



Town of Portola Valley Negative Declaration

Project Title: Portola Road Corridor Plan and Related General Plan Amendments

Project Applicant/Owner: Town of Portola Valley

Project Location: Along Portola Road in Portola Valley, from the intersection with Alpine Road to the northern town boundary

APN: N/A- Public Right-of-Way

Project Planner/Consultant - Karen Kristiansson, Deputy Town Planner

Permit Type: General Plan Amendment

Public Review Period: 9/10/14 - 9/29/14

Public Comments:

A copy of the Initial Study/Mitigated Negative Declaration is on file at the Town of Portola Valley-765 Portola Road, Portola Valley, CA 94028. The Initial Study/Mitigated Negative Declaration is also available for review on the Town's website www.portolavalley.net.

All comments received by 5:00 PM on September 29, 2014 will be considered by the Town of Portola Valley.

Project Description

The Portola Road Corridor Plan provides a comprehensive land use perspective for the corridor, sets forth the main objectives for it, and identifies principles and standards for guiding public and private actions to achieve plan objectives. Objectives include protecting or reestablishing open views; encouraging more pedestrian, bicycle and equestrian use along the corridor; promoting rehabilitation of native ecosystems; preserving, enhancing and reinforcing the identity of the town by providing for a unified design of the valley; and serving as a scenic corridor that reflects the open space values of the town. Other amendments are also being made to the General Plan for consistency with the Portola Road Corridor Plan.

FINDINGS AND BASIS FOR A NEGATIVE DECLARATION:

The proposed project will not have a significant effect on the environment as it has been found that the project:

- a. will not result in significant impacts that would degrade the quality of the environment.
- b. will not result in significant impacts that would achieve short-term to the disadvantage of long-term environmental goals.
- c. will not result in significant impacts that are individually limited, but cumulatively considerable.
- d. will not result in significant impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

The Town of Portola Valley has, therefore, determined that the environmental impact of the project is insignificant.

Initial Study

Town staff has reviewed the environmental evaluation of this project and has found that the probable environmental impacts are insignificant. A copy of the initial study is attached.

Initial Study Review Period: 9/10/14 to 9/29/14

All comments regarding the correctness, completeness, or adequacy of this Negative Declaration must be received by the Town of Portola Valley, 765 Portola Road, Portola Valley, CA 94028, no later than 5:00 p.m. on September 29, 2014.

Town of Portola Valley

Initial Study: Environmental Evaluation Checklist Attachment

Project Title: Portola Valley Corridor Plan and Related General Plan Amendments

Lead Agency: Town of Portola Valley
Planning Department
765 Portola Road
Portola Valley, CA 94028

Project Location: Along Portola Road in Portola Valley, from the intersection with Alpine Road to the northern town boundary (refer to Figure 1).

APN: N/A- Public Right-of-Way

Project Planner - Karen Kristiansson, Deputy Town Planner

Permit Type: General Plan Amendment

Project Applicant/Owner: Town of Portola Valley
Planning Department
765 Portola Road
Portola Valley, CA 94028

General Plan Designation: Area Plan for this Scenic Roadway and Multi Use Corridor

Description of the Project: The project proposes a new Portola Road Corridor Plan to be added to the Portola Valley General Plan as a new element. Other amendments are also being made to the General Plan for consistency with the Portola Road Corridor Plan. The Corridor Plan is intended to enhance the existing scenic corridor in Portola Valley and establishes the following objectives for the Corridor, together with related Principles and Standards:

1. To protect or reestablish open views within and from the corridor, especially to the western hillsides, wherever possible, while preserving valuable habitat and variety of experience for all users.
2. To encourage more pedestrian, bicycle and equestrian use along the corridor, improve the experience for these users, and reduce local motor vehicle trips.
3. To keep the corridor free of exotic invasive plants and promote rehabilitation of native ecosystems.
4. To preserve, enhance and reinforce the identity of the town by providing for a unified design of the valley, with two clusters of commercial and civic facilities near the ends of the corridor as focal points that are linked by trails, open space and planting epitomizing the natural quality of the town
5. To serve as a scenic corridor through the town that reflects the open space values of the town. Much of the area between the two more intense land use clusters is traversed by or near the San Andreas Fault and should therefore be kept in open space or low intensity uses.

