to non-forest use?

See item c). There is no forest land in Cupertino, and implementation of the CAP would not result in loss of forest land or conversion of forest land to non-forest use. There would be **no impact.**

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

See item c). The CAP does not propose changes to the existing environment outside already-developed areas. There would be **no impact.**

2.6 AIR QUALITY

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
III Air Quality. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	EIR, pp. 4.2-22 – 4.2-48	No	No	No	n/a
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	EIR, pp. 4.2-48 – 4.2-55	No	No	No	Yes
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)?	EIR pp. 4.2-55 – 4.2-57	No	No	No	n/a
d) Expose sensitive receptors to substantial pollutant concentrations?	EIR pp. 4.2-57 – 4.2-64	No	No	No	Yes
e) Create objectionable odors affecting a substantial number of people?	EIR pp. 4.2-64 – 4.2-67	No	No	No	n/a

2.6.1 DISCUSSION

Table 4.2.2 on page 4.2-15 of the GPA EIR identifies General Plan strategies and policies which would help to reduce air quality effects.

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

The San Francisco Bay Area Air Basin is designated nonattainment for Ozone and $PM_{2.5}$ for California and federal standards, and designated in nonattainment for California's PM_{10} standard. The GPA EIR presents attainment status and a summary of ambient air quality monitoring in Tables 4.2-3 and 4.2-4, respectively, on page 4.2-17 of the GPA EIR.

Construction activities associated with implementation of the CAP would be minimal and would be consistent with the assumptions and the analysis provided in the GPA EIR. Operational air quality emissions would also be

consistent with the assumptions and analysis provided in the GPA EIR. The analysis in the GPA EIR addresses compliance with the Bay Area Air Quality Management District (BAAQMD) 2010 Bay Area Clean Air Plan and finds a **less-than-significant** impact related to attainment of air quality standards. Table 4.2-6 on page 4.2-26 of the GPA EIR identifies Control Measures from the Bay Area Clean Air Plan and describes how the General Plan would be consistent with these measures. However, the GPA EIR identifies a **significant and unavoidable impact** related to vehicle miles traveled (VMT) because the General Plan would result in VMT increases at a higher rate than population and employment increases (40.9% increase in VMT compared to a 34.8% increase in the total service population). The actions implementing the CAP are consistent with the assumptions and analysis of conflict with an air quality plan in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

Certain actions implementing the CAP, including construction of solar PV installations, alternative fueling stations, and transit intersection queue jumps would potentially have localized short-term construction-related air quality impacts. The operation of queue jumping lanes could result in minor traffic delays. Actions implementing the CAP will be required to comply with the following General Plan policies and strategies that would reduce or avoid potential air quality impacts:

- **Policy 5-5: Air Pollution Effects of New Development:** Minimize the air quality impacts of new development projects and the impacts affecting new development.

  - **Strategy 1. Toxic Air Contaminants:** Review projects for potential generation of toxic air contaminants at the time of approval and confer with BAAQMD on controls needed if impacts are uncertain.

  - **Strategy 2. Dust Control:** Require water application to non-polluting dust control measures during demolition and the duration of the construction period.

  - **Strategy 3. Planning Decisions:** Assess the potential for air pollution effects of future land use and transportation planning, and ensure that planning decisions support regional goals of improving air quality.

  - **Strategy 4. Environmental Review:** Evaluate the relationship of sensitive receptors, such as convalescent hospitals and residential uses, to pollution sources through the environmental assessment of new development.

Furthermore, the purpose of the CAP is the reduction of GHG emissions through various strategies and measures regarding energy use, renewable energy development, alternative transportation, land use planning, water management, waste reduction, and green infrastructure. The implementation of these strategies and measures would contribute to the overall improvement of air quality by reducing criteria pollutant and other air emissions and would support implementation of the Bay Area Air Quality Management District's (BAAQMD) air quality plan.

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

See item a). The GPA EIR identified a **significant** impact because the buildout of the General Plan would generate a substantial increase in emissions exceeding BAAQMD's regional significance thresholds for reactive

organic gases (ROG), nitrogen oxides (NO_x) and PM_{10}. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR. Construction of certain improvements described in the CAP could result in short-term construction air emissions

Construction of transit intersection queue jumps and alternative fueling stations would be limited in complexity, the area affected, and the duration. These construction activities would be required to comply with the mitigation measures in the GPA EIR, including:

- **Mitigation Measure AQ-2a:** As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for reducing construction emissions of PM10.

- **Mitigation Measure AQ-2b:** As part of the City's development approval process the City shall require applicants for future development projects that could generate emissions in excess of the Bay Area Air Quality Management District's (BAAQMD's) current significance thresholds during construction, as determined by project-level environmental review, when applicable, to implement the current BAAQMD construction mitigation measures (e.g. Table 8-3 of the BAAQMD CEQA Guidelines) or any construction mitigation measures subsequently adopted by the BAAQMD.

Future projects that would occur through implementation of the CAP would incorporate and comply with these mitigation measures. For example, operation of the PV installations and alternative fueling stations would air pollutant emissions from the generation of electricity and motor vehicles. Transit Signal Priority (TSP) would improve travel times of bus rapid transit (BRT) systems in areas of heavy congestion, reducing bus idling and associated emissions. It is possible that TSP would disrupt signal timing and cause additional delays for other vehicles at some locations; however; the specific locations where TSPs would be installed cannot be identified based on the information in the CAP. A list of intersections along existing transit service routes are identified by the GPA EIR as operating below level of service (LOS) standards (see section 2.16 Transportation/ Traffic of this Addendum). Individual TSP installations and queue jump locations have not been identified and evaluation of the potential for impacts beyond those considered in the GPA EIR as a result of implementing TSP or transit queue jumps would be speculative with the information presently available. Operation of the bikeshare program would also contribute to air pollutant emission reductions by reducing the future number of vehicle trips in Cupertino.

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 items a) and b). The GPA EIR identified a significant impact related to cumulatively considerable air pollutant emissions. Mitigation Measures AQ-2a and AQ-2b (described in item "c") would reduce these impacts, but they would remain significant and unavoidable. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

The GPA EIR identified a **less than significant** impact related to exposure of sensitive receptors to substantial pollutant concentrations. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

As noted above, construction activities associated with the CAP would be minimal. Depending on the locations of construction activities with respect to sensitive receptors, construction emissions could expose sensitive receptors to substantial pollutant concentrations. Transit Signal Priority (TSP) could result in localized increases in traffic to allow Bus Rapid Transit (BRT) systems to improve travel times. The CAP directs the City to work with the Santa Clara Valley Transportation Authority (VTA) to identify potential opportunities for use of TSP within the City. Depending on where this would occur, there is potential to expose sensitive receptors to substantial pollutant concentrations. Individual TSP installations and queue jump locations have not been identified and evaluation of the potential for impacts beyond those considered in the GPA EIR as a result of implementing TSP or transit queue jumps would be speculative with the information presently available.

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

No strategies or measures proposed by the CAP would create objectionable odors. There would be **no impact.**

2.7 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
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 U.S. Fish and Wildlife Service?	EIR pp. 4.3-11 – 4.3-12	No	No	No	Yes
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 U.S. Fish and Wildlife Service?	EIR p. 4.3-13	No	No	No	n/a
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?	EIR p. 4.3-13	No	No	No	n/a
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?	EIR p. 4.3-14	No	No	No	n/a

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
IV. Biological Resources. Would the project:					
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	EIR, p. 4.3-14	No	No	No	n/a
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?	EIR, pp. 4.3-14 – 4.3-15	No	No	No	n/a

2.7.1 DISCUSSION

Table 4.3-1 on page 4.3-4 in the GPA EIR identifies General Plan strategies and policies which would help to reduce effects on biological resources.

