



MILPITAS PLANNING COMMISSION AGENDA REPORT

PUBLIC HEARING

Meeting Date: April 10, 2013

APPLICATION: **GENERAL PLAN AMENDMENT NO. GP13-0002:
CLIMATE ACTION PLAN**

APPLICATION
SUMMARY:

This Climate Action Plan (CAP) is designed to streamline environmental review of future development projects in the City of Milpitas consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) and the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines. The CAP identifies a strategy, reduction measures, and implementation strategies the City will use to achieve the State-recommended greenhouse gas (GHG) emissions reduction target of 15% below 2005 emissions levels by 2020.

LOCATION: Citywide

RECOMMENDATION: **Staff recommends that the Planning Commission:** Adopt Resolution No. 13-014 recommending approval of the project to the City Council.

CEQA Determination: A Negative Declaration has been circulated for public comment.

PLANNER: Sheldon S. Ah Sing, Senior Planner

ATTACHMENTS:

- A. Resolution No. 13-014
- B. Project Initial Study/Negative Declaration
- C. Draft Climate Action Plan
- D. Study Session Meeting Minutes (March 20, 2013)

BACKGROUND

Acknowledging some of the climate change issues, the State of California adopted the Global Warming Solutions Act of 2006, also known as AB 32. The law requires the California Air Resources Board (CARB) to develop regulatory and market mechanisms that will reduce greenhouse gas emissions to 1990 levels by 2020.

In December 2008, CARB approved the AB 32 Scoping Plan outlining regulatory and market mechanisms to achieve the goal of AB 32. The plan cites local government action as an integral partner to achieving the State's goals. A number of other legislative actions support AB 32 and the overall focus on energy efficiency and climate change.

The Bay Area Air Quality Management District (BAAQMD) established new California Environmental Quality Act (CEQA) thresholds in 2010 regarding greenhouse gas (GHG) emissions. As a result some discretionary projects would exceed these established thresholds and require further environmental documentation unless the project was consistent with adopted Climate Action Plan or qualified greenhouse reduction strategy.

This Climate Action Plan (CAP) is designed to streamline environmental review of future development projects in the City of Milpitas consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) and the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines. The CAP identifies a strategy, reduction measures, and implementation strategies the City will use to achieve the State-recommended greenhouse gas (GHG) emissions reduction target of 15% below 2005 emissions levels by 2020.

PROJECT DESCRIPTION

This report provides an overall summary of the project because the Climate Action Plan or Qualified GHG Reduction Strategy (used interchangeably) includes greater detail and is organized in such a way to be straightforward.

Project Kick Off

The project began using work that was already previously completed, such as the Municipal GHG Emissions inventory from 2005. The City had a budget of \$100,000 to complete the project and reviewed Requests for Proposals from consulting firms that could provide the City with the technical expertise to draft a qualified greenhouse gas reduction strategy. In addition, the City received a grant from the Santa Clara Valley Transportation Authority which paid for approximately 60% of the cost of the project. PMC was chosen through a competitive process to assist the City with the project. Thus the project was launched in 2011.

Inventory and Reduction Target***Inventory***

A GHG emissions inventory (Inventory) lays the groundwork for the entire CAP planning process. This Inventory catalogues GHG emissions for 2005 and projects emissions levels for 2020. To comply with state guidance, the CAP identifies an emissions reduction target for the forecast year (see Chapter 3 of the CAP). The difference between the emissions projection and the reduction target represents the necessary reduction in the amount of GHG emissions and sets

the focus for the reduction measures presented in Chapter 4 of the CAP. Additional information on the Inventory is provided in Appendix A of the CAP.

In 2005, the Milpitas community emitted approximately 744,150 MTCO₂e. **Table 1** below reports these emissions by sector and ranks the sectors from highest to lowest.

Table 1:
Baseline Greenhouse Gas Emissions by Sector

	2005 MTCO ₂ e	Percentage of Total
Transportation	320,990	43%
Nonresidential	183,800	25%
Residential	64,230	9%
Stationary Sources	101,480	14%
Solid Waste	54,410	7%
Off-Road Equipment	15,140	2%
Water and Wastewater	2,410	<1%
Light Rail	1,070	<1%
Direct Wastewater	620	<1%
Total	744,150	100%

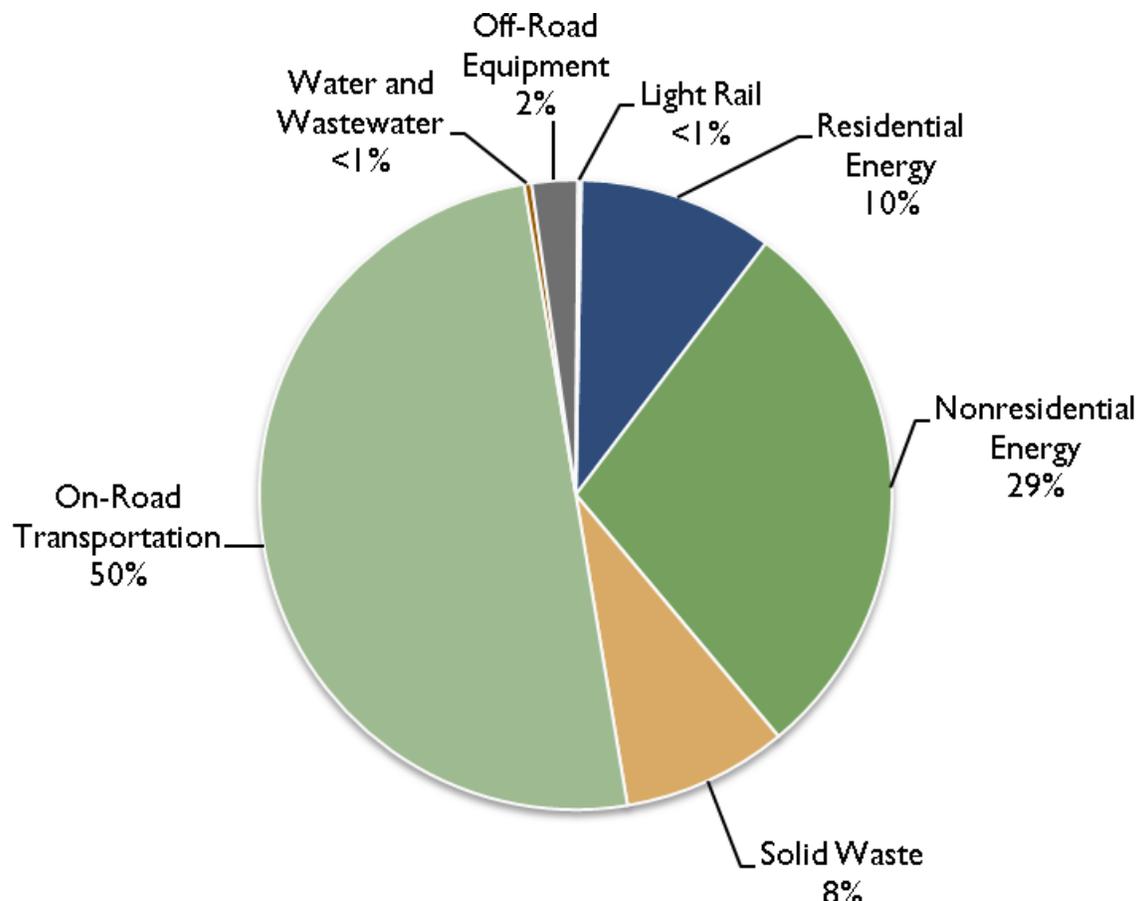
The baseline inventory guides future local policy decisions that relate to emissions within the City's influence; therefore, stationary sources, direct landfill emissions, and direct wastewater emissions are excluded from further discussion. **Table 2** and **Figure 1** reflect Milpitas's jurisdictional baseline of 642,050 MTCO₂e.

Table 2:
Jurisdictional Baseline Greenhouse Gas Emissions by Sector

	2005 MTCO ₂ e	Percentage of Total
Transportation	320,990	50%
Nonresidential Energy	183,800	29%
Residential Energy	64,230	10%
Solid Waste	54,410	8%
Off-Road Equipment	15,140	2%
Water and Wastewater	2,410	<1%
Light Rail	1,070	<1%

	2005 MTCO ₂ e	Percentage of Total
Total	642,050	100%

Figure 1:
Jurisdictional Baseline Emissions by Sector



Greenhouse Gas Emissions Forecast

A GHG emissions forecast is an estimate of future GHG emissions based on anticipated changes in population, jobs, households, commercial activity, and driving patterns in the community. This forecast of community-wide emissions addresses 2020, the AB 32 horizon year. Two versions of the forecast are presented below—a business-as-usual (BAU) and a State-adjusted BAU (adjusted BAU) scenario.

Business as Usual Forecast

The BAU forecast estimates how emissions would grow over time without influence from state, regional, and local GHG reduction efforts. This BAU forecast assumes 2005 energy consumption and energy efficiency rates and incorporates demographic information from the Association of

Bay Area Governments (ABAG) 2009 regional population, household, and employment forecasts.

Table 3:
Business-as-Usual Emissions Forecast, 2020

	2005 MTCO₂e	2020 MTCO₂e	Percentage Change
Transportation	320,990	383,630	20%
Nonresidential Energy	183,800	203,000	10%
Residential Energy	64,230	83,090	29%
Solid Waste	54,410	65,290	20%
Off-Road Equipment	15,140	15,460	2%
Water and Wastewater	2,410	2,890	20%
Light Rail	1,070	1,320	23%
Total	642,050	754,680	18%

As shown in **Table 3**, without state or local action, emissions would grow 18% from 2005 to 2020. Energy emissions would grow the most among the sectors (39%). The next largest sector would be light rail, followed by transportation, solid waste, and water and wastewater, all of which are expected to increase 20%. Many of these increases result from planned residential development in coming years.

Adjusted Business as Usual Forecast

The adjusted business-as-usual (adjusted BAU) forecast estimates how state renewable energy, building energy efficiency, low-GHG transportation fuels, and vehicle fuel efficiency actions will reduce emissions in Milpitas. This adjustment creates a more realistic estimate of the city's future emissions since the reductions will require little to no effort on behalf of the City, yet count toward a locally established GHG emissions reduction target. A general overview of these state reduction programs is presented below. A more in-depth discussion is provided in Appendix B of the CAP.

As shown in **Table 4**, implementation of the above-listed state programs would reduce BAU emissions by 128,980 MTCO₂e in 2020. Most of these reductions come from the Pavley standards and cleaner Pacific Gas and Electric (PG&E) energy pursuant to the RPS. Compared to the BAU scenario, 2020 emissions with state reduction measures would be 3% below baseline 2005 levels, rather than 18% above. Appendix B of the CAP provides a detailed look at the how each state GHG reduction program affects the individual inventory sectors.

Table 4:
Summary of Adjusted Business as Usual Emissions Forecast

State Reduction Summary		2020 MTCO _{2e} Reduction
BAU Emissions Forecast		754,680
State Reductions	Pavley Vehicle Standards	-63,570
	Low Carbon Fuel Standard	-28,730
	Medium/Heavy-Duty Vehicle Efficiency	-840
	Renewables Portfolio Standard	-27,360
	California Solar Initiative	-360
	Title 24	-7,830
Total State Reductions		-128,980
Adjusted BAU Emissions Forecast		625,520

Reduction Target

The GHG reduction target is the overarching goal of the CAP and an objective way to measure the success of the Qualified GHG Reduction Strategy. The purpose of the reduction target is to identify a level of community GHG emissions below which emissions would not be cumulatively considerable under the State and BAAQMD CEQA Guidelines.

Based on technical assessment for conditions in the Bay Area, the BAAQMD identified three thresholds for plan-level GHG analysis:

- Reduce emissions to 1990 levels by 2020;
- Reduce emissions 15% below baseline (2008 or earlier) emission levels by 2020; or
- Meet the plan efficiency threshold of 6.6 MTCO_{2e} per service population. Additionally, the BAAQMD CEQA Guidelines identify an efficiency threshold for land use projects of 4.6 MTCO_{2e} per service population.

Milpitas Target

This CAP establishes a local GHG reduction target of 15% below baseline 2005 emissions levels by 2020. This target serves as the City's cumulative level of significance for community-wide GHG emissions through 2020. The reduction target equates to a 96,300 MTCO_{2e} reduction in community-wide GHGs from baseline 2005 levels by 2020. It will require a reduction of 79,780 MTCO_{2e} from 2020 adjusted BAU forecast levels.

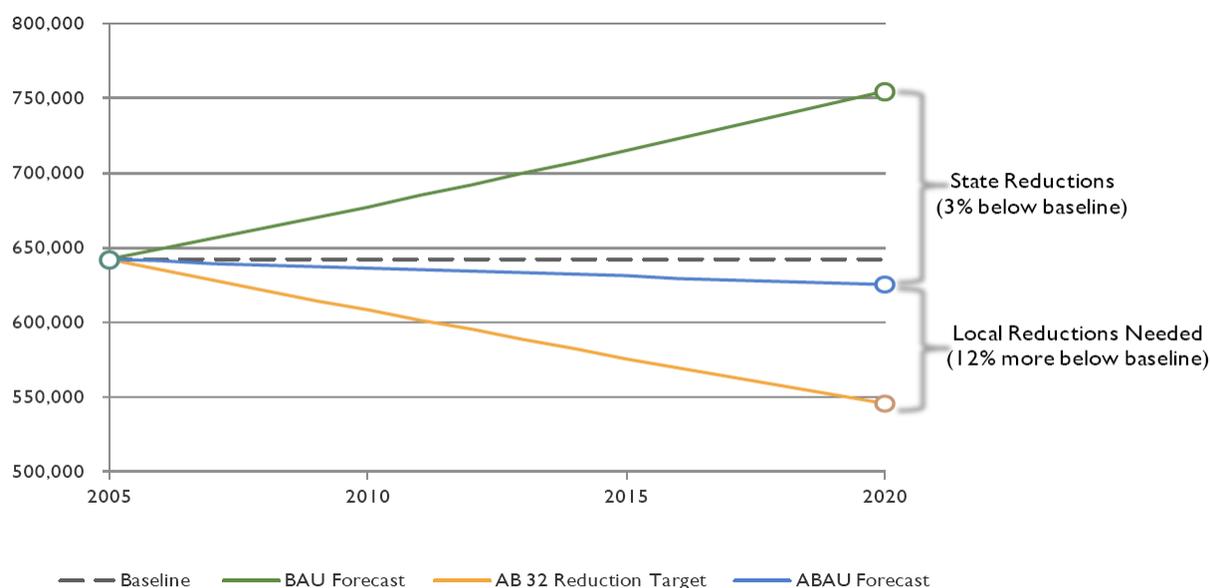
The CAP provides a road map to achieve this target in the context of planned growth and development. The City will close the gap between forecast emissions and the reduction target by implementing measures and actions identified in Chapter 4 of the CAP. **Table 5** and **Figure 2**

identify the 3% reduction from baseline emissions anticipated with implementation of state policies and programs, and the 12% gap that local GHG reduction measures will address to achieve the 15% reduction target.

Table 5:
Greenhouse Gas Emissions Target and Necessary Local Reduction

	2020 MTCO ₂ e
Reduction Target (15% below baseline)	545,740
Adjusted Business-as-Usual Forecast	625,520
Local Reduction Needed to Reach Target	-79,780

Figure 2:
Greenhouse Gas Emissions Target and Necessary Local Reduction



Reduction Measures

Two categories of GHG reduction policies are presented in this CAP: (1) existing activities and (2) CAP measures and actions. Existing activities include projects or programs enacted since the 2005 baseline year, which will result in future GHG reductions and which existed before the creation of this CAP in 2013. Such projects include municipal solar and tree planting efforts, as well as existing requirements for energy efficiency in new development. CAP measures and actions were created for this document through a collaborative planning process. The City will implement these measures and actions through new and existing programs, standards for new development, and programs that improve the efficiency of existing development.

Summary of Reductions

Table 6 summarizes anticipated MTCO₂e reductions in 2020 from existing activities and CAP measures, illustrating how statewide policies in the adjusted BAU forecast and these local

actions will reduce GHGs by 16.2% (87,450 MTCO₂e) from baseline 2005 emission levels, exceeding the 15% reduction target by 2020.

Table 6:
Summary of Total Greenhouse Gas Reductions
and Progress Toward Target

	2020 MTCO ₂ e
Local Reductions Needed to Achieve 15% Target	-79,780
Reductions Achieved (Existing + CAP Measures)	-87,450
Percentage Below Baseline	-16.2%

Table 7 summarizes how the existing measures, each CAP goal topic, and individual reduction measures contribute to the 87,450 MTCO₂e of GHG reductions in 2020. Energy measures are the largest contributor to GHG reductions, representing nearly half (40,580 MTCO₂e, 46%) of the anticipated reductions. Transportation and land use measures comprise 23% (20,170 MTCO₂e) of the anticipated reductions. Existing measures are the third largest reduction category, comprising about 15% (13,240 MTCO₂e) of the anticipated reductions. Solid waste measures (9,200 MTCO₂e, 11%) and off road equipment measures (4,260, 5%) make up the remaining reductions.

Energy

- Goal 1: increase energy efficiency and conservation in the City's existing building stock.
- Goal 2: implement innovative building standards to set the path toward zero net energy in new development.
- Goal 3: maximize the provision of local energy needs from renewable energy use in new and existing uses.
- Goal 4: demonstrate leadership in water conservation.

Transportation and Land Use

- Goal 5: provide an economically sustainable mixed-use community focused on high-density development around central urban plazas and gathering places.
- Goal 6: achieve an efficient transportation system integrated into distinct areas that meets the needs of all users.
- Goal 7: increase use of non-motorized transportation throughout the community.
- Goal 8: increase public transit ridership and ridesharing participation throughout the community.

- Goal 9: ensure an efficient public and private parking system communitywide.
- Goal 10: provide and support expansion of infrastructure for low-emitting and fuel-efficient vehicles.

Solid Waste

- Goal 11: reduce waste generation in the community by 2020.

Off-Road Equipment

- Goal 12: support the expansion and use of clean technology off-road equipment.

Table 7:
Greenhouse Gas Reductions by Goal Topic

Topic	Goals/Category	2020 MTCO₂e by Goal	2020 MTCO₂e by Goal Topic
Existing Activities	Existing Activities	-13,240	-13,240
Energy	Goal 1: Energy Efficiency in Existing Development	-25,240	-40,580
	Goal 2: Energy Efficiency in New Development	-150	
	Goal 3: Renewable Energy	-15,200	
Water	Goal 4: Water Conservation	<-10	<-10
Transportation & Land Use	Goal 5: Mixed-Use Development	Supportive	-20,170
	Goal 6: Transportation-Oriented Development	-12,350	
	Goal 7: Bicycle- and Pedestrian-Oriented Development	Supportive	
	Goal 8: Ridesharing and Transit	-4,230	
	Goal 9: Parking	Supportive	
	Goal 10: Alternative Fuels and Ridesharing	-3,590	
Solid Waste	Goal 11: Solid Waste Diversion	-9,200	-9,200
Off-Road Equipment	Goal 12: Off-Road Equipment	-4,260	-4,260
Total Reductions			-87,450

Reductions since 2005 Baseline

The City of Milpitas has a proven history of developing and implementing GHG reduction activities. Emissions reductions from these activities will take place regardless of the development of the CAP. They are included in this plan because the City has not previously quantified them, and they count toward achievement of the GHG emissions reduction target. These measures also highlight how proposed CAP measures build upon existing efforts.

Existing efforts include “waste reduction”, “new multi-family development”, “Bikeways Master Plan”, “Municipal solar power purchase agreement”, “water conservation”, “recycled water”, and the City’s “green building program”.

Table 8 summarizes anticipated GHG reductions in 2020 from these existing efforts. Nearly two-thirds of these reductions are attributed to the City’s waste reduction efforts (8,740 MTCO₂e), and more than a quarter result from the large amount of planned multi-family development (3,440 MTCO₂e). The Bikeways Master Plan is expected to reduce GHG emissions by 590 MTCO₂e, and the City’s solar PPA will reduce emissions by 270 MTCO₂e in 2020.

Table 8:
Greenhouse Gas Reduction Summary for Existing Activities, 2020

	2020 MTCO ₂ e
Waste reduction	-8,740
New multi-family development	-3,440
Bikeways Master Plan	-590
Municipal solar power purchase agreement	-270
Water conservation	-190
Recycled water	-10
Total	-13,240

Implementing the Plan

CEQA Streamlining

For discretionary projects seeking to use CEQA streamlining provisions, the City may require measures in the CAP as mandatory conditions of approval or as mitigation identified in a mitigated negative declaration or in an environmental impact report, as appropriate, on a project-by-project basis. This approach allows the City to ensure that new development can benefit from CEQA streamlining provisions while also ensuring that the City can achieve the reduction targets outlined in this plan.

Monitoring Progress

Implementing the CAP will require City leadership to execute these measures and report on their progress. This CAP identifies the responsible department for each measure and offers time frames for implementing each strategy. Lastly, successful implementation requires regular reporting. Staff will monitor progress toward implementing the CAP on an annual basis and report progress to the City Council each year. Developing an implementation and monitoring tool will assist the City to track progress.

