

Draft Initial Study / Negative Declaration for the

Moraga Walk | Bike Plan

Town of Moraga, California

August 30, 2016

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Introduction

This document presents the Initial Study checklist and Negative Declaration for the Moraga Walk | Bike Plan. The Walk | Bike Plan is the update to the 2004 Moraga Bicycle and Pedestrian Plan. The broad goals of the plan are to increase the amount of walking and bicycling in Moraga and to improve walking and biking safety throughout the town. The plan includes a set of proposed or recommended improvements to achieve those goals. The improvements consist of physical projects, programmatic activities and changes to Town policies and practices.

A comprehensive, long-range planning effort such as the Walk | Bike Plan is considered a “project” under the California Environmental Quality Act (CEQA). For this reason, an evaluation of potential environmental impacts stemming from the plan is required by state law. The Town of Moraga is the CEQA lead agency for the project. The Town, with consultant help, has prepared this Initial Study to provide other agencies and the public with information about potential environmental impacts and measures to mitigate any impacts. This document has been prepared in compliance with the State CEQA Guidelines, found in Title 14 of the California Administrative Code, under Division 6, Chapter 3.

Declaration

Project Name

Moraga Walk | Bike Plan.

Project Location

The project is coterminous with the town boundaries of Moraga and includes all land within the town limits. Moraga is located in Contra Costa County and has an area of 9.4 square miles and a population of approximately 16,000. The town is bordered by the city of Lafayette to the north and northeast; by unincorporated Contra Costa County to the east, south and southwest; and by the city of Orinda to the northwest.

Summary description of project

The project is the Moraga Walk | Bike Plan. The plan is the update to the 2004 Moraga Bicycle and Pedestrian Plan. The broad goals of the plan are to increase the amount of walking and bicycling in Moraga and to improve walking and biking safety throughout the town. The plan includes a set of proposed or recommended improvements to achieve those goals. The improvements consist of physical projects, programmatic activities and changes to Town policies and practices.

Findings

It is hereby determined that, based on the information contained in the attached Initial Study, the project will not have a significant adverse effect on the environment and, therefore, no mitigation measures are needed.

Date

August 30, 2016

Ellen Clark, Planning Director
Town of Moraga

Background

1. Project title

Moraga Walk | Bike Plan

2. Lead agency name and address

Town of Moraga
Planning Department
329 Rheem Boulevard
Moraga, CA 94556

3. Contact person and phone number

Coleman Frick, Associate Planner
Moraga Planning Department
329 Rheem Boulevard
Moraga, CA 94556
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(925) 888-7039

4. Project location

The project is coterminous with the town boundaries of Moraga and includes all land within the town limits. Moraga is located in Contra Costa County and has an area of 9.4 square miles and a population of approximately 16,000. The town is bordered by the city of Lafayette to the north and northeast; by unincorporated Contra Costa County to the east, south and southwest; and by the city of Orinda to the northwest.

5. Project sponsor's name and address

Same as lead agency's

6. General Plan designation

Because the project applies to all land in the town, it encompasses all Town of Moraga General Plan land use designations.

7. Zoning

Because the project applies to all land in the town, it encompasses all Town of Moraga zoning designations.

8. Summary description of project

The project is the Moraga Walk | Bike Plan. The plan is the update to the 2004 Moraga Bicycle and Pedestrian Plan. The broad goals of the plan are to increase the amount of walking and bicycling in Moraga and to improve walking and biking safety throughout the town. The plan includes a set of proposed or recommended improvements to achieve those goals. The improvements consist of physical projects, programmatic activities and changes to Town policies and practices.

9. Surrounding land uses and setting

Moraga is located in southwest Contra Costa County, in the San Francisco Bay Area. The town is bordered by the cities of Lafayette (to the north and northeast) and Orinda (to the northwest) and by unincorporated areas of the county, including the community of Canyon. The town's topography is varied, including flatter valley areas that generally follow the alignments of Moraga's arterial roads, with hills rising above.

Moraga is a suburban and semi-rural community. It is one of the smallest of Contra Costa County's 19 cities, with a population of approximately 16,000 people and a land area of 9.4 square miles. Most of the land is taken up by low-density single-family neighborhoods and by open space. Civic and community facilities such as schools, parks and government buildings are found throughout the town; Saint Mary's College, a private university, occupies a large area south of St. Mary's Road and Bollinger Canyon Road. There are two commercial areas in the center of town, both of which are designated for future mixed-use development. The town has no industrial areas.

10. Other public agencies whose approval is required

None

Project Description

The project is the Moraga Walk | Bike Plan. The plan is the update to the 2004 Moraga Bicycle and Pedestrian Plan. The broad goals of the plan are to increase the amount of walking and bicycling in Moraga and to improve walking and biking safety throughout the town. The plan includes a set of proposed or recommended improvements to achieve those goals. The improvements consist of physical projects, programmatic activities and changes to Town policies and practices.

A note about capitalization: In lower case, “town” refers to the geographic area of Moraga and to its community; in upper case, “Town” refers to the government entity that administers the area of Moraga.