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 U.S. Fish and Wildlife Service?

The majority of the City has been urbanized and now supports roadways, structures, other impervious surfaces, areas of turf, and ornamental landscaping. Remnant native trees are scattered throughout the urbanized areas, together with non-native trees, shrubs, and groundcovers. The developed areas within the city boundary are bordered by natural areas supporting a cover of grassland, chaparral and brush lands, with woodlands and forest in the western portion of the city.

In general, urbanized areas tend to have low to poor wildlife habitat value due to replacement of natural communities, fragmentation of remaining open space areas and parks, and intensive human disturbance. The diversity of urban wildlife depends on the extent and type of landscaping and remaining open space, as well as the proximity to natural habitat. Trees and shrubs used for landscaping provide nest sites and cover for wildlife adapted to developed areas. Typical native bird species include the mourning dove, scrub jay, northern mockingbird, American robin, brown towhee, American crow, and Anna's hummingbird, among others. Introduced species include the rock dove, European starling, house finch, and house sparrow.

Urban areas can also provide habitat for several species of native mammals such as the California ground squirrel and striped skunk, as well as the introduced eastern fox squirrel and eastern red fox. Introduced pest species such as the Norway rat, house mouse, and opossum are also abundant in developed areas.

Figure 4.3-2 in the GPA EIR shows the location of known special status species occurrences in the Cupertino area; these occurrences are generally in the hills to the west and south of the developed area of the city, or along Stevens Creek. The CAP focus on the urbanized areas of the city where there is a low potential for candidate, sensitive, or special-status species to occur. The GPA EIR identified a potentially significant impact related to effects on special-status species. However, policies and mitigation included in the GPA and GPA EIR would minimize potential impacts to sensitive or special-status species from future development. These policies and mitigation measures include**:**

- **Policy 5-10:** Landscaping Near Natural Vegetation. Per the City's Water Efficient Landscaping Ordinance, Environmentally Preferable Procurement Policy, and the Parks & Recreation Green Policies, continue to emphasize drought tolerant and pest-resistant native and non-invasive, non-native, drought tolerant plants and ground covers when landscaping public and private properties near natural vegetation, particularly for control of erosion from disturbance to the natural terrain.

- **Policy 5-21:** Compact Development Away from Sensitive Areas. Where such measures do not conflict with other municipal purposes or goals, encourage, via zoning ordinances, compact development located away from creeks, wetlands, and other sensitive areas.

- **Mitigation Measure BIO-1:** Nests of raptors and other birds shall be protected when in active use, as required by the federal Migratory Bird Treaty Act and the California Department of Fish and Game Code. If construction activities and any required tree removal occur during the breeding season (February 1 and August 31), a qualified biologist shall be required to conduct surveys prior to tree removal or construction activities. Preconstruction surveys are not required for tree removal or construction activities outside the nesting period. If construction would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e. demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with California Department of Fish and Wildlife. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active.

With implementation of these policies and mitigation measures, the GPA EIR found that the impact would be **less than significant.** The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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 U.S. Fish and Wildlife Service?

Wetlands and jurisdictional waters within the city boundary include creek corridors and associated riparian scrub and woodland, and areas of freshwater marsh around ponds, seeps, springs, and other water bodies. Some remnant stands of riparian scrub and woodland occur along segments of the numerous creeks through the urbanized valley floor. The GPA EIR stated that potential future development would not encompass these creek corridors or contain other regulated waters.

The GPA EIR identified **no impact** related to effects on riparian habitat or sensitive natural communities. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR. Physical changes that would occur with implementation of the CAP, such as solar PV installations and alternative fueling stations, would occur within the footprint of existing development where riparian habitat and sensitive natural communities are not present.

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?

Impacts to federally protected waters were analyzed in the GPA EIR, which found a **less than significant** impact. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR. As described in the GPA EIR construction implementing the CAP actions would be required to comply with the Nation Pollutant Discharge Elimination System (NPDES) and implement a construction Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would incorporate BMPs to control sedimentation, erosion, and hazardous materials contamination from runoff during construction.

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?

The GPA EIR found a **less-than-significant** impact related to wildlife movement. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR. Physical changes that would occur with implementation of the CAP, such as solar PV installations and alternative fueling stations, would occur within the footprint of existing development. The CAP focuses on the urbanized area where there is low potential for interference with native wildlife species, corridors, and nursery sites.

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

The GPA EIR found a **less-than-significant** impact related to local ordinances protecting biological resources. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

The Cupertino Civic Center parking lot and Corporation Yard parking lot are proposed for construction of carports with solar photovoltaic (PV) systems based on previous solar feasibility studies. Several locations within these parking lots have been identified as feasible sites for carport installation. Several sites, primarily those adjacent to the Cupertino Library, would require tree removal or trimming to accommodate the carports. A total of 38 trees in and around the parking lot would need to either be trimmed or relocated for the installation of carports. Any trees with a minimum single-trunk diameter of ten inches (31-inch circumference) or minimum multi-trunk diameter of 20 inches (63-inch circumference) measured 4-1/2 feet from natural grade are subject to the City Protected Tree Ordinance (Chapter 14.18 of the Cupertino Municipal Code). Among other provisions of the Code are replacement of protected trees, protection of trees during construction, and preparation of a tree management plan.

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?

The City of Cupertino is outside of the designated habitat plan study area for the Santa Clara Habitat Plan and Natural Community Conservation Plan. There would be **no impact.**

2.8 CULTURAL RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
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?	EIR, pp. 4.4-17 – 4.4-20	No	No	No	n/a
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	EIR, pp. 4.4-21 – 4.4-22	No	No	No	n/a
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	EIR, p. 4.4-22	No	No	No	n/a
d) Disturb any human remains, including those interred outside of formal cemeteries?	EIR, p. 4.4-23	No	No	No	n/a

2.8.1 DISCUSSION

Table 4.4-1 on page 4.4-5 in the GPA EIR identifies General Plan strategies and policies which would help to reduce effects on cultural resources.

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

The GPA EIR found a **less-than-significant** impact related to the potential for adverse changes to historical resources. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

The CAP does not propose measures or strategies that would directly cause adverse changes to historical resources. The following General Plan policies would be applied to actions implementing the CAP to avoid impacts to historical resources:

- **Policy 2-70: Incentives for Preservation of Historic Resources.** The City should utilize a variety of techniques to serve as incentives toward fostering the preservation and rehabilitation of Historic Sites including:

    - Allowing flexible interpretation of zoning ordinance not essential to public health and safety. This could include flexibility as to use, parking requirements and/or setback requirements.

    - Using the California Historical Building Code for rehabilitation of historic structures;

    - Tax rebates (Mills Act or Local tax rebates); and

    - Financial incentives such as grants/loans to assist rehabilitation efforts.

- **Policy 2-71: Recognizing Historical Resources.** An inventory of historically significant structures should shall be maintained and periodically updated in order to promote awareness of these community resources.

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

The GPA EIR found a less-than-significant impact related to the potential for adverse changes to archaeological resources. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

The construction of any facilities implementing the CAP would occur within the footprint of existing development. The following General Plan policies and strategies would be applied to actions implementing the CAP to reduce or avoid impacts to archaeological resources.

- **Policy 2-72: Archaeologically Sensitive Areas.** Protect archaeologically sensitive areas.