ADOPTED PLANS AND ORDINANCES CONSISTENCY***General Plan***

An amendment to the General Plan is proposed and will include reference to the reduction target and the CAP. However, there are limitations on the amount of times a General Plan can be amended in a calendar year, staff proposes delaying the amendment until it can be coupled with another pending General Plan amendment project (June 2013). This will not delay the effectiveness of the CAP.

ENVIRONMENTAL REVIEW

The Planning Division conducted an initial environmental assessment of the project in accordance with the California Environmental Quality Act (CEQA). Staff determined that the project will not have a significant impact on the environment and therefore a Negative Declaration is prepared. An Initial Study and Negative Declaration was drafted and circulated between February 28 and March 19, 2013.

PUBLIC COMMENT/OUTREACH***Workshop***

The City held a public workshop on August 24, 2011 to describe the project and obtain comments from those interested. Comments were integrated into the public draft released on March 1, 2013.

Stakeholder Consultation

Planning staff and consultant met with representatives from the local Sierra Club chapter and the governmental affairs personnel from the Building Industry Association on March 6, 2013 to describe the CAP and receive comment. As a result of comments, a study session with the Planning Commission was scheduled for March 20, 2013.

Planning Commission Work Session

A work session was held on March 20, 2013 and resulted in a presentation to the Planning Commission regarding the Draft CAP. Comments were received from the public and the commission regarding the policies of the CAP. The minutes for the meeting are attached to this report.

Upcoming Public Hearings

It is expected that the City Council will evaluate the project on May 7, 2013.

CONCLUSION

The proposed CAP is a result of collaboration of multiple stakeholders and city departments under the guidance of expert consultants that drafted a document which is consistent with the framework established by state law. The CAP will allow the streamlining of discretionary projects subject to CEQA and creates quantifiable goals.

RECOMMENDATION

STAFF RECOMMENDS THAT the Planning Commission adopt Resolution No. 13-014 recommending approval of the project to the City Council.

Attachments:

- A. Resolution No. 13-014
- B. Project Initial Study/Negative Declaration
- C. Draft Climate Action Plan
- D. Work Session meeting minutes (March 20, 2013)

RESOLUTION NO. 13-014

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MILPITAS, CALIFORNIA, RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. GP13-0002, ADOPTION OF NEGATIVE DECLARATION AND CLIMATE ACTION PLAN

WHEREAS, on February 15, 2011, the Climate Action Plan (CAP) project was initiated to streamline environmental review of future development projects in the City of Milpitas consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) and the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines. The CAP identifies a strategy, reduction measures, and implementation strategies the City will use to achieve the State-recommended greenhouse gas (GHG) emissions reduction target of 15% below 2005 emissions levels by 2020.

; and

WHEREAS, the Planning Division completed an environmental assessment for the project in accordance with the California Environmental Quality Act (CEQA), and recommends that the Planning Commission determine this project requires a Negative Declaration.

WHEREAS, on March 20, 2013, the Planning Commission held a study session on the subject application, and considered evidence presented by City staff and other interested parties.

WHEREAS, on April 10, 2013, the Planning Commission held a duly noticed public hearing on the subject application, and considered evidence presented by City staff and other interested parties.

NOW THEREFORE, the Planning Commission of the City of Milpitas hereby finds, determines and resolves as follows:

Section 1: The Planning Commission has duly considered the full record before it, which may include but is not limited to such things as the City staff report, testimony by staff and the public, and other materials and evidence submitted or provided to the City Council. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.

Section 2: An initial study was prepared and found that the project could have no significant impacts on the environment and therefore a Negative Declaration is warranted. The Negative Declaration was circulated between February 28 and March 19, 2013.

The Planning Commission finds that on the basis of the whole record before it there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration reflects the lead agency's independent judgment and analysis.

Section 3: Genera Plan Findings:

a. The proposed amendment is internally consistent with those portions of the General Plan which are not being amended that the Climate Action Plan supports the policies of the General Plan.

b. The proposed amendment will not adversely affect the public health, safety, and welfare in that the Climate Action Plan is a strategic document that proposes reduction of greenhouse gas emissions.

Section 5: The Planning Commission of the City of Milpitas hereby recommends approval of General Plan Amendment No. GP13-0002, adoption of Climate Action Plan and Negative Declaration, subject to the above Findings, and General Plan amendment exhibit attached hereto as Exhibit 1.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Milpitas on April 10, 2013

Chair

TO WIT:

I HEREBY CERTIFY that the following resolution was duly adopted at a regular meeting of the Planning Commission of the City of Milpitas on April 10, 2013, and carried by the following roll call vote:

COMMISSIONER	AYES	NOES	ABSENT	ABSTAIN
Lawrence Ciardella				
John Luk				
Rajeev Madnawat				
Sudhir Mandal				
Zeya Mohsin				
Gurdev Sandhu				
Garry Barbadillo				
Demetress Morris				

EXHIBIT 1

PROPOSED GENERAL PLAN AMENDMENTS TO SECTION 2 LAND USE

Purpose

The text and policies of the Land Use Element, and the General Plan Diagram (color foldout Figure 2-1) provide the physical framework for development in the Planning Area. The Diagram designates the proposed general location, distribution and extent of land uses. Uses on sites less than two acres in size are generally not depicted on the Diagram. As required by state law, land use classifications, shown as letter designations, labels or graphic patterns on the Diagram, specify a range for population density and building intensity for each type of designated land use. These standards of population density and building intensity allow circulation and public facility needs to be determined; they also reflect the environmental carrying-capacity limitations established by other elements of the General Plan.

Relationship to Other Elements

The Land Use Element correlates land use policies contained in the other elements. Land Use designations on the General Plan Diagram, and building density and intensity standards contained in the Land Use Element provide a basis for determining future traffic conditions and the need for capital facilities, such as street improvements, parks and schools.

2.1 Population and Growth

Population Growth

The Planning Area's 2010 population is 69,100. Between 2000 and 2010, the Planning Area population increase by 6,290 people at a rate of 1.00 percent per year. Build-out under the 2010 land use designations of the General Plan would result in an additional population of approximately 37,000 in the City, or a total population of about 106,100 in the Planning Area. However, this may be affected as a result of any Plan amendments that may subsequently be adopted.

Table 2-1						
Population Estimates and Projections						
	2010	2015	2020	2025	2030	2035
City of Milpitas	69,000	74,700	82,300	90,400	98,100	106,000
Milpitas Planning Area	69,100	74,800	82,400	90,500	98,200	106,100
Santa Clara County	1,822,000	1,945,300	2,063,100	1,185,800	2,310,800	2,431,400
Sources: Association of Bay Area Governments, Projections and Priorities 2009						

While build-out of the General Plan is expected to occur over a 15- to 25-year period, the time at which build-out would occur is not specified in or anticipated by the Plan.

Land Availability

Table 2-2 summarizes the status, as of May 2010, of developed and vacant land within City limits under the different General Plan land use classifications. About one-third of the developed land in the Valley Floor is devoted to Single Family Low-Density Residential use, with all designated residential areas accounting for about 46 percent of the Valley Floor. About 25 percent of the Valley Floor is designated for industrial (Manufacturing and Industrial Park) uses. About 15 percent of the total land in the Valley Floor is vacant and available for development.

Table 2-2 2010 Citywide Land Availability						
	DEVELOPED		UNDEVELOPED¹		TOTAL	
	Acres	Units	Acres	Units ²	Acres	Units
HILLSIDE						
Hillside Medium Density	234	99	2	6	236	105
Hillside Low Density	297	39	77	23	374	62
Hillside Very Low Density	59	16	551	39	610	55
Ed. R. Levin County Park	1,541	0	0	0	1,541	0
Total Hillside	2,131	154	630	84	2,761	238
VALLEY FLOOR						
Single Family Low Density	1,454	9,500	5	18	1,459	9518
Single Family Mod. Density	121	1,359	10	80	131	1,439
Multi-Family Med. Density	140	1,417	0	0	140	1,417
Multi-Family High Density	257	5,075	77	1,732	334	6,877
Multi-Family Very High Density	79	2,946	71	2,083	150	5,029
Transit Oriented Residential High Density	14	137	34	1,086	48	1,223
Transit Oriented Residential Very High Density	0	0	29	1,172	29	1,172
Mixed Use	57	195	13	298	70	493
Residential-Retail High Density Mixed Use	0	0	29	1,057	29	1,057
Boulevard Very High Density Mixed Use	0	0	66	3,062	66	3,062
Town Center	137	396	0	0	137	396
Professional/Admin. Office	13	0	1	0	14	0
Retail Sub-center	59	0	3	0	62	0
General Commercial	332	0	16	0	348	0
Highway Service	210	563	0	0	210	563

Table 2-2 2010 Citywide Land Availability						
	DEVELOPED		UNDEVELOPED¹		TOTAL	
	Acres	Units	Acres	Units ²	Acres	Units
Industrial Park	607	0	116	0	723	0
Manufacturing	651	0	6	0	657	0
Public	301	0	0	0	301	0
Parks and Greenways	199	0	0	0	199	0
Major Streets, Freeways & Rail	329	0	121	0	450	0
Total Valley Floor	4,959	21,896	598	10,682	5,557	32,578
<p>1. Undeveloped acres include parcels that are either vacant or under-developed in terms of their potential under the current General Plan land use designation and reflect anticipated build out growth analyzed in the Midtown Specific Plan and Transit Specific Plan.</p> <p>2. Estimate of potential number of future dwelling units area based on the 90% of the median density range</p>						

Figure 2-1 Land Use

2.2 Land Use Classifications

The following descriptions apply to land uses indicated on the General Plan Diagram. The legend on the General Plan Diagram is an abbreviated version of the descriptions. The classifications represent adopted City policy and are meant to be clear, but broad enough to give the City flexibility in implementing the Plan. The City's Zoning Ordinance contains more detailed use provisions and development standards than are described in the classifications. More than one zoning district may be consistent with a single General Plan land use classification. Table 2-3 shows a correspondence between the General Plan and the Zoning Ordinance.

According to state law, the General Plan must establish standards of population density and building intensity for each land use classification. The General Plan expresses residential density as housing units and persons per gross acre, as established in Table 2-4 and the land use classifications that follow. Density ranges specified for each category are discrete and not cumulative. However, housing types are cumulative (i.e. single family units are permitted in areas designated for multifamily use), provided the overall development project falls within the stipulated density range. If a project's density falls between the density ranges of separate designations, its density is to be rounded to the nearest whole number to determine if it conforms to the indicated General Plan density range. For example, in Multifamily Medium Density (7-11 units per gross acre) areas, a residential project would have to have a gross density of at least 6.5 units per acre and less than 12.5 units per acre in order to be in conformance with that General Plan designation.

For nonresidential uses, a maximum permitted ratio of gross floor area to site area (FAR) is specified. FAR is a broad measure of building bulk that controls both visual prominence and traffic generated. It can be clearly translated to a limit on building floor area in the Zoning Ordinance and is independent of the type of use occupying the building. The Zoning Ordinance will include provisions for reviewing and approving deviations from the FAR limitations for uses with low employee densities, such as wholesaling and distribution, or low peak-hour traffic generation, such as a hospital.

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the ranges stated in the Plan.

Valley Floor

The following use descriptions apply to the Valley Floor portion of the Planning Area.

RESIDENTIAL

Residential densities are expressed as a range of housing units per gross acre of developable land, provided that at least one housing unit may be built on each existing legally-subdivided parcel designated for residential use. Second units permitted by local regulations (i.e. "granny flats", "in-law units"), and state-mandated density bonuses for affordable housing are in addition to densities otherwise permitted.

Table 2-3 Milpitas General Plan Land Use/Zoning Consistency

Table 2-4				
Standards For Density And Development Intensity				
Land Use Designation	Residential Density (units/ gross acre)	Maximum Permitted Floor-Area Ratio — FAR	Residential Population	
			Persons/ Housing Unit¹	Persons/ Acre
VALLEY FLOOR				
Residential				
Single-family Low	3-5	n.a.	3.87	12-20
Single-family Moderate	6-15	n.a.	3.13	19-47
Multifamily Medium ^a	7-11	n.a.	3.13	22-35
Multifamily High	12-20	n.a.	3.13	38-63
Multifamily High with Special PUD approval	21-40	n.a.	2.52	53-101
Multifamily Very High	31-40	n.a.	2.52	79-101
Multifamily Very High with TOD Overlay	41-60	n.a.	2.52	104-152
High Density Transit-Oriented Residential	21-40	n.a.	2.52	53-101
Very High Density Transit-Oriented Residential	41-75 ²	n.a.	2.52	104-189
Mobile home Park	6-7	n.a.	1.6	10-11
Mixed Use				
Mixed Use (Residential)	21-30	n.a.	2.52	56-81
Mixed Use (Residential) with TOD Overlay	31-40	n.a.	2.52	83-108
Mixed Use (Non-Residential)	n.a.	.75	n.a.	n.a.
Mixed Use (Non-Residential) with TOD overlay	n.a.	1.0	n.a.	n.a.

Table 2-4				
Standards For Density And Development Intensity				
Land Use Designation	Residential Density (units/ gross acre)	Maximum Permitted Floor-Area Ratio — FAR	Residential Population	
			Persons/ Housing Unit¹	Persons/ Acre
Residential-Retail High Density Mixed Use	31-50 ³	1.5 for office ⁴ No density limit for hotels	2.52	79-126
Boulevard Very High Density Mixed Use	41-75 ³	1.5 ⁴	2.52	104-189
Commercial				
Town Center	up to 40 ⁵	0.85	Varies ⁶	Varies ⁶
General Commercial ^a	n.a.	0.50	n.a.	n.a.
Retail Sub-center ^a	n.a.	0.35	n.a.	n.a.
Professional and Administrative Office	n.a.	0.5	n.a.	n.a.
Retail Transit-Oriented	n.a.	2.25	n.a.	n.a.
Industrial				
Industrial Park	n.a.	0.5	n.a.	n.a.
Manufacturing and Warehousing ^a	n.a.	0.4	n.a.	n.a.
HILLSIDE				
Residential				
Very Low Density	up to 0.1	n.a.	3.6	less than 1
Low Density	up to 1.0	n.a.	3.6	up to 4
Medium Density	up to 3.0	n.a.	3.6	up to 11

Table 2-4 Standards For Density And Development Intensity				
Land Use Designation	Residential Density (units/ gross acre)	Maximum Permitted Floor-Area Ratio — FAR	Residential Population	
			Persons/ Housing Unit¹	Persons/ Acre
<p>^a The TOD Overlay does not change the standards for density and development intensity for the underlying land use designations.</p> <p>¹ Based on an overall average 3.14 household population per Milpitas total housing unit (Census 2000 baseline with Department of Finance data update).</p> <p>² Up to 90 du/ac with a Use Permit pursuant to the Transit Area Plan.</p> <p>³ Up to 60 du/ac with a Use Permit pursuant to the Transit Area Plan.</p> <p>⁴ Up to 2.5 FAR with a Use Permit pursuant to the Transit Area Plan.</p> <p>⁵ Findings necessary.</p> <p>⁶ Depends on the density of housing provided.</p>				

Single-family Low Density. (3 to 5 units per gross acre) All housing units are to be individually owned, either on separate lots or as part of a clustered Planned Unit Development. Single-unit detached residences will be the typical housing type in this category.

Single-family Moderate Density. (6 to 15 units per gross acre) All housing units are to be individually owned, either on separate lots or as part of a clustered Planned Unit Development. Developments with densities ranging from 7 to 10 units per acre may be approved only if proposals are found to be consistent with policies and programs of the General Plan and compatible with the surrounding neighborhood. Single-unit attached residences will typically be built within this density range. Densities higher than 10 units per acre would be consistent only for sites of 5 acres or less, accompanied by specific findings relating to:

- Appropriate relationship to surrounding land uses.
- Affordability [for Planned Unit Developments (PUDs) the acceptable floor area range is 600 to 1,100 sq. ft.]

Multifamily Medium Density. (7 to 11 units per gross acre) This density range would allow single-family attached and semi-detached houses and duplexes.

Multifamily High Density. (12 to 20 units per gross acre) This density range would accommodate a variety of housing types, ranging from row houses to triplexes and four-plexes, stacked townhouses and walk-up garden apartments. Densities up to 40 units per gross acre

may be permitted for proposals designed as Planned Unit Developments (PUDs) provided that the following criteria are met:

- Sewer and water service is sufficient to accommodate the proposal as well as other developments permitted by the General Plan. Any improvements to the sewer or water system that would be required to accommodate any such higher density proposals would be made conditions of project approval;
- Cumulative traffic, from the increased density and other existing or future projects, must not cause any street intersection to operate below Level of Service (LOS) E; and
- The design of such higher density projects will not have adverse shadow, view obstruction or loss of privacy impacts that are not mitigated to acceptable levels.

Multifamily Very High Density. (31 to 40 dwelling units per gross acre) This density range would accommodate a variety of housing types, ranging from row houses and townhouses to lofts and stacked flats with structured parking. Increased densities are permitted within the Transit Oriented Development overlay zone (TOD). Refer to page 2-15.

High Density Transit-Oriented Residential. A classification similar to the Midtown Plan's "Multifamily Very High Density" designation, these properties are intended for medium-density residential neighborhoods further from BART, at the interior of sub-district neighborhoods. A minimum average gross density of 21 units per acre is required, up to a maximum of 40 units per acre. Residential and related uses are allowed, but not commercial uses.

Very High Density Transit-Oriented Residential. Intended to create residential districts near BART and light rail stations, this designation requires housing to be built at an average density of at least 41 units per gross acre, up to a maximum of 60 and 90 units per gross acre. Small local-serving commercial uses are permitted at the ground floor level, including retail, restaurants, and personal services uses.

Mobile-home Park. This is an overlay category that may be combined with Single-family Low Density, Multifamily Medium Density and Multifamily High Density Residential, or Highway Service classifications. Mobile home Park, along with accessory uses, is the permitted use. Maximum residential density would range from 6 to 7 units per gross acre when combined with the use classifications as follows:

In addition to the above-stipulated densities, one additional housing unit per gross acre may be permitted upon a finding by the Planning Commission that the proposed project is of a superior functional and aesthetic design based upon it exceeding adopted mobile home park development standards.

Mixed Use

Mixed Use. (Residential component: 21 to 30 units per gross acre; non-residential component: FAR of 0.75) This designation allows for commercial offices, retail and services, high density residential and public and quasi-public uses. Mixed-use buildings can contain a combination of residential and commercial uses. The intensity for the non-residential component is a maximum floor area ratio (FAR) of 0.75. The residential density is 21 to 30 units per gross

acre and is calculated separately from the non-residential component. Increased residential densities are permitted within the Transit Overlay District (TOD). Refer to page 2-15.

Residential – Retail High Density Mixed Use. This district is intended to be a true mixed use area with retail, restaurants, and services on the ground floor, and residential or office uses on the floors above. The residential density is a minimum average gross density of 31 units per acre and a maximum of between 40 and 60 units per gross acre. In addition, 200 square feet of retail or restaurant space is required per unit, using the minimum density (i.e. the requirement is based on the number of units required to meet the minimum density). Sites may be developed for office and hotel uses without residential development, although ground floor retail or restaurant square footage will still be required. For nonresidential projects, the minimum FAR ranges from 1.5 to 2.25. However there is no FAR limit for hotels. A FAR of 2.5 may be permitted on individual sites with approval of a conditional use permit by the Planning Commission.

Boulevard Very High Density Mixed Use. This classification is intended to provide high-density housing, retail, and employment along Montague Expressway with a landscaped boulevard character. Projects may include a wholly residential or non-residential concept or a project that integrates residential and non-residential uses vertically or horizontally.

Permitted uses include residential, office, commercial, and medical uses. Sites developed with a mix of uses, or non-residential uses, must adhere to the FAR maximum which ranges from 1.5 to 2.25. Residential projects shall have a minimum average gross density of 41 units per acre and can be built up to between 60 to 90 units per acre.

A FAR of 2.5 may be permitted on individual sites with approval of a conditional use permit by the Planning Commission. Special criteria would need to be met, including the following: (1) the proposed uses include a hotel or office uses that create substantial new jobs, and do not include residential uses; (2) the design of the project is on extremely high quality and is compatible with the scale of surrounding buildings; (3) there are no adverse traffic impacts beyond those studied in the Transit Area Plan EIR or the project will be required to mitigate such impacts individually; and (4) buildings do not shade public parks or plazas more than 30% between 10 AM and 3 PM as measured on March 15.

INSTITUTIONAL

The Institutional classification is for parcels owned by public agencies and intended to be accessed by the public. There are three institutional classifications:

1. Schools
2. Correctional Facility
3. Public Facilities

COMMERCIAL

Town Center. This designation provides for a variety of commercial, civic and residential uses appropriate to the Center's role as the functional and visual focus of Milpitas. The Town

Center is a meeting place and a market place, the home of commercial and professional firms, an entertainment area and a place for restaurants and hotels. Because of this unique and relatively intensive mix of activities, very high density residential developments (i.e., up to 40 units per acres) may be permitted within the Town Center because of the increased economic support the residents would offer to the commercial uses.