Context

In recent years, Moragans—like residents of many other cities around the San Francisco Bay Area and beyond—have expressed a growing interest in walking and bicycling, not only for recreation but also for transportation. At the same time, there has been greater recognition by decision-makers and the broader public that non-motorized transportation should be encouraged and promoted for the many benefits it brings. Walking and biking improve the environment, neighborhood livability and public health by reducing traffic, air pollution, noise and energy consumption and by promoting physical activity. Additionally, walking and biking offer inexpensive, easily accessible options for getting around, which would contribute to a more balanced transportation system for Moraga.

In mid-2015, the Town of Moraga—with the help of planning consultants—embarked on a process to update the 2004 Moraga Bicycle and Pedestrian Master Plan. Town staff felt that the original plan no longer reflected Moraga’s needs, priorities and expectations and, moreover, it was felt that the plan lacked the detail and specificity to be an effective tool for the implementation of improvements, particularly on-street facilities such as sidewalks and bike lanes (as opposed to trails).

The Moraga Walk | Bike Plan is the update to the 2004 plan. It is a long-range planning document meant to guide the Town’s decisions about walking and biking over the next decade. Among the key objectives of the Walk | Bike planning process were: (i) to determine the walking and biking needs and concerns of the Moraga community; and (ii) to respond to these needs and concerns with a realistic, affordable and effective set of improvements that will make walking and biking in Moraga safer, easier and more popular.



Improvements proposed in the Walk | Bike Plan

The Walk | Bike Plan contains a set of recommended physical projects and non-infrastructure-related actions designed to improve conditions around town for pedestrians and cyclists. The plan, including the work program of recommended improvements, has a “lifespan,” or time horizon, of fifteen years, from 2017 through 2031. The proposed improvements in the Walk | Bike Plan can be grouped into three major categories, as follows:

Pedestrian projects

To address some of the most common walking-related needs expressed by the community through the Walk | Bike planning process, the plan proposes a number of capital or infrastructure improvements—in other words, construction projects—to facilitate walking. These are mostly new sidewalk segments and improvements at key

intersections to make street crossings safer. New sidewalks would be constructed on segments of some of the most important walking routes in Moraga, including along Moraga Road, Moraga Way, Rheem Boulevard, School Street, Country Club Drive and Canyon Road. Safety improvements would be installed at approximately half a dozen crossings and intersections, most of them along Moraga Road/Canyon Road, including at Rheem Boulevard, Corliss Drive, St. Mary's Road, Moraga Way and Camino Pablo. Depending on the intersection, crossing improvements would include high-visibility striping at crosswalks, sidewalk "bulb-outs" or extensions (which shorten the crossing distance for pedestrians and reduce the curb radius, making drivers slow down as they turn the corner), pedestrian refuges or islands in the center of the street, and a variety of safety signs and markings. The map of the proposed pedestrian projects is shown on page 9.

In addition, the Walk | Bike Plan includes a number of lower-priority or longer-term pedestrian projects. These are projects that are unlikely to be implemented during the 15-year lifetime of the plan because of either their anticipated high cost or the need for extensive further study and planning. These projects include sidewalks on Larch Avenue and Bollinger Canyon Road, and paths connecting the ends of Williams Drive and Birchwood Drive and also the east and west segments of Donald Drive. These projects are included in the Walk | Bike Plan on a more conceptual level. Because the scope, or even the feasibility, of these projects is not well defined at this time, the potential impacts of these projects also cannot be properly analyzed at this time but would be subject to project-specific assessment under CEQA prior to their implementation.

Also, as far as pedestrian projects along Moraga Road between Campolindo Drive/Natalie Drive and St. Mary's Road, the Walk | Bike Plan reflects and incorporates the improvements developed through a separate planning process called Livable Moraga Road. These pedestrian improvements are not covered in this analysis, as they will be the subject of a separate environmental review process that will be prepared for the Livable Moraga Road project.

Town-wide bikeway network

While cyclists will continue to be allowed on any street in Moraga, the Town would designate a town-wide network of bikeways providing a higher level of service for cyclists in terms of safety or convenience. The proposed network—approximately 18 miles long—consists of a combination of bike lanes and bike routes. Bike lanes are marked by parallel white stripes several feet apart, a stenciled bike symbol and signage; they are recommended on streets that are sufficiently wide to accommodate them. Bike routes are suggested for streets with narrow travel lanes, on which there is no room for bike lanes unless parking or traffic lanes were removed; routes would be marked with "Bike route" plaques and signs reminding drivers and cyclists that bikes may use the full lane. On street segments where the speed difference between cyclists and cars is low—for example, on slower-speed streets or on downhill—"sharrows" would be added. Sharrows are pavement stencils that show cyclists where to position themselves as they ride and that encourage drivers and cyclists to share the lane.