    - **Strategy 1. Development Investigation.** Require an investigation for development proposed in areas likely to be archaeologically sensitive, such as along stream courses and in oak groves, to determine if significant archaeological resources may be affected by the project. Also require appropriate mitigation measures in the project design.

    - **Strategy 2. Code Compliance.** Ensure that City, State, and Federal historic preservations laws, regulations, and Codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and prehistoric resources.

c, d) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; disturb any human remains, including those interred outside of formal cemeteries?

See item b). The GPA EIR found a less-than-significant impact related to the potential for adverse changes to paleontological resources or disturbance of human remains. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR. As with item b), Policy 2-72 of the General Plan would be applied to actions implementing the CAP to avoid or reduce impacts to paleontological resources and disturbance of human remains.

2.9 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
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.) ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides?	EIR, pp. 4.5-15 – 4.5-16	No	No	No	n/a
b) Result in substantial soil erosion or the loss of topsoil?	EIR, p. 4.5-17	No	No	No	n/a
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?	EIR, p. 4.5-18	No	No	No	n/a
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?	EIR, p. 4.5-18	No	No	No	n/a

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
VI. Geology and Soils. Would the project:					
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?	EIR, p. 4.5-14	No	No	No	n/a

2.9.1 DISCUSSION

Table 4.5-1 on page 4.5-3 in the GPA EIR identifies General Plan strategies and policies which would help to reduce geology and soils impacts.

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.)

ii) Strong seismic ground shaking?

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

iv) Landslides?

The GPA EIR found a **less-than-significant** impact related to the potential for exposure of people or structures to seismic hazards. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR. Physical changes that would occur through implementation of the CAP would occur within the footprint of existing development. Furthermore, as discussed in the GPA EIR (pages 4.5-15 and 4.5-16), future projects would be required to implement mitigation measures from the Santa Clara County Multi-Jurisdictional Hazard Mitigation Plan (LHMP) to minimize risk from seismic hazards, including (but not limited to) formal seismic/geologic review with technical studies, compliance with the California Building Code, and soils and foundation investigations.

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

The GPA EIR found a **less-than-significant** impact related to the potential for soil erosion or loss of topsoil. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would

not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR. Physical changes that would occur through implementation of the CAP would occur within the footprint of existing development. The GPA EIR analysis includes policies and strategies that would minimize impacts associated with substantial soil erosion or loss of topsoil, including:

- **Policy 5-19: Reduction of Impervious Surfaces.** Minimize storm water flow and erosion impacts resulting from development.
    - **Strategy 3: Maximizing infiltration.** Minimize impervious surface areas, minimizing directly-connected impervious surfaces, maximizing onsite infiltration and using on-site retaining facilities.

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?

See items a) and b). The GPA EIR found a **less-than-significant** impact related to landslide, lateral spreading, subsidence, liquefaction, or collapse. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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?

See item a) and b). The GPA EIR found a **less-than-significant** impact related to the expansive soils. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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?

As described in the GPA EIR on page 4.5-14, future development would not require the use of septic tanks or alternative wastewater disposal systems. There would be **no impact.**

2.10 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
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?	EIR, pp. 4.6-23 – 4.6-30	No	No	No	n/a
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	EIR, pp. 4.6-30 – 4.6-33	No	No	No	n/a

2.10.1 DISCUSSION

Table 4.6-4 on page 4.6-15 in the GPA EIR identifies General Plan strategies and policies which would help to reduce GHG emissions impacts.

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

The GPA EIR found a **less-than-significant** impact related to generation of GHG emissions that would have a significant impact on the environment because emissions would be reduced to comply with the AB 32 target in 2020 and a 2040 threshold based on the longer-term GHG reduction goal in Executive Order S-03-05. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

The purpose of the CAP is to reduce GHG emission through methods such as increased use of alternative fuels, alternative transportation, and improved energy efficiency. Potential temporary short-term increases in GHG emissions that could occur during construction of solar PV installations and alternative fueling stations would be trivial from a regional perspective due to the very small scale of these facilities and consistent with those analyzed in the GPA EIR. Overall GHG emissions would be reduced through implementation of the CAP. This impact would be **less than significant.**

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

The GPA EIR found a **less-than-significant** impact related to conflict with an applicable GHG-reduction plan. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

The CAP aligns with the City's reduction goals to achieve California GHG emission reduction targets established by Assembly Bill 32, the California Global Warming Solutions Act of 2006 and Executive Order S-03-05. AB 32 states that statewide GHG emissions should be reduced to 1990 levels by the target year of 2020. Executive Order S-03-05 sets an emissions target of 80 percent below 1990 levels by 2050. The AB 32 Scoping Plan outlines the State's strategies to meet target emissions. Local governments are recommended to reduce GHG emissions by 15% from their baseline levels.

2.11 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
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?	EIR pp. 4.7-20 – 4.7-21	No	No	No	n/a
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	EIR p. 4.7-21	No	No	No	n/a
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	EIR, p. 4.7-22	No	No	No	n/a
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?	EIR, pp. 4.7-22 – 4.7-24	No	No	No	Yes
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?	EIR, p. 4.7-20	No	No	No	n/a

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
VIII. Hazards and Hazardous Materials. Would the project:					
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?	EIR, p. 4.7-20	No	No	No	n/a
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	EIR, pp. 4.7-24 – 4.7-25	No	No	No	n/a
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?	EIR, pp. 4.7-26 – 4.7-27	No	No	No	n/a

2.11.1 DISCUSSION

Table 4.7-1 on page 4.7-8 in the GPA EIR identifies General Plan strategies and policies which would help to reduce hazards and hazardous materials impacts.

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

The GPA EIR found a **less-than-significant** impact related to routine transport, use or disposal of hazardous materials. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

The CAP proposes strategies and measures recommending building retrofits for clean and renewable energy use. Although there is potential for workers to be exposed to lead-based paints and asbestos in older buildings, construction activities in these buildings would be subject to compliance with state and federal safety regulations.

The GPA EIR found a **less-than-significant** impact related to release of hazardous materials. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

The GPA EIR found a **less-than-significant** impact related to release of hazardous materials. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

No specific development is proposed by the CAP that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. As discussed in item a), any future development with the potential for hazardous emissions or waste would be subject to environmental review at that time. 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?

The GPA EIR found a significant impact related to Cortese-listed sites, and imposed Mitigation Measures HAZ-4a and HAZ-4b:

- **Mitigation Measure HAZ-4a:** Construction at the sites with known contamination shall be conducted under a project-specific Environmental Site Management Plan (ESMP) that is prepared in consultation with the Regional Water Quality Control Board (RWQCB) or the Department of Toxic Substances Control (DTSC), as appropriate. The purpose of the ESMP is to protect construction workers, the general public, the environment, and future site occupants from subsurface hazardous materials previously identified at the site and to address the possibility of encountering unknown contamination or hazards in the subsurface. The ESMP shall summarize soil and groundwater analytical data collected on the project site during past investigations; identify management options for excavated soil and groundwater, if contaminated media are encountered during deep excavations; and identify monitoring, irrigation, or other wells requiring proper abandonment in compliance with local, State, and federal laws, policies, and regulations.

  The ESMP shall include measures for identifying, testing, and managing soil and groundwater suspected of or known to contain hazardous materials. The ESMP shall: 1) provide procedures for evaluating, handling, storing, testing, and disposing of soil and groundwater during project excavation and dewatering activities, respectively; 2) describe required worker health and safety provisions for all workers potentially exposed to hazardous materials in accordance with State and federal worker safety regulations; and 3) designate personnel responsible for implementation of the ESMP.