The Portola Road Corridor Plan does not include a plan for defined physical improvements to the Portola Road Corridor, but rather provides a framework in which future improvements to the roadway should be made. Any physical improvements along the corridor would require subsequent CEQA review as appropriate.

Surrounding Land Uses: The project traverses various portions of the town and is surrounded by residential, institutional, commercial, agricultural, open space and other uses as described below:

Segment 1, Alpine Road to Willowbrook Drive and the Sequoias - Land along this segment is more intensely developed than in the rest of the corridor. There are many developed residential parcels, with more dense development along the west side of the road. This segment also includes the significant Woodside Priory and Sequoias institutional uses and facilities, as well as the commercial and offices uses within the Nathhorst Triangle.

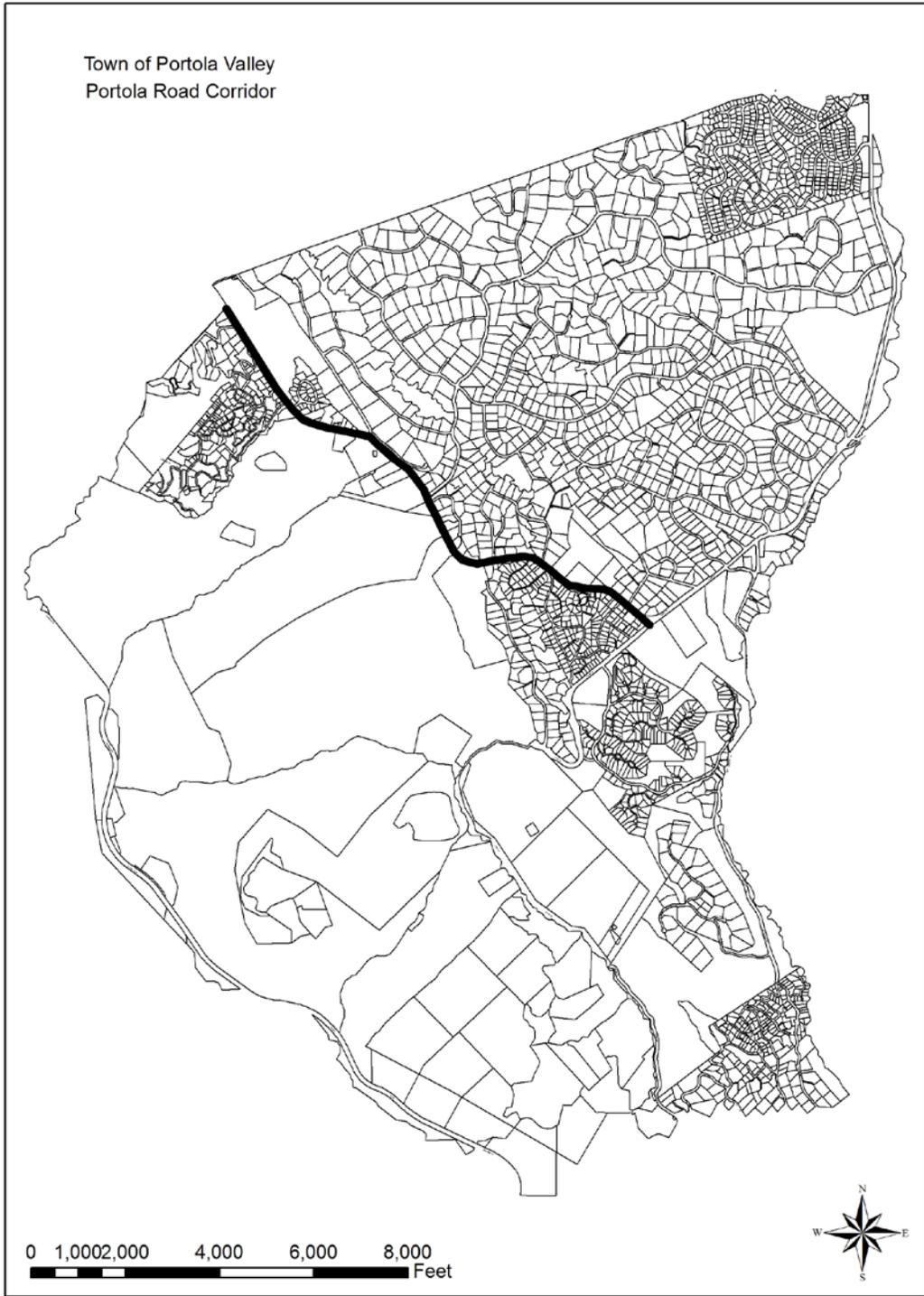
Segment 2, Sequoias to the Town Center - On the east side of the corridor in this segment, the residential land use pattern is well established, with approximately one acre per dwelling unit. The lands on the west side of the corridor in Segment 2 are dominated by larger parcels, several of which extend from the Valley floor to near the top of the western hillsides, including the Windy Hill Open Space Preserve lands of the Midpeninsula Regional Open Space District. These parcels contain some of the most significant view sheds in the town.

