Appendix A:
Initial Study

INITIAL STUDY CHECKLIST

1.	**Title:**	Housing Element Update, General Plan Consistency Update, and Zoning Ordinance Amendments
2.	**Lead Agency Name and Address:**	City of Menlo Park Planning Division 701 Laurel Street Menlo Park, CA 94025
3.	**Contact Person and Phone Number:**	Justin Murphy, AICP Development Services Manager (650) 330-6725
4.	**Location:**	Menlo Park, CA
5.	**Sponsor's Name and Address:**	City of Menlo Park Planning Division 701 Laurel Street Menlo Park, CA 94025
6.	**General Plan Land Use Designations:**	Citywide (various designations)
7.	**Zoning:**	Citywide (various districts)
8.	**Description of Plan Components:**	Please see page 3 of this Initial Study
9.	**Surrounding Land Uses and Setting:**	Please see page 3 of this Initial Study
10.	**Other Public Agencies Whose Approval is Required:** the	The Plan Components will be adopted by City of Menlo Park, without oversight or permitting by other agencies. Following City approval, the State Department of Housing and Community Development (HCD) will be asked to certify the City's Housing Element.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by the proposed Plan Components, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

■ Aesthetics	❒ Agriculture & Forestry Resources	■ Air Quality
■ Biological Resources	■ Cultural Resources	■ Geology & Soils
■ Greenhouse Gas Emissions	■ Hazards & Hazardous Materials	■ Hydrology & Water Quality
■ Land Use	❒ Mineral Resources	■ Noise
■ Population & Housing	■ Public Services	■ Recreation
■ Transportation/Traffic	■ Utilities & Service Systems	■ Mandatory Findings of Significance

Determination:
On the basis of this initial evaluation:

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

❒ I find that, although the proposed Plan Components could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Plan Components have been made by or agreed to by the City. A MITIGATED NEGATIVE DECLARATION will be prepared.

■ I find that the proposed Plan Components MAY have a significant effect on the environment, and an ENVIRONMENTAL ASSESSMENT will be prepared.

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

❒ I find that although the proposed Plan Components could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Plan Components, nothing further is required.

Signature	Date
Justin I. C. Murphy, AICP	Development Services Manager
Printed Name	Title

LOCATION AND SETTING

Menlo Park is located in the San Francisco Bay Area, in San Mateo County. Figure 1 shows Menlo Park's regional location. Menlo Park is situated near the southern end of the San Francisco Bay Peninsula, approximately halfway between San Francisco and San Jose. The city is bordered by Atherton and Redwood City to the north, East Palo Alto to the east, and Palo Alto and Woodside to the south. The city covers approximately 18 square miles, of which approximately 12 square miles consist of San Francisco Bay and wetlands.

Interstate 280 and Highway 101 provide north-south access to San Francisco to the north and San Jose to the south. State Route 82 also runs north-south through the city. State Route 84 provides access to the East Bay across the Dumbarton Bridge, which touches down at its western end in Menlo Park. A Caltrain station is located in downtown Menlo Park, with service to San Francisco and San Jose. The city is shown in its local context in Figure 2.

PLAN COMPONENTS DESCRIPTION

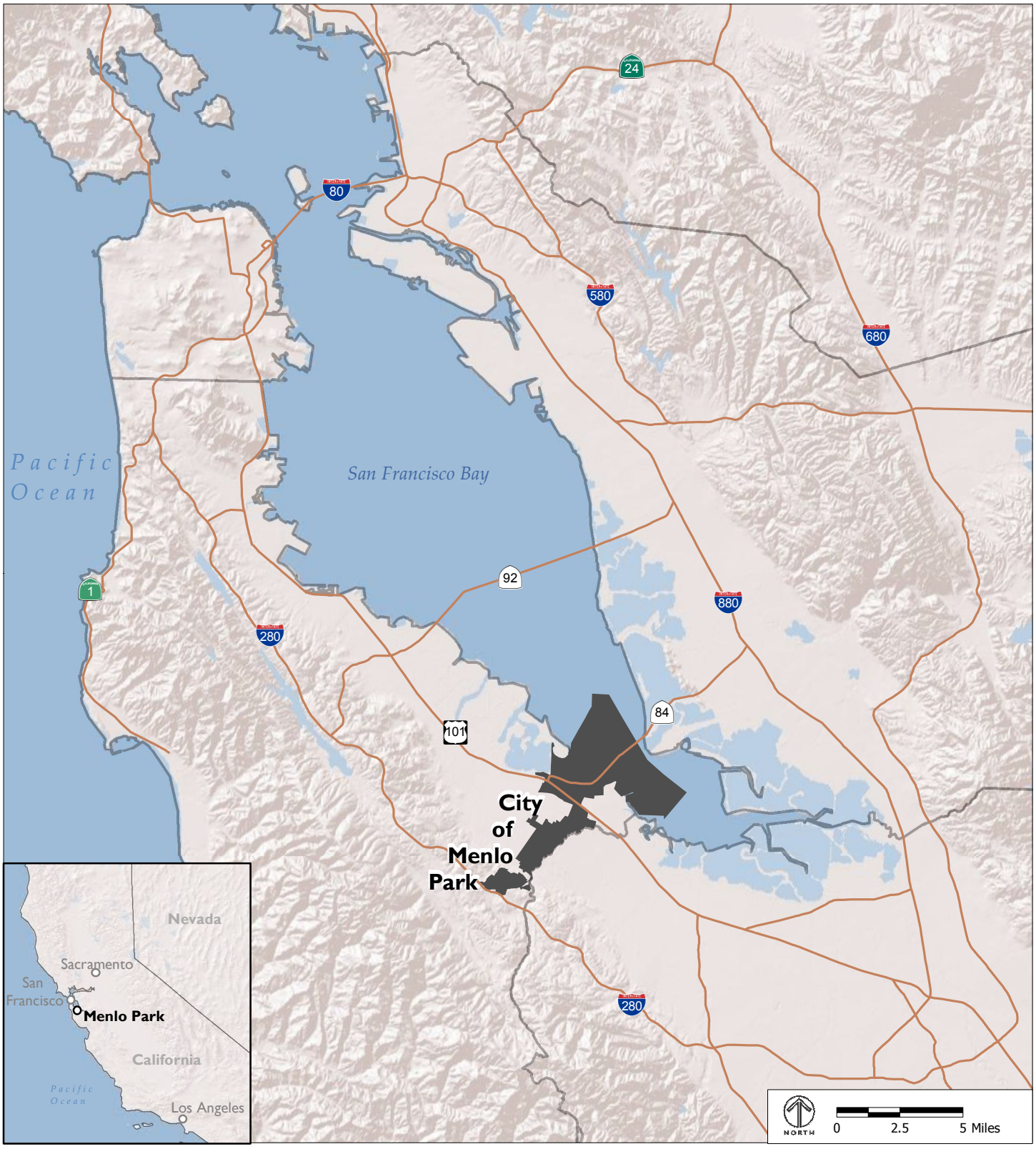
This Initial Study evaluates the proposed Housing Element Update, General Plan Consistency Update, and associated Zoning Ordinance amendments, together referred to as "the Plan Components." The Plan Components consists of the following major sections.