- **Mitigation Measure HAZ-4b:** For those sites with potential residual contamination in soil, gas, or groundwater that are planned for redevelopment with an overlying occupied building, a vapor intrusion assessment shall be performed by a licensed environmental professional. If the results of the vapor intrusion assessment indicate the potential for significant vapor intrusion into an occupied building, project design shall include vapor controls or source removal, as appropriate, in accordance with regulatory agency requirements. Soil vapor mitigations or controls could include vapor barriers, passive venting, and/or active venting. The

vapor intrusion assessment and associated vapor controls or source removal can be incorporated into the ESMP (Mitigation Measure HAZ-4a).

The GPA EIR concluded that implementation of these mitigation measures would reduce impacts related to Cortese-listed sites to a **less-than-significant** level. These mitigation measures would be applied if implementation of any of the CAP actions required construction or redevelopment of Cortese-listed sites, these actions would be required to comply with these mitigation measures. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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?

The City of Cupertino is not located within the boundary 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?

The City of Cupertino is not located within the vicinity of a private airstrip. There would be **no impact.**

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

The GPA EIR found a **less-than-significant** impact related to emergency response and evacuation. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR and would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

The CAP directs the City to work with VTA to identify potential opportunities for transit signal priority (TSP) within the City. The CAP does not propose any strategies or measures that would physically interfere with an adopted emergency response plan or emergency evacuation plan. TSP could potentially disrupt signal timing causing increased traffic delays at some locations. However, emergency and law enforcement vehicles can be also be fitted with devices that trigger signal changes in the event of emergency, and these changes would not physically interfere with emergency response plans.

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?

As shown on Figure 4.7-2 in the GPA EIR, there is a small area near the southern city limit of Cupertino identified as a Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection. As shown on Figure 4.7-4 of the GPA EIR, a portion of western and southwestern Cupertino is defined as an area of Wildland Urban Interface.

The CAP does not propose any measures or strategies that would expose people or structures to significant risk of loss, injury, or death involving wildfires. The GPA EIR found a **less-than-significant** impact related to wildfire hazards, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

2.12 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
IV. Hydrology and Water Quality. Would the project:					
a) Violate any water quality standards or waste discharge requirements?	EIR, pp. 4.8-28 – 4.8-30	No	No	No	n/a
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	EIR, pp. 4.8-30 – 4.8-31	No	No	No	n/a
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	EIR, pp. 4.8-31 – 4.8-33	No	No	No	n/a
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	EIR, p. 4.8-28	No	No	No	n/a

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
IV. Hydrology and Water Quality. Would the project:					
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?	EIR, pp. 4.8-34 – 4.8-35	No	No	No	n/a
f) Otherwise substantially degrade water quality?	EIR, pp. 4.8-35 – 4.8-36	No	No	No	n/a
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?	EIR, pp. 4.8-6 – 4.8-38	No	No	No	n/a
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	EIR, pp. 4.8-36 – 4.8-38	No	No	No	n/a
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?	EIR, pp. 4.8-38 – 4.8-40	No	No	No	n/a
j) Result in inundation by seiche, tsunami, or mudflow?	EIR, p. 4.8-40	No	No	No	n/a

2.12.1 DISCUSSION

Table 4.6-4 on page 4.6-15 in the GPA EIR identifies General Plan strategies and policies which would help to reduce GHG emissions impacts.

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

Physical changes that would occur with implementation of the CAP would occur within the footprint of existing development where there is currently a high percentage of impervious surfaces. Potential water quality impacts from actions implementing the CAP were analyzed in the GPA EIR, and addressed with policies, strategies,

and BMPs that would protect water quality and reduce potential impacts to water quality. The GPA EIR identified several policies and strategies that would reduce water quality impacts:

- **Policy 5-19: Reduction of Impervious Surfaces.** Minimize storm water flow and erosion impacts resulting from development.
  - **Strategy 3: Maximizing infiltration.** Minimize impervious surface areas, minimizing directly-connected impervious surfaces, maximizing onsite infiltration and using on-site retaining facilities.
- **Policy 5-20: Pollution and Flow Impacts.** Prior to making land use decisions, estimate increases in pollutant loads and flows resulting from projected future development to avoid surface and groundwater quality impacts.
  - **Strategy: Best Management Practices.** Require incorporation of structural and non-structural Best Management Practices (BMPs) to mitigate the projected increases in pollutant loads and flows.
- **Policy 5-32: Urban Runoff Pollution Prevention Program.** Support and participate in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) in order to work cooperatively with other cities to improve the quality of storm water runoff discharge into San Francisco Bay.
  - **Strategy 1: Post-Construction Urban Runoff Management.** Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.
  - **Strategy 2: Hydromodification Management**. Implement the Hydromodification Management requirements of the City's Municipal NPDES Permit to manage runoff flow and volume from project sites.
- **Policy 5-33: Illicit Discharge into Storm Drains and Waterways.** Prohibit the discharge of pollutants and the illicit dumping of wastes into the storm drains, creeks and waterways.
- **Policy 5-34: Storm Water Runoff.** Investigate opportunities to retain or detain storm runoff on new development.

Impacts from implementation of the CAP would be consistent with those identified in the GPA EIR. There 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 which would not support existing land uses or planned uses for which permits have been granted)?

Impacts to groundwater supplies were analyzed in the GPA EIR, which identified a **less-than-significant** impact. No CAP strategies or measures would require additional groundwater supply. Construction would not result in a substantial amount of new impervious surfaces replacing pervious surfaces so that related impacts to groundwater recharge from implementation of the CAP would be consistent with those analyzed in the GPA EIR.

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

The CAP focuses on the urbanized areas of the city with low potential for any development to affect streams or rivers. There would be no alteration of existing drainage patterns. The GPA EIR found a **less-than-significant** impact related to drainage alterations, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

See item c). The GPA EIR found a **less-than-significant** impact related to drainage alterations, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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). The GPA EIR found a **less-than-significant** impact related to stormwater drainage and polluted runoff, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

f) Otherwise substantially degrade water quality?

See item a). The GPA EIR found a **less-than-significant** impact related to water quality degradation, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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?

Actions implementing the CAP would not result in construction of new housing units. There would be **no impact**. In addition, the following policies and strategies from the General Plan minimize flood impacts.

- **Policy 6-35: Sea Level Rise Protection.** Ensure all areas in Cupertino are adequately protected for the anticipated effects of sea level rise.

    - **Strategy 1: Monitor Rising Sea Level.** Regularly coordinate with regional, state, and federal agencies on rising sea levels in the San Francisco Bay and major tributaries to determine if additional adaptation strategies should be implemented to address flooding hazards. This includes monitoring FEMA flood map updates to identify areas in the city susceptible to sea level rise, addressing changes to state and regional

sea and bay level rise estimates, and coordinating with adjacent municipalities on flood control improvements as appropriate.

- **Strategy 2. Flood Insurance Rate Maps.** Provide to the public, as available, up-to-date Flood Insurance Rate Maps (FIRM) that identify rising sea levels and changing flood conditions.

- **Policy 7-5: Storm Drainage Infrastructure.** Maintain the City storm drainage infrastructure in a manner that reduces flood hazards. As the storm drainage system is extended or modified, provide capacity to adequately convey the 10-year storm event. Developers should be responsible for upsizing or contributing towards additional capacity, as necessary.

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

See item g). The GPA EIR found a **less-than-significant** impact related to structures placed in flood zones, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. The specific locations identified for potential freestanding PV cell installation at the Civic Center and Corporation Yard are located outside the 100-year flood hazard area identified on Figure 4.8-4 of the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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?