Segment 3, Town Center to Wayside Road - The land use pattern adjacent to this segment is largely set and controlled by provisions set forth in the town center area plan element of this general plan. This area includes the Town Center Preserve and also the larger private land holdings to the north of this Preserve.

Segment 4, Wayside Road to the northern town limits - On the east side of the corridor north of Wayside Road and the Wyndham Drive subdivision, most land is within the Town of Woodside and occupied by the "Family Farm" private low density use. Land on the west side of Segment 4 is largely developed with low to medium intensity residential uses.

Other Public Agencies Whose Approval is Required: None.

Town of Portola Valley
Portola Road Corridor



EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).

A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in 5. below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
1.	AESTHETICS					
	Would the project:					
1a.	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 28
1b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 28
1c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 28
1d.	Create a new source of substantial light or glare which would affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 28
Discussion:						
<p>The project sets forth objectives, principles and standards for the Portola Road corridor in order to protect and reestablish views; to encourage pedestrian, bicycle and equestrian use along the corridor and reduce local motor vehicle trips; to promote rehabilitation of native ecosystems; to provide for a unified design of the valley; and to serve as a scenic corridor that reflects the Town's open space values. One of the stated objectives of the Portola Road Corridor Plan is specifically to "protect or reestablish open views within and from the corridor." The Corridor Plan also calls for "rehabilitation of native ecosystems" and preservation of open space and low intensity uses along the corridor. Therefore, the Corridor Plan would not have adverse aesthetic impacts but could have beneficial impacts.</p>						
2.	AGRICULTURAL AND FOREST RESOURCES					
	In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiles by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
2a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	Program of the California Resources Agency, to non agricultural use?					
2b.	Conflict with exiting zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 27
2c.	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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 27
2d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 27
2e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 19, 27
Discussion:						
The Corridor Plan calls for preservation of existing open space and low intensity uses and does not provide for increased development along the Portola Road Corridor. As a result, adoption of the Corridor Plan would not result in adverse impacts on farmland, agricultural land, or forest land.						
3.	AIR QUALITY Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
3a.	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 3, 19
3b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 3, 19
3c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 3, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?					
3d.	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 3, 19
3e.	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 3, 19
<p>Discussion:</p> <p>3a - 3c. No Impact- The proposed Corridor Plan would enhance an existing multi-use corridor and its interface with adjacent land uses. One of the objectives of the Corridor Plan is to provide for an improved experience for trail users to encourage additional pedestrian, bicyclist and equestrians to use the Portola Road multi-use route. This would reduce motor vehicle travel, which in turn would help reduce air pollutants generated by these vehicles. As such, this policy plan is consistent with applicable air quality plans and standards and is therefore not anticipated to result in any air quality impacts either separately or cumulatively. In addition, any physical improvements along the corridor will require subsequent CEQA review at the time they are contemplated as appropriate.</p> <p>3d. Less Than Significant Impact- The existing roadway is a source of existing exhaust and related air pollutants due to use by vehicles. While increasing use by pedestrians, bicyclists and equestrians could result in additional people being exposed to these, people along the route would only be exposed intermittently. In addition, Portola Road is a two-lane rural road with minimal concentrations of pollutants.</p> <p>3e. No Impact-The project would not result in objectionable odors affecting a substantial number of people.</p>						
4.	BIOLOGICAL RESOURCES					
	Would the project:					
4a.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
4b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	by the California Department of Fish and Game or US Fish and Wildlife Service?					
4c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
4d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
4e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 27
4f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 27

Discussion:

The Portola Road Corridor Plan and related General Plan amendments call for enhancement of an existing scenic multi-use corridor and improved connections with nearby trails. The project does not include any provisions that could have impacts on riparian habitat, federally protected wetlands, or special status species, either directly or indirectly. The Corridor Plan would not interfere with the movement of wildlife species and is consistent with local policies, including the Town’s tree protection ordinance. No new facilities are proposed as part of the Corridor Plan, and any physical improvements along the road would be subject to CEQA review at the time they are proposed, as appropriate. As a result, no impacts on biological resources are anticipated. In addition, one of the objectives of the plan is to “keep the corridor free of exotic invasive plants and promote rehabilitation of native ecosystems” and another objective calls for the plan to “reduce local motor vehicle trips.” These objectives could have beneficial impacts for biological resources.

5.	CULTURAL RESOURCES Would the project:					
5a.	Cause a substantial adverse change in	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 21

No.	Environmental Topic	Level of Impact				Source
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	the significance of a historical resource as defined in '15064.5?					
5b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
5c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
5d.	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 19

Discussion:

The Portola Road Corridor extends through the town and passes by a number of historically designated structures, including: the Fitzhugh “Windmill”, the Searsville District School Bell, the Portola School District Primary School, the Hallett Store, Our Lady of the Wayside Church, the Jelich House, the Tank House, and the Conolley-Melchor House. Historic sites and features along the roadway include: the Site of Corte Madera Brewery and Nahmens House, Site of Village of Portola, the Site of 1893 school house and one Coast Live Oak at the school house site. No new facilities are proposed as part of the Corridor Plan, and any physical improvements along the road would be subject to CEQA review at the time they are proposed, as appropriate. The Corridor Plan includes objectives to protect or reestablish open views within and from the corridor; promote rehabilitation of native ecosystems; and enhance the identity of the town and promote its open space values. As such, the Corridor Plan will serve to enhance the listed historical resources since it helps retain the natural setting around them.

6.	GEOLOGY AND SOILS Would the project:					
6a.	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 Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16

No.	Environmental Topic	Level of Impact				Source
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iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16
6b.	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16
6c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16
6d.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16
6e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 14, 15, 16
Discussion:						
<p>The Portola Road Corridor is largely parallel to the San Andreas fault and is located generally on fairly stable soils. No new facilities are proposed as part of the Corridor Plan, and physical improvements along the corridor would be subject to CEQA review at the time they are proposed as appropriate.</p>						
7.	GREENHOUSE GAS EMISSIONS					
	Would the project:					
7a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
7b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

No.	Environmental Topic	Level of Impact				Source
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Discussion:						
One objective of the Portola Road Corridor Plan is “to encourage more pedestrian, bicycle and equestrian use along the corridor, improve the experience for these users, and reduce local motor vehicle trips.” This would result in reduced greenhouse gas emissions and would be consistent with the Sustainability Element of the General Plan, Plan Bay Area, and any other plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases.						
8.	HAZARDS AND HAZARDOUS MATERIALS					
	Would the project:					
8a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
8b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
8c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
8d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 6, 19
8e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
8f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	working in the project area?					
8g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
8h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
Discussion:						
<p>The Portola Road Corridor Plan does not include any specific physical improvements, and any future improvements along the corridor will be subject to CEQA at the time of consideration as appropriate. The Corridor Plan does not provide for routine transport, use or disposal of hazardous materials, nor emission or release of hazardous materials. There are no sites on the Cortese List in Portola Valley, and the project site is not located within an airport land use plan or within two miles of an airport. The Corridor Plan would have no impact relative to emergency response or evacuation, and would not expose people to any additional risk or loss, injury or death involving wildland fires.</p>						
9.	HYDROLOGY AND WATER QUALITY					
	Would the project:					
9a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 18, 19
9b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
9c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 18, 19

No.	Environmental Topic	Level of Impact				Source
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9d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 18, 19
9e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 18, 19
9f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
9g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 17, 19
9h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 17, 19
9i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 17, 19
9j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,19

Discussion:

The Portola Road Corridor Plan does not include any specific physical improvements and would not result in significant impacts to water quality, waste water discharge, drainage, ground water depletion, erosion or water runoff. The Corridor Plan does not include construction of any homes or other structures and so would not impede or redirect flood flows, or expose people or structures to additional risks due to flooding, seiche, tsunami or mudflow. Any future improvements along the corridor will be subject to CEQA at the time of consideration as appropriate.