A. Housing Element Update

The Plan Components includes a comprehensive update to the City's Housing Element, in compliance with Government Code Section 65580 *et seq*. The proposed Housing Element Update policies and programs are intended to guide the City's housing efforts through the 2007 to 2014 Regional Housing Needs Allocation (RHNA) cycle. To meet its RHNA for the current (2007 to 2014) and prior (1999 to 2006) planning periods, the City needs to demonstrate that it can accommodate 1,975 units. The Housing Element calculates an "adjusted" RHNA that accounts for units that can be credited to the City based on past construction activity, current zoning, buildout of existing plans, and implementation of proposed Housing Element programs (e.g. Housing Element Program H4.F, which would establish an amnesty program for existing second units). Based on these calculations, the City has identified a need to rezone sites to accommodate 454 housing units for lower income (very low income and low income) households at 30 dwelling units per acre,[1] as well as approximately 200 units for extremely low income households. To meet this remaining RHNA, the City proposes to rezone sites to allow up to 500 units for lower income households and 200 units for extremely low income households. Under the proposed Plan Components, the City would amend its Zoning Ordinance to accommodate up to 900 housing units and implement programs to accommodate up to 418 housing units by 2014, for a total of 1,318 new dwelling units by buildout year 2035.

The locations of the potential housing sites that would be rezoned to accommodate a total of up to 900 housing units are shown on Figure 3.

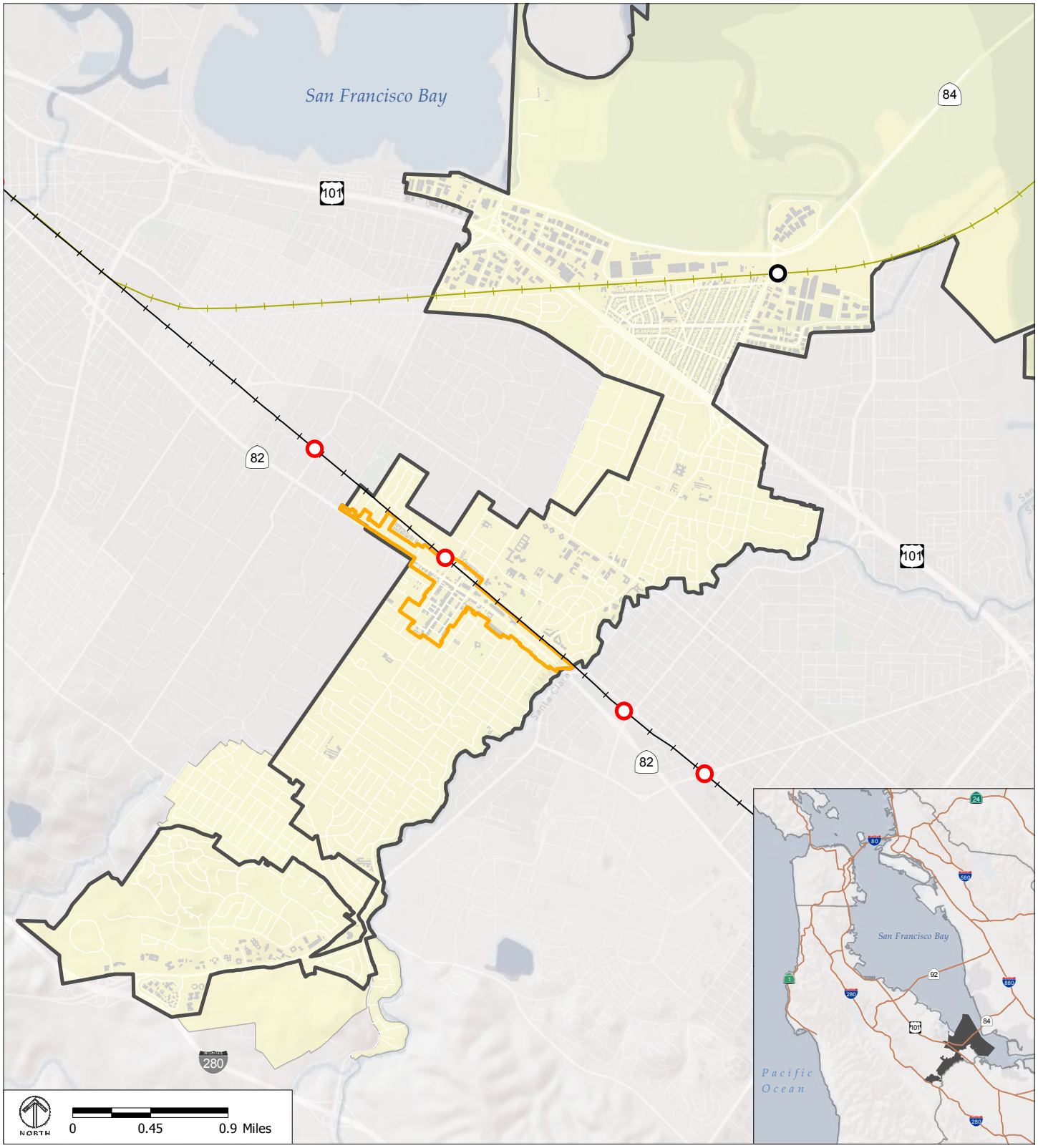
[1] All of the five identified housing sites are proposed at 30 or more dwelling units per acre.