Bikeways are proposed on most of the town's arterials, including Moraga Road, Moraga Way, Country Club Drive, Canyon Road and Camino Pablo. Bikeways are also proposed on roughly a dozen collector streets and residential streets—including Campolindo Drive, Donald Drive, Corliss Drive, Camino Ricardo, Larch Avenue and Bollinger Canyon Road—as a way to connect the residential neighborhoods to the arterials and to the key destinations in the town. The map of the proposed bikeway network is shown on page 10. As part of the bikeway network, safety improvements would be installed at a number of key intersections of concerns to cyclists, including Moraga Road at St. Mary's Road and Moraga Road at Country Club Drive.

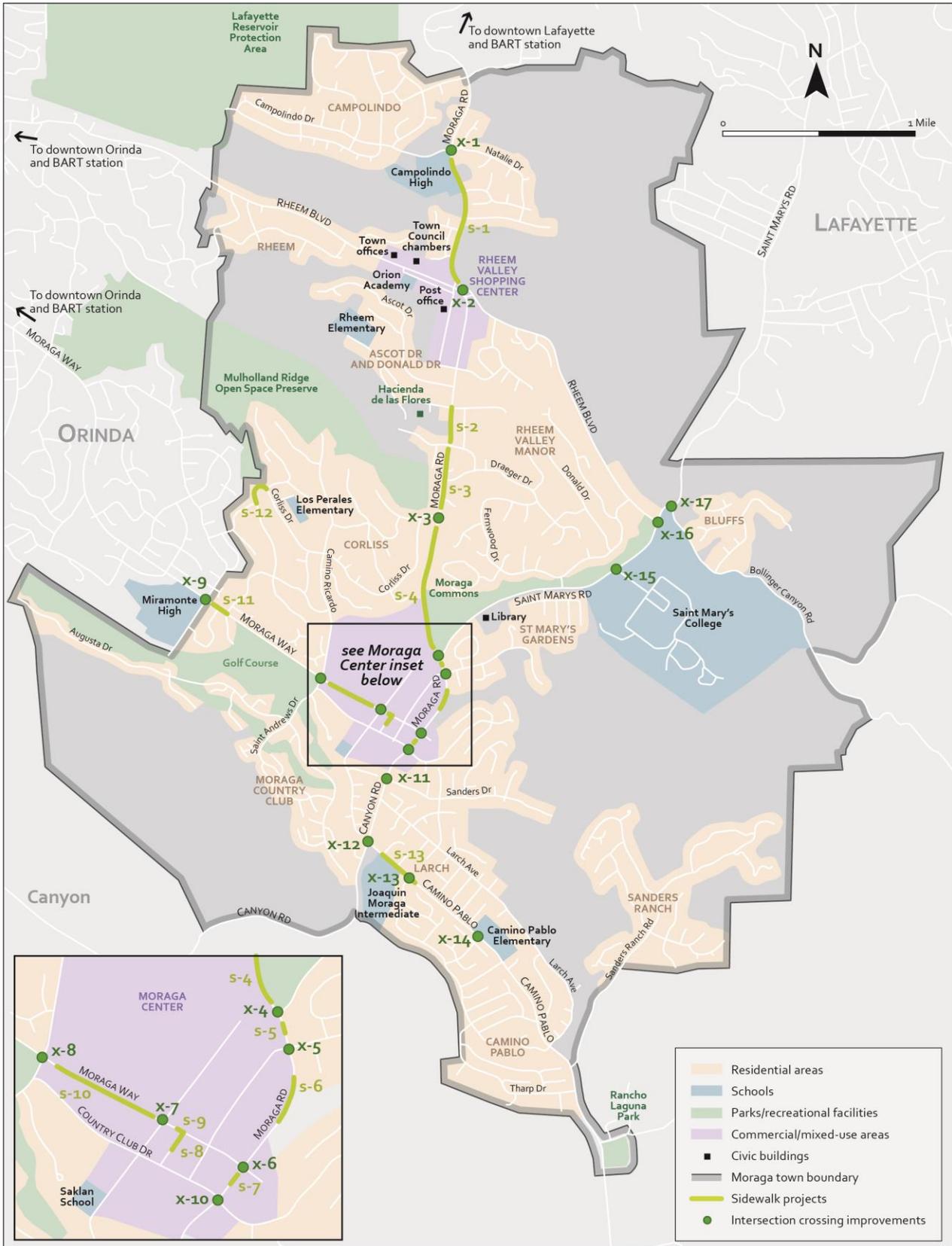
Also, as far as bicycle projects along Moraga Road between Campolindo Drive/Natalie Drive and St. Mary's Road, the Walk | Bike Plan reflects and incorporates the improvements developed through a separate planning process called Livable Moraga Road. These bicycle improvements are not covered in this analysis, as they will be the subject of a separate environmental review process that will be prepared for the Livable Moraga Road project.