10.	LAND USE AND PLANNING					
	Would the project:					
10a.	Physically divide the physical	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	community?					
10b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 27
10c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 27
Discussion:						
<p>The Portola Road Corridor Plan and related General Plan Amendments present policies to enhance an existing multi-use corridor and its connections with adjacent land uses. As a result, the project would not physically divide an established community but could have a beneficial impact by providing better connections among land uses along the Corridor. The project is consistent with all applicable plans. In addition, the project encourages the rehabilitation of native ecosystems and promotes retention and enhancement of open space. The project does not conflict with any habitat conservation plan or natural community conservation plan.</p>						
11.	MINERAL RESOURCES					
	Would the project:					
11a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 7, 19
11b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 7, 19
Discussion:						
<p>There are no known mineral resources in the Town of Portola Valley. Under the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has not designated Portola Valley as containing any mineral deposits of regional significance.</p>						
12.	NOISE					
	Would the project result in:					
12a.	Exposure of persons to or generation of	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?					
12b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 19
12c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 19
12d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 19
12e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
12f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

Discussion:

In general, Portola Valley enjoys a low ambient noise level. This low level of noise contributes to the “rural” quality of the community. Exceptions to this, however, include traffic noise along some major roads, including Portola Road. Per the Town of Portola Valley Traffic Noise Contour Map, noise levels along Portola Valley Road vary between 60-65 dB Ldn. This noise level is consistent with the Town’s daytime standard for residential uses and is appropriate for recreational uses along a corridor of this type. The project does not include any improvements that would result in significant noise or ground borne vibration impacts, and in any case, future physical improvements along the Corridor will require CEQA review at the time they are considered as appropriate. The project site is not located within or near airport land use plan location, public airport nor private airstrip where it would be affect by noise from the uses.

13.	POPULATION AND HOUSING Would the project:
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No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
13a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
13b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
13c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

Discussion:

The project sets forth objectives, principles and standards for the Portola Road corridor in order to protect and reestablish views; to encourage pedestrian, bicycle and equestrian use along the corridor and reduce local motor vehicle trips; to promote rehabilitation of native ecosystems; to provide for a unified design of the valley; and to serve as a scenic corridor that reflects the Town's open space values. As a result, the project would not directly induce substantial population growth in the project area, since it does not propose new homes or business, nor would it induce growth indirectly since it does not propose any physical improvements to the existing roadway. The project would not displace any housing, nor would it displace a substantial number of people.

14.	PUBLIC SERVICES 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:					
14a.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
14b.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
14c.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
14d.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
14e.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 19, 22

Discussion:

The Portola Road Corridor Plan and related General Plan Amendments do not call for any new public services or facilities. Consistent with the Trails & Paths Element of the Portola Valley General Plan, the Corridor Plan does recognize the planned and existing trails along the corridor and connecting to nearby trails, and calls for these to meet Town standards for trails. In any case, improvements along the corridor would need to be

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
evaluated in terms of CEQA as appropriate when they are considered.						
15.	RECREATION					
15a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 19
15b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 19, 22
<p>Discussion:</p> <p>One of the objectives of this project is to increase pedestrian, bicycle and equestrian use of the Portola Road corridor. The route is an existing recreational facility that is already used extensively and maintained routinely, and the increase in use would not result in substantial or significantly accelerated physical deterioration of the facility. The only potential expansion of the facility would be improved connections between the corridor and other nearby trails, and these would not be expected to have significant adverse physical effects on the environment. In addition, any future improvements along the corridor would require additional consideration under CEQA as appropriate at the time they are considered.</p>						
16.	TRANSPORTATION/TRAFFIC					
Would the project:						
16a.	Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
16b.	Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	standards established by the county congestion management agency for designated roads or highways?					
16c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
16d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
16e.	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
16f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 22

Discussion:

The proposed project includes an objective to increase pedestrian, bicycle and equestrian use of the corridor and reduce local motor vehicle trips. The project is consistent with Portola Valley standards for effectiveness of performance of the circulation system, including mass transit and non-motorized travel, and also with the goals of the County of San Mateo Congestion Management Plan and its level of service standards and travel demand measures. The project would not affect air traffic patterns, increase any hazards, or result in inadequate emergency access, and is fully consistent with the Town's adopted policies and plans regarding pedestrian, bicycle and equestrian facilities.