General Commercial. This classification provides for a wide range of retail sales, and personal and business services accessed primarily by the automobile. It includes commercial uses in which shopping may be conducted by people walking to several stores as in a center, and may include uses customarily of a single-purpose character served from an adjacently parked automobile.

Retail Sub-Center. This classification accommodates neighborhood shopping facilities that provide for convenience needs, such as groceries and minor hardgood purchases. The General Plan provides for nine sub-centers, between two and 20 acres in size, distributed throughout the City.

Professional and Administrative Office. This classification provides advantageous locations for medical, law, and similar services required to serve residents and businesses. While office uses can be located in all of the commercial districts, the Professional Administrative Office areas are solely for these uses.

Highway Service. This classification provides for motels, mobile home parks, and non-retail services such as car-rental offices. Eight highway service areas are designated on the General Plan Diagram, typically at the intersection of major streets and/or freeways.

INDUSTRIAL

Manufacturing. This classification encompasses a variety of light and heavy industrial activities, such as manufacturing, packaging, processing, warehousing and distribution, and ancillary support uses.

Industrial Park. This classification accommodates research, professional, packaging and distribution facilities in a park-like setting, free from noise, odor and other such nuisances.

HILLSIDE

The Hillside Area comprises approximately 6,000 acres generally east of Piedmont Road, Evans Road and the portion of North Park Victoria Drive north of Evans Road. The undeveloped portion of the Hillside Area is characterized by gentle to steep slopes, grassy terrain with some chaparral and trees, wildlife, geologically unstable areas, the Ed R. Levin County Regional Park, and a feeling of remoteness from the more urban portions of the City. These conditions warrant Plan proposals and use classifications that differ considerably from those for the Valley Floor Area.

To ensure safety and to preserve its natural ambiance, all development in the Hillside Area is to be of low-density rural residential nature. Three categories of residential uses are provided.

The Low and the Medium Density categories accommodate existing development; all new development is to be at a Very Low Density.

RESIDENTIAL

Residential densities are per gross acre of developable land provided that at least one housing unit may be built on each existing parcel designated for residential use. Densities outlined in the classifications are maximums for the classifications; these decrease with increase in slope as outlined in the classifications and defined in detail in the City's Zoning Ordinance. The City may further reduce the permitted density on a site if such a reduction is necessary or appropriate for reasons of site conditions, access, views or geologic hazards. Second units permitted by local regulations and state access-mandated density bonuses for affordable housing are in addition to densities otherwise permitted.

Very Low Density. The maximum permitted density for this classification is one dwelling unit per ten gross acres. The maximum density decreases with increase in slope until 80 acres per housing unit is required for land with an average slope of 50 percent or greater. This designation includes most of the Hillside Area.

Low Density. The maximum density for this classification is 1.0 housing unit per gross acre. This density decreases with increase in slope until ten acres of land are required per housing unit for sites with an average slope of 27 percent or more. Three relatively small areas of the Hillside (representing prior developments) are shown on the General Plan Diagram with this designation.

Medium Density. The maximum density for this classification is approximately 3.0 units per gross acre on level land and decreases with increasing slope until ten acres of land are required per unit for sites with an average slope of approximately 27 percent or more. Areas designated as Medium Density (all existing) include:

- Development along the base of the hillside area;
- Summitpointe residential and golf course;
- Calaveras Ridge PUD; and
- The Country Club Estates.

OVERLAY ZONES

Overlay zones are established in areas with distinct characteristics to have special development standards or guidelines beyond those identified in the underlying land use designation to carry out a vision or goal.

Transit Oriented Development (TOD) Overlay Zone

The Transit Oriented Development (TOD) Overlay Zones are located near transit stations, and are applicable to land generally located within a 2,000 foot walking distance from a Light Rail Station or future BART station. Development within the TOD overlay zone is subject to special requirements regarding development density, parking, mix of uses, and transit supportive design features.

The south Midtown TOD increases densities in the Multifamily-Very High Density designation to a range of 41 to 60 dwelling units per gross acre. The north Midtown TOD increases densities in the Mixed Use designation to a range of 31 to 40 dwelling units per gross acre.

Gateway Office Overlay Zone

The Gateway Office Overlay Zone is located in areas that are well-suited for a 'gateway' higher intensity office development. This overlay zone allows office developments to be developed to an intensity of FAR 1.5 for Class A office only; not for retail or other office buildings.

Recreation and Entertainment Overlay

The purpose of the Recreation and Entertainment (-RE) Overlay District is to encourage the interaction between commercial and entertainment uses to create a destination that attracts visitors to Milpitas, which in turn, enhances retail spending opportunities. The overlay would expand the type of recreation and entertainment uses that could be allowed with a conditional use permit in the non-residential (C2, HS, M1, and MP) zoning districts covered by the district. Such uses include but not limited to conference centers, movie theatres, nightclubs, indoor recreational facilities, etc.

High Rise Overlay

The purpose of the High Rise Overlay is intended to be a special district to allow greater building height and density at strategic locations to frame major City gateways and provide unique housing, shopping and employment opportunities. This overlay would allow between 60-150 dwelling units per gross acre and is intended for areas that are well suited for taller, high density mixed-use buildings located along freeways or expressways.

2.3 Jobs/Housing Relationship

The job/housing balance is the relationship between the number of jobs provided by a community and the number of housing units needed to house the workers in those jobs. The best measure of job/housing balance is the jobs/employed resident ratio. A ratio of 1.00 indicates there is a numeric balance between the number of jobs and the number of employed residents in a community. A ratio of less than 1.00 indicates that a community is “job poor” and that its economic development has not kept pace with its housing growth, which can imply that the community’s tax base is weak and maybe unable to support adequate levels of urban services. It is also an indicator for other factors such as community’s housing cost in relation to worker’s income; travel distances between homes and jobs; and the environment and quality of life in that community.

ABAG 2009 Projections estimated 1.54 workers per household in Milpitas. There were a total of 19,070 households in Milpitas and housed 31,274 workers. The 2035 projected growth in jobs and employed residents for Milpitas and Santa Clara County are summarized in Table 2-5.

Table 2-5									
Growth in Jobs and Employed Residents									
Milpitas and Santa Clara County									
	2010			2020			2035		
	Employed Residents	Jobs	Jobs/ Employed Residents	Employed Residents	Jobs	Jobs/ Employed Residents	Employed Residents	Jobs	Jobs/ Employed Residents
Milpitas	31,340	48,450	1.54	39,650	52,650	1.32	54,730	59,280	1.08
Santa Clara County	815,800	1,044,130	1.08	985,400	938,330	1.06	1,252,500	1,365,810	1.02
Sources: Association of Bay Area Governments, Projections and Priorities 2009									

In comparison to other cities in the Santa Clara County, Milpitas has one of the highest Employed Residents per Household ratio based on 2035 Estimates. Figures for other cities in Santa Clara County are shown in Table 2-6:

Table 2-6						
Jobs/Housing Comparison in the Ten Largest Cities in Santa Clara County						
2035 Estimates						
Jurisdiction	Jobs	Households	Employed Residents	Jobs per Household	Jobs per Employed Residents	Employed Residents per Household
San Jose	728,100	453,610	723,010	1.61	1.01	1.59
Sunnyvale	110,200	68,290	94,430	1.61	1.17	1.38
Santa Clara	153,940	60,430	92,730	2.55	1.66	1.53
Mountain View	79,300	42,500	57,800	1.87	1.37	1.36
Palo Alto	107,000	40,760	54,740	2.63	1.95	1.34
Cupertino	37,890	21,800	27,390	1.74	1.38	1.26
Campbell	28,900	20,180	27,430	1.43	1.05	1.36
Milpitas	59,280	30,510	54,730	1.94	1.08	1.79
Los Gatos	22,850	14,370	16,890	1.59	1.35	1.18
Gilroy	32,540	22,470	36,370	1.45	0.89	1.62

Employment Growth Prospects

According to projections by the Association of Bay Area Governments, Milpitas will add about 10,830 jobs between 2010 and 2035. Application of average development and employment intensities to vacant sites shows that Milpitas would be able to accommodate about 22,000 new jobs under current General Plan designations (Table 2-7), more than enough to meet projected needs over the next 20 years.

Table 2-7				
Land Availability For Job Growth, 2010				
General Plan Land Use Designation	2010 Vacant and Under-developed Land (Acres)	Estimated Potential New Jobs¹	Assumptions	
			Average FAR	Building square feet/employee
Retail Sub-center	3	65	.25	500
General Commercial	16	348	.25	500
Industrial Park	116	4716	.35	375
Manufacturing	6	244	.35	375
Mixed Use	67	5150	.75	425
Mixed Use w/ TOD Overlay	87	8917	1.0	425
General Commercial w/ Gateway Office Overlay	14	2439	1.5	375
Total	309 Acres	21,881 Jobs		
FAR = Building floor area to site area ratio.				
¹ Estimated new jobs rounded to nearest 10.				

2.4 Schools

Facilities and Enrollment

The Planning Area is served by the Milpitas Unified School District (MUSD), Berryessa Union High School District and Eastside Union School District. MUSD operates nine elementary (grades K-5; Burnett, Curtner, Pameroy, Randall, Rose, Sinnott, Spangler, Weller and Zanker), two middle (grades 6-8; Rancho Milpitas and Russell) and two high (grades 9-12; Milpitas High and Calaveras Hills) schools. In addition to public schools, private and parochial schools also serve the Area. A total of 9,869 students were enrolled in the MUSD in April 2010; less than the total capacity of 11,466 (Table 2-8). The Berryessa Union High School District had a total enrollment of 8,361 students; less than the capacity of 9,764 and the Eastside Union School District had a total enrollment of 24,728 students as of April 2010.

Milpitas Unified School District			
Grade¹	Capacity	Total Enrollment	Additional Enrollment from General Plan Buildout
K-6	6,270	5,203	667
7-8	1,641	1,484	101
9-12	3,555	3,182	223
Total	11,466	9,869	992
Berryessa Union School District			
Grade	Capacity	Total Enrollment	Additional Enrollment from General Plan Buildout
K-8	8,965	8,361	329
Total	8,965	8,361	329

Eastside Union School District			
Grade	Capacity	Total Enrollment	Additional Enrollment from General Plan Buildout
9-12	25,040	24,728	107
Total	5000	4,200±	107

Source: Milpitas Unified School District, September 2010, Bessie Louie and Charito Cabantac.
 East Side Union High School District, May 2010, Nadia Davis
 Berryessa Union School District, May 2010, Pamela Becker
 Methodology for additional enrollment is based on additional housing units multiplied by student generation rates obtained from the Projected Enrollments from 2009-2019 Report, Enrollment Projection Consultants, February 2/15/10

Projections

Growth from the buildout of the General Plan would result in the addition of 1,428 students. Table 2-8 lists the additional students that would be generated by grade category using Milpitas Unified School District (MUSD) student generation rates of 0.031 students for Single Family Dwelling developments, 0.12 students for Regular Attached developments, and 0.40 for Below Market-Rate (BMR) developments ; and broken down by grade in proportion to the current enrollment.¹

Milpitas currently levies state-mandated fees for new residential, commercial and industrial development at the time of building permit issuance in accordance with more recent statutes and court decisions.

2.5 Public Facilities and Utilities

For information on safety services and emergency management please see Chapter 5: Seismic and Safety Element. For water conservation, see Section 4.4: Water Quality and Conservation.

¹ Source: Enrollment Projection Consultants, February 15, 2010.

Government Facilities

The Civic Center (consisting of City Hall, Community Center and Senior Center) is adjacent to the Town Center. The library is located on southwest corner of North Main Street and Weller Avenue near Calaveras Boulevard overpass. The Police Station and Corporation Yard are located on the west side of North Milpitas Boulevard. There are four fire stations located throughout the Valley Floor Area. The locations of these City facilities, as well as the County's Elmwood Correctional Facility on Abel Street, are indicated on the General Plan Diagram.

Water Supply

The City receives water from the San Francisco Water Department (SFWD) through the Hetch-Hetchy system by connections on two of the four local aqueducts that transport water from mountain reservoirs to San Francisco and the Peninsula. While the SFWD aqueduct is able to meet the City's demand, the City's 1980 *Water Master Plan* concluded that it would be more cost effective for the City to obtain some of its water from the Santa Clara Valley Water District (SCVWD). As a result, industrial areas in the southwestern part of the City have since August 1993 been receiving water from the SCVWD.

The 2009/2010 average water consumption in the City was approximately 11,500 acre feet per year. The projected domestic water purchases for 2010/2011 is 10,500 acre feet per year. The City's current Water Master Plan was adopted in Spring 2010.

Wastewater Services

The San Jose/Santa Clara Water Pollution Control Plant (WPCP), the wastewater treatment facility for the City, is located in San Jose. It is a tertiary regional facility serving San Jose, Santa Clara, Milpitas, West Valley Sanitation District, Cupertino Sanitary District, County Sanitary District 2-3, Burbank Sanitary District, and the Sunol Sanitary District. Milpitas wastewater service area is contiguous with the City boundaries.

Capacity and Discharge. In 2009/2010, the City discharged 8.4 million gallons per day (mgd) and is contractually limited to a flow of 14.25 mgd. The dry weather flow rate was 7.2 mgd in 2010/2011. The WPCP has a dry-weather total capacity of 167 mgd, and a current average daily flow of approximately 121 mgd. There are no plans to increase the capacity of the WPCP. To mitigate a discharge-limit cap, conditions to WPCP's National Pollution Discharge Elimination System discharge permit have been imposed (see Section 4.4). The WPCP staff is preparing a master plan to establish a 30-year plan for equipment and process upgrades.

Current Programs. In order to allow the WPCP to meet the more stringent discharge requirements into the Bay, Milpitas is participating in water conservation programs and plans to divert flows to reclamation systems. Recycled water to supplement potable irrigation water became available in 2000. Future recycled water uses include industrial process, cooling towers, and dual plumbing of non-residential buildings.

The City completed an inflow and infiltration sewer remedial program in 1989. The City also updated its sewer master plan in May 2010.

2.6 Greenhouse Gas Emissions Reduction Strategy

Climate Action Plan

The city is taking a proactive approach in addressing greenhouse gas emission reduction by developing a Climate Action Plan (CAP). The CAP is designed to streamline environmental review of future projects consistent with the California Environmental Quality Act (CEQA) and the Bay Area Quality Management District. The CAP identifies a strategy, reduction measures, and implementation strategies the City will use to achieve the State recommended greenhouse gas emissions reduction target of 15 percent below 2005 emissions levels by 2020.

Baseline Greenhouse Gas Emissions

The community greenhouse gas emission inventory found that an estimated 642,050 metric tons of carbon dioxide equivalent (MTCO₂e) were released in 2005, the baseline year. The largest source of emissions was the transportation sector, with approximately 50 percent of all emissions. The energy sector comprised of approximately 39 percent. Solid waste comprised of eight percent and off-road equipment comprised of two percent.

Projected Greenhouse Gas Emissions Forecast

Emissions are expected to grow by 2020 because of population growth, consumption and commercial activity. It is also expected that State required reductions to improve fuel efficiency; Building Code standards for energy conservation will help reduce the forecast. The projected forecast in 2020 for greenhouse gas emissions for Milpitas is 625,520 MTCO₂e.

Greenhouse Gas Emissions Reduction Target

To achieve a 15 percent reduction of the baseline by 2020 a reduction of 79,780 MTCO₂e is necessary. The CAP provides a strategy of reducing greenhouse gas emissions by focusing on Existing Activities, Energy, Water, Transportation & Land Use, Solid Waste and Off-Road Equipment. The CAP projects that by 2020 a 16.2 percent reduction in greenhouse gas emissions should occur.

2.6-7 Land Use Principles and Policies

a. Land Use

Guiding Principles

- 2.a-G-1** Maintain a land use program that balances Milpitas' regional and local roles by providing for a highly amenable community environment and a thriving regional industrial center.
- 2.a-G-2** Maintain a relatively compact urban form. Emphasize mixed-use development to the extent feasible, to achieve service efficiencies from compact development patterns and to maximize job development and commercial opportunities near residential development.
- 2.a-G-3** Provide for a variety of housing types and densities that meet the needs of individuals and families.
- 2.a-G-4** The Town Center will be the “heart” of Milpitas’ civic, cultural, business, and professional life.
- 2.a-G-5** A park-like setting will be created by a series of local parks, school sites, trails, and a greenway system laced throughout all living areas.
- 2.a-G-6** Implement the Midtown Specific Plan goals, policies and development standards and guidelines to create a mixed-use community that includes high-density, transit-oriented housing and a central community ‘gathering place’ while maintaining needed industrial, service and commercial uses.
- 2.a-G-7** When considering development proposals, seek “community benefit”, such as upgrading infrastructure facilities, constructing new infrastructure facilities, and funding contributions to programs.

- 2.a-G-8** The City should consider a long term approach to managing its income/job generating lands and the impacts of development on public services.

- 2.a-G-9** The city should make land use decisions that improve the City's fiscal condition. Manage the City's future growth in an orderly, planned manner that is consistent with the City's ability to provide efficient and economical public services, to maximize the use of existing and proposed public facilities, and to achieve equitable sharing of the cost of such services and facilities.

- 2.a-G-10** Consider long-term planning and strong land use policy in managing the City's fiscal position.

- 2.a-G-11** Promote land use policy and implementation actions that improve the City's fiscal sustainability. Maintain and enhance the City's projected total net revenue through amendments made to the General Plan. Discourage proposed re-zonings or other discretionary land use actions that could significantly diminish revenue to the City or significantly increase the City's service costs to the City without offsetting increases in revenue.

Implementing Policies

Development Intensity

- 2.a-I-1** New developments should not exceed the building intensity limits established in the General Plan.

- 2.a-I-2** Land use conversions from employment/sales tax generation properties to residential shall only be considered once there is 80% buildout in the Midtown and Transit Area Specific Plans.

Housing density standards consistent with the General Plan are already established in the Zoning Ordinance. Limits on development intensity are required by state law.

Growth and Expansion

2.a I-2 Promote development within the incorporated limits which acts to fill-in the urban fabric rather than providing costly expansion of urban services into outlying areas.

2.a I-2.1 Maintain an Urban Growth Boundary in the hillside area, as shown on the General Plan Land Use Map, that shall be effective until December 31, 2018 and, except as otherwise provided below, shall not be moved until that time.

A. City Services Prohibited in Area Outside the Urban Growth Boundary and

Outside the City Limits: The City shall not process, approve or authorize construction or provision of any City service or City service extension to any property or people in that area located both outside of the Urban Growth Boundary and outside of the city limits of the City of Milpitas, except as expressly provided in this Policy 2.a I-2.1A. "City service" means any water, sanitary sewer, storm drain, flood control, road maintenance, sidewalk maintenance, police, fire or emergency medical service, including construction of related infrastructure that the City, its agents, its departments, or its contractors, provides to any property or people within the City limits. The City may provide a City service or City service extension to property or people outside of the Urban Growth Boundary only if:

1. *Declared Public Emergency:* The City Council declares a local emergency pursuant to Government Code § 8630 et seq. or Milpitas Municipal Code Title V, Chapter V-1 as they presently exist or may be amended in the future and the City Council finds, based on substantial evidence, that: (1) the extension or provision of service on a temporary basis is necessary to ensure public safety and (2) the extension or provision of service is for a specified limited time period;

2. *Urgent Public Health or Safety Concern Affecting Existing Development:* The City Council finds, based on substantial evidence, that: (1) an urgent public health or safety concern exists; (2) an independent, certified professional engineer approved by the City has concluded that the only economically justifiable solution to that public health or safety concern is to provide or extend City service; (3) on or before November 3, 1998, the legal parcel affected by that public health or safety concern had either a vested right to develop an approved land use or an approved and recorded final subdivision map pursuant to which residential units had been constructed within said subdivision; and 4) the applicant for the provision or extension of such City service has agreed to pay for its proportionate share of the service or service extension costs including, but not limited to, any engineering, design, inspection, land acquisition or review or other capital or operating costs incurred by the City. Any City service extension constructed under this Policy 2.a I-2.1A.(ii) shall be constructed in accordance with Section XI-1-7 of the Milpitas Municipal Code (regarding developer installation of improvements);
3. *Parks and Open Space:* The City Council finds, based on substantial evidence, that: (1) the property is operated as park or open space for the benefit of the general public and owned by either a private open-space trust or a government agency, authority, or district; (2) there would be minimal alteration (e.g. trails and fire roads) of the natural land forms as a result of any land use approval or modification; and (3) the property either will be used exclusively for passive recreational uses consistent with the rural character and indigenous plant and animal species of the hillsides, or contains a designated historic building(s) or setting that will be used for a purpose related to the historic significance of the site. Any property that is extended or provided City service under this Policy 2.a I-2.1.A.(i) shall not be used as golf course, ball field, ball court, amphitheater, amusement park, gymnasium or auditorium; or
4. *Mutual Aid Agreements with Other Public Agencies:* The City Council finds, based on substantial evidence, that: (1) the City services to be provided are limited to police, fire or emergency medical services, (2) such services are provided pursuant to a written agreement between the City of Milpitas and another public agency, (3) the agreement provides mutual benefits to both the City of Milpitas and the other agency to the agreement, and (4) the agreement benefits all or substantially all of the residents of the City of Milpitas.