Support programs and other actions

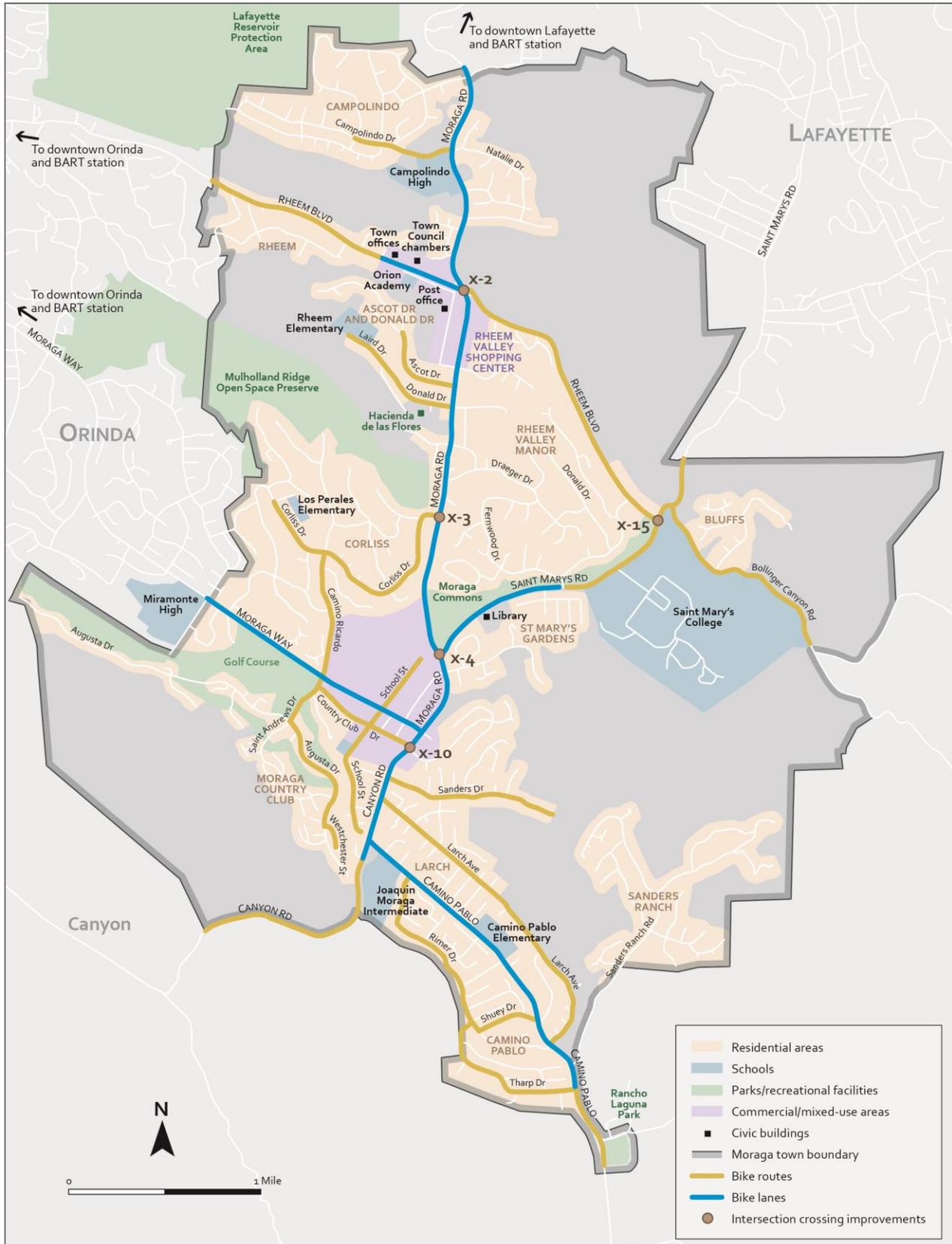
In addition to the physical, or capital, improvements described above, the Walk | Bike Plan proposes a variety of non-infrastructure improvements. These include programmatic efforts, actions and activities in the areas of walking and bicycling safety, education, encouragement and enforcement, and including a wayfinding-signage program, and also recommendations related to Town policies or practices that have an effect on walking and bicycling. The programmatic activities and other actions proposed in the Walk | Bike Plan include:

- **Traffic safety and education:** Rotating traffic safety and educational messages on the Town’s website and social media channels; posters and bumper stickers with Moraga-specific traffic safety messages, made available to the public for free; and digital speed signs and speed trailers, deployed around town as an awareness and educational tool.
- **Enforcement:** Regular enforcement campaigns aimed at speeding, not yielding to pedestrians and distracted driving; and online form to report chronic traffic violations and to request enforcement action.
- **Promotion and encouragement:** Support for “energizer stations” on Bike to Work Day (these provide free snacks, beverages and small promotional giveaways to cyclists); and a dedicated section on the Town’s website for news, announcements and resources related to walking and biking in Moraga.
- **Safe Routes to School:** In-school traffic-smarts training, “bike rodeos,” bike “skills drills” clinics and other types of traffic safety education; organized “walking school buses” and “bike trains” (for children to walk or bike to school in a group, escorted by adults); and monthly or seasonal “Walk and Roll to School” days, to encourage students to walk and bike to school. Due to their nature, these activities would likely need to be led by the Moraga School District and Acalanes Union High School District, with support from the Town.
- **Wayfinding signage:** A comprehensive program of new pedestrian, bicycle and vehicular signage to help users find their way to key destinations around Moraga. (The wayfinding-signage program was developed through a separate process but is incorporated and referenced in the Walk | Bike Plan.)
- **Spot improvements:** Respond to complaint-driven requests for smaller-scale pedestrian and bike improvements such as trimming overgrown vegetation, restriping faded crosswalks and bike lanes, repairing damaged signs and filling in potholes.
- **Other:** Install accessible pedestrian countdown signals and bike-detection technology at intersections; support the school districts and shopping centers in providing bike parking racks; coordinate with neighboring jurisdictions to extend and connect bikeways; provide regular reports to the Planning Commission outlining progress in implementing the Walk | Bike Plan; and conduct a revision and update of the plan as necessary within ten years, roughly in 2025–2026.