See item a). The GPA EIR found a **less-than-significant** impact related to structures placed in areas subject to inundation following dam failure, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. The specific locations identified for potential freestanding PV cell installation at the Civic Center and Corporation Yard are located outside the dam inundation hazard area identified on Figure 4.8-5 of the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

The GPA EIR found a **less-than-significant** impact related to inundation by seiche, tsunami, or mudflow, and the actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

2.13 LAND USE AND PLANNING

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
X. Land Use and Planning. Would the project:					
a) Physically divide an established community?	EIR, pp. 4.9-25 – 4.9-27	No	No	No	n/a
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?	EIR, pp. 4.9-27 – 4.9-28	No	No	No	n/a
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	EIR, p. 4.9-24	No	No	No	n/a

2.13.1 DISCUSSION

a) Physically divide an established community?

The CAP does not direct the development of new roadways or other physical features that would impair mobility within a community or physically divide an existing 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 CAP would be consistent with the City's General Plan Land Use/Community Design Element. It does not propose physical changes that would conflict with City zoning ordinances or other jurisdictional policies. There would be **no impact.**

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

The City of Cupertino is outside of the designated habitat plan study area for the Santa Clara Habitat Plan and Natural Community Conservation Plan. There would be **no impact.**

2.14 MINERAL RESOURCES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
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?	EIR, p. 6-2	No	No	No	n/a
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?	EIR, p. 6-2	No	No	No	n/a

2.14.1 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?

The CAP proposes no strategies or measures that would require extraction of mineral resources or conflict with current general plan policy concerning mineral resource operations. 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?

As discussed above in a), no strategies or measures that would require mineral extraction are proposed by the CAP. There would be **no impact.**

2.15 NOISE

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
XII. Noise. Would the project:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	EIR, pp. 4.10-27 – 4.10-32	No	No	No	n/a
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	EIR, pp. 4.10-32 – 4.10-35	No	No	No	n/a
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	EIR, pp. 4.10-35 – 4.10-44	No	No	No	n/a
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	EIR, pp. 4.10-44 – 4.10-46	No	No	No	n/a
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?	EIR, p. 4.10-27	No	No	No	no
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?	EIR, p. 4.10-27	No	No	No	no

2.15.1 DISCUSSION

Table 4.10-4 on page 4.10-8 in the GPA EIR identifies General Plan strategies and policies which would help to reduce noise impacts.

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

Physical changes that would occur with implementation of the CAP, such as PV installations, alternative fueling stations, and transit intersection queue jumps, would include limited construction activities that could generate temporary construction noise. The CAP also encourages research to identify areas of the City where transit-oriented development would be most advantageous. The discretionary action the City is taking with approval of the CAP does not increase, decrease, or change the location or design of development. Although this measure commits the City to studying the feasibility of additional transit-oriented development as a part of the ongoing General Plan update, this measure would not have physical effects. There is no specific strategy to provide additional sites for transit-oriented development, and it has not been determined whether any vacant or underutilized sites could accommodate transit-oriented development. Future projects would be subject to compliance with City noise ordinance and Municipal Code, Section 10. Construction would occur between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday and 9:00 a.m. through 6:00 p.m. during the weekend.

The GPA EIR considered the potential for new noise-sensitive land uses to experience indoor noise levels above 45 dBA, the potential for incompatible uses and noise environments, potential construction noise, and the potential for ambient noise levels that exceed standards. For all these issues, the GPA EIR concluded that the application of existing regulations, especially the City Noise Ordinance and Municipal Code, would result in a **less-than-significant** impact. As noted previously, the General Plan directs any land use change, and the GPA EIR analyzed the impacts of such changes. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

See item a). Construction associated actions implementing the CAPs would be subject to compliance with City Noise Ordinance and Municipal Code (City of Cupertino 2014; 4.10-9) to reduce impacts from groundborne vibration and noise levels. 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?

The CAP proposes measures and strategies, such as a bikeshare program and transit route expansion, that would lead to reduced single occupancy vehicle trips, and increase use of public transportation, bicycle, and pedestrian travel. Reducing vehicle trips would reduce associated traffic noise, the single largest contributor to ambient noise levels in an urban environment. Therefore, implementation of the CAP would not be expected to increase ambient noise levels and could potentially result in 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?

See item (a). Any future development would be subject to compliance with the City noise ordinance and the Municipal Code to mitigate temporary increases in ambient noise due to construction. 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?

The project is not within an airport land use plan. San Jose International Airport and Moffett Federal Airfield are approximately 11 miles and 8 miles away, respectively, from the city of Cupertino. 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?

There are no private airstrips within the vicinity of the project. There would be **no impact.**

2.16 POPULATION AND HOUSING

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
XIII. Population and Housings. 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)?	EIR, pp. 4.11-10 – 4.11-15	No	No	No	n/a
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	EIR, pp. 4.11-15 – 4.11-17	No	No	No	n/a
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	EIR, p. 4.11-17	No	No	No	n/a

2.16.1 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)?

The purpose of the CAP is to reduce GHG emission through methods such as alternative fuels, alternative transportation, and energy efficiency but does not propose development that would induce population growth. The CAP does not direct land use change that would cause population growth. As noted previously, such changes are directed by the General Plan and were analyzed in the GPA EIR, which found a **less-than-significant** impact related to inducement of population growth. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

See item a). Implementation of the CAP would not displace existing housing. There would be **no impact.**

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

See item a). Implementation of the CAP would not displace Cupertino residents. There would be **no impact.**

2.17 PUBLIC SERVICES

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
XIV. Public Services. Would the project:					
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?	EIR, pp. 4.12-6 – 4.12-8	No	No	No	n/a
Police protection?	EIR, pp. 4.12-11 – 4.12-12	No	No	No	n/a
Schools?	EIR, pp. 4.12-18 – 4.12-20	No	No	No	n/a
Parks?	EIR, pp. 4.12-31 – 4.12-32	No	No	No	n/a
Other public facilities?	EIR, pp. 4.12-24 – 4.12-25	No	No	No	n/a

2.17.1 DISCUSSION

Table 4.12-1 on page 4.12-2 in the GPA EIR identifies General Plan strategies and policies which would help to reduce public services impacts.

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:

a) Fire protection?

b) Police protection?

c) Schools?

d) Parks?

e) Other public facilities?

The CAP does not propose any measures or strategies that would induce population growth or change existing development such that there would be a need for new or physically altered governmental facilities. The

CAP encourages research to identify areas of the City where transit-oriented development would be most advantageous. The discretionary action the City is taking with this CAP does not increase, decrease, or change the location or design of development. Although this measure commits the City to studying the feasibility of additional transit-oriented development, implementation of this measure would not have direct physical effects. As note previously, the General Plan directs land use changes, including transit-oriented development. The GPA EIR analyzed the impacts of such changes, including impacts to fire protection, police protection, parks, and other public facilities, and found these impacts to be **less than significant**. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR**.**

2.18 RECREATION

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
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?	EIR, pp. 4.12-31 – 4.12-32	No	No	No	n/a
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	EIR, pp. 4.12-32 – 4.12-33	No	No	No	n/a