Source: City of Menlo Park; The Planning Center | DC&E, 2012; ESRI 2010; FHA 2002.

Highway
City Limits

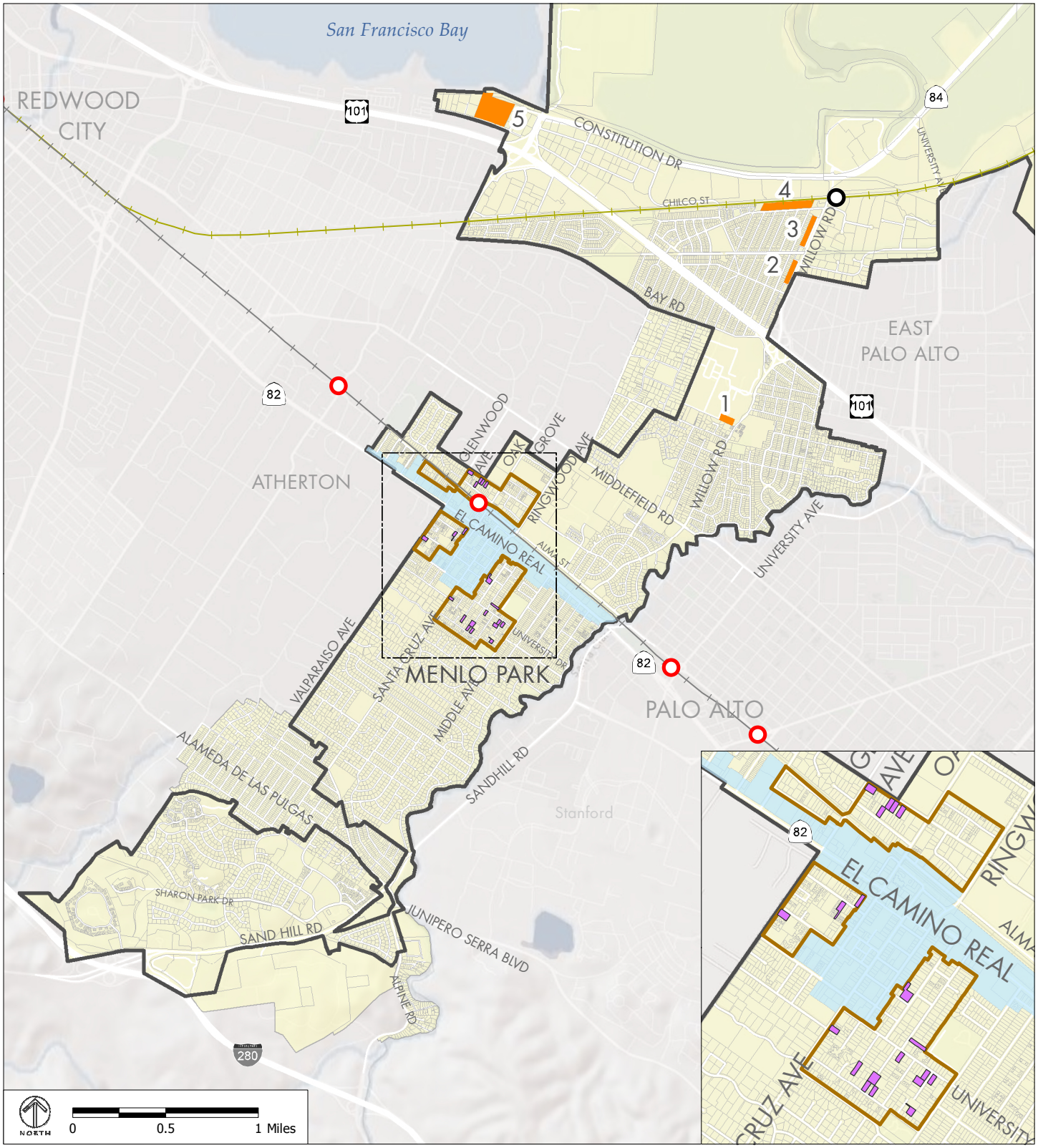
FIGURE I
REGIONAL LOCATION



Source: City of Menlo Park; The Planning Center | DC&E, 2012; ESRI 2010; FHA 2002.

- Potential Station Location
- CalTrain Stations
- CalTrain ROW
- Dumbarton Rail Corridor
- El Camino Real/Downtown Specific Plan
- City Limits
- Sphere of Influence

FIGURE 2
LOCAL CONTEXT



Source: City of Menlo Park; The Planning Center | DC&E, 2012; ESRI 2010; FHA 2002.

- Potential Station Location
- CalTrain Stations
- Dumbarton Rail Corridor
- Lots with Additional Housing Unit Potential
- Infill Areas around Downtown
- El Camino Real/Downtown Specific Plan
- Potential Sites to be Studied for Rezoning to Higher Density
- City Limits
- Sphere of Influence

FIGURE 3
HOUSING AND INFILL SITES

The remaining 418 housing units to be accommodated by 2014 would be accommodated through the proposed housing programs that would implement the goals and policies established in the Housing Element. The Housing Element contains the following key programs:

- Downtown Infill Programs: Downtown infill programs focus on lots of 10,000 square feet or greater in the area surrounding the El Camino Real/Downtown Specific Plan area and call for possible expansion to smaller lots at a later date. Based on program implementation, it is anticipated that 118 units could be built by buildout year 2035. Infill sites around the downtown area are shown in Figure 3.
- Second Unit Programs: Programs established for the accommodation of second units would modify the City's existing regulations related to construction of second units on parcels. Modifications would include reduction in minimum parcel size, allowances for larger second units, flexibility in height limits, reduced fees (possible reduction in both Planning/Building fees and impact fees as a result of the small size of the units), flexibility in on-site parking requirements, and a greater City role in publicizing and providing guidance for the approval of second units. Specifics would be developed as part of program implementation. With the modifications proposed in the Housing Element, it is anticipated that 300 additional second units could be built by buildout year 2035. Program H4.F is an amnesty program that would legalize existing illegal second units. Although this program would assist the City in meeting its RHNA, because this program would only change the legal status of existing units but would not contribute to the development of new units, this program is not included in the Plan Components buildout for the purposes of this Initial Study.
- Incentive and Opportunity Programs: A number of programs offer incentives for affordable and special needs housing. These programs would support affordable and special needs housing development, and may enable future development projects on the housing or infill sites, but are not considered to directly result in construction of new housing units.
- Other Programs: The remaining programs in the proposed Housing Element would implement the goals and policies of the Housing Element. These programs are part of the Plan Components, but are not considered to directly result in the construction of new housing units.