17. UTILITIES AND SERVICE SYSTEMS						
Would the project:						
17a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
17b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
17c.	Require or result in the construction of new storm water drainage facilities or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	expansion of existing facilities, the construction of which could cause significant environmental effects?					
17d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
17e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
17f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
17g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19
Discussion:						
<p>The project sets forth objectives, principles and standards for the Portola Road corridor in order to protect and reestablish views; to encourage pedestrian, bicycle and equestrian use along the corridor and reduce local motor vehicle trips; to promote rehabilitation of native ecosystems; to provide for a unified design of the valley; and to serve as a scenic corridor that reflects the Town's open space values. Therefore, the project would not result in substantial adverse physical impacts associated with exceeding water demand or wastewater generation/treatment requirements and capacity, nor would the project result in the need to construct such new facilities. The project would not substantially affect landfill capacity and would be in compliance with regulations related to solid waste. In addition, any physical improvements to the road will require subsequent CEQA review at the time they are contemplated as appropriate.</p>						
18.	MANDATORY FINDINGS OF SIGNIFICANCE					
18a.	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 19, 20

No.	Environmental Topic	Level of Impact				Source
		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	
	rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?					
18b.	Does the project have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 3, 19
18c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 3, 19

Discussion:

The Portola Road Corridor Plan and related General Plan Amendments set forth objectives, principles and standards for the Portola Road corridor in order to protect and reestablish views; to encourage pedestrian, bicycle and equestrian use along the corridor and reduce local motor vehicle trips; to promote rehabilitation of native ecosystems; to provide for a unified design of the valley; and to serve as a scenic corridor that reflects the Town's open space values. As such, the project is not anticipated to have a significant impact on any species identified as a candidate, sensitive, or special status species or migration of these species, nor impact riparian or wetland areas either directly or through habitat modifications. The project also serves to enhance the listed historical resources within the corridor since it helps retain the natural setting around them. The project does not include any physical improvements that could impact archeological resources or result in cumulatively considerable impacts or significant impacts to human beings either directly or indirectly. In any case, physical improvements within the corridor would require consideration under CEQA as appropriate at the time they are brought forward.

Sources

1. Project Description
2. San Mateo County Important Farmland Map-2006
3. Bay Area Air Quality Management District. Annual Bay Area Air Quality Summaries
4. Project Tree Survey
5. Project Biology Report
6. Cortese List of Hazardous Places/Project Phase I Hazardous Materials Environmental Assessment
7. SMARA Map, current
8. Project Noise Study
9. Project Transportation Impact Analysis
10. Town Base Map, 1996, as updated
11. USGS Maps, 1973, as updated
12. Aerial photos: current
13. Slope Map, 1972, as updated
14. Soils Map, 1970, as updated
15. Geologic Map, 1975, as updated
16. Movement Potential of Undisturbed Land Map, 1975 as updated
17. Flood Hazard Boundary Map, 1979, as updated
18. Master Storm Drainage Report, 1970, as updated
19. General Plan, current
20. Comprehensive Plan Diagram, current
21. Historic Element Diagram, current
22. Trails and Paths Diagram, current
23. Nathhorst Triangle Area Plan, current
24. Alpine Parkway Diagram, current
25. Village Square Area Diagram, current
26. Fire Hazards Map, current
27. Zoning Map, current
28. Town Planner
29. Town Engineer
30. Town Traffic Engineer
31. Town Geologist
32. Town Attorney
33. Building Inspector
34. Health Officer
35. Town Historian
36. Stable Inspector
37. Town Police Commissioner
38. San Mateo County Sheriff
39. Woodside Fire Protection District
40. West Bay Sanitary District
41. Mosquito Abatement District
42. Architectural and Site Control Commission
43. Cable TV Committee
44. Conservation Committee
45. Emergency Preparedness Committee
46. Finance Committee
47. Geologic Safety Committee
48. Historic Resources Committee
49. Parks and Recreation Committee
50. Public Works Committee
51. Traffic Committee
52. Bicycle Subcommittee
53. Trails Committee
54. Applicant's Consultant's Professional Opinion
55. Finance Committee
56. Geologic Safety Committee
57. Historic Resources Committee
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59. Public Works Committee
60. Traffic Committee
61. Bicycle Subcommittee
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