Map of pedestrian projects



Map of bikeway projects



Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact determined to be either “potentially significant” or “potentially significant unless mitigation is incorporated” as indicated by the checklist on the pages that follow.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse gases | <input type="checkbox"/> Population and housing |
| <input type="checkbox"/> Agricultural resources | <input type="checkbox"/> Hazards and hazardous materials | <input type="checkbox"/> Public services |
| <input type="checkbox"/> Air quality | <input type="checkbox"/> Hydrology and water quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological resources | <input type="checkbox"/> Land use and planning | <input type="checkbox"/> Transportation/traffic |
| <input type="checkbox"/> Cultural resources | <input type="checkbox"/> Mineral resources | <input type="checkbox"/> Utilities/service systems |
| <input type="checkbox"/> Geology and soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory findings of significance |

Environmental Checklist

The Environmental Checklist and discussion that follows is based on questions provided in Appendix G of the CEQA Guidelines. The questions focus on individual concerns within 18 different broad environmental categories such as air quality, cultural resources, land use, and traffic. The CEQA guidelines provide direction for preparing checklist responses. Each question in the checklist requires a “yes” or “no” reply indicating whether or not the project will have a potentially significant environmental impact of a certain type.

The checklist table provides other possible replies to the questions, including one which indicates the project would have a “less than significant” impact, and another which indicates that the project *could* have a significant impact but that the impact can be avoided if mitigation measures are applied. The “less than significant” impacts correspond to those where relevant information, reports or studies demonstrate that the impacts would not exceed a threshold of significance established by the lead agency. Impacts that are “less than significant with mitigation” include those where it can be demonstrated that the incorporation of clearly defined mitigation measures into the project would avoid impacts or reduce them to less than significant levels.

I. Aesthetics

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) No impact

The main scenic vistas in Moraga are of the surrounding hillsides, visible from many locations throughout the town. The projects included in the Walk | Bike Plan would occur at grade, would be on already developed rights-of-way of public streets and would be similar to and consistent with common and integral elements of arterial and other roadways already in place throughout the town. For these reasons, it is not expected that the plan would have a substantial adverse effect on a scenic vista.

b) Less than significant impact

There are elements of both the natural and built environments considered by local residents to be scenic resources. These include seven arterial roadways designated as "Scenic Corridors" in the Moraga Municipal Code and General Plan. A number of the projects would be constructed within these corridors, and would introduce elements such as traffic control devices, pedestrian/bicycle safety devices, striping and signage. Development within Scenic Corridors is subject to the requirements of Moraga Municipal Code (MMC) Chapter 8.132, which, for above-ground public-utility installations such as traffic control devices, references MMC Section 8.72.180. This section indicates that Design Review is explicitly not required for "street lights, power poles, Town-initiated repair, replacement and modification of infrastructure that is included in the Capital Improvement Program, deemed routine by the design review administrator and approved by the Town Council; or traffic signals." The various improvements contemplated in the Walk | Bike Plan would fall into one or more of these categories. While such facilities would introduce man-made elements into scenic corridors, such elements are similar to and consistent with common and integral elements of arterial and other roadways already in place throughout the town; as such, they would not significantly impact the Scenic Corridors. For these reasons, it is not expected that the Walk | Bike Plan would substantially damage scenic resources.

c) Less than significant impact

The Walk | Bike Plan proposes a number of physical improvements that would have a visual presence. These include sidewalk "bulb-outs" (or extensions), new traffic signs, and bike lanes and other pavement markings. These improvements would be minor and similar in nature to other traffic-related devices used in the town. For these reasons, it is not expected that the Walk | Bike Plan would substantially degrade the town's existing visual character or quality. Also see the responses to items a) and b) above.

d) Less than significant impact

The Walk | Bike Plan proposes, as one option for improving certain street crossings, flashing pedestrian-crossing lights at crosswalks. These light sources are sufficiently minor that they would not create substantial light or glare adversely affecting views.

Mitigation Measures

None required.

II. Agricultural Resources

Would the project...	Potentially significant impact	Potentially significant unless 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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"/>
c) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b, d) No impact

These factors do not apply, as there is no formally designated prime farmland, unique farmland, farmland of statewide importance, forest land or timberland in Moraga.

c, e) No impact

The projects included in the Walk | Bike Plan would occur on the already developed areas of and within rights-of-way of public streets. For this reason, the plan does not have the potential to cause either of the effects listed above under c) and e).