B. General Plan Consistency Update

In order to maintain consistency between the Housing Element and other Elements of the General Plan, and consistency between the General Plan and Zoning Ordinance, other General Plan elements would be amended at the same time that the Housing Element is adopted. Within 60 days of adopting this Housing Element Update, the City plans to complete all General Plan amendments required to make the General Plan consistent with the Housing Element. The proposed General Plan Update includes amendments to the following elements:

- Land Use and Circulation (adopted December 1, 1994, with amendments through December 7, 2010)
- Noise Element (adopted November 14, 1978)
- Seismic Safety and Safety Element (adopted June 22, 1976)
- Open Space and Conservation Element (adopted June 26, 1973)

C. Zoning Ordinance Amendments

A total of five housing sites have been identified for their appropriateness for higher density housing (i.e. at 30 or more units per acre). The City will rezone these sites to accommodate the additional 900 housing units. In order to accomplish the rezoning, the City will need to amend the Zoning Ordinance to either modify the use and development regulations of the R-4 zoning district and/or create a new zoning district. In addition, the City may need to modify the off-street parking requirements and nonconforming uses and structures requirements.

ENVIRONMENTAL CHECKLIST

I. AESTHETICS

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	❒	❒	■	❒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?	❒	❒	■	❒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	■	❒	❒	❒
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	■	❒	❒	❒

DISCUSSION:

a) The main visual resources in Menlo Park are its shoreline, the Sharon Hills, and San Francisquito Creek.[2] The Santa Cruz Mountains, which run along the San Francisco Bay Peninsula between the San Francisco Bay and Pacific Ocean, are a prominent visual feature visible to the west of the city. Development under the Plan Components would include development of designated housing sites and infill sites around the downtown area. Potential development sites are located within the urbanized areas of Menlo Park and do not contain any of these scenic vistas.

b) An approximately one-mile segment of Interstate 280 (I-280), a State-designated scenic highway, runs through the southern edge of the city. Caltrans describes the scenic value of I-280 as follows: "The motorist is offered middleground forest and mountain vistas, background water and mountain panoramas, and enclosed lake and mountain ridge views as the route traverses the environmentally fragile valley created by the San Andreas Earthquake Fault."[3] None of the potential housing sites are visible from I-280.

c), d) Development under the Plan Components would introduce new residential buildings throughout the city. New development would introduce new sources of light and glare, and would have the potential to affect the visual character of housing sites and surrounding neighborhoods. The potential for degradation of visual character and substantial new sources of light and glare will be evaluated in detail in the Environmental Assessment (EA).

[2] City of Menlo Park, 1994, *Final EIR for Amendments to the Menlo Park General Plan and to the Zoning Ordinance, Including Policy Document, Background Report, And Land Use And Circulation Elements*, page IV-K-1.

[3] Caltrans, California Scenic Highway Mapping Program, Route 280 Photo Album, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed on November 19, 2012.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	❒	❒	❒	■
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❒	❒	❒	■
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))?	❒	❒	❒	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	❒	❒	❒	■
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 of conversion of forest land to non-forest use?	❒	❒	❒	■

DISCUSSION:

a) Menlo Park does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[4]

b) No properties affected by the Plan Components within San Mateo County are under the Williamson Act.[5]

c), d) Menlo Park contains no land zoned for Timberland Production.[6] According to 2003 mapping data from the California Department of Forestry and Fire Protection, areas that would be developed under the Plan Components do not contain woodland or forest land cover.[7]

e) See items b), c), and d) above.

[4] California Department of Conservation, 2010, San Mateo County Important Farmland 2010, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/smt10.pdf, accessed on November 19, 2012

[5] California Department of Conservation, 2010, California Land Conservation (Williamson) Act 2010 Status Report, page 23, http://www.conservation.ca.gov/dlrp/lca/stats_reports/Documents/2010%20Williamson-%20Act%20Status%20Report.pdf, accessed on November 19, 2012.

[6] Zoning Map And General Plan Land Use Diagram, City of Menlo Park, 2010, http://www.menlopark.org/departments/pln/zmap/zmapi.pdf, accessed on November 19, 2012.

[7] California Department of Forestry and Fire Protection Fire and Resource Assessment Program, Land Cover map, http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13_map.pdf, accessed on November 19, 2012.

III. AIR QUALITY

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	■	❒	❒	❒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	■	❒	❒	❒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	■	❒	❒	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	■	❒	❒	❒
e) Create objectionable odors affecting a substantial number of people?	■	❒	❒	❒

DISCUSSION:

a), b), d) Buildout under the Plan Components could potentially have significant impacts on air quality through additional automobile trips associated with an additional 1,318 housing units. Residential development in proximity to I-280, Highway 101, and the Caltrain and Union Pacific railroads could expose sensitive receptors to human health risks associated with toxic air contaminants (TACs). Concentrations of TACs such as diesel particulate matter are much higher near railroads traveled by locomotives and heavily traveled highways and intersections, and prolonged exposure can cause cancer, birth defects, neurological damage, and death. Impacts could include a net increase in criteria pollutants or violating air quality standards. Further analysis is necessary and will be included in the Environmental Assessment to better assess the extent of air quality impacts.

c) The Bay Area 2010 Clean Air Plan is the current control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases (GHGs) for the EA Study Area. The 2010 Clean Air Plan was based on the Association of Bay Area Governments' (ABAG) population and employment projections for the San Francisco Bay area, including growth that would be accommodated by the proposed Plan Components. The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations in the San Francisco Bay Air Basin including Redwood City, which is the closest multi-pollutant monitoring site to the EA Study Area. Historically, the most problematic criteria pollutants in urbanized San Mateo County include ozone, particulate matter, and carbon monoxide. Combustion of fuels and motor vehicle emissions are a major source of each of these three criteria pollutants. Ambient air quality monitoring data from the Redwood City station show no daily exceedance of federal or State standards for any of the pollutants tracked in 2008; however, Menlo Park is within the San Francisco Bay Area Air Ozone non-attainment area as delineated by the U.S. Environmental Protection Agency (EPA). The increase of criteria air pollutants and consistency with State and federal air quality standards will be evaluated in detail in the Environmental Assessment.

e) If an expansion of the West Bay Sanitary District's wastewater treatment facilities in Redwood Shores is necessary to accommodate the potential development in Menlo Park, it is possible that residents of Redwood Shores

may be affected by objectionable odors from a plant expansion. The potential expansion of wastewater treatment facilities will be evaluated in detail in the Environmental Assessment.