B. Limited City Services Available in Areas Outside the Urban Growth

Boundary and Within the City Limits: The City may provide police, fire or emergency medical service to any property or people in that area located both outside of the Urban Growth Boundary and within the city limits of the City of Milpitas. "City police, fire or emergency medical service" means any police, fire or emergency medical service, including construction of directly related infrastructure [except new stations] that the City, its departments, agents or contractors provides to any property or people within the City limits. Other than police, fire and emergency medical services specified herein, the City shall not process, approve or authorize construction or provision of any City service or City service extension to any property or people in that area located both outside of the Urban Growth Boundary and within the city limits of the City of Milpitas, except as expressly provided in this Policy 2.a I-2.1A. For purposes of this section, "City service" means any water, sanitary sewer, storm drain, flood control, road maintenance, sidewalk maintenance, including construction of related infrastructure that the City, its agents, its departments, or its contractors, provides to any property or people within the City limits. Notwithstanding any prohibition provided in this paragraph, the City may continue to maintain and/or repair that portion of Calaveras Road within the City limits and outside of the Urban Growth Boundary.

C. Amendments to the Urban Growth Boundary: Until December 31, 2018, the Urban Growth Boundary may only be amended as follows:

1. The Urban Growth Boundary may be amended by a vote of the People of the City of Milpitas;
2. To comply with state law regarding the provision of housing for all economic segments of the community, the City Council may amend the Urban Growth Boundary to accommodate lands designated or to be designated for residential uses. No more than 3 acres of land may be brought within the Urban Growth Boundary for this purpose in any calendar year. Land added to the Urban Growth Boundary pursuant to this section must be contiguous to land already within the Urban Growth Boundary. Such amendment may be adopted only if the City Council makes all of the following findings, based on substantial evidence:
 - a. That the land is to be included within the Urban Growth Boundary not designated as existing regional parks in the Santa Clara County General Plan adopted December 20, 1994, as amended through August 3, 1998; and
 - b. That the land is immediately adjacent to (i) the existing Urban Growth Boundary, and (ii) existing serviceable water and sewer connections;
 - c. That the proposed development will consist of primarily low and very low income housing pursuant to the Housing Element of this General Plan; and

- d. That there is no existing residentially designated land within the Urban Growth Boundary to accommodate the proposed development and it is not reasonably feasible to accommodate the proposed development by redesignating lands inside the Urban Growth Boundary for low and very low income housing; and
 - e. That the proposed development is necessary to comply with state law requirements for provision of low and very low income housing and the area of land within the proposed development will not exceed the minimum necessary to comply with state law; or
3. The City Council may amend the Urban Growth Boundary if it makes both of the following findings:
- a. The application of any aspect of the Urban Growth Boundary above would constitute an unconstitutional taking of a landowner's property; and
 - b. That the amendment and associated land use designation under consideration by the City Council will allow additional land uses approved by the City Council only to the minimum extent necessary to avoid said unconstitutional taking of the landowner's property.

D. Review of the Urban Growth Boundary: In 2015, prior to its expiration in 2018, the City shall begin a comprehensive review of the Urban Growth Boundary.

2.a I-2.2 Not later than 45 days after approval of this General Plan Amendment, the City shall take all necessary actions to apply for and request that the Santa Clara County Local Agency Formation Commission ("SC LAFCO") relocate the Urban Service Area boundary so that it is coterminous with the Urban Growth Boundary. The City shall take all actions within the scope of its jurisdiction to support and facilitate SC LAFCO's action regarding the City's request to relocate the Urban Service Area Boundary.

Economic Development

2.a-I-3 Encourage economic pursuits which will strengthen and promote development through stability and balance.

- 2.a-I-4** Publicize the position of Milpitas as a place to carry on compatible industrial and commercial activities with special emphasis directed toward the advantages of the City's location to both industrial and commercial use.
- 2.a-I-5** Maintain policies that promote a strong economy which provides economic opportunities for all Milpitas residents within existing environmental, social fiscal and land use constraints.
- 2.a-I-6** Endeavor to maintain a balanced economic base that can resist downturns in any one economic sector.
- 2.a-I-7** Provide opportunities to expand employment, participate in partnerships with local business to facilitate communication, and promote business retention.
- 2.a-I-8** Establish redevelopment projects to secure funds that can be used to attract commercial, industrial, and residential development in order to eliminate blight and improve an area.
- 2.a-I-9** Prohibit encroachment of incompatible uses into industrial lands, and prohibit non-industrial uses which would result in the imposition of additional operational restrictions and/or mitigation requirements on industrial users due to land use incompatibility issues.
- 2.a-I-10** Maintain an inventory of industrial lands and periodically assess the condition, type, and amount of industrial land available to meet projected demands.

- 2.a-I-11** Encourage supportive and compatible commercial and office uses in industrial areas designated for those uses. In areas reserved for industrial uses, only limited ancillary and incidental commercial uses, such as small eating establishments, may be permitted when such are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area.
- 2.a-I-12** Consider conversion from one employment land use to another, where the conversion would retain or expand employment capacity and revenue generation, particular for intensification on-site if the proposed conversion would result in a net increase in revenue generation.
- 2.a-I-13** When considering land use conversions from commercial or industrial lands to residential, the City should contemplate substantial economic benefit through negotiable development agreements with contributions towards the Economic Development Corporation to spur economic development.

Land Use Compatibility

- 2.a-I-14** When new uses are proposed in proximity to existing industrial uses, incorporate conditions upon the new use to minimize its negative impacts on existing nearby land uses and to promote the health and safety of individuals at the new development site.

Prohibit social organization uses within industrial areas. Consider these uses in other areas in the City.

Fiscally Beneficial Land Use

- 2.a-I-15** Maintain and expand the total amount of land with industrial designations. Do not add overlays or other designations that would allow non-industrial, employment uses within industrially designated areas.

Community Identity

- 2.a-I-16** Preserve and maintain the historical landmarks of Milpitas and its physical setting so the residents will recognize they are a part of a distinctive and dynamic community. *Detailed policies related to historic preservation are in Section 4.9.*
- 2.a-I-17** Foster community pride and growth through beautification of existing and future development.

Residential Development

- 2.a-I-18** Create a park-like quality for all residential areas through the PUD process and the judicious siting of parks, schools and greenways throughout those areas.
- 2.a-I-119** Use zoning for new residential developments to encourage a variety and mix in housing types and costs. *This policy is also in the Housing Element*
- 2.a-I-20** Geographically disperse similar development types throughout the community so that denser districts are not concentrated within a single area of the City. *This policy is also in the Housing Element*

Hillside Development

(For policies relating to crestline and scenic resources protection, see Section 4.9: Scenic Resources and Routes: for safety issues related to hillside development, See Section 5.5: Seismic and Geologic Hazards.)

- 2.a-I-21** Encourage clustered housing and planned unit developments to reduce the visual impact as viewed from the Valley Floor, preserve natural topographic features, avoid geologic hazards and provide open space in residential areas.
- 2.a-I-22** Where planned unit developments are not undertaken, protect major portions of the subdivision with open space easements.

- 2.a-I-23** Limit new development in the Hillside Area to only to Very Low Density Residential, open space and park uses.
- 2.a-I-24** In order to preserve the natural topography of the hillside, limit densities otherwise permitted in the hillside according to a slope-density formula. *Section XI-10-45.03 of the Zoning Ordinance elaborates upon these requirements.*
- 2.a-I-25** To ensure that development in the foothills is in keeping with the natural character of the hillside, and that views are protected, require city review and approval of all proposed development or major alterations to existing development in the hillside. As part of the review, ensure that:
- landscaping is of a type indigenous to the area;
 - that building designs, materials and colors blend with the environment; and
 - grading is minimized and contoured to preserve the natural terrain quality.
- 2.a-I-26** Establish crestline protection areas around the ridges which will ensure that buildings and grading west of the first ridge do not visually penetrate a band of land that lies 100 feet vertically below the apparent crestline when viewed from certain specific sites on the valley floor and that no structures just east of the crestline extend above the crestline sight line.

Town Center

- 2.a-I-27** Develop the Town Center as an architecturally distinctive mixed-use complex which will add to Milpitas' identity and image.
- 2.a-I-28** Require development in the Town Center to conform to the adopted design principles/requirements of the Milpitas Redevelopment Agency.

Midtown

- 2.a-1-29** Develop the Midtown area, as shown on the Midtown Specific Plan, as an attractive and economically vital district that accommodates a mixture of housing, shopping, employment, entertainment, cultural and recreational activities organized within a system of landscaped boulevards, streets and pedestrian/bicycle linkages.

- 2.a-1-30** Require development in the Midtown area to conform to the adopted design guidelines/requirements contained in the Midtown Specific Plan.

Transit Area

- 2.a 1-31** Develop the Transit area, as shown on the Transit Area Plan, as attractive, high density, urban neighborhoods with a mix of land uses around the light rail stations and the future BART station. Create pedestrian connections so that residents, visitors, and workers will walk, bike, and take transit. Design streets and public spaces to create a lively and attractive street character, and a distinctive identity for each sub-district.

- 2.a 1-32** Require development in the Transit area to conform to the adopted design guidelines/requirements contained in the Transit Area Plan.

Child Care

- 2.a-I-33** Encourage the establishment of day care facilities consistent with State standards, including the issuance of use permits for large day care facilities where compatible with surrounding neighborhoods and commercial uses, particularly in public facilities such as community centers, churches, schools and in employment centers and large housing developments.

- 2.a-I-34** Consider zoning code modifications to encourage day care facilities through development bonuses, flexible parking regulations, design provisions for modular units, and similar incentives.

- 2.a-I-35** Collect and disseminate information regarding existing day care facilities and programs to major employees.

Land Use Element Revision

- 2.a-I-36** Undertake a comprehensive revision of the Land Use Element, including the General Plan Diagram prior to the next five year comprehensive review of the General Plan.

b. Jobs/Housing Relationship

Guiding Principle

- 2.b-G-1** Support jobs/housing balance programs at the local and regional scale intended to reduce the distance needed to commute.

Implementing Policies

- 2.b-I-1** Monitor the jobs/housing balance within the City on an annual basis.

- 2.b-I-2** Consider locating housing in close proximity to industrial developments where they can be served by existing city services and facilities.

This policy is also in the Housing Element

- 2.b-I-3** Provide housing opportunities in Milpitas by meeting the City's regional fair-share housing obligations.

- 2.b-I-4** Support jobs/housing balance programs at the regional scale that reduce in- and out-commuting from Milpitas.

Despite the presence of a greater number of jobs than employed residents, only one-fifth of workers living in Milpitas actually work in the City. Local programs to balance jobs and housing would be effective only if they are part of an overall regional strategy.

c. Schools

Guiding Principle

2.c-G-1 Provide adequate school facilities for the City's residents.

The quality of educational programs and facilities is an important component of the community's quality of life and the desirability of the City to new residents and businesses.

Implementing Policies

2.c-I-1 Continue working with MUSD, Berryessa Union High School District, and East Side Union School District in its update of the comprehensive facilities plan and to ensure adequate provision of school facilities.

2.c-I-2 Locate future school sites on the General Plan Diagram if and when any amendments to the Plan are made that would necessitate new schools.

A future school site is identified in the Transit Area Specific Plan Land Use Map.

2.c-I-3 Work with MUSD, Berryessa Union High School District, and East Side Union School District to monitor statutory changes and modify school fee when necessary to comply with statutory changes.

d. Public Facilities and Utilities

Guiding Principles

2.d-G-1 Provide all possible community facilities and utilities of the highest standards commensurate with the present and anticipated needs of Milpitas, as well as any special needs of the region.

- 2.d-G-2** Develop adequate civic, recreational, and cultural centers in locations for the best service to the community and in ways which will protect and promote community beauty and growth.

Implementing Policies

- 2.d-I-1** Coordinate capital improvement planning for all municipal service infrastructure with the location and timing of growth.
- 2.d-I-2** Periodically update the City’s water and sewer master plans.
- 2.d-I-3** When reviewing major land use or policy changes, consider the availability of police and fire protection, parks and recreation and library services to the affected area as well as the potential impacts of the project on existing service levels.
- 2.d-I-4** Use the design review process to consider and weigh the long term maintenance, resource needs, and costs of the design of private streets and other private infrastructure improvements.
- 2.d-I-5** When considering development proposals that are consistent with the underlying land use designation, seek opportunities for infrastructure improvements that would benefit the proposed project as well as the adjacent development that would lessen the burden on the overall tax base.

e. Greenhouse Gas Emissions Reduction Strategy

Guiding Principles

<u>2.e-G-1</u>	<u>Take appropriate action to reduce greenhouse gas emissions</u>	
<u>2.e-G-2</u>	<u>Ensure consistency with the Milpitas</u>	

	Climate Action Plan.	
2.e-G-3	Monitor the progress of the CAP.	

Implementing Policies

2.e-I-1	Implement strategies in the Climate Action Plan to achieve the greenhouse gas reduction target.	<i>To reach 15% target, the reduction is 79,780 MTCO₂e. The CAP proposes a 16.2% reduction or 87,450 MTCO₂e.</i>
2.e-I-2	Develop criteria for reviewing applicable projects within the city to determine consistency with the CAP.	
2.e-I-3	Provide periodic reports to the City Council on the progress of the CAP.	

NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION

To: Interested Agencies and Individuals From: City of Milpitas
Planning Division
455 E. Calaveras Blvd.
Milpitas, CA 95035

Santa Clara County Clerk-Recorder
70 West Hedding St. E Wing 1st floor
San Jose, CA 95110

Contact:
Sheldon S. Ah Sing, Senior Planner
(408) 586-3278
sahsing@ci.milpitas.ca.gov

Applicant: City of Milpitas

Project Title: Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy

Project Description: The Climate Action Plan (CAP) is designed to streamline environmental review of future development projects in the City of Milpitas consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) and the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines. The CAP identifies a strategy, reduction measures, and implementation strategies the City will use to achieve the State-recommended greenhouse gas (GHG) emissions reduction target of 15% below 2005 emissions levels by 2020.

Project Location: NA

Project Number: NA

Public Review Period: February 28 through March 19, 2013

Hearing Dates/Times: To be announced

Hearing Location: City of Milpitas City Hall, Council Chambers
455 E. Calaveras Blvd.

The Negative Declaration and Initial Study as well as all referenced documents will be available for public review at:

City of Milpitas City Hall 455 E. Calaveras Blvd. Milpitas, CA 95035	http://www.ci.milpitas.ca.gov/government/planning/environmental.asp
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Please submit any comments on the Negative Declaration to the City on or before March 19, 2013. Please direct your comments to Sheldon S. Ah Sing, Senior Planner, at the above address, or by the telephone and e-mail contacts provided at the top of this form. Please also use this contact information to make any inquiries regarding this project.

Signature Sheldon S. Ah Sing Date 25 Feb 2013

Initial Study

ENVIRONMENTAL CHECKLIST FORM

For the Milpitas Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy

- 1. Project title: Milpitas Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy**
- 2. Lead agency name and address: City of Milpitas; 455 E. Calaveras Blvd. Milpitas, CA 95035**
- 3. Contact person and phone number: Sheldon S. Ah Sing (408) 586.3278**
- 4. Project location: Milpitas, California (Citywide)**
- 5. Project sponsor's name and address: City of Milpitas; 455 E. Calaveras Blvd. Milpitas, CA 95035**
- 6. General plan designation: Citywide project, not applicable**
- 7. Zoning: Citywide project, not applicable**

8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The Milpitas Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy [known here foreword as the Milpitas Climate Action Plan (CAP)] establishes strategies for reducing municipal and community-wide greenhouse gas (GHG) emissions. The CAP is a proactive strategy document that enables the City to maintain local control of implementing State direction (AB 32 – the California Global Warming Solutions Act) to reduce GHG emissions to 1990 levels by 2020. Proposed GHG reduction strategies align with existing General Plan policies.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

Citywide project

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None

Milpitas Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

21 Feb 2013

Date

Sheldon S. Ah Sing

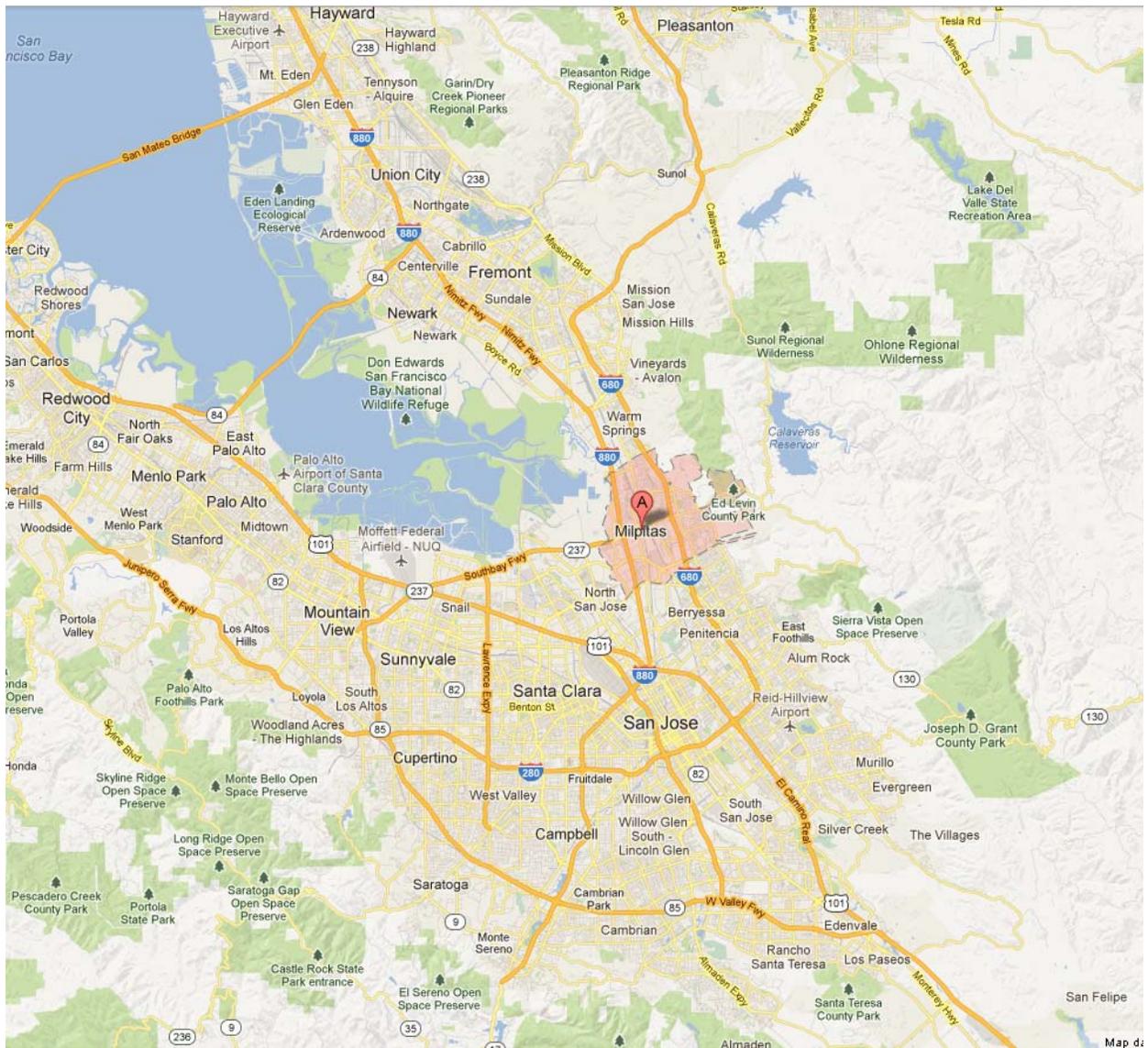
Printed Name

For

Milpitas Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy

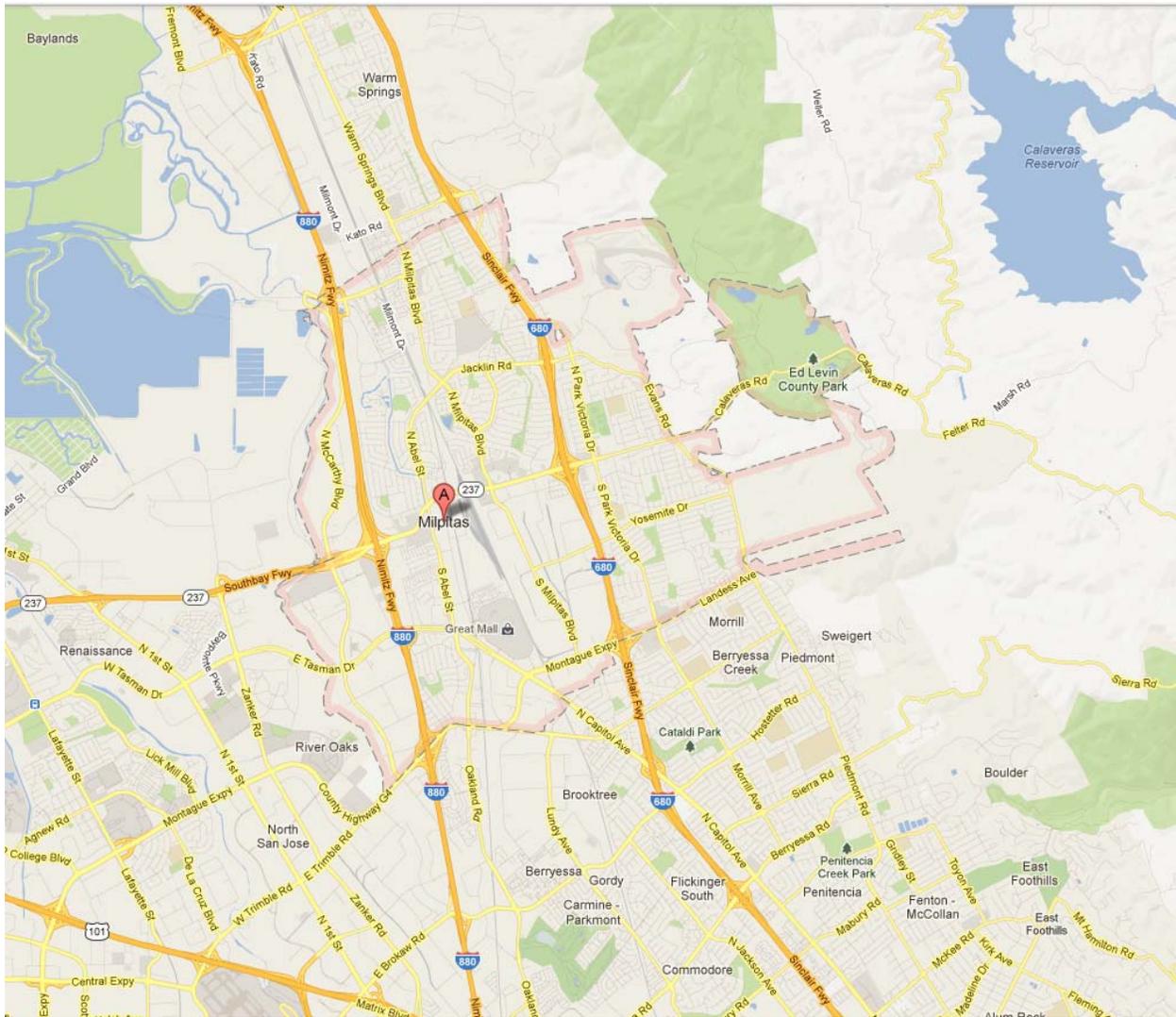
MAPS

Figure 1: Regional Map



Milpitas Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy

Figure 2: Vicinity Map



EVALUATION OF ENVIRONMENTAL IMPACTS:

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

ISSUES

I. AESTHETICS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2, 4, 8
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 4, 8
3) 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"/>	2, 8
4) 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"/>	1, 8

Comment:

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

CAP strategies encourage use of green building design features such as cool roofs. Cool roofs use white or reflective roofing material to minimize heat gain in a house. Other green design features could include solar installations on large structures such as parking garages. Solar panel and cool roof installations are subject to design review in Site and Architectural Overlay Districts. One goal of the design review process is to ensure there are no adverse effects on scenic vistas. Therefore, the impact is less than significant.

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

No state scenic highway is located in Milpitas. Therefore, no impact would result.

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

Refer to (1) above. The impact is less than significant.

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

Encouraging solar panels or cool roofs on rooftops promotes energy efficiency and the use of renewable energy sources in the city. Solar panels do not reflect light, are not visible at night, and would not create a new source of substantial glare. Cool roofs that are white may create some glare when viewed from a higher vantage point, but the glare is minimal during the day and negligible at night, and therefore would not be considered substantial. The CAP also encourages interior and exterior lights throughout the community to be turned off whenever possible to conserve energy, which also helps preserve nighttime views. Therefore, the impact is less than significant.

II. AGRICULTURAL AND FOREST RESOURCES					
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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 compiled 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.</p>					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
<p>Would the project:</p> <p>1) 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4
<p>2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
<p>3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p>4) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<p>5) 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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

Comment:

1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The CAP is a policy document that provides strategies to reduce GHG emissions in the City. No conversion of farmland is proposed. Conversely, the CAP promotes acquisition of additional open space within the City, which could be farmed or used as community garden space. The document is consistent

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with Milpitas General Plan policies regarding protection of agricultural lands and would not conflict with existing zoning for agricultural use. No impact would result.

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

Refer to (1) above. No impact would result.

3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?

Refer to (1) above. No impact would result.

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

Refer to (1) above. No impact would result.

5) 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?

Refer to (1) above. No impact would result.

III. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,10
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,10
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3,10
4) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 7
5) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

Environmental Setting:

The City of Milpitas is located within the Santa Clara Valley sub-region of the San Francisco Bay Area Air Basin (Air Basin). The Air Basin comprises all or portions of the nine Bay Area counties. Air quality in the Air Basin is regulated by the United States Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the Bay Area Air Quality Management District (BAAQMD). Regional and local air quality is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

Comment:

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

The applicable air quality plan is the BAAQMD Bay Area 2010 Clean Air Plan, which outlines air quality standards and attainment status for multiple air pollutants, including ground-level ozone and its key precursors, ROG and NOx; particulate matter; air toxics; and GHGs.

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The CAP contains strategies to reduce GHG emissions and improve air quality in the city consistent with the State's primary GHG reduction goals contained in AB 32. The CAP is also consistent with the June 2010 proposed BAAQMD GHG Plan-level Thresholds, and State CEQA Guidelines Section 15183.5, which prescribes criteria for adoption of a qualified GHG reduction plan. Potential impacts to air quality could result from increased infill development, which is encouraged by the CAP. However, new development is subject to CEQA, the BAAQMD thresholds for ozone and particulates, and the City's standard development review process. Compliance with these existing regulations and standards would ensure consistency with the Bay Area 2010 Clean Air Plan, and result in a less-than-significant impact.

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

Refer to (1) above. Impacts would be less than significant.

3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?

Refer to (1) above. Impacts would be less than significant.

4) Expose sensitive receptors to substantial pollutant concentrations?

Refer to (1) above. Impacts would be less than significant.

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

Refer to (1) above. Impacts would be less than significant.

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IV. BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
3) 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"/>	1,4
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4
5) 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, 4, 8
6) 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"/>	1,4

Comment:

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The CAP does not propose new development in the City. However, both infill development and mixed-use development are encouraged. Infill is characterized by development within already urbanized portions of the city that are not primary habitats for identified species of concern. Furthermore, new large development projects that have the potential to affect local wildlife would require project-level environmental review pursuant to CEQA. Therefore, impacts would be less than significant.

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

The CAP is a policy document guiding the community to reduce GHG emissions. The CAP does not propose development that would interfere with riparian or sensitive natural communities identified in local or regional plans. Therefore, impacts would be less than significant.

3) 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?

Refer to (1) and (2) above. Impacts would be less than significant.

4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?

The CAP does not contain strategies that would affect movement of wildlife species or impede the use of native wildlife nursery sites. Therefore, no impact would result.

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

The CAP does not contain strategies that would affect local policies or ordinances protecting biological resources. Rather, the CAP supports local policies and ordinances protecting biological resources, and specifically promotes expansion of tree canopy within the community. Therefore, no impact would result.

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

The CAP is consistent with approved local, regional, or state habitat conservation plans. Therefore, no impact would result.

V. CULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4
4) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4

Comment:

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

The CAP recommends energy conservation measures that may affect historic buildings. However, major alterations to historic buildings would require review and potentially mitigation consistent with the City's Municipal Code procedures for historic resources. Compliance with these existing regulations and standards would protect each historic structure's integrity, resulting in a less-than-significant impact.

2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

The CAP is a policy document recommending strategies to reduce GHG emissions. It does not propose any specific development project. There is a remote possibility that ground-disturbing activities could occur as a result of infill, mixed-use, and transit-oriented developments encouraged by the CAP, and that such ground disturbance could uncover previously unknown archaeological resources. In the event that this occurs, compliance with existing State regulations pertaining to archeological resources, paleontological resources, and human remains would ensure a less-than-significant impact.

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

Refer to (2) above. The impact is less than significant.

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

Refer to (2) above. The impact is less than significant.

VI. GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,11, 12, 13
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 11, 12, 13
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 11, 12, 13
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 11, 12, 13
3) Be located on a geologic unit or soil that is unstable, or that will 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"/>	1, 11, 12, 13
4) 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"/>	1, 11, 12, 13
5) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1, 11, 12, 13

Comment:

- 1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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- a) Rupture of a known earthquake fault, as described 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.)
- b) Strong seismic ground shaking?
- c) Seismic-related ground failure, including liquefaction?
- d) Landslides?

The City of Milpitas includes fault study areas in hillside areas, where no significant growth is anticipated to occur as a result of implementing CAP measures and actions. The CAP does encourage infill, mixed-use, and transit-oriented development on the valley floor. Such development would be required to comply with the City building code, which includes seismic design standards. Therefore, compliance with existing development regulations and standards would result in a less-than-significant impact.

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

No future project resulting from implementation of the CAP would directly involve major movement of topsoil or directly result in substantial soil erosion. In the event that proposed residential or commercial retrofits or renovations, construction of bike paths and pedestrian improvements, or new mixed-use or transit-oriented development projects pursuant to the CAP require construction activity that may result in substantial soil erosion or loss of topsoil, such activities would be subject to the City's existing grading regulations, which are specifically designed to reduce potential erosion impacts. Therefore, compliance with existing development regulations and standards would result in a less-than-significant impact.

- 3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No new development projects will result from the implementation of the CAP, although infill, mixed-use, and transit-oriented projects are encouraged. All development projects would be subject to applicable engineering and City building code requirements specifically designed to reduce potential hazards and damage from on- or off-site landslides, lateral spreading, subsidence, liquefaction, or soil collapse. Therefore, compliance with existing development regulations and standards would result in a less-than-significant impact.

- 4) 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?

No new development projects will result from the implementation of the CAP although infill, mixed-use, and transit-oriented developments are encouraged. All development projects would be subject to applicable engineering and City building code requirements specifically designed to minimize the possible effects of expansive soil. Therefore, compliance with existing development regulations and standards would result in a less-than-significant impact.

- 5) 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?

No new development projects will result from the implementation of the CAP although infill, mixed-use, and transit-oriented developments are encouraged. All development projects would be subject to applicable engineering and City building code requirements designed to ensure that they are developed on soils which are capable of supporting the use of septic tanks, or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Therefore, compliance with existing development regulations and standards would result in a less-than-significant impact.

VII. GREENHOUSE GAS EMISSIONS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2, 3
2) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2, 3

Comment:

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

As identified in the CAP, the Milpitas community emitted 642,050 MTCO₂e in baseline year 2005. With anticipated population and employment growth, emissions in Milpitas in 2020 are forecast to increase by 18% to 754,680 MTCO₂e. Implementation of statewide emissions reduction programs would reduce community-wide emissions in Milpitas to 625,520 MTCO₂e in 2020.

The CAP provides strategies the City can implement to reduce GHG emissions. The CAP identifies a reduction target consistent with the CARB AB 32 Scoping Plan of 15% from the baseline year emissions by 2020. As proposed, implementation of statewide emission reduction programs and local actions identified in the CAP would reduce GHGs by 16.2% (87,450 MTCO₂e) from baseline 2005 emission levels, exceeding the 15% reduction target by 2020. Therefore, the CAP establishes a road map to directly and indirectly reduce, rather than increase, community-wide GHG emissions. The impact would be less than significant.

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

The CAP is a policy document that identifies strategies to guide the implementation of GHG reduction measures in the City and quantifies the emissions reductions that result from these strategies. These strategies seek to meet the goal of reducing Milpitas GHG emissions 15% below baseline levels by 2020, consistent with guidance provided in the CARB AB 32 Scoping Plan and the BAAQMD June 2010 GHG Plan-level Significance Thresholds. The CAP also includes adaptation measures to improve the City's ability to address the potential impacts that climate change may have on the City and its residents. The CAP therefore implements, rather than conflicts with, state regulations to reduce GHG emissions (AB 32, SB 375, SB 97). The impact would be less than significant.

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VIII. HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
2) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1
3) 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
4) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1
5) 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
6) 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"/>	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

VIII. HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

Comment:

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

No new development projects will result from the implementation of the CAP although infill, mixed-use, and transit-oriented development is encouraged. It is possible that construction activities associated with new mixed-use or transit-oriented development projects or residential and commercial retrofit and renovation projects recommended by the CAP would require use of potentially hazardous construction materials, such as paints and solvents. However, such projects would be required to comply with applicable utility, building, and safety codes designed to reduce hazards to the public and environment. Compliance with existing regulations and standards would result in a less-than-significant impact.

2) 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?

Please refer to (1) above. Impacts would be less than significant.

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

The CAP does not propose new development in the City which would emit hazardous emissions or require handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impact would result.

4) 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?

Where surface or subsurface contamination may be a concern, project applicants are required to prepare an environmental assessment. The assessment would include, but not be limited to: (a) Identification of potential sources of contamination caused by past or current land uses; and (b) evaluation of non-point sources of hazardous materials, including agricultural chemical residues, fuel storage tanks, septic systems, or chemical storage areas.

No new development projects will result from the implementation of the CAP, although infill, mixed-use, and transit-oriented projects are encouraged. All development projects would require an assessment of potential hazardous materials, along with a description of the hazard(s) and remedies to avoid or minimize any impacts to acceptable levels. Therefore, the impact would be less than significant.

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5) 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?

There are no projects proposed within the CAP that would negatively affect operation of an airport, caused by height, light interference, or land use incompatibility. Therefore, no impact would result.

6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The City is not within the vicinity of a private airstrip. Therefore, no impact would result.

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

No new development projects will result from the implementation of the CAP, although infill, mixed-use, and transit-oriented projects are encouraged. According to standard development review procedures for project applications, individual projects would be reviewed prior to approval by the Fire Department. The CAP does not include recommendations that would physically interfere with the City's Emergency Operations Plan or any established emergency evacuation plan. Therefore, compliance with existing regulations and standards would result in a less-than-significant impact.

8) 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?

No new development projects will result from the implementation of the CAP, although infill, mixed-use, and transit-oriented projects are encouraged. Furthermore, CAP policies are consistent with the Milpitas General Plan Safety Element policies to reduce risk of loss, injury or death involving wildland fires. Therefore, compliance with existing regulations and standards would result in a less-than-significant impact.

IX. HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2) 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"/>	1,2
3) 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"/>	1,2
4) 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"/>	1,2
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
6) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
7) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,2, 14

IX. HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 14
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
10) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

Comment:

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

No new development projects will result from the implementation of the CAP, although infill, mixed-use, and transit-oriented projects are encouraged. Construction associated with these projects could increase erosion and adversely affect urban runoff. However, any new project resulting from the CAP would be subject to existing City standards requiring setbacks to creeks to protect water quality, and Stormwater Regulations for construction to prevent sediment from entering creek environments. Therefore, compliance with existing regulations and standards would result in a less-than-significant impact.

2) 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)?

The CAP recommends numerous water conservation measures, which may result in reduced demand for water supplies, and an *increase* in groundwater supplies. The CAP does not recommend any strategy or measure that would require additional water supply that would be attained from groundwater and would not result in any future projects that would substantially interfere with groundwater recharge. Therefore, no impact would result.

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

The CAP does not recommend any strategy or measure that would directly or indirectly alter drainage patterns. No streams or rivers are anticipated to be altered. Therefore, no impact would result.

4) 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?

Refer to (3) above. No impact would result.

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5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Refer to (1) above. Impacts would be less than significant.

6) Otherwise substantially degrade water quality?

Refer to (1) above. Impacts would be less than significant.

7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No new development projects will result from the implementation of the CAP, although infill, mixed-use, and transit-oriented projects are encouraged. Any such projects would be subject to the City's flood-control program and ordinance, which are designed to reduce flood hazards. Therefore, compliance with existing regulations and standards would result in a less-than-significant impact.

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

Refer to (7) above. Impacts would be less than significant.

9) 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?

Refer to (7) above. Impacts would be less than significant.

10) Be subject to inundation by seiche, tsunami, or mudflow?

The CAP does not recommend any future projects, strategies, or measures that would result in inundation by seiche, tsunami, or mudflow. Therefore, no impact would result.

X. LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
2) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2
3) 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, 2, 4

Comment:

- 1) Physically divide an established community?

The CAP does not propose any structures, land use designations or other features (i.e., freeways, railroad tracks) that would physically divide an established community. The CAP does not recommend any strategy or measure that would physically divide the community. Rather, the CAP includes strategies and measures to improve connectivity within Milpitas and to promote alternative transportation methods. Therefore, no impact would result.

- 2) 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?

The CAP proposes strategies and measures to reduce GHG emissions. Implementing the CAP may require some modification of existing City policies, including the General Plan and Zoning Regulations. However, proposed CAP strategies and measures would generally result in greater avoidance or mitigation of environmental effects, as the CAP is designed to mitigate adverse environmental impacts associated with global climate change. For these reasons, although some changes to existing City policies and plans would result from adoption of the CAP, the intent is beneficial. Therefore, the impact would be less than significant.

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

The CAP is consistent with applicable habitat conservation plans or natural community conservation plans. Therefore, no impact would result.

XI. MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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, 4
2) 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, 4

Comment:

1) 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?

No significant mineral resources are located in the city. Therefore, no impact would result.

2) 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?

Refer to (1) above. No impact would result.

XII. NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) 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"/>	1, 6
2) 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, 6
3) 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"/>	1, 6
4) 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, 6
5) 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, 6
6) 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, 6

Comment:

1) 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?

While the CAP does not recommend any new project, strategy, or measure that would generate excessive amounts of noise, construction activity associated with recommended energy efficiency retrofits in residential or commercial buildings, new mixed-use or transit-oriented development projects, expansion of bicycle and pedestrian facilities, and installation of distributed renewable energy systems could possibly result in temporary increases in noise levels.

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However, any construction associated with these activities would be required to comply with the City's Noise Ordinance and regulations designed to reduce noise from construction activities. Therefore, compliance with existing regulations and standards would result in a less-than-significant impact.

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

Similar to the evaluation within item (1), temporary construction activities resulting from implementation of CAP measures and actions could potentially result in excessive groundborne vibration or groundborne noise levels for a temporary period of time associated with recommended redevelopment, energy efficiency retrofits in residential or commercial buildings, expansion of bicycle and pedestrian facilities, and installation of distributed renewable energy systems. However, construction activity vibration levels for projects resulting from the CAP would be similar to those of ongoing activities in the urban environment, and would not be excessive. Therefore, this would be a less-than-significant impact.

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

No substantial permanent increase in local traffic volumes is anticipated as a result of recommendations from the CAP. Thus, no substantial permanent increase in ambient noise levels related to travel activity is expected. Conversely, the CAP includes numerous recommendations designed to reduce the number and length of vehicle trips in Milpitas, which could lead to a *decrease* in ambient noise levels. Therefore no impact would result.

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

Refer to item (1). Impacts would be less than significant.

5) 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?

Milpitas is not located within an airport land use plan. Therefore, no impact would result.

7) 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?

Milpitas is not located within the vicinity of a private airstrip. Therefore, no impact would result.

XIII. POPULATION AND HOUSING					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 8
2) 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
3) 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

Comment:

1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The CAP includes strategies and measures to reduce GHG emissions. Proposed measures include encouraging transit-oriented development and retrofitting existing residential and commercial buildings to make them more energy efficient. The City includes two Specific Plans that envision a total of 11,000 dwelling units and 300,000 square feet of commercial space. Other potential development sites outside of these areas are small and few.

The CAP does not propose any new housing units or non-residential square feet beyond those already anticipated in the City's general and specific plans. Commercial and residential energy efficiency retrofits that may occur as recommendations from the CAP would update homes already located in Milpitas to make them more energy efficient and would not be likely to include additions that make homes larger and accommodate more people. Therefore, the impact would be less than significant.

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

Although CAP strategies and measures encourage energy efficient retrofits for existing homes and encourage new mixed use and transit-oriented development projects, homes would not be displaced. Possible future development activities would likely lead to a greater mix of uses within the City's commercial corridors and would result in more homes. Replacement housing would not be necessary. Therefore, no impact would result.

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

Refer to (2) above. No impact would result.

XIV. PUBLIC SERVICES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1

Comment:

1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire Protection?

As discussed under “Population and Housing,” CAP recommendations could result in construction of new infill, mixed-use, and transit-oriented projects. All new construction is subject to the City’s General Plan growth management regulations and fire service standards. Therefore, compliance with existing regulations and standards and would not create unanticipated demand on fire protection services. This impact would be less than significant.

b) Police Protection?