Mitigation Measures

None required.

III. Air Quality

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion**a) No impact**

No projects or provisions in the Walk | Bike Plan have been identified as potentially conflicting with the latest comprehensive air quality plan for jurisdictions in the Bay Area, known as the "2010 Clean Air Plan" and developed by the Bay Area Air Quality Management District.

b, c) No impact

The Walk | Bike Plan includes only projects and provisions designed to improve conditions for pedestrians and cyclists in the town. It is not expected that any component of the Walk | Bike Plan would contribute to an air quality violation or result in a cumulatively considerable net increase of any criteria pollutant. In fact, by encouraging some people to walk and bike rather than drive, the Walk | Bike Plan would likely reduce overall air emissions from cars over time.

d) Less than significant impact

Minor levels of air pollutants would be associated with construction activity such as paving, pouring concrete curbs and sidewalks, striping, and installation of new signals. However, the scale of these projects will generally be small, and be spread at various locations around town and implemented incrementally over the 10–15 year time-frame of the plan, such that impacts would be less than significant. The Walk | Bike Plan does contemplate some larger-scale projects, including road widening to accommodate new sidewalks and bike lanes, such as new facilities along Bollinger Canyon Road. Because the scope, or even the feasibility, of these projects is not well defined at this time, the potential impacts of these projects also cannot be properly analyzed at this time but would be subject to project-specific assessment under CEQA prior to their implementation.

e) No impact

The Walk | Bike Plan includes only projects and provisions designed to improve conditions for pedestrians and cyclists. As such, the plan does not have the potential to create objectionable odors affecting a substantial number of people.

Mitigation Measures

None required.

IV. Biological Resources

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Discussion

a – d) Less than significant impact

Moraga encompasses large swaths of open space, which harbor a diversity of wildlife. Most of the projects proposed in the Walk | Bike Plan would occur on already developed areas of and within rights-of-way of public streets, and would be minor and similar in scope and nature to improvements that are an integral element of arterial and other roadways already in place throughout the town. As such, they would not be expected to have a significant impact on wildlife species, wildlife habitat and other biological resources. Projects involving any ground disturbance would include construction Best Management Practices to limit and control indirect effects such as erosion and sedimentation on any adjacent waterways, and protect any adjacent sensitive habitat areas.

The Walk | Bike Plan does contemplate some larger-scale projects, including road widening to accommodate new sidewalks and bike lanes, such as new facilities along Bollinger Canyon Road. Because the scope, or even the feasibility, of these projects is not well defined at this time, the potential impacts of these projects also cannot be meaningfully analyzed at this time but would be subject to project-specific assessment under CEQA prior to their implementation.

e, f) No impact

No projects or provisions in the Walk | Bike Plan have been identified as potentially conflicting with any local policies or ordinances protecting biological resources or with any habitat conservation plans.

Mitigation Measures

None required.

V. Cultural Resources

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Sec 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Sec 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – d) No impact

Most of the physical projects included in the plan would be implemented in the already developed areas of and within rights-of-way of public streets and in areas disturbed by grading and previous construction; would be minor and similar in scope and nature with common and integral elements of arterial and other roadways already in place throughout the town; and would not result in the removal or demolition of any historic buildings or resources. As such, it is not expected that these projects would have any of the effects listed above. The Walk | Bike Plan does contemplate some larger-scale projects, including road widening to accommodate new sidewalks and bike lanes, such as new facilities along Bollinger Canyon Road. Because the scope, or even the feasibility, of these projects is not well defined at this time, the potential impacts of these projects also cannot be meaningfully analyzed at this time but would be subject to project-specific assessment under CEQA prior to their implementation.

Mitigation Measures

None required.

VI. Geology and Soils

Would the project...	Potentially significant impact	Potentially significant unless 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Discussion

a.i – iii, e) No impact

The Walk | Bike Plan includes only projects and provisions designed to improve conditions for pedestrians and cyclists. It does not include projects with the potential to expose people or structures to the effects of seismic activity or that involve the use of alternative waste water disposal systems.

a.iv, b – d) Less than significant impact

Most of the physical projects included in the plan would be implemented in the already developed areas of and within rights-of-way of public streets and in areas disturbed by grading and previous construction, and would be minor and similar in scope and nature with common and integral elements of arterial and other roadways already in place throughout the town. As such, it is not expected that these projects would have any of the effects listed above under a.iv), b), c) and d). As previously noted, projects involving any ground disturbance would include construction Best Management Practices to limit and control potentially significant impacts such as erosion, loss of topsoil or the potential for landslides.

The Walk | Bike Plan does contemplate some larger-scale projects, including road widening to accommodate new sidewalks and bike lanes, such as new facilities along Bollinger Canyon Road. Because the scope, or even the feasibility, of these projects is not well defined at this time, the potential impacts of these projects also cannot be meaningfully analyzed at this time but would be subject to project-specific assessment under CEQA prior to their implementation.

Mitigation Measures

None required.