IV. BIOLOGICAL RESOURCES

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	■	❒	❒	❒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	❒	❒	■	❒
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?	■	❒	❒	❒
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?	❒	❒	■	❒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❒	❒	■	❒
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?	❒	❒	❒	■

DISCUSSION:

a), c) Development under the Plan Components would introduce new residential buildings throughout the city. While many of the sites on which development could occur are already developed, some of the sites are currently vacant and could contain special-status species or protected wetlands. Construction activities could result in temporary impacts to sensitive species. Potential impacts will be evaluated in detail in the Environmental Assessment.

b), d) Sites on which development could occur under the Plan Components are not located on wildlife dispersal routes such as riparian corridors, and because sites are either infill or adjacent to existing development, future development would not be expected to contribute to habitat fragmentation which would interfere with wildlife migration.

e) The City of Menlo Park maintains a Heritage Tree Ordinance to preserve a population of large, healthy trees.[8] Development occurring with buildout of the Plan Components would primarily occur on redevelopment sites without many heritage trees. Depending on site specific conditions future development on the housing sites would be required to comply with the City's Heritage Tree Ordinance before any tree could be removed. Tree removal permits would be secured before any heritage tree removal action, and a heritage tree protection plan would be submitted before grading and construction would occur within an area 10 times the size of trunk diameter, in compliance with the City's Tentative Map and Heritage Tree ordinances.[9]

f) There are no adopted Habitat Conservation Plans or Natural Community Conservation Plans within Menlo Park. At the time of writing this Initial Study, Stanford University is preparing a Habitat Conservation Plan (HCP) that has not yet been adopted. The Final Environmental Impact Statement for the Stanford HCP has been published and HCP implementation is scheduled for Spring 2013.[10] Portions of Menlo Park are included in the Stanford HCP. However, none of the housing sites are identified by the Stanford HCP as supporting covered species,[11] and therefore the proposed Plan Components would not conflict with the Stanford HCP, based on the information in the draft HCP published December 2011.

[8] City of Menlo Park, Summary of the Heritage Tree Ordinance, http://www.menlopark.org/departments/pln/htree/Htree_Ord.pdf, accessed on September 6, 2012.

[9] Menlo Park Municipal Code Chapters 13.24 and 15.20.

[10] Stanford University, Stanford University Habitat Conservation Plan Project Schedule, http://hcp.stanford.edu/schedule.html, accessed on December 7, 2012.

[11] Stanford University Land Use and Environmental Planning Office, 2011, Stanford University Habitat Conservation Plan, page 89 and Figure 4-2.

V. CULTURAL RESOURCES

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	■	❒	❒	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	■	❒	❒	❒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	■	❒	❒	❒
d) Disturb any human remains, including those interred outside of formal cemeteries?	■	❒	❒	❒

DISCUSSION:

a) Menlo Park has three sites on the National Park Service's National Register of Historic Places (National Register): 1) Barron-Latham-Hopkins Gate Lodge at 555 Ravenswood Ave, 2) Church of the Nativity at 2010 Oak Grove Ave, and 3) Menlo Park Railroad Station at 1100 Merrill Street. Two sites are on the California Register of Historic Resources (California Register): the aforementioned railroad station at 1100 Merrill Street and a residence located at 262 Princeton Road. Another California Register landmark in the vicinity of Menlo Park is the Alma Street/San Francisquito Creek "Journey's End" Plaque.

The proposed Plan Components does not include development on any of the properties designated as a historic resource by the National Register, California Register, or San Mateo County Historical Association. However, new development could result in changes to existing neighborhoods that may hold potential historic significance. The potential for impacts to historic resources will be evaluated in detail in the Environmental Assessment.

b), c), d) Cultural resources are protected by federal and State regulations and standards, including, but not limited to the National Historic Preservation Act, the California Public Resources Code, and the California Environmental Quality Act (CEQA). Given the largely built out nature of Menlo Park, the possibility is low that undiscovered archeological and unique paleontological resources or human remains may be found in the course of construction activities under the proposed Plan Components. Nonetheless, potential impacts to cultural resources could occur and will be evaluated in detail in the Environmental Assessment.

VI. GEOLOGY AND SOILS

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides, mudslides or other similar hazards?	■	❒	❒	❒
b) Result in substantial soil erosion or the loss of topsoil?	❒	❒	■	❒
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?	■	❒	❒	❒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	■	❒	❒	❒
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 wastewater?	❒	❒	❒	■

DISCUSSION:

a.i) Menlo Park does not contain any Alquist-Priolo "special studies" earthquake fault zones.[12]

a.ii) In the event of an earthquake, most parts of Menlo Park located roughly southwest of Highway 101 are expected to experience "strong" shaking, most sites located east of Highway 101 are expected to experience "very strong" shaking, and sites located within one mile of the Dumbarton Bridge are expected to experience "violent shaking."[13] New development under the Plan Components would be required to comply with seismic standards set forth by the California Building Code, which would reduce the potential for risks associated with ground shaking. Potential impacts will be evaluated in detail in the Environmental Assessment.

[12] Special Studies Zones, Palo Alto Quadrangle, CA Division of Mines and Geology, 1974, http://gmw.consrv.ca.gov/shmp/download/ap/pdf/PALOALTO.PDF, accessed on November 19, 2012.