2.18.1 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 CAP would not induce a population increase. The CAP proposes a bikeshare program to encourage the use of bicycles as an alternative mode of travel. It is possible that through successful implementation of this program, there would be an incremental increase in use of parks and recreational facilities. However, the CAP does not propose any new bicycle infrastructure or facilities, and most use of the bikeshare program would occur on roadways as users replaced shorter car trips with bicycle trips. An incremental increase in use of facilities would not be expected to cause substantial deterioration. The CAP encourages research to identify areas of the City where transit-oriented development would be most advantageous. The discretionary action the City is taking with this CAP does not increase, decrease, or change the location or design of development. Although this measure commits the City to studying the feasibility of additional transit-oriented development, this measure would not have physical effects. As noted previously, the General Plan directs land use changes, and the GPA EIR analyzed the impacts of such changes. The GPA EIR analyzed the impacts of such changes, including impacts to parks, and found these impacts to be **less than significant**. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

See item a). The CAP does not propose measure or strategies that would require the construction or expansion of recreation facilities. The actions implementing the CAP are consistent with the assumptions and analysis in the GPA EIR, which found a **less-than-significant** impact related to construction of recreational facilities. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR

2.19 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
XVI. Transportation/Traffic. Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	EIR, pp. 4.13-49 – 4.13-61	No	No	No	Yes
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	EIR, pp. 4.13-61 – 4.13-62	No	No	No	Yes
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?	EIR, p. 4.13-46	No	No	No	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	EIR, p. 4.13-62	No	No	No	n/a
e) Result in inadequate emergency access?	EIR, p. 4.13-63	No	No	No	n/a
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	EIR, pp. 4.13-64 – 4.13-65	No	No	No	n/a

2.19.1 DISCUSSION

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

The CAP does not propose strategies or measures that would increase vehicle traffic. Implementation of the CAP would potentially result in fewer single-occupant vehicle trips through the improvement of facilities and services that promote alternative transportation such as updating the Pedestrian Transportation Plan and a bikeshare program. Traffic impacts from implementation of the CAP would be consistent with those analyzed by the GPA EIR, which found **significant** traffic impacts.

Transit signal priority (TSP) could potentially disrupt signal timing causing delays at some locations. The following intersections along existing transit service routes operate below Level of Service (LOS) standards, according to the GPA EIR:

- SR 85 NB Ramps and Stevens Creek Blvd. – AM Peak Hour
- Stelling Rd. and Stevens Creek Blvd. – PM Peak Hour
- Sunnyvale-Saratoga Rd./De Anza Blvd. and Homestead Rd. – AM and PM Peak Hour
- De Anza Blvd. and I-280 NB Ramp – AM and PM Peak Hour
- De Anza Blvd. and I-280 SB Ramp – AM and PM Peak Hour
- De Anza Blvd. and Stevens Creek Blvd. – PM Peak Hour
- De Anza Blvd. and McClellan Rd./Pacifica Dr. – PM Peak Hour
- Wolfe Rd. and Homestead Rd. – PM Peak Hour
- Wolfe Rd. and I-280 NB Ramp – AM and PM Peak Hour
- Wolfe Rd. and I-280 SB Ramp – AM and PM Peak Hour
- Wolfe Rd./Miller Ave. and Stevens Creek Blvd. – AM Peak Hour
- I-280 SB Ramp and Stevens Creek Blvd. – PM Peak Hour
- Agilent Tech Drive Way and Stevens Creek Blvd. – AM Peak Hour
- Lawrence Expressway SB Ramp and Stevens Creek Blvd. – AM Peak Hour
- Lawrence Expressway NB Ramp and Stevens Creek Blvd. – AM Peak Hour

TSP implemented at any of these intersections could potentially disrupt signal timing causing delays and increase congestion. Transit intersection queue jumps could also potentially cause delays at some locations. The CAP does not cause specific transit signal timing changes or alter roadways for queue jumps. The CAP directs the City to work with VTA to identify potential opportunities for TSP and transit intersection queue jumps within the City. Individual TSP installations and queue jump locations have not been identified and evaluation of the potential for impacts beyond those considered in the GPA EIR as a result of implementing TSP or transit queue jumps would be speculative with the information presently available. The GPA EIR also includes mitigation measures for some of the identified intersections that would be considered and used to minimize traffic impacts:

- **Mitigation Measure TRAF-1:** The City of Cupertino shall commit to preparing and implementing a Traffic Mitigation Fee Program to guarantee funding for roadway and infrastructure improvements that are necessary

to mitigate impacts from future projects based on the then current City standards. As part of the preparation of the Traffic Mitigation Fee Program, the City shall also commit to preparing a "nexus" study that will serve as the basis for requiring development impact fees under AB 1600 legislation, as codified by California Code Government Section 66000 et seq., to support implementation of the proposed Project. The established procedures under AB 1600 require that a "reasonable relationship" or nexus exist between the traffic improvements and facilities required to mitigate the traffic impacts of new development pursuant to the proposed Project. The following examples of traffic improvements and facilities would reduce impacts to acceptable level of service standards and these, among other improvements, could be included in the development impact fees nexus study:

- **SR 85 Northbound Ramps and Stevens Creek Boulevard:** An exclusive left-turn lane for the northbound leg of the intersection (freeway off-ramp) at the intersection of SR 85 and Stevens Creek Boulevard would result in one left-turn lane, one all-movement lane, and one right turn lane. The additional lane could be added within the existing Caltrans right-of-way.

- **Stelling Road and Stevens Creek Boulevard:** The addition of a second exclusive left turn lane for the eastbound leg of the intersection from Stevens Creek Boulevard to northbound Stelling Road, which could be accomplished by reworking the median. Right turns would share the bike lane.

- **Sunnyvale-Saratoga Road/De Anza Boulevard and Homestead Road:** Widen De Anza Boulevard to four lanes in each direction or the installation of triple left-turn lanes.

- **De Anza Boulevard and I-280 Northbound Ramp:** Restriping of De Anza Boulevard in the southbound direction to provide room for right turn vehicles to be separated from through traffic may be required. The bike lane would be maintained, and right turns would occur from the bike lane. The right turns would continue to be controlled by the signal and would need to yield to pedestrians. Painting a bike box at the front of the lane to provide space for bikes wait at red lights may enhance the bicycle experience.

- **De Anza Boulevard and Stevens Creek Boulevard:** Restripe westbound Stevens Creek Boulevard to provide room for right turn vehicles to be separated from through vehicles may be required. The right turn vehicles will share the bike lane and will still be controlled by the traffic signal. Paint a bike box at the front of the lane to provide bikes a place to wait at red lights. The pedestrian crossings will not be affected may enhance the bicycling experience.

- **De Anza Boulevard and McClellan Road/Pacifica Drive:** Realign the intersection that is currently offset resulting in inefficient signal timing such that the McClellan Road and Pacifica Drive legs are across from each other may be required. In addition, double left turn lanes may be required to be added to De Anza Boulevard with sections of double lanes on McClellan Road and Pacifica Drive to receive the double left turn lanes. These improvements will require the acquisition of right-of-way and demolition of existing commercial buildings. However, some existing right-of-way could be abandoned, which would reduce the net right-of-way take.

- **Wolfe Road and Homestead Road:** The addition of a third southbound through lane to the southbound approach of the intersection of Wolfe Road and Homestead Road may be required, as well as the addition of a southbound exclusive right-turn lane. Three southbound receiving lanes on the south side of the intersection currently exist. An additional westbound through lane for a total of three through-movement lanes, an

additional receiving lane on Homestead westbound to receive the additional through lane, as well as the addition of a westbound exclusive right-turn lane may be required. This will require widening Homestead Road. An additional eastbound through lane for a total of three through-movement lanes, an additional receiving lane on Homestead eastbound to receive the additional through lane, as well as the addition of an eastbound exclusive left-turn lane for a total of two left-turn lanes may be required. These improvements will require the acquisition of right-of-way and demolition of parking areas.