VII. Greenhouse Gas Emissions

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of any agency adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b) No impact

The Walk | Bike Plan proposes only projects and provisions to improve conditions for pedestrians and cyclists. As such, the plan is not expected to have either of the effects listed above. In fact, the projects included in the Walk | Bike Plan would be expected to reduce greenhouse gas emissions by encouraging some people to walk or bike instead of drive.

Mitigation Measures

None required.

VIII. Hazards and Hazardous Materials

Would the project...	Potentially significant impact	Potentially significant unless 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan—or, where such a plan has not been adopted, within two miles of a public airport or public use airport—would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Discussion

a – d) No impact

The Walk | Bike Plan does not include projects or provisions related to or associated with hazardous materials. As such, it is not expected that the plan would have any of the effects listed above under a), b), c) and d).

e, f) No impact

These factors do not apply, as the geographic area covered by the Walk | Bike Plan—namely the land within the Moraga town boundaries—is not within an airport land use plan or near an airport or airstrip.

g) No impact

The Walk | Bike Plan proposes enhancements at certain street crossings, such as sidewalk “bulb-outs” (or extensions), that would change the design of intersections. These enhancements would be designed according to standard industry practices (as is the case for all traffic-related improvements in the town) and with input from the Moraga–Orinda Fire District and Police Department. For these reasons, it is not expected that the Walk | Bike Plan would impair implementation of, or interfere with, an adopted emergency response plan or emergency evacuation plan.

h) No impact

The Walk | Bike Plan does not include projects or provisions with the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires.

Mitigation Measures

None required.

IX. Hydrology and Water Quality

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

existing land uses or planned uses for which permits have been granted)?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – j) No impact

The Walk | Bike Plan includes only relatively minor projects and provisions designed to improve conditions for pedestrians and cyclists. As such, the plan does not have the potential to cause a measurable effect on hydrology or water quality; to expose people or structures to a significant risk of loss, injury or death involving flooding or inundation; or to introduce within a flood hazard area housing or structures which would impede or redirect flood flows. As previously noted, projects involving any ground disturbance would have the potential to expose topsoil that could be subject to erosion; however, construction best management practices to limit and control erosion and sedimentation that could affect wastewater would be required to be implemented for all projects, thereby limiting any such potentially significant effects.

Mitigation Measures

None required.

X. Land Use and Planning

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) No impact

The Walk | Bike Plan includes only relatively minor projects and provisions designed to improve conditions for pedestrians and cyclists. As such, the plan does not have the potential to physically divide a community, and in fact would likely improve connectivity for residents as the project would improve walking and biking routes throughout Moraga.

b, c) No impact

No projects or provisions in the Walk | Bike Plan have been identified as potentially conflicting with any applicable land use plan, policy or regulation or with any habitat conservation plan or natural community conservation plan.

Mitigation Measures

None required.

XI. Mineral Resources

Would the project...	Potentially significant impact	Potentially significant unless 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b) No impact

These factors do not apply, as there are no known mineral resources of value or mineral resource recovery sites in Moraga.

Mitigation Measures

None required.

XII. Noise

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in 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"/>

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan—or, where such a plan has not been adopted, within two miles of a public airport or public use airport—would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a, b, d) Less than significant impact

The Walk | Bike Plan proposes some physical improvements, such as the construction of sidewalk “bulb-outs” (or extensions), that would generate temporary increases in noise and vibration during their construction. These increases would be very minor, would be similar in nature to frequent roadway projects in the town and would be regulated as usual through the Municipal Code, including restrictions on hours and times of construction. For these reasons, it is not expected that the Walk | Bike Plan would have significant impacts under items a) and b) above.

c) No impact

The Walk | Bike Plan includes only projects and provisions designed to improve conditions for pedestrians and cyclists. As such, the plan does not include any projects with the potential to cause a substantial permanent increase in ambient noise levels.

e, f) No impact

These factors do not apply, as the geographic area covered by the Walk | Bike Plan—namely the land within the Moraga town boundaries—is not within an airport land use plan or near an airport or airstrip.

Mitigation Measures

None required.

XIII. Population and Housing

Would the project...	Potentially significant impact	Potentially significant unless 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – c) No impact

The Walk | Bike Plan includes only projects and provisions designed to improve conditions for pedestrians and cyclists. As such, the plan does not have the potential to induce substantial population growth, or displace substantial numbers of housing units or of people.

Mitigation Measures

None required.

XIV. 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 these public services:	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|-----------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

a – e) No impact

The Walk | Bike Plan does not include projects that would provide, or create the need for, new or physically altered governmental facilities related to fire protection, police protection, schools, parks or other services. The plan does propose enhancements at certain street crossings, such as sidewalk “bulb-outs” (or extensions), that would change the design of intersections. These enhancements would be designed according to standard industry practices (as is the case for all traffic-related improvements in the town) and with input from the Fire and Police Departments. For these reasons, it is not expected that projects in the Walk | Bike Plan would impair fire or police response times or other performance objectives. Other effects on public streets and roads are discussed under the “Transportation / Traffic” section.