[13] ABAG GIS Viewer, Hazards Maps Earthquake Shaking Scenarios, 2012, http://gis3.abag.ca.gov/Website/Shaking-Maps/viewer.htm, accessed on November 19, 2012.

a.iii) The majority of Menlo Park is considered to be subject to "moderate" susceptibility for liquefaction in the event of an earthquake. Some eastern and northern portions of the city, including one of the potential housing sites, are considered to be subject to a "very high" susceptibility for liquefaction.[14] Potential impacts will be evaluated in detail in the Environmental Assessment.

a.iv) Menlo Park consists of relatively flat land not prone to landslides. The western portion of the city is mapped as containing "few" landslides, and the rest of the city is not mapped as containing "few," "many," or "mostly" landslides.[15]

b) Development under the Plan Components is not expected to result in substantial erosion because proposed sites are relatively flat and most of the housing sites are currently paved. Additionally, sites are not in close proximity to areas sensitive to erosion such as San Francisquito Creek.

c), d) Few areas in Menlo Park have unstable soils, and most areas do not have expansive or shrink-swell potential. The only area in Menlo Park with unstable soils is the western portion, near Santa Cruz Road and Sand Hill Road. Potential impacts will be evaluated in detail in the Environmental Assessment.

e) All new development under the proposed Plan Components would be served by municipal sewer.

VII. GREENHOUSE GAS EMISSIONS

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	■	❒	❒	❒
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	■	❒	❒	❒

DISCUSSION:

a), b) Future development under the Plan Components would allow for 1,318 new housing units in the city, and would create new vehicle trips, which would generate GHG emissions. Potential impacts will be evaluated in detail in the Environmental Assessment.

[14] United State Geological Survey data, 2006.
[15] United State Geological Survey data, 1997.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	❒	❒	■	❒
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?	■	❒	❒	❒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	■	❒	❒	❒
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	■	❒	❒	❒
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?	❒	❒	❒	■
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?	❒	❒	❒	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❒	❒	■	❒
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?	❒	❒	■	❒

DISCUSSION:

a) The Plan Components would allow for residential development and would not allow for land uses that involve routine transport of hazardous waste.

b), c) The Plan Components would allow for residential development and associated construction activities. Construction activities would be subjected to applicable existing regulations pertinent to hazardous materials use and transport. Potential impacts associated with the accidental release of hazardous materials or emission of hazardous substances in proximity to a school will be evaluated in detail in the Environmental Assessment.

d) The Plan Components would allow for residential development on housing sites throughout the city, some of which have been previously used for industrial and commercial activities and could contain hazardous materials

from previous uses. Potential impacts associated with location on a hazardous materials site will be evaluated in detail in the Environmental Assessment.

e), f) Menlo Park is located approximately two miles from Palo Alto Airport, but no portions of the city are within the airport safety zones established by the Plan.[16] Menlo Park is located more than two miles from the San Francisco International and San Carlos Airports to the north and Moffett Federal Airfield to the south.

g) The Plan Components would allow for residential development and would include new General Plan policies to bring the General Plan into consistency with applicable State planning requirements. The Plan Components does not include the development of any features that would impair the implementation of the City's Emergency Operation Plan or City Disaster Preparedness Manual.[17, 18]

h) The majority of Menlo Park is designated as having moderate fire threat by CAL FIRE's Wildlife Urban Interface Fire Threat data. Some portions of the western area of the city and the area of the city nearest to the San Francisco Bay are designated as high fire threat. None of the potential housing sites or infill areas where development would occur under the Plan Components are designated as having high, very high, or extreme fire threat.

[16] Santa Clara County Airport Land Use Commission, 2008, Palo Alto Airport Comprehensive Land Use Plan, Figure 7, http://www.sccgov.org/sites/planning/Plans%20-%20Programs/Airport%20Land-Use%20Commission/Documents/PAO-adopted-11-19-08-CLUP.pdf, accessed on September 6, 2012.

[17] City of Menlo Park, Emergency Operations Plan, Version 2, Basic Plan, 2011, http://www.menlopark.org/departments/pwk/MenloEOPV2.pdf, accessed September 5, 2012.

[18] City of Menlo Park, 2005, It's Up to You 72, Disaster Preparedness Manual, http://www.menlopark.org/departments/ pwk/disprepman.pdf, accessed September 5, 2012.

IX. HYDROLOGY AND WATER QUALITY

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	❒	❒	■	❒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level?	❒	❒	❒	■
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?	❒	❒	■	❒
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?	❒	❒	■	❒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	❒	❒	■	❒
f) Otherwise substantially degrade water quality?	❒	❒	■	❒
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?	❒	■	❒	❒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	■	❒	❒
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?	■	❒	❒	❒
j) Inundation by seiche, tsunami, or mudflow?	❒	❒	■	❒

DISCUSSION:

a), f) Proposed buildout under the Plan Components includes housing and related infrastructure, and does not include facilities which would produce waste that violates discharge policies. Menlo Park also participates in the San Mateo Countywide Water Pollution Prevention Program that requires new development or redevelopment projects that create or replace between 2,500 square feet and 10,000 square feet of impervious surface to implement site design measures for onsite stormwater water control and pollution prevention. Additionally, the City's Municipal Code prohibits discharges not regulated under the NPDES permit.

b) Proposed development would be served primarily by San Francisco Public Utilities Commission (SFPUC) municipal surface water supplies stored in the Hetch-Hetchy Reservoir, and not impact groundwater.[19]

c), d,) e) Proposed development under the Plan Components would not include the alteration of the course of streams. Most of the Plan Components sites are already developed or paved and new development would not involve the creation of substantial new amounts of impervious surfaces. Stormwater drainage system capacity and drainage patterns impacts are expected to be less than significant and will evaluated further in the Environmental Assessment.

g), h) Some of the potential housing sites are located within the 100-year flood plain.[20] Potential impacts will be evaluated in detail in the Environmental Assessment.

i) Portions of Menlo Park are subject to inundation in the case of dam failure at Searsville Reservoir dam or Felt Lake. A small southwestern portion of the downtown infill area is subject to these dam inundation areas.[21] [22] Potential impacts will be evaluated in detail in the Environmental Assessment.

j) Development under the Plan Components would not be subject to tsunami inundation.[23] No housing sites are located near steep, unstable slopes subject to mudflow, or open bodies of water subject to seiche.

X. LAND USE AND PLANNING

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?	■	❒	❒	❒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❒	❒	■	❒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❒	❒	■	❒

[19] Menlo Park Public Works – Water District, City of Menlo Park, 2002, http://www.menlo-park.org/departments/pwk/mpmwd.html, accessed September 4, 2012.