- **Wolfe Road and I-280 Northbound Ramp:** An additional northbound through lane for a total of three through-movement lanes may be required. This will require widening the Wolfe Road overcrossing. The lane needs to be extended north of the interchange so that there are a continuous three lanes northbound. Right-of-way acquisition may be required. In addition to widening the overcrossing, the City may wish to pursue a redesign of the interchange to go from a partial cloverleaf design to a diamond design. This could help with heavy volumes in the right lane, which contributes to the level-of-service deficiency.

- **Wolfe Road and I-280 Southbound Ramp**: An additional through lane for a total of three through-movement lanes for the northbound leg of the intersection at the Wolfe Road and I-280 Southbound Ramp may be required. This additional northbound through lane would require widening to the freeway overcrossing. In addition to widening the overcrossing, the City may wish to pursue a redesign of the interchange to go from a partial cloverleaf design to a diamond design. This could help with the problem of heavy volume in the right lane, which contributes to the level of service deficiency.

- **Wolfe Road/Miller Avenue and Stevens Creek Boulevard:** The restriping of the westbound leg of the intersection to provide room so that right turn vehicles can be separated from through vehicles may be required. Right turn vehicles would share the bike lane. Right turn vehicles would still be controlled by the signal, and pedestrian crossings would not be affected. Paint a bike box at the front of the lane to provide bikes a place to wait at red lights may enhance the bicycling experience.

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

See item a). A number of the intersections along existing transit service routes that would operate below Level of Service (LOS) standards, according to the GPA EIR, are also included in the CMP:

- SR 85 NB Ramps and Stevens Creek Blvd. – AM Peak Hour
- Stelling Rd. and Stevens Creek Blvd. – PM Peak Hour
- Sunnyvale-Saratoga Rd./De Anza Blvd. and Homestead Rd. – AM and PM Peak Hour
- De Anza Blvd. and I-280 NB Ramp – AM and PM Peak Hour
- De Anza Blvd. and I-280 SB Ramp – AM and PM Peak Hour
- De Anza Blvd. and Stevens Creek Blvd. – PM Peak Hour
- Wolfe Rd. and I-280 NB Ramp – AM and PM Peak Hour
- Wolfe Rd. and I-280 SB Ramp – AM and PM Peak Hour
- Wolfe Rd./Miller Ave. and Stevens Creek Blvd. – AM Peak Hour
- I-280 SB Ramp and Stevens Creek Blvd. – PM Peak Hour
- Lawrence Expressway SB Ramp and Stevens Creek Blvd. – AM Peak Hour

- Lawrence Expressway NB Ramp and Stevens Creek Blvd. – AM Peak Hour

As with item a), implementation of Mitigation Measure TRAF-1 would reduce this impact, but the impact for the GPA EIR would remain **significant**. Traffic impacts from implementation of the CAP would be consistent with those analyzed by the GPA EIR. Individual TSP installations and queue jump locations have not been identified, and evaluation of the potential for impacts beyond those considered in the GPA EIR as a result of implementing TSP or transit queue jumps would be speculative with the information presently available.

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?

The San Jose International Airport is more than 12 miles from Cupertino. The 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 CAP directs the City to work with VTA to identify potential opportunities for transit queue jumps within the City. Specific designs for queue jumps are not known at this time. Future projects at specific locations would be designed to avoid creating hazards based on the following General Plan policies regarding roadway plans and design:

- **Policy 4-10: Roadway Plans that Complement the Needs of Adjacent Land Use.** Design roadways based on efficient alignments, appropriate number and widths of traffic lanes, inclusion of medians, parking and bicycle lanes and the suitable width and location of sidewalks as needed to support the adjacent properties. In addition, design the local streets to satisfy the aesthetic requirements of the area served. In general, the aesthetics of a street will be improved if it can be narrower rather than wider, include significant landscaping with shade trees, and provide safe and convenient places for people to bicycle and walk. Details of design, such as provision of vertical curbs and minimum corner radii, are to be considered desirable. Design details should be developed in the City's road improvement standards.

- **Policy 4-12: Street Improvement Planning.** Plan street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, benches and trash containers as an integral part of a project to ensure an enhanced streetscape and the safe movement of people and vehicles with the least possible disruption to the streetscape.

    - **Strategy 2. Bus Stop Turnouts in Street Frontages.** Require bus stop turnouts, or partial turnouts, within the street frontage of a new or redeveloping site. This policy does not apply to the Crossroads Area. Bus stops should include shelters, benches, trash receptacles and other amenities as appropriate. Follow the VTA specifications for improving bus stops.

- **Policy 6-13: Roadway Design.** Involve the Fire Department in the design of public roadways for review and comments. Attempt to ensure that roadways have frequent median breaks for timely access to properties.

Changes implementing the CAP would be consistent with the assumptions considered in the GPA EIR, which found a **less-than-significant** impact related to design hazards. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

e) Result in inadequate emergency access?

Physical changes that would occur from construction of solar PV installations, alternative fueling stations, and transit intersection queue jumps would occur within the footprint of existing development. The CAP does not propose development that would change existing uses. Transit signal priority (TSP) and transit intersection queue jumps could potentially disrupt signal timing causing delays at some locations. At this time, the City is not directed to alter transit signal timing or alter any roadway configurations. The CAP directs the City to work with VTA to identify potential opportunities for TSP and transit intersection queue jumps within the City. Traffic impacts from implementation of the CAP would be consistent with those analyzed by the GPA EIR, which found a **less-than-significant** impact. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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

The CAP directs the City to update its Pedestrian Master Plan to identify barriers to walkability within the Cupertino community, and to prioritize projects for implementation. The City is also directed to explore feasibility of a bikeshare program. The GPA EIR includes policies and strategies regarding public transit, bicycle, and pedestrian facilities. The Pedestrian Master Plan update and bikeshare feasibility study would not conflict with the City's General Plan Land Use/Community Design Element. Impacts from implementation of the CAP would be consistent with those analyzed by the GPA EIR, which found a **less-than-significant** impact. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

2.20 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve New Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
XVII. Utilities and Service Systems. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	EIR, pp. 4.14-33 – 4.14-35	No	No	No	n/a
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?	EIR, pp. 4.14-35 – 4.14-36	No	No	No	n/a
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?	EIR, pp. 4.14-22 – 4.14-23	No	No	No	n/a
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	EIR, pp. 4.14-13 – 4.14-22	No	No	No	n/a
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?	EIR, pp. 4.14-36 – 4.14-40	No	No	No	Yes
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	EIR, pp. 4.14-49 – 4.14-52	No	No	No	Yes
g) Comply with federal, state, and local statutes and regulations related to solid waste?	EIR, p. 4.14-52	No	No	No	Yes

2.20.1 DISCUSSION

Table 4.14-1 on page 4.14-5 in the GPA EIR identifies General Plan strategies and policies which would help to reduce utilities impacts.

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

Implementation of the CAP would not induce population growth or other causes that would result in an increase in demand on existing wastewater treatment. Physical changes that would occur with implementation of the CAP would occur within the footprint of existing development. The CAP encourages research to identify areas of the City where transit-oriented development would be most advantageous. The discretionary action the City is taking with this CAP does not increase, decrease, or change the location or design of development. Although this measure commits the City to studying the feasibility of additional transit-oriented development, this measure would not have physical effects. There is no specific strategy to provide additional sites for transit-oriented development, and it has not been determined whether any vacant or underutilized sites could accommodate transit-oriented development. As noted previously, the General Plan directs land use change, and the General Plan Amendment EIR analyzed the impacts of such change. When future developments are proposed, the City would conduct environmental review, enforce existing requirements that mitigate environmental impacts (such as traffic impact fees, grading permit conditions, etc.) and mitigating General Plan policies to reduce future potential impacts.