Mitigation Measures

None required.

XV. Recreation

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) No impact

The main parks and public recreational facilities in Moraga include Moraga Commons Park, Rancho Laguna Park, Hacienda de las Flores, Mulholland Ridge Open Space Preserve and the area’s network of walking, hiking and biking trails. The Walk | Bike Plan includes projects that could encourage people to visit these recreational facilities more often by making it easier to walk or bike to them. However, it is likely that many of these users would have previously accessed these facilities by car, and any such increase in visitors would be minor enough that it would not be expected to result in substantial physical deterioration of the facilities.

b) No impact

The Walk | Bike Plan includes improved street crossings, sidewalks, bikeways and other projects designed to increase walking and biking, including for recreational purposes. It is not expected that the projects would have an adverse physical effect on the environment, as they are minor and would occur in the already developed rights-of-way of public streets.

Mitigation Measures

None required.

XVI. Transportation / Traffic

Would the project...	Potentially significant impact	Potentially significant unless 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) No impact

No projects or provisions in the Walk | Bike Plan have been identified as conflicting with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of any transportation mode, any components of the circulation system or the circulation system as a whole. The Walk | Bike Plan builds on the Town's previous Bicycle and Pedestrian Master Plan, and is designed to improve conditions for pedestrian and cyclists in Moraga. Some projects may result in street modification such as minor narrowing of vehicle lanes to better accommodate pedestrian and bicycle facilities. However, no projects are proposed that would require removal of vehicular lanes such that capacity would be reduced, or that would affect transit service, and all lane widths would be required to meet the requisite engineering standards such that safe conditions would be maintained for all users.

b) No impact

No projects or provisions in the Walk | Bike Plan have been identified as conflicting with an applicable congestion management program, local or county level-of-service standards and travel demand measures, or other similar standards. The Plan does include enhancements to pedestrian crossings at various locations throughout town; however, these are at locations where there are legal pedestrian crossings already in place, and would serve to enhance pedestrian safety as opposed to introducing new sources of vehicle delay.

c) No impact

The Walk | Bike Plan includes only projects and provisions designed to improve conditions for pedestrians and cyclists. As such, the plan does not have the potential to change air-traffic patterns.

d) No impact

The Walk | Bike Plan includes projects that would cause a number of streets and intersections to be redesigned to varying extents. These projects include sidewalk "bulb-outs" (or extensions), bike lanes and pavement markings. These projects are meant to improve safety for pedestrians and cyclists, are common traffic-related measures and—as is the case for all traffic-related improvements in the town—would be designed according to standard industry practices. For these reasons, it is not expected that projects or provisions in the Walk | Bike Plan would substantially increase hazards due to a design feature or incompatible uses.

e) No impact

The Walk | Bike Plan proposes enhancements at certain street crossings, such as sidewalk "bulb-outs" (or extensions), that would change the design of intersections. These enhancements would be designed according to standard industry practices (as is the case for all traffic-related improvements in the town) and with input from the Fire and Police Departments. For these reasons, it is not expected that the Walk | Bike Plan would result in inadequate emergency access.

f) No impact

No projects or provisions in the Walk | Bike Plan have been identified as potentially conflicting with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The Walk | Bike Plan builds on the Town's previous Bicycle and Pedestrian Master Plan, and is designed to support alternative transportation by making it easier and safer for people to walk, bike and, by extension, to use transit, since these forms of transportation complement each other.

Mitigation Measures

None required.

XVII. Utilities and Service Systems

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a – g) No impact

The Walk | Bike Plan includes only relatively minor projects and provisions designed to improve conditions for pedestrians and cyclists. As such, the plan does not have the potential to cause any effects on the capacity or performance of the utility systems for the town.

Mitigation Measures

None required.

XVIII. Mandatory Findings of Significance

Would the project...	Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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"/>

Discussion

a) Less than significant impact

Most of the projects proposed in the Walk | Bike Plan would occur on already developed rights-of-way of public streets, and would be minor and similar in scope and nature with common and integral elements of arterial and other roadways already in place throughout the town. Projects involving any ground disturbance would include construction Best Management Practices to limit and control indirect effects such as erosion and sedimentation on any adjacent waterways, and protect any adjacent sensitive habitat areas. For these reasons, the Walk | Bike Plan would not be expected to have a significant impact under item a) above.

The Walk | Bike Plan does contemplate some larger-scale projects, including road widening to accommodate new sidewalks and bike lanes, such as new facilities along Bollinger Canyon Road. Because the scope, or even the feasibility, of these projects is not well defined at this time, the potential impacts of these projects also cannot be meaningfully analyzed at this time but would be subject to project-specific assessment under CEQA prior to their implementation.

b, c) No impact

It is not expected that the Walk | Bike Plan would result in any cumulatively considerable impacts or cause substantial adverse effects on human beings. In fact, by making it easier for people to walk and bike instead of drive, the projects included in the plan would cumulatively have the effect of decreasing congestion, noise, emissions of pollutants and other negative effects associated with car traffic and improve quality of life in Moraga.

Mitigation Measures

None required.

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