[20] Federal Emergency Management Agency, 2012, Digital Flood Insurance Rate Map Database, San Mateo County, California, USA.

[21] GIS data obtained from the State of California, Governor's Office of Emergency Services, 2000.

[22] Federal Emergency Management Agency, 2012, Digital Flood Insurance Rate Map Database, San Mateo County, California, USA.

[23] California Emergency Management Agency, Tsunami Inundation Map, Redwood Point and Palo Alto Quadrangles. 2009, http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanMateo/Documents/Tsunami_Inundation_RedwoodPointPaloAlto_Quads_SanMateo.pdf, accessed September 4, 2012.

DISCUSSION:

a) It is not expected that any established community would be divided by the development of potential housing sites, as sites are located on infill sites distributed across the city. Increased capacity of related infrastructure such as utilities, streets, police, and fire would similarly be dispersed, and the Plan Components would not involve the construction of physical features or barriers that would divide an established community. This topic will be further addressed in the Environmental Assessment.

b) The Plan Components is in compliance with the ABAG Regional Housing Needs Assessment, and is being coordinated in parallel with the City's General Plan Amendment and Zoning Code Update.

c) No adopted habitat conservation or natural community conservation plans are applicable to Menlo Park.[24] At the time of writing this Initial Study, Stanford University is preparing a Habitat Conservation Plan (HCP) that has not yet been adopted. The Final Environmental Impact Statement for the Stanford HCP has been published and HCP implementation is scheduled for Spring 2013.[25] Portions of Menlo Park are included in the Stanford HCP. However, none of the housing sites are identified by the Stanford HCP as supporting covered species,[26] and therefore the proposed Plan Components would not conflict with the Stanford HCP, based on the information in the draft HCP published December 2011.

XI. MINERAL RESOURCES

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	❒	❒	❒	■
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?	❒	❒	❒	■

DISCUSSION:

a), b) While the Plan Components do propose new land uses in the EA Study Area, buildout would not result in the loss of known mineral resources or substantially limit the availability of mineral resources over the long term. Industrial-scale solar salt production from sea water has occurred in the vicinity of Menlo Park since the 1800s. The salt ponds nearest to the Plan Components are the Ravenswood and Redwood City Plant sites. The Ravenswood site has undergone restoration to wildlife habitat as part of the South Bay Salt Pond Restoration Plan Components, and is no longer in industrial operation. The Redwood City Plant site is owned by Cargill

[24] California Fish and Game, 2012, Summary of Natural Community Conservation Plans (NCCPs), http://www.dfg.ca.gov/habcon/nccp/status/, accessed September 4, 2012.

[25] Stanford University, Stanford University Habitat Conservation Plan Project Schedule, http://hcp.stanford.edu/schedule.html, accessed on December 7, 2012.

[26] Stanford University Land Use and Environmental Planning Office, 2011, Stanford University Habitat Conservation Plan, page 89 and Figure 4-2.

Salt and remains in production.[27] Implementation of the Plan Components would not affect ongoing production at the Redwood City Plant salt ponds.

XII. NOISE

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	■	❒	❒	❒
b) Exposure of persons to or generation of excessive groundborne vibration or ground borne noise levels?	■	❒	❒	❒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	■	❒	❒	❒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	■	❒	❒	❒
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?	❒	❒	■	❒
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?	❒	❒	■	❒

DISCUSSION:

Existing noise sources in Menlo Park include traffic-related mobile sources such as automobiles, motorcycles, and trucks. Aircraft from Bay Area airports, Moffett Federal Airfield, and NASA's Ames Research Center create occasional noise disturbances. Additional noise sources include residential equipment (such as generators, power mowers, leaf blowers, chainsaws, air conditioners, and swimming pool filters), animals, and sound amplifiers. Construction-related noise occurs from hammering, hand tools, power tools, and earth-moving equipment.

Mitigation measures for specific projects, including siting and construction techniques, may be needed in order to achieve Municipal Code standards. Menlo Park has a Noise Ordinance that regulates indoor sound levels and construction hours, and imposes amplified sound restrictions on construction sites.[28] Implementation of the regulations contained in the Municipal Code would prevent or reduce the potential for exposure of residents and

[27] San Francisco Bay Conservation and Development Commission, 2005, "Salt Ponds" Staff Report, Figure 3, http://www.bcdc.ca.gov/pdf/planning/reports/salt_ponds.pdf, accessed on November 26, 2012.

[28] Menlo Park Municipal Code, Chapter 8.06 Noise.

visitors to excessive noise levels, groundborne vibrations, or substantial increases in temporary or ambient noise levels.

a), b), c), d) Growth allowed under proposed Plan Components would generate 1,318 additional housing units. This level of growth would increase noise from sources such as automobile traffic and residential-related noise sources, and therefore, the development of new housing units could expose existing sensitive receptors (i.e. residential units, senior housing, daycare, etc.) to increases of noise and vibration. In addition, construction associated with implementation of the Plan Components would result in short term increases in noise levels. Potential impacts associated with temporary and permanent noise levels will be evaluated in detail in the Environmental Assessment.

e), f) Menlo Park is located approximately two miles from Palo Alto Airport, but no portions of the city are within the aircraft noise contours identified in the Comprehensive Land Use Plan for the airport.[29] Menlo Park is located more than two miles from the San Francisco International and San Carlos Airports to the north and Moffett Federal Airfield to the south. Menlo Park lies outside of the noise compatibility zones for the San Francisco International Airport[30] and outside of the noise contours identified for San Carlos Airport[31] and Moffett Federal Airfield. [32]

XIII. POPULATION AND HOUSING

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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)?	❒	❒	■	❒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❒	❒	■	❒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	■	❒	❒	❒

DISCUSSION:

a) The Plan Components includes the planning and zoning for up to 1,318 housing units. This growth represents the Association of Bay Area Government's determination of Menlo Park's "fair share" of future growth in

[29] Santa Clara County Airport Land Use Commission, 2008, Palo Alto Airport Comprehensive Land Use Plan, Figure 5, http://www.sccgov.org/sites/planning/Plans%20-%20Programs/Airport%20Land-Use%20Commission/Documents/PAO-adopted-11-19-08-CLUP.pdf, accessed on September 6, 2012.