The Cupertino Sanitary District (CSD) sewer collection system directs wastewater to the San Jose/Santa Clara Water Pollution Control Plant (SJ/SCWPCP), a joint powers authority. The San Francisco RWQCB established wastewater treatment requirements for the SJ/SCWPCP in an NPDES Permit (Order No. R2-2009-0038), adopted April 8, 2009 and effective June 1, 2009.32 The NPDES Order sets out a framework for compliance and enforcement applicable to operation of the SJ/SCWPCP and its effluent, as well as those contributing influent to the SJ/SCWPCP. The CSD is one of six additional satellite collection systems that discharge into the SJ/SCWPCP. Each satellite collection system is responsible for an ongoing program of maintenance and capital improvements for sewer lines and pump stations within its respective jurisdiction in order to ensure adequate capacity and reliability of the collection system. The GPA EIR concluded that continued compliance with applicable regulations would ensure that implementation of the GPA would not exceed the wastewater treatment requirements or capacity of the SJ/SCWPCP. Similarly, the Sunnyvale sewer collection system serves a small area of the City and compliance with the NPDES permit and regulatory requirements would ensure that implementation of the GPA would not exceed the treatment requirements or capacity of the Sunnyvale Water Pollution Control Plan.

Impacts to water resources would be consistent with those identified in the GPA EIR, which found a **less-than-significant** impact. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR.

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?

See item a). The CAP does not propose strategies or measures that would result in the construction of new water or wastewater facilities or the expansion of existing facilities. Impacts related to water and wastewater treatment facilities would be consistent with those identified in the GPA EIR, which found a **less-than-significant** impact. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR**.**

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?

See item a). Impacts related to storm drainage facilities would be consistent with those identified in the GPA EIR, which found a **less-than-significant** impact. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR**.**

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

See item a). New or expanded entitlements would not be needed. In addition, the CAP proposes measures and strategies to increase water efficiency through implementation of Senate Bill X7-7, which directs urban water retailers to achieve 20 percent per capita water use reductions by 2020. Impacts related to water supply would be consistent with those identified in the GPA EIR, which found a **less-than-significant** impact. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR**.**

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 a). Implementation of the CAPs would not cause an increase in population or other causes that would increase the provider's existing commitments. Impacts related to wastewater treatment capacity would be consistent with those identified in the GPA EIR, which found a **less-than-significant** impact after implementing the following mitigation measures:

- **Mitigation Measure UTIL-6a:** The City shall work with the Cupertino Sanitary District to increase the available citywide treatment and transmission capacity to 8.65 million gallons per day, or to a lesser threshold if studies justifying reduced wastewater generation rates are approved by CSD as described in Mitigation Measure UTIL-6c.

- **Mitigation Measure UTIL-6b:** The City shall work to establish a system in which a development monitoring and tracking system to tabulate cumulative increases in projected wastewater generation from approved projects for comparison to the Cupertino Sanitary District's treatment capacity threshold with San Jose/Santa Clara Water Pollution Control Plant is prepared and implemented. If it is anticipated that with approval of a development project the actual system discharge would exceed the contractual treatment threshold, no

building permits for such project shall be issued prior to increasing the available citywide contractual treatment and transmission capacity as described in Mitigation Measure UTIL-6a.

- **Mitigation Measure UTIL-6c:** The City shall work with the Cupertino Sanitary District to prepare a study to determine a more current estimate of the wastewater generation rates that reflect the actual development to be constructed as part of Project implementation. The study could include determining how the green/LEED certified buildings in the City reduce wastewater demands.

Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR**.**

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

The CAP includes strategies and measures to decrease solid waste disposal, such as a zero waste plan and paperless office policy. Construction impacts that would potentially increase solid waste disposal would be temporary. Operational impacts would be consistent with those identified in the General Plan Amendment EIR, which found a **less-than-significant** impact after implementing Mitigation Measure UTIL-8:

- **Mitigation Measure UTIL-8:** The City shall continue its current recycling ordinances and zero waste policies in an effort to further increase its diversion rate and lower its per capita disposal rate. In addition, the City shall monitor solid waste generation volumes in relation to capacities at receiving landfill sites to ensure that sufficient capacity exists to accommodate future growth. The City shall seek new landfill sites to replace the Altamont and Newby Island landfills, at such time that these landfills are closed.

Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR**.**

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

See item f). No measures or strategies are proposed by the CAP that would not comply with solid waste statutes and regulations. There would be **no impact.**

2.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUE AREA	Where Impact Was Analyzed in the EIR?	Do Proposed Changes in the Project Involve Significant Impacts or Substantially More Severe Impacts?	Any changed Circumstances Involving New Significant Impacts or Substantially More Severe Impacts	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Do previously Adopted EIR Mitigation Measures Address/Resolve Impacts?
XVIII. Mandatory Findings of Significance. Would the project:					
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?	EIR, pp. 4.3-11 to 4.3-12 and 4.3-14, 4.4-17 to 4.4-22	No	No	No	No
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.)	EIR, pp. 6-2 to 6-8	No	No	No	n/a
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly	EIR, pp. 4.1-22 to 4.1-39, 4.2-22 to 4.2-67, 4.6-23 to 4.6-33, 4.7-20 to 4.7-27, 4.8-28 to 4.8-40, 4.10-27 to 4.10-46, .4.12-6 to 4.12-32, 4.13-49 to 4.13-65, and 4.14-33 to 4.14-52.	No	No	No	n/a

2.21.1 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?

All impacts analyzed in the GPA EIR regarding biology and cultural resources were determined to be **less than significant** or **no impact**. The actions implementing the CAP are consistent with the assumptions for the environmental analysis in the GPA EIR, and implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR**.** No measures proposed by the CAP would affect fish or wildlife habitat or cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate any plant or animal community, or reduce the number or restrict the range of any species. The CAP recommends retrofitting buildings with more energy-efficient equipment, but as discussed in the GPA EIR, changes to any historically significant buildings would be subject to compliance with City General Plan policies regarding the preservation of historical resources and would not cause significant impacts.

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 purpose of the CAP is to reduce greenhouse gas emissions to help meet City reduction targets and state AB 32 goals. Certain impacts associated with the implementation of the CAP, with consideration to past, current, or future projects, do have potential to be cumulative but these would be beneficial cumulative impacts. The GPA EIR found **significant** cumulative air quality, noise, and transportation impacts. Actions implementing the CAP would be consistent with the assumptions considered in the GPA EIR. Implementing the CAP would not result in new significant impacts or substantially more severe impacts than those identified in the GPA EIR

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

None of the strategies or measures proposed by the CAP would result in significant impacts under any environmental impact regarding adverse effects to humans analyzed in this Initial Study. Implementation of the CAP would potentially result in a decrease of certain human impacts such as those regarding transportation and air quality. It is possible there would be construction-related temporary impacts from future transit-oriented development, but future projects would be reviewed for consistency with the General Plan and Municipal Code upon application. Implementation of the CAP would not cause direct or indirect substantial adverse effects on human beings. This would be a **less-than-significant impact.**

3 REFERENCES

City of Cupertino. 2014. Cupertino General Plan Amendment, Housing Element Update, and Associated Rezoning EIR. Cupertino, CA. Available: http://www.cupertinogpa.org/app_folders/view/177. Accessed September 29, 2014.

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