As discussed under “Population and Housing,” CAP recommendations could result in construction of new infill, mixed-use, and transit-oriented projects. All new construction is subject to the City’s General Plan growth management regulations and police protection standards. The possible increase in population that may occur as a result of implementation of the development recommendations of the CAP would not increase the demand for police protection service to the extent that new police protection facilities would be required. Therefore, compliance with existing regulations and standards and would not create unanticipated demand on police protection services. This impact would be less than significant.

c) Schools?

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As discussed under “Population and Housing,” CAP recommendations could result in construction of new infill, mixed-use, and transit-oriented projects. The possible increase in population that may occur as a result of implementation of the development recommendations from the CAP would not increase the demand for school-related service to the extent that new school facilities would be required. If such facilities were required, payment of impact fees for construction of new school facilities would constitute sufficient mitigation for school facility impacts, consistent with state law. Therefore, impacts would be less than significant.

d) Parks?

The CAP recommends additional parkland to increase carbon sequestration from trees, plants and untilled soil. Construction of new parkland is subject to General Plan policies in the Parks and Recreation Element, as well as engineering design standards, which prevent substantial adverse physical impacts. Therefore, compliance with existing regulations and standards would result in a less-than-significant impact.

e) Other public facilities?

As discussed under “Population and Housing,” CAP recommendations could result in construction of new infill, mixed-use, and transit-oriented projects. The possible increase in population that may occur as a result of implementation of the strategies from the CAP would not be expected to increase the demand for libraries or other governmental services to the extent that new facilities would be required. Therefore, compliance with existing regulations and standards and would not create unanticipated demand on other public facilities. This impact would be less than significant.

XV. RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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"/>	1, 4, 8
2) 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, 4, 8

Comment:

1) 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?

The CAP promotes expansion of the City park network, which would create more opportunities for users and less concentrated impact on existing parks and recreational facilities. Therefore, no impact would result.

2) 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?

The CAP recommends additional parkland to increase carbon sequestration from trees, plants and untilled soil. Construction of new parkland is subject to General Plan policies in the Parks and Recreation Element, as well as engineering design standards, which prevent substantial adverse physical impacts. Therefore, compliance with existing regulations and standards would result in a less-than-significant impact.

XVI. TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 3
2) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1, 3
3) 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
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
5) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
6) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

Comment:

1) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

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Implementation of CAP strategies would increase the availability of transit service for Milpitas residents, add additional bicycle and pedestrian facilities, and discourage single-occupancy vehicle use. Achieving each of these goals would reduce traffic loads, which would reduce the number of vehicle trips, volume to capacity ratio, and intersection congestion within the City. New infill, mixed-use, and transit-oriented development projects recommended within the CAP would be designed specifically to reduce vehicle trips and place more people within walking distance of commercial uses and public transit. Furthermore, no proposed strategy would directly increase traffic in relation to the existing traffic load and capacity of the street system. Therefore, the impact would be less than significant.

2) 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?

Refer to (1) above. Impacts would be less than significant.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The CAP does not include any strategy or measure that would directly or indirectly affect air traffic patterns. Therefore, no impact would result.

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

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

5) Result in inadequate emergency access?

The CAP recommends strategies and measures that would increase safety for drivers, pedestrians, and bicyclists and seeks to reduce the number of automobiles on Milpitas streets, both of which could make access for emergency vehicles easier and more efficient. No strategy proposed in the CAP would result in the development of uses or facilities that would degrade emergency access. Therefore, the impact would be less than significant.

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

Supporting and increasing access to alternative transportation is a key objective of the CAP. The CAP would enhance adopted policies, plans, and programs supporting alternative transportation. Therefore, no impact would result.

XVII. UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) 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"/>	1,2
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
5) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
7) 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"/>	1,2

Comment:

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

Implementation of the CAP could result in a small increase in population through infill, mixed-use, and transit-oriented development. However, the population increase would not create unanticipated demand for wastewater treatment that would exceed treatment requirements. Therefore, the impact would be less than significant.

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- 2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Implementation of the CAP would not result in an unanticipated increase in population through infill, mixed-use, and transit-oriented developments. Thus, resulting needs for water, storm-water, and wastewater treatment would not increase substantially. No expanded or new treatment facilities would be required. Therefore, the impact would be less than significant.

- 3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Refer to (2) above. Impacts would be less than significant.

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

Refer to (2) above. Impacts would be less than significant.

- 5) 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?

Refer to (2) above. Impacts would be less than significant.

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

The CAP promotes recycling, and an increased waste diversion rate, both of which would reduce disposal of solid waste to landfills, thereby extending landfill capacity. Therefore, the impact would be less than significant.

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

The CAP would not recommend any strategy that would not comply with applicable solid waste regulations. Conversely, the CAP promotes recycling and includes actions to achieve and improve upon existing waste reduction goals. No impact would result.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-15, A
2) 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"/>	1-15, A
3) 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"/>	1-15, A

Comment:

1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The CAP is a proactive strategy document that enables the City to maintain local control of implementing State direction (AB32 – the California Global Warming Solutions Act) to reduce GHG emissions to 1990 levels by 2020. GHG reduction strategies align with existing General Plan policies. Strategies in the document would improve, rather than degrade the quality of the environment, and the quality of life for human beings in Milpitas. No impact would result.

2) 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)?

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Having an adopted CAP will allow the City to streamline CEQA review process of certain projects. Senate Bill (SB) 97 amended CEQA to identify GHG emissions associated with a project as a potentially significant environmental impact but also allowed lead agencies to analyze and mitigate the effects of GHG emissions at a programmatic level, such as in a general plan, or as part of a separate plan to reduce GHG emissions (State CEQA Guidelines Section 15183.5). The CAP serves as the City's qualified GHG reduction plan, which allows the CAP to be used in the cumulative impacts environmental analysis of projects. The environmental review for each project must identify those requirements specified in the CAP that apply to the project, and if those requirements are not otherwise binding or enforceable, they should be incorporated as mitigation measures applicable to the project (State CEQA Guidelines Section 15183.5b). Therefore, no cumulatively considerable impacts would result.

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

Refer to (1) above. No impact would result

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SOURCES

General Sources:

1. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of project plans)
2. City of Milpitas General Plan (Land Use Chapter)
3. City of Milpitas General Plan (Circulation Chapter)
4. City of Milpitas General Plan (Open Space & Environmental Conservation Chapter)
5. City of Milpitas General Plan (Seismic and Safety Chapter)
6. City of Milpitas General Plan (Noise Chapter)
7. City of Milpitas General Plan (Housing Chapter)
8. City of Milpitas Zoning (Title XI)
9. California Department of Conservation, *Santa Clara County Important Farmland 2006*, Map. June 2005
10. Bay Area Air Quality Management District, CEQA Guidelines, June 2010
11. County of Santa Clara Department of Public Works, *Soil Map Sheet 19*, 1964
12. United States Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968
13. California Department of Conservation, *Geologic Map of the San Francisco-San José Quadrangle*, 1990
14. Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel Nos. 06085CIND0A, 06085C0058H, 06085C0059H, 06085C0066H, 06085C0067H, 06085C0068H, 06085C0069H, 06085C0080H, 06085C0086H, and 06085C0087H*
15. Transit Area Specific Plan Final Environmental Impact Report, June 2008

Project Related Sources:

- A. Project application and appendices.

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

CLIMATE ACTION PLAN

A QUALIFIED GREENHOUSE GAS
REDUCTION STRATEGY



Public Draft

March 2013

City of Milpitas

CLIMATE ACTION PLAN AND QUALIFIED GREENHOUSE GAS REDUCTION STRATEGY

Public Review Draft

March 1, 2013

Prepared by:



500 12th Street Oakland, Suite 250

Oakland, CA 94607

www.pmcworld.com

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ABBREVIATIONS

Acronym	Term
AB	Assembly Bill
ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BAU	business-as-usual
BGR	Milpitas Green Building Regulations
BMP	Bikeways Master Plan
C&D	construction and demolition waste
CALGreen	California Green Building Standards
CAP	Climate Action Plan
CARB	California Air Resources Board
CBTP	Community Based Transportation Plan
CCR	Title 24 of the California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	methane
CO ₂	carbon dioxide
CSI	California Solar Initiative
EDP	Milpitas Economic Development Plan 2005
EIR	environmental impact report
GBR	Milpitas Green Building Regulations
GHG	greenhouse gas
HE	General Plan Housing Element
HERS	Home Energy Rating System
kW	kilowatts
kWh	kilowatt-hours
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy Efficiency and Design

ABBREVIATIONS

Acronym	Term
LUE	General Plan Land Use Element
MPO	Metropolitan Planning Organization
MSP	Midtown Specific Plan
MTCO ₂ e	metric tons of carbon dioxide equivalent
MTFM	Milpitas Travel Forecasting Model
N ₂ O	nitrous oxide
OSECE	General Plan Open Space & Environmental Conservation Element
PG&E	Pacific Gas and Electric
Plant	San Jose/Santa Clara Water Pollution Control Plant
PPA	Power Purchase Agreement
RDA	Amended and Restated Redevelopment Plan for Project Area No. 1
RIP	2005–2010 Redevelopment Implementation Plan: Mid-Cycle Update
RPS	Renewables Portfolio Standard
SB	Senate Bill
SCS	Sustainable Communities Strategy
SFBAAB	San Francisco Bay Area Air Basin
SV-REP	Silicon Valley Collaborative Renewable Energy Procurement
TASP	Transit Area Specific Plan
TDM	Transportation Demand Management
TOD	transit-oriented development
VMT	vehicle miles traveled
VTA	Santa Clara Valley Transit Authority
ZEV	zero-emissions vehicle

1. INTRODUCTION

PURPOSE AND SCOPE

This Climate Action Plan (CAP) is designed to streamline environmental review of future development projects in the City of Milpitas consistent with the California Environmental Quality Act (CEQA) Guidelines Section 15183.5(b) and the Bay Area Air Quality Management District (BAAQMD) CEQA Air Quality Guidelines. The CAP identifies a strategy, reduction measures, and implementation strategies the City will use to achieve the State-recommended greenhouse gas (GHG) emissions reduction target of 15% below 2005 emissions levels by 2020.

The City has a long-standing commitment to achieving environmental stewardship. The CAP allows City decision-makers and the broader community to understand the sources and magnitude of local GHG emissions, establish goals to reduce GHG emissions, and prioritize steps to achieve emissions reduction targets. The CAP establishes goals, measures, and actions in the energy, water, transportation, solid waste, and off-road equipment sectors. It also establishes implementation programs and a framework to monitor and report progress.

CALIFORNIA LEGISLATIVE FRAMEWORK

The State of California has addressed energy and climate issues for nearly 40 years, and recent legislation is a driving force behind the City's CAP. A summary of recent state legislation by topic is provided in **Figure I-1**.

PLANNING PROCESS

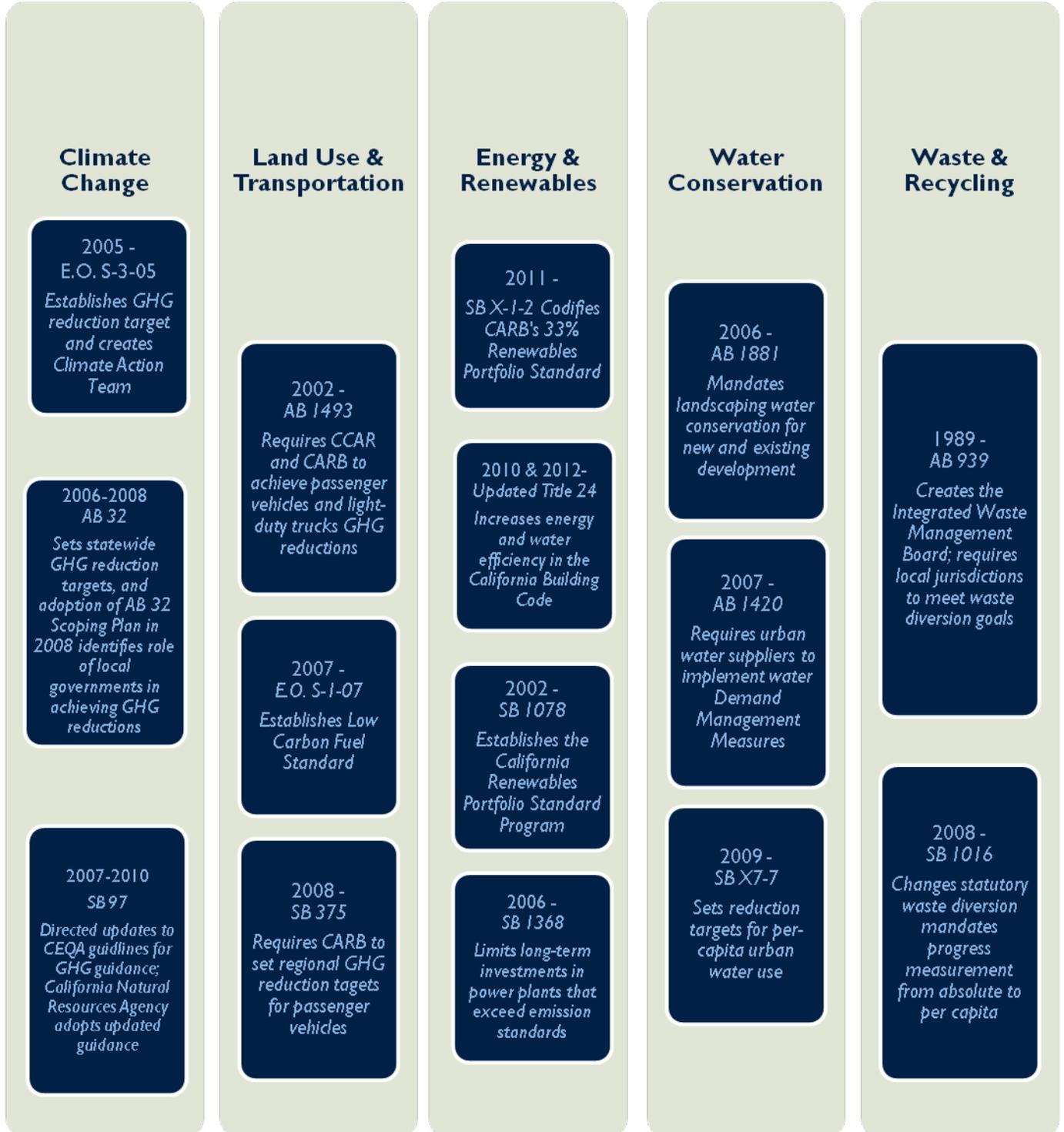
The City used a highly collaborative process to develop the CAP. The City held a joint community workshop and Planning Commission work session on August 24, 2011, to identify key opportunities for the CAP. At the workshop, the City introduced the CAP to the community, discussed Milpitas's current sustainability initiatives, and identified sustainability priorities. The City also collected input on potential CAP measures and actions. The City and the consultant presented technical information, and reviewed and discussed a series of posters summarizing existing sustainability policies and programs in Milpitas. Workshop participants shared their vision for a more sustainable Milpitas and the challenges and strategies for achieving that vision. Key priorities identified by participants included the need for innovative renewable energy financing programs, expansion of recycled water use and tree planting in new development, and more energy efficient development. Participants also identified pedestrian-oriented development and more efficient land use patterns as important priorities.



Public Workshop, August 24, 2011

1. INTRODUCTION

Figure I-1: California Regulatory Framework Summary



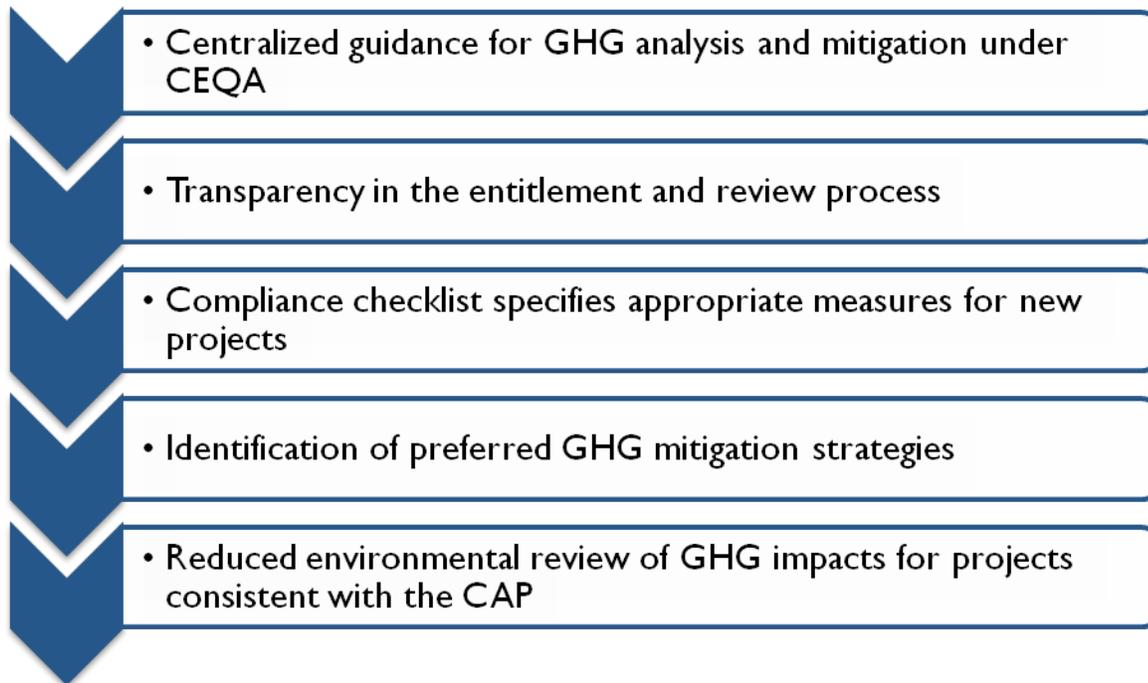
1. INTRODUCTION

CLIMATE ACTION PLAN BENEFITS

The CAP provides a policy framework for the City to reduce community-wide GHG emissions, while also simplifying the environmental review process for new development. Through the CAP, the City establishes predictability regarding mitigation strategies to address climate change. The City has completed environmental review of this CAP in compliance with CEQA through an Initial Study/Negative Declaration (IS/ND). Based on this analysis, the City may determine that CEQA streamlining benefits are available for projects deemed consistent with the CAP. This CAP allows the City to identify measures from this CAP that are appropriate for each project, and will serve as the City's tool to determine project compliance.

The CAP creates benefits for numerous community stakeholders, as summarized in **Figure I-2**.

Figure I-2: Climate Action Plan Benefits



HOW TO USE THIS PLAN

The CAP is the City's Qualified GHG Reduction Strategy. The City will use the CAP to achieve GHG emissions reductions in a manner consistent with Assembly Bill (AB) 32 within discretionary projects on a project-by-project basis and through ongoing planning activities and programs. The CAP identifies the City's expectations for new development, simplifying the environmental review process. This approach allows the CAP to serve as the City's one-stop shop for GHG analysis and mitigation pursuant to CEQA.

1. INTRODUCTION

However, the City can only achieve the goals established in this CAP through community partnerships. As a result, the CAP is also a resource for the community, providing transparent expectations and information describing opportunities to reduce GHG emissions. Community members can use the CAP to identify programs and opportunities or to learn about local conditions and priorities.

RELATIONSHIP TO THE GENERAL PLAN AND CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City has developed the CAP to serve as a strategic planning document. While achieving GHG reductions, the CAP also implements objectives of numerous local planning documents and statewide regulations. The CAP is a stand-alone policy and implementation item coordinated with the adopted General Plan. The City will adaptively manage the CAP over time, maintaining flexibility to update the CAP as opportunities shift and new resources emerge.

Coordination with the General Plan

The Milpitas General Plan identifies energy efficiency, waste reduction, and efficient land use as priorities for the City. Numerous General Plan policies and recommendations in other planning documents would reduce GHG emissions. In turn, CAP measures, policies, and actions to reduce community-wide GHGs are aligned with General Plan goals and policies.

The CAP also supports Milpitas's specific and master plans. Through implementation of these plans, the City has already made significant progress to reduce future GHG emissions. The beneficial effects of these efforts are presented in both the City's emissions growth forecast in **Chapter 2** and in the existing measures section of **Chapter 4**.

Role of the Climate Action Plan in CEQA Implementation

Consistent with the State CEQA Guidelines, lead agencies may use adopted GHG reduction plans to assess the cumulative impacts of discretionary projects on climate change. In addition, the guidelines provide a mechanism to streamline development review of future projects.

Specifically, lead agencies may use adopted plans consistent with State CEQA Guidelines Section 15183.5 to analyze and mitigate the significant effects of greenhouse gases under CEQA at a programmatic level by adopting a plan for the reduction of GHG emissions. Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in their cumulative impacts analysis. Project-specific environmental documents prepared for projects consistent with the General Plan and the CAP may rely on the programmatic analysis of greenhouse gases contained in the CAP.