[30] City/County Association of Governments of San Mateo County, 2012, Comprehensive Airport Land Use Plan for the Environs of San Francisco International Airport, Figure IV-5, http://www.ccag.ca.gov/pdf/plans-reports/2012/Consolidated_CCAG_ALUCP_10-29-12.pdf, accessed on November 26, 2012.

[31] City of San Carlos, Draft 2030 General Plan EIR, Figure 4.9-2, http://www.cityofsancarlos.org/documents/4.9_Noise.pdf, accessed on November 26, 2012.

[32] Santa Clara County Airport Land Use Commission, Comprehensive Land Use Plan, Santa Clara County, Moffett Federal Airfield, Figure 5, http://www.sccgov.org/sites/planning/Plans%20-%20Programs/Airport%20Land-Use%20Commission/Documents/NUQ_20121102_DRAFT_Full_CLUP.pdf, accessed on November 26, 2012.

the region. Therefore, growth under the Housing Element would not induce substantial growth above levels planned for in regional growth projections.

b), c) The Plan Components would designate sites throughout the city that can accommodate new residential development. No existing housing or residents are presently located on the majority of these sites (with the exception of the MidPen site, potential housing Sites 2 and 3), and any development on sites currently containing residences would take the form of secondary units or redevelopment to accommodate existing plus additional future residents. Although no existing residents or housing units would be permanently displaced, existing residents could be displaced in the short term during construction. This topic will be further addressed in the Environmental Assessment.

XIV. PUBLIC SERVICES

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	■	❒	❒	❒
Police protection?	■	❒	❒	❒
Schools?	■	❒	❒	❒
Parks?	■	❒	❒	❒
Other public facilities	■	❒	❒	❒

DISCUSSION:

a) The Plan Components would result in the development of 1,318 new housing units. This level of growth may affect service ratios for fire or police services, which could result in the construction of new or expansion of existing facilities. Similarly, the projected level of growth allowed under the Plan Components could affect enrollment at any of the schools serving Menlo Park, which could result in the construction of new or expansion of existing school facilities. New residents could add demand for use of park facilities, which could result in the construction of new or expanded facilities. Potential impacts to public services that could result in a physical environmental impact as a result of the development under the Plan Components will be evaluated in detail in the Environmental Assessment.

XV. RECREATION

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	■	❒	❒	❒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	■	❒	❒	❒

DISCUSSION:

a), b) Growth allowed under the Plan Components would generate 1,318 additional housing units. This level of growth may substantially impact recreation facilities, which could result in the construction of new or expansion of existing facilities. Potential physical environmental impacts to recreational facilities as a result of development under the Plan Components will be evaluated in detail in the Environmental Assessment.

XVI. TRANSPORTATION/TRAFFIC

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	■	❒	❒	❒
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?	■	❒	❒	❒
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?	❒	❒	■	❒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❒	❒	■	❒
e) Result in inadequate emergency access?	❒	❒	■	❒

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?	❒	❒	■	❒

DISCUSSION:

a), b) The Plan Components would plan and zone for 1,318 new housing units in Menlo Park, which would increase vehicle trips. Potential impacts associated with increased traffic levels will be evaluated in detail in the Environmental Assessment.

c) Menlo Park is located approximately two miles from Palo Alto Airport, but no portions of the city are within the airport safety zones identified in the Comprehensive Land Use Plan for the airport.[33] Menlo Park is located more than two miles from the San Francisco International and San Carlos Airports to the north and Moffett Federal Airfield to the south. The Plan Components does not propose any land uses which could disrupt air traffic patterns.

d) The Plan Components would allow for new residential development and would not include the construction of a particular development project or physical feature that could create a design hazard. Potential impacts associated with incompatible land uses (e.g. new housing adjacent to railroad tracks) will be evaluated in detail in the Environmental Assessment.

e) Development dispersed throughout the city would not obstruct emergency access to evacuation routes. In addition, buildings and site design for individual projects would be designed and built according to local Fire District standards and State Building Code standards, further ensuring that emergency access by fire or emergency services personnel would not be impaired.

f) Individual developments under the Plan Components would be required to comply with the policies of the Comprehensive Bike Development Plan, including Policy 3.4, which requires that construction activities minimize disruption to bicyclist safety and provide alternate routes if necessary. Potential impacts will be evaluated in detail in the Environmental Assessment.

[33] Santa Clara County Airport Land Use Commission, 2008, Palo Alto Airport Comprehensive Land Use Plan, Figure 7, http://www.sccgov.org/sites/planning/Plans%20-%20Programs/Airport%20Land-Use%20Commission/Documents/PAO-adopted-11-19-08-CLUP.pdf, accessed on September 6, 2012.

XVII. UTILITIES AND SERVICE SYSTEMS

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	■	❒	❒	❒
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?	■	❒	❒	❒
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?	■	❒	❒	❒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	■	❒	❒	❒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	■	❒	❒	❒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	■	❒	❒	❒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	■	❒	❒	❒

DISCUSSION:

a), b), c), d), e), f), g) The majority of the EA Study Area receives water from the San Francisco Public Utilities Commission, which provides surface water from Hetch-Hetchy Reservoir in the vicinity of Yosemite National Park. Wastewater is collected and conveyed by West Bay Sanitary District and treated by the South Bayside System Authority. Trash service is provided by Recology and landfilled at Ox Mountain Sanitary Landfill in Half Moon Bay.[34]

Growth allowed under the Plan Components would generate 1,318 additional housing units. This level of growth may substantially impact water supply, wastewater treatment, and solid waste disposal, which could result in the construction of new or expansion of existing facilities. Potential impacts to utilities and service systems from development under the proposed Plan Components will be evaluated in detail in the Environmental Assessment. Additionally, a Water Supply Assessment is being prepared by GHD and will be incorporated into the Environmental Assessment.

[34] City of Menlo Park Greenhouse Gas Emissions Analysis, 2007, http://www.menlopark.org/departments/eng/GreenhouseGas.pdf, accessed on August 22, 2012.

MANDATORY FINDINGS OF SIGNIFICANCE

Would the Plan Components:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	■	❒	❒	❒
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)?	■	❒	❒	❒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	■	❒	❒	❒

DISCUSSION:

a), c) Potential impacts to the environment will be evaluated in detail in the Environmental Assessment.

b) Potential cumulative impacts will be evaluated in detail in the Environmental Assessment.