A project-specific environmental document that relies on this CAP for its cumulative impacts analysis must identify specific CAP measures applicable to the project and demonstrate the project's incorporation of the measures. Project applicants and City staff will identify specific measures applicable to each project during project review. If applicable measures are not otherwise binding and enforceable, they must be incorporated as mitigation measures for the project. If substantial evidence indicates that the GHG emissions of a proposed project may be cumulatively considerable, notwithstanding the

Related Planning Documents

Transit Area Specific Plan
Adopted June 2008

Midtown Specific Plan
Amended October 2008

Bikeways Master Plan
Adopted June 2009

Trails Master Plan
Adopted June 1997

1. INTRODUCTION

project's compliance with specific measures in this CAP, an environmental impact report (EIR) must be prepared for the project.

RELATIONSHIP TO BAY AREA AIR QUALITY MANAGEMENT DISTRICT CEQA AIR QUALITY GUIDELINES

The BAAQMD has direct and indirect regulatory authority over sources of air pollution in the San Francisco Bay Area Air Basin (SFBAAB), of which Milpitas is a part. As described in Section 4 of the BAAQMD Air Quality CEQA Guidelines, a lead agency may prepare a Qualified GHG Reduction Strategy that is consistent with Assembly Bill (AB) 32 goals. The BAAQMD encourages such planning efforts and recognizes that careful early planning by local agencies is invaluable to achieving the state's GHG reduction goals. If a project is consistent with an adopted Qualified GHG Reduction Strategy that addresses the project's GHG emissions, it can be presumed that the project will not have significant greenhouse gas emissions under CEQA.

Milpitas's CAP and accompanying environmental documentation meet the standards of a Qualified GHG Reduction Plan (which parallel and elaborate upon criteria established in State CEQA Guidelines Section 15183.5(b)(1)), as presented in the chapters referenced below.

- A. Quantify GHG emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area (see **Chapter 2**).
- B. Establish a level, based on substantial evidence, below which the contribution of GHG emissions from activities covered by the plan would not be cumulatively considerable (see **Chapter 3**).
- C. Identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area (see **Chapter 2**).
- D. Specify measures or a group of measures, including performance standards that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level (see **Chapter 4**).
- E. Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specific levels (see **Chapter 5** and **Chapter 6**).
- F. Adopt the GHG Reduction Strategy in a public process following environmental review (see City Council resolution in **Appendix D**).

2. INVENTORYING AND FORECASTING GREENHOUSE GAS EMISSIONS

This chapter presents quantified GHG emissions for existing and future activities within the city pursuant to Sections 15183.5(b)(1)(A) and 15183.5(b)(1)(C) of the State CEQA Guidelines and Sections 1 and 2 of the BAAQMD GHG Plan Level Quantification Guidance. For purposes of the CAP, this chapter assesses GHG emissions for the calendar years 2005 and 2020.

INVENTORY PURPOSE AND BACKGROUND

A GHG emissions inventory (Inventory) lays the groundwork for the entire CAP planning process. This Inventory catalogues GHG emissions for 2005 and projects emissions levels for 2020. To comply with state guidance, the CAP identifies an emissions reduction target for the forecast year (see **Chapter 3**). The difference between the emissions projection and the reduction target represents the necessary reduction in the amount of GHG emissions and sets the focus for the reduction measures presented in **Chapter 4**. Additional information on the Inventory is provided in **Appendix A**.

EMISSIONS SOURCES

The Inventory includes all major sources of GHGs caused by activities in the Milpitas community and is consistent with methodologies recommended by the California Air Resources Board (CARB), ICLEI-Local Governments for Sustainability, and the BAAQMD. The Inventory analyzes the following emissions sources:

- **Transportation** – vehicle miles traveled (VMT) to and/or from the city in 2005
- **Energy** – electricity and natural gas used in the built environment in 2005
- **Stationary Sources** – direct emissions from the Newby Island Resource Recovery Park; stationary sources permitted by the BAAQMD
- **Solid Waste** – methane emissions from community waste sent to landfills in 2005
- **Off-road Equipment** – emissions from construction and from lawn and garden equipment/vehicles
- **Water and Wastewater** – energy required to extract, filter, move, and treat water consumed and/or treated in 2005
- **Light Rail** – electricity used by the Santa Clara Valley Transit Authority for commuters utilizing Milpitas light rail stops
- **Direct Wastewater** – Milpitas's share of fugitive emissions from the San Jose/Santa Clara Water Pollution Control Plant

2. INVENTORYING AND FORECASTING GREENHOUSE GAS EMISSIONS

2005 BASELINE INVENTORY

In 2005, the Milpitas community emitted approximately 744,150 MTCO₂e. **Table 2-1** reports these emissions by sector and ranks the sectors from highest to lowest.

Table 2-1: Baseline Greenhouse Gas Emissions by Sector

	2005 MTCO ₂ e	Percentage of Total
Transportation	320,990	43%
Nonresidential	183,800	25%
Residential	64,230	9%
Stationary Sources	101,480	14%
Solid Waste	54,410	7%
Off-Road Equipment	15,140	2%
Water and Wastewater	2,410	<1%
Light Rail	1,070	<1%
Direct Wastewater	620	<1%
Total*	744,150	100%

** Due to rounding, the total may not equal the sum of component parts.*

Table 2-1 reports stationary source emissions, which include those from the Newby Island Resource Recovery Park, and direct wastewater emissions. Stationary sources are fixed emitters of air pollutants, such as power plants, stationary generators, petrochemical plants, and other heavy industrial sources. Since stationary source emissions are influenced by market forces beyond the City's local influence and are best regulated by the BAAQMD or through federal and state programs, they are reported in this Inventory for informational purposes only. Similarly, the City has limited control over the operation of the Newby Island Resource Recovery Park and the San Jose/Santa Clara Water Pollution Control Plant (Plant) and is unable to directly affect the emissions generated from previously generated waste and Milpitas's relatively small contribution to total direct wastewater emissions.

The baseline inventory guides future local policy decisions that relate to emissions within the City's influence; therefore, stationary sources, direct landfill emissions, and direct wastewater emissions are excluded from further discussion. **Table 2-2** and **Figure 2-1** reflect Milpitas's jurisdictional baseline of 642,050 MTCO₂e. Transportation was the largest sector (320,990 MTCO₂e), contributing about 50% of total emissions. Energy use was the second largest sector (248,030 MTCO₂e, 39%). Of these emissions, nonresidential energy use (183,800 MTCO₂e, 29%) comprised a greater percentage than residential energy use (64,230 MTCO₂e, 10%). The remaining 11% of emissions came from solid waste (54,410 MTCO₂e, 8%), water and wastewater (2,410 MTCO₂e, less than 1%), and light rail (1,070 MTCO₂e, less than 1%).

Carbon dioxide equivalent (CO₂e):

Represents the three main GHGs (carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O)) in comparable terms, since all three gases trap heat in the atmosphere differently.

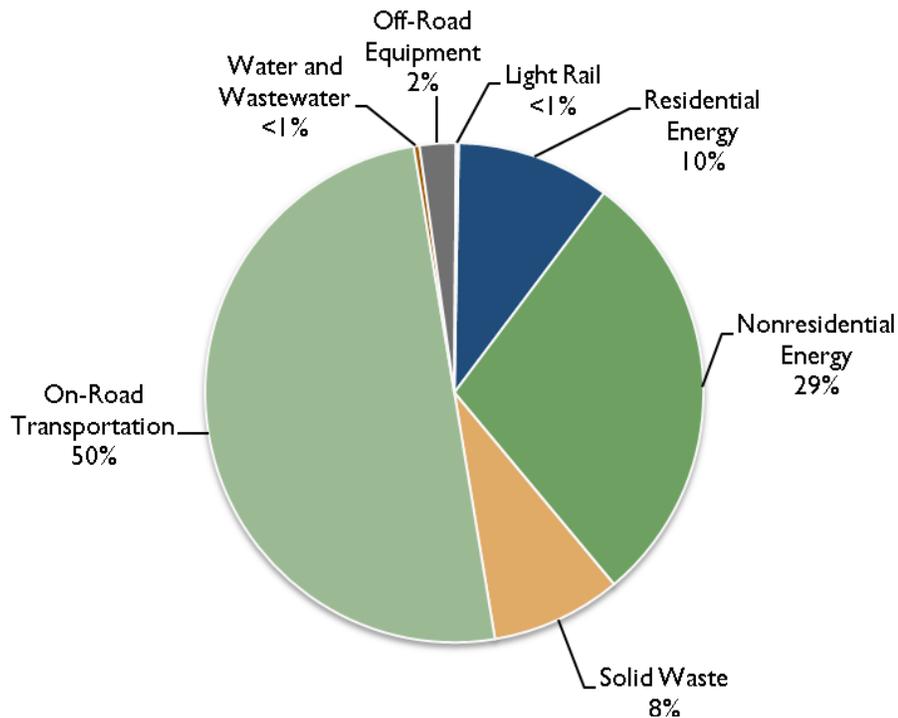
2. INVENTORYING AND FORECASTING GREENHOUSE GAS EMISSIONS

Table 2-2: Jurisdictional Baseline Greenhouse Gas Emissions by Sector

	2005 MTCO ₂ e	Percentage of Total
Transportation	320,990	50%
Nonresidential Energy	183,800	29%
Residential Energy	64,230	10%
Solid Waste	54,410	8%
Off-Road Equipment	15,140	2%
Water and Wastewater	2,410	<1%
Light Rail	1,070	<1%
Total*	642,050	100%

* Due to rounding, the total may not equal the sum of component parts.

Figure 2-1: Jurisdictional Baseline Emissions by Sector



2. INVENTORYING AND FORECASTING GREENHOUSE GAS EMISSIONS

GREENHOUSE GAS EMISSIONS FORECAST

A GHG emissions forecast is an estimate of future GHG emissions based on anticipated changes in population, jobs, households, commercial activity, and driving patterns in the community. This forecast of community-wide emissions addresses 2020, the AB 32 horizon year. Two versions of the forecast are presented below—a business-as-usual (BAU) and a State-adjusted BAU (adjusted BAU) scenario.

BUSINESS-AS-USUAL FORECAST

The BAU forecast estimates how emissions would grow over time without influence from state, regional, and local GHG reduction efforts. This BAU forecast assumes 2005 energy consumption and energy efficiency rates and incorporates demographic information from the Association of Bay Area Governments (ABAG) 2009 regional population, household, and employment forecasts.

Increases in VMT in 2020 are derived from the Milpitas Travel Forecasting Model (MTFM), a transportation planning tool developed by Hexagon Transportation Consultants, Inc. The MTFM evaluates the traffic impacts anticipated to occur in the future as a result of additional planned development in Milpitas, considering the effects of the City’s planning efforts, including policies and programs found in the Transit Area Specific Plan (adopted June 2008) and the Midtown Specific Plan (adopted March 2002, amended October 2008). Significant VMT reductions from future BART ridership based on extending the BART system through Milpitas to San Jose are integrated within the MTFM. In order to highlight the many local benefits of this new ridership, the VMT reductions associated with BART have been removed from the model and are included in CAP Measure 6.1. For further explanation of this modification, see **Appendix B**.

As shown in **Table 2-3** and **Figure 2-2**, without state or local action, emissions would grow 18% from 2005 to 2020. Energy emissions would grow the most among the sectors (39%). The next largest sector would be light rail, followed by transportation, solid waste, and water and wastewater, all of which are expected to increase 20%. Many of these increases result from planned residential development in coming years.

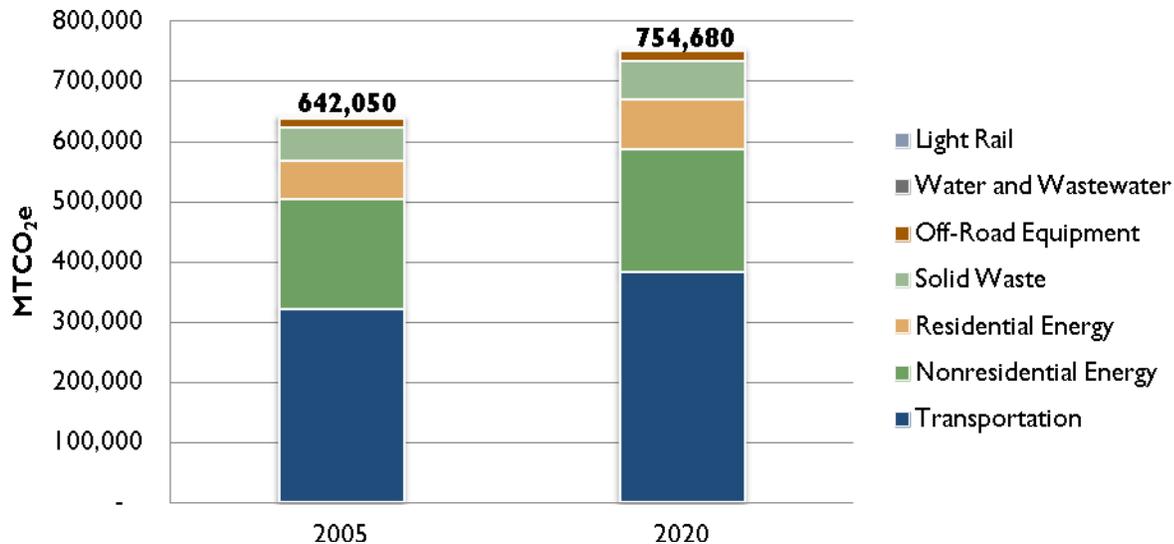
Table 2-3: Business-as-Usual Emissions Forecast, 2020

	2005 MTCO ₂ e	2020 MTCO ₂ e	Percentage Change
Transportation	320,990	383,630	20%
Nonresidential Energy	183,800	203,000	10%
Residential Energy	64,230	83,090	29%
Solid Waste	54,410	65,290	20%
Off-Road Equipment	15,140	15,460	2%
Water and Wastewater	2,410	2,890	20%
Light Rail	1,070	1,320	23%
Total*	642,050	754,680	18%

* Due to rounding, the total may not equal the sum of component parts.

2. INVENTORYING AND FORECASTING GREENHOUSE GAS EMISSIONS

Figure 2-2: Business-as-Usual Emissions Forecast, 2020



ADJUSTED BUSINESS-AS-USUAL FORECAST

The adjusted business-as-usual (adjusted BAU) forecast estimates how state renewable energy, building energy efficiency, low-GHG transportation fuels, and vehicle fuel efficiency actions will reduce emissions in Milpitas. This adjustment creates a more realistic estimate of the city's future emissions since the reductions will require little to no effort on behalf of the City, yet count toward a locally established GHG emissions reduction target. A general overview of these state reduction programs is presented below. A more in-depth discussion is provided in **Appendix B**.

California Renewables Portfolio Standard (RPS): Senate Bill (SB) 1078 (signed September 2002) and SBX 1-2 (signed April 2011) mandate that 33% of electricity delivered in California be generated by renewable sources like solar, wind, and geothermal by 2020.

Pavley Vehicle Standards: AB 1493 (Pavley, 2002) requires new passenger vehicles to reduce tailpipe GHGs by about 18% by 2020 through improvements in fuel efficiency.

Low Carbon Fuel Standard (LCFS): Executive Order S-01-07 (2007) established the LCFS to reduce the GHG intensity of transportation fuels 10% by 2020. According to the May 2011 Updated BAAQMD CEQA Air Quality Guidelines, the LCFS is likely to reduce emissions locally by only 7.2%, due to the exclusion of up-stream emissions and reductions. LCFS reductions apply to both on-road transportation and off-road equipment.

Title 24, Energy Efficiency Standards: Title 24 of the California Code of Regulations (CCR) mandates how new homes and businesses are built in California. The adjusted BAU forecast accounts for improvements in energy efficiency and green design in new buildings in Milpitas associated with baseline implementation of the 2010 California Green Building Standards Code (CALGreen).

2. INVENTORYING AND FORECASTING GREENHOUSE GAS EMISSIONS

California Solar Initiative (CSI): The CSI provides cash rebates for residents and businesses installing electric solar panel systems. The program is estimated to deplete its funding reserves in 2016.

Medium- and Heavy-Duty Vehicle Efficiency Standards: Fuel efficiency improvements are also anticipated for medium- and heavy-duty vehicles that are not covered by the Pavley standards. Guidance for quantifying these reductions comes from the December 2009 BAAQMD Proposed Thresholds of Significance.

IMPACT OF STATE REDUCTION PROGRAMS

As shown in **Table 2-4**, implementation of the above-listed state programs would reduce BAU emissions by 128,980 MTCO₂e in 2020. Most of these reductions come from the Pavley standards and cleaner Pacific Gas and Electric (PG&E) energy pursuant to the RPS. Compared to the BAU scenario, 2020 emissions with state reduction measures would be 3% below baseline 2005 levels, rather than 18% above. **Appendix B** provides a detailed look at the how each state GHG reduction program affects the individual inventory sectors.

Table 2-4: Summary of Adjusted Business-as-Usual Emissions Forecast

State Reduction Summary		2020 MTCO ₂ e Reduction
BAU Emissions Forecast		754,680
State Reductions	Pavley Vehicle Standards	-63,570
	Low Carbon Fuel Standard	-28,730
	Medium/Heavy-Duty Vehicle Efficiency	-840
	Renewables Portfolio Standard	-27,360
	California Solar Initiative	-360
	Title 24	-7,830
Total State Reductions		-128,980
Adjusted BAU Emissions Forecast		625,520

3. IDENTIFYING A GREENHOUSE GAS REDUCTION TARGET

This chapter establishes a GHG reduction target for the City of Milpitas, consistent with Section 15183.5(b) of the State CEQA Guidelines and Section 4.3(B) of the BAAQMD CEQA Air Quality Guidelines.

PURPOSE OF THE GREENHOUSE GAS REDUCTION TARGET

The GHG reduction target is the overarching goal of the CAP and an objective way to measure the success of the Qualified GHG Reduction Strategy. The purpose of the reduction target is to identify a level of community GHG emissions below which emissions would not be cumulatively considerable under the State and BAAQMD CEQA Guidelines.

GUIDANCE FOR LOCAL TARGETS

The State CEQA Guidelines provide general direction that a CAP or similar GHG reduction document should set an emissions reduction target. Lead agencies are responsible for setting targets for future years. For jurisdictions in the Bay Area, the June 2010 BAAQMD CEQA Air Quality Guidelines identify several GHG emissions reduction targets based on consistency with AB 32 that could be used by Bay Area jurisdictions.¹ The BAAQMD presents these targets as thresholds, which are quantitative targets used in the environmental review process to determine if a plan's or a project's GHG emissions are significant. Based on technical assessment for conditions in the Bay Area, the BAAQMD identified three thresholds for plan-level GHG analysis:

- Reduce emissions to 1990 levels by 2020;
- Reduce emissions 15% below baseline (2008 or earlier) emission levels by 2020; or
- Meet the plan efficiency threshold of 6.6 MTCO₂e per service population.² Additionally, the BAAQMD CEQA Guidelines identify an efficiency threshold for land use projects of 4.6 MTCO₂e per service population

These guidelines provide certainty for lead agencies working to achieve consistency with AB 32, the Global Warming Solutions Act of 2006. The AB 32 Climate Change Scoping Plan identifies a State-recommended reduction target for local governments to achieve 1990 emissions levels by 2020, which the Scoping Plan equates to an approximate 15% reduction below existing emissions. Nothing in the

¹ The BAAQMD June 2010 adopted thresholds of significance were challenged in a lawsuit. On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the district had failed to comply with CEQA when it adopted the thresholds and ordered the BAAQMD to examine whether the thresholds would have a significant impact on the environment under CEQA before recommending their use. The court did not determine whether the thresholds are or are not based on substantial evidence and thus valid on the merits. The court issued a writ of mandate ordering the district to set aside the thresholds and cease dissemination of them until the district had complied with CEQA. As the court did not determine whether the thresholds are or are not based on substantial evidence and thus valid on the merits, the City can continue to rely on the substantial evidence based on data and analysis relative to AB 32 that underlies the June 2010 BAAQMD thresholds in making an independent determination of significance of plan-level GHG impacts pursuant to State CEQA Guidelines Section 15064.7(c).

² Service population equals the sum of residents and employees within the community.

3. IDENTIFYING A GREENHOUSE GAS REDUCTION TARGET

State CEQA Guidelines, the BAAQMD Air Quality Guidelines, or the AB 32 Scoping Plan identifies 15% as a minimum or fair-share level of reductions for local agencies.

MILPITAS TARGET GREENHOUSE GAS EMISSIONS LEVEL

This CAP establishes a local GHG reduction target of 15% below baseline 2005 emissions levels by 2020. Both the AB 32 Climate Change Scoping Plan and the June 2010 BAAQMD CEQA Air Quality Guidelines provide substantial evidence supporting use of this target by the City of Milpitas.

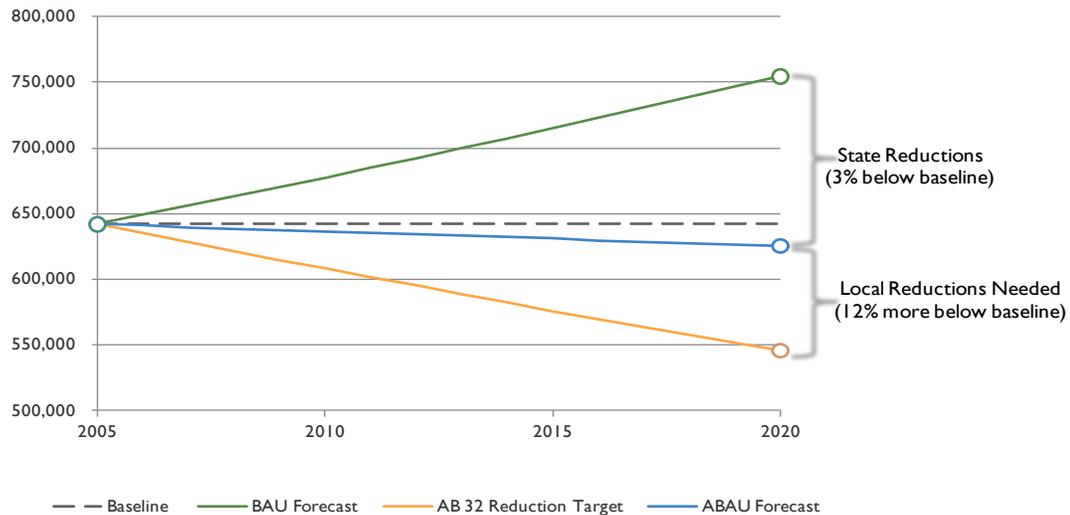
This target serves as the City’s cumulative level of significance for community-wide GHG emissions through 2020. The reduction target equates to a 96,300 MTCO₂e reduction in community-wide GHGs from baseline 2005 levels by 2020. It will require a reduction of 79,780 MTCO₂e from 2020 adjusted BAU forecast levels.

The CAP provides a road map to achieve this target in the context of planned growth and development. The City will close the gap between forecast emissions and the reduction target by implementing measures and actions identified in **Chapter 4. Table 3-I** and **Figure 3-I** identify the 3% reduction from baseline emissions anticipated with implementation of state policies and programs, and the 12% gap that local GHG reduction measures will address to achieve the 15% reduction target.

Table 3-I: Greenhouse Gas Emissions Target and Necessary Local Reduction

	2020 MTCO ₂ e
Reduction Target (15% below baseline)	545,740
Adjusted Business-as-Usual Forecast	625,520
Local Reduction Needed to Reach Target	-79,780

Figure 3-I: Greenhouse Gas Emissions Target and Necessary Local Reduction



4. REDUCING GREENHOUSE GAS EMISSIONS

This chapter presents a GHG reduction strategy for activities within Milpitas consistent with Section 15183.5(b)(1)(D) of the State CEQA Guidelines and Section 2.1 of the BAAQMD GHG Plan Level Guidance. The measures and actions presented in this chapter include specified performance standards. With anticipated growth, development, and implementation of these performance standards on a project-by-project basis, the City will collectively achieve the GHG reduction target of 15% below 2005 emissions by 2020. Documentation and methods provided in **Appendix B** provide substantial evidence supporting quantification of these emissions reductions.

GREENHOUSE GAS REDUCTION MEASURES

Two categories of GHG reduction policies are presented in this CAP: (1) existing activities and (2) CAP measures and actions. Existing activities include projects or programs enacted since the 2005 baseline year, which will result in future GHG reductions and which existed before the creation of this CAP in 2013. Such projects include municipal solar and tree planting efforts, as well as existing requirements for energy efficiency in new development. CAP measures and actions were created for this document through a collaborative planning process. The City will implement these measures and actions through new and existing programs, standards for new development, and programs that improve the efficiency of existing development.

RELATED TERMS

To ensure successful implementation and evaluation, each GHG reduction measure included in this CAP identifies the following, in either the measure description or the associated implementation matrix (**Chapter 6**).

- **GHG Reductions (MTCO_{2e})** are estimated and reported for 2020, and evaluated against the adjusted BAU forecast and 2020 reduction target.
- **Responsible Department** identifies the City department responsible for implementing each measure, including securing funding, reporting on annual progress, and coordinating with supporting agencies and community partners.
- **Performance Metrics** describing the percentage participation rate and the number of participants emphasize efforts necessary to implement each measure.
- **Regional Partners** can assist the City to implement the measures and actions necessary to achieve each reduction.
- **Additional Resources** describe the nuances of each measure and action using case studies, example ordinances, and other similar information.
- **Co-Benefits** identify additional advantages of implementing a measure beyond reducing GHG emissions. For example, the public health benefits of a bicycle outreach and education program cannot be quantified but can be represented as a co-benefit. In this document, co-benefits are defined as follows:

4. REDUCING GREENHOUSE GAS EMISSIONS



Conserves Energy



Improves Air Quality



Promotes Equity



Improves Public Health



Supports the Local Economy



Reduces Water Use



Improves Mobility



Informs the Public



Saves Money



Implements State Policy

SUMMARY OF REDUCTIONS

Table 4-1 summarizes anticipated MTCO₂e reductions in 2020 from existing activities and CAP measures, illustrating how statewide policies in the adjusted BAU forecast and these local actions will reduce GHGs by 16.2% (87,450 MTCO₂e) from baseline 2005 emission levels, exceeding the 15% reduction target by 2020.

Table 4-1: Summary of Total Greenhouse Gas Reductions and Progress Toward Target

	2020 MTCO ₂ e
Local Reductions Needed to Achieve 15% Target	-79,780
Reductions Achieved (Existing + CAP Measures)	-87,450
Percentage Below Baseline	-16.2%

Table 4-2 summarizes how the existing measures, each CAP goal topic, and individual reduction measures contribute to the 87,450 MTCO₂e of GHG reductions in 2020. Energy measures are the largest contributor to GHG reductions, representing nearly half (40,580 MTCO₂e, 46%) of the anticipated reductions. Transportation and land use measures comprise 23% (20,170 MTCO₂e) of the anticipated reductions. Existing measures are the third largest reduction category, comprising about 15% (13,240 MTCO₂e) of the anticipated reductions. Solid waste measures (9,200 MTCO₂e, 11%) and off-road equipment measures (4,260, 5%) make up the remaining reductions.

4. REDUCING GREENHOUSE GAS EMISSIONS

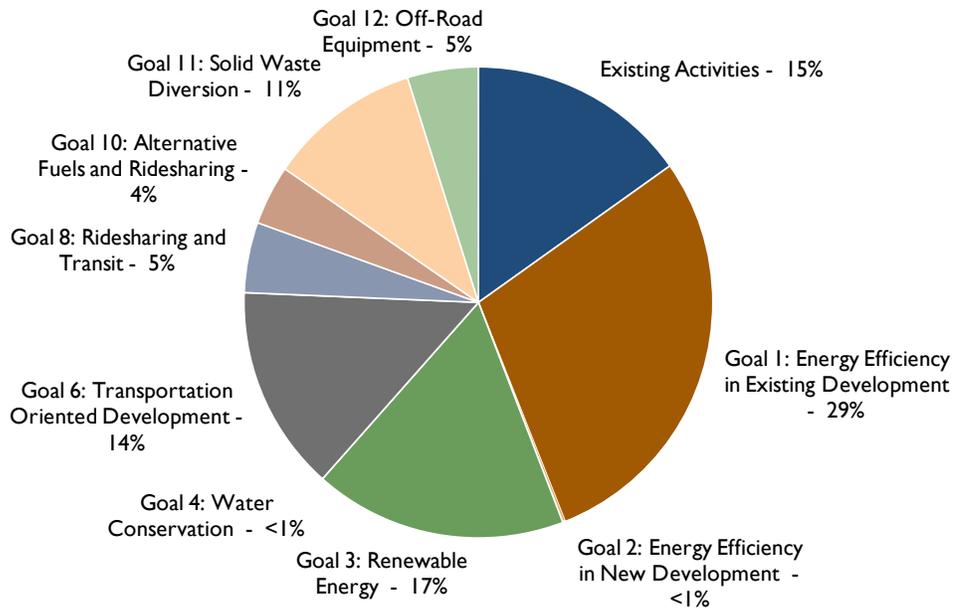
Table 4-2: Greenhouse Gas Reductions by Goal Topic

Topic	Goals/Category	2020 MTCO ₂ e by Goal	2020 MTCO ₂ e by Goal Topic
Existing Activities	Existing Activities	-13,240	-13,240
Energy	Goal 1: Energy Efficiency in Existing Development	-25,240	-40,580
	Goal 2: Energy Efficiency in New Development	-150	
	Goal 3: Renewable Energy	-15,200	
Water	Goal 4: Water Conservation	<-10	<-10
Transportation & Land Use	Goal 5: Mixed-Use Development	Supportive	-20,170
	Goal 6: Transportation-Oriented Development	-12,350	
	Goal 7: Bicycle- and Pedestrian-Oriented Development	Supportive	
	Goal 8: Ridesharing and Transit	-4,230	
	Goal 9: Parking	Supportive	
	Goal 10: Alternative Fuels and Ridesharing	-3,590	
Solid Waste	Goal 11: Solid Waste Diversion	-9,200	-9,200
Off-Road Equipment	Goal 12: Off-Road Equipment	-4,260	-4,260
Total Reductions			-87,450

4. REDUCING GREENHOUSE GAS EMISSIONS

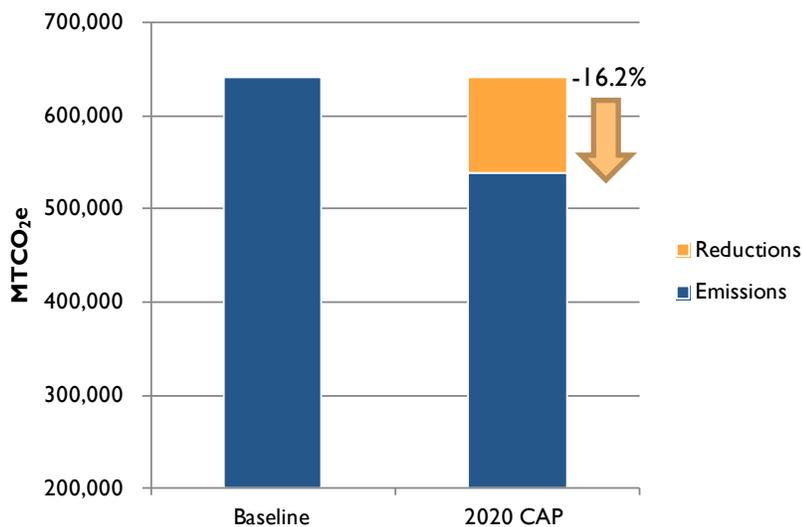
Figure 4-1 summarizes quantified GHG reductions by goal. This presentation enables the City to focus implementation on those goals and measures that will have the greatest effect on Milpitas's future emissions.

Figure 4-1: Greenhouse Gas Reductions by Goal



As shown in **Figure 4-2**, with implementation of the CAP and anticipated growth in Milpitas, community-wide GHG emissions would decrease by 16.5% from baseline 2005 levels in 2020.

Figure 4-2: Total Reductions to Reach 2020 Reduction Target



4. REDUCING GREENHOUSE GAS EMISSIONS

ACTIVITIES SINCE BASELINE

The City of Milpitas has a proven history of developing and implementing GHG reduction activities. Emissions reductions from these activities will take place regardless of the development of the CAP. They are included in this plan because the City has not previously quantified them, and they count toward achievement of the GHG emissions reduction target. These measures also highlight how proposed CAP measures build upon existing efforts.

The CAP accounts for GHG reductions since baseline year 2005 attributable to the following programs:

- **Waste reduction.** The CAP quantifies efforts of regional and local recycling and composting programs used by Milpitas residents and businesses since 2005.
- **New multi-family development.** According to adopted General Plan assumptions contained within the MTFM, 80% of future residential development in Milpitas will be multi-family. Multi-family development typically uses less energy, particularly heating energy.
- **Bikeways Master Plan.** GHG reductions in the CAP follow the tiered implementation schedule found in the Milpitas Bikeways Master Plan, assuming full implementation of all Tier I and Tier II measures within the Bikeways Master Plan by 2020. The reductions are associated with commuter mode shifts from personal vehicles to bicycles.
- **Municipal solar power purchase agreement.** The City entered into a solar power purchase agreement (PPA) with EcoPlexus Solar Solutions, supporting total generation of 1,227 kilowatts (kW). The City is currently installing three solar electric systems at the sewer pumping station, the Gibraltar pumping station, and the Milpitas Sports Center.
- **Water conservation.** According to the City's 2010 Urban Water Management Plan, homes and businesses in the community will reduce water use 20% from 2005 levels by 2020 to comply with state water conservation requirements. About half of the associated energy use reductions are attributed to the City's existing activities since these reductions took place between the baseline year and the publication of this CAP.
- **Recycled water.** The City has achieved energy reductions through increased use of recycled water throughout the community. Using recycled water for landscaping reduces the amount of potable drinking water used for this purpose.
- **Green building program.** The City's community green building program utilizes the Build It Green and Leadership in Energy Efficiency and Design (LEED) programs. Energy reductions achieved from the existing green building program are not calculated because the information needed to quantify the program is unavailable.

Table 4-3 summarizes anticipated GHG reductions in 2020 from these existing efforts. Nearly two-thirds of these reductions are attributed to the City's waste reduction efforts (8,740 MTCO_{2e}), and more than a quarter result from the large amount of planned multi-family development (3,440 MTCO_{2e}). The Bikeways Master Plan is expected to reduce GHG emissions by 590 MTCO_{2e}, and the City's solar PPA will reduce emissions by 270 MTCO_{2e} in 2020.

4. REDUCING GREENHOUSE GAS EMISSIONS

Table 4-3: Greenhouse Gas Reduction Summary for Existing Activities, 2020

	2020 MTCO ₂ e
Waste reduction	-8,740
New multi-family development	-3,440
Bikeways Master Plan	-590
Municipal solar power purchase agreement	-270
Water conservation	-190
Recycled water	-10
Total*	-13,240

* Due to rounding, the total may not equal the sum of component parts.

MEASURES AND ACTIONS

The following section presents goals, measures, and actions for each of the following reduction topics: energy, water, transportation and land use, solid waste, and off-road equipment. Goals serve to guide reduction measures that outline specific and measurable actions. In turn, actions are specific steps the City must take in order to properly implement each reduction measure and achieve the goals. The relationship between goals, measures and actions is presented in **Figure 4-3**.

Figure 4-3: Goals, Measures, and Actions



Participation metrics are presented for quantified measures and represent both the number of participants and the percentage of the total or subtotal category presented. For example, Measure I.1 has a participation metric of 6,030 homes built before 1980 (25%). In other words, to achieve the stated GHG reduction, 25% of homes built before 1980, or 6,030 homes, must participate in the listed actions over the life of the plan by 2020. For all nonresidential energy measures, it is assumed that there were 5,900 businesses in Milpitas in 2005.

4. REDUCING GREENHOUSE GAS EMISSIONS

ENERGY

GOAL 1: INCREASE ENERGY EFFICIENCY AND CONSERVATION IN THE CITY'S EXISTING BUILDING STOCK.

MEASURE 1.1: RESIDENTIAL ENERGY AUDITS IN OLDER HOMES

FACILITATE ENERGY AUDITS OF 40% OF THE CITY'S EXISTING HOUSING STOCK BY 2015 AND 60% BY 2020 THROUGH CITY-SUPPORTED INCENTIVES.

Actions

- A. Relying on regional funds and utility-sponsored efforts, develop a local incentive audit program to identify representative housing types for building audits that can be used to recommend audits for other homes with similar characteristics.
- B. Create a plan to prioritize older neighborhoods for audits that leverage regional and utility programs for affordable housing, allowing the City to maximize energy efficiency resources and rely on regional or state funding programs.
- C. Pursue grant funding for energy audits.
- D. Pursue regional collaboration and partnerships for grants or other funding opportunities.
- E. Connect businesses and residents with voluntary programs that provide free or low-cost energy efficiency audits.

Measure 1.1: Implementation Metrics
2020 GHG Reduction (MTCO₂e): -3,930
Participation Metrics: 6,030 existing homes built before 1,980 (25%)


MEASURE 1.2: ENERGY UPGRADE CALIFORNIA

CONNECT HOMEOWNERS TO FINANCING OPTIONS, SUCH AS ENERGY UPGRADE CALIFORNIA, FOR ENERGY EFFICIENCY RETROFITS.

Actions

- A. Continue City involvement in Energy Upgrade California.
- B. Designate a City staff representative to track and promote energy efficiency opportunities.
- C. Continue partnerships with Joint Venture Silicon Valley, nonprofits, and other jurisdictions to leverage knowledge and resources for retrofit opportunities.
- D. Provide information to homeowners regarding financing opportunities for retrofits.

Measure 1.2: Implementation Metrics
2020 GHG Reduction (MTCO₂e): -10,360
Participation Metrics: 3,260 (25%) existing single-family and 630 (15%) existing multi-family homes


4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 1.3: DISCRETIONARY PROJECT REVIEW

APPLY THE CITY'S CLIMATE ACTION PLAN DEVELOPMENT CHECKLIST (APPENDIX C) AS PART OF THE CITY'S DISCRETIONARY PROJECT REVIEW PROCESS.

Actions

- A. Update the City's general residential and commercial project checklists to include provisions identified in **Appendix C** for use during plan review and building permit review of remodels.
- B. Update the City's discretionary review guidance to encourage energy efficiency improvements in remodels and other projects exempt from the City's Green Building Code.
- C. Work with utility providers to provide a packet of residential and nonresidential energy efficiency financing information during pre-application meetings and plan review.
- D. Work with regional, real estate, building owner, and commercial developer organizations to encourage green mortgage financing that increases the resale value of property.

Measure 1.3: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



MEASURE 1.4: ENERGY BENCHMARKING

ENCOURAGE ENERGY BENCHMARKING IN THE EXISTING RESIDENTIAL AND NONRESIDENTIAL BUILDING STOCK, BUILDING ON REGULATORY BENCHMARKING PROGRAMS AND EXISTING GREEN BUILDING STANDARDS TO HELP CLOSE THE ENERGY EFFICIENCY INFORMATION GAP.

Actions

- A. Leverage the efforts of regional partners, including the Bay Area Regional Energy Network (REN), to promote regional Energy Star Portfolio Manager and energy benchmarking training for City staff and for nonresidential building owners.
- B. During the annual CAP progress report (as identified in **Chapter 6**), use reports from PG&E to summarize community trends and refine energy efficiency reduction measures.
- C. Encourage participation in the voluntary Home Energy Rating System (HERS) ratings for homes.
- D. Promote energy and green building labeling as a tool to prepare for retrofits.
- E. Work with homeowner and realtor groups to promote the benefits of home energy labeling as a tool to increase appreciation value.

Measure 1.4: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -8,260

Participation Metrics:

4,560 existing sold homes (50%) benchmarked

1,140 existing sold homes audited and retrofitted (25%)

2,960 existing sold/leased nonresidential buildings (50%) benchmarked

740 existing sold/leased nonresidential buildings (25%) audited and retrofitted



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 1.5: URBAN COOLING

ACHIEVE URBAN COOLING THROUGH VOLUNTARY AND MANDATORY STANDARDS FOR NEW DEVELOPMENT AND ADDITIONS.

Actions

- A. Amend the Zoning Code to create tree planting standards for new and renovated development, to require the planting of two trees in single-family development in the front, side, or rear yard as feasible, and to create lineal landscaping standards for commercial development that identify a minimum number of tree plantings based on lineal frontage length.
- B. Support outreach and education describing benefits of cooling strategies, including promotion of the Cool California website and resources on the City website and at City Hall.
- C. Encourage remodels to comply with CALGreen cool roof requirements by promoting available resources on the City website, through plan review, and at community events, as appropriate.
- D. Continue to promote passive solar design (supports Housing Element Policy F-1.2).
- E. Reduce heat gain from surface parking lots in new development for a minimum of 50% of the site's hardscape. Develop standards to provide shade from the existing tree canopy or from appropriately selected new trees that complement site characteristics and maximize drought tolerance. Where feasible, use open-grid pavement systems (at least 50% pervious, which would also satisfy the stormwater Low Impact Development requirement).

Measure 1.5: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -950

Participation Metrics:

- 890 remodeled homes and 2,920 new homes (100%) comply with tree planting standards (2 trees each)
- 450 existing homes (3%) participate in passive cooling outreach programs
- 220 remodeled homes (1%) install cool roofs and 730 new homes (25%) install passive solar



MEASURE 1.6: SMART GRID INTEGRATION

PHASE IN REQUIREMENTS FOR THE USE OF SMART-GRID-INTEGRATED APPLIANCES AND ENERGY MONITORS IN ALL NEW DEVELOPMENT BY 2018 AS SUCH APPLIANCES BECOME COMMERCIALY AVAILABLE AND ECONOMICALLY FEASIBLE.

Actions

- A. Adopt new development standards to encourage the integration of smart-grid appliances.

Measure 1.6: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -180

Participation Metrics:

- 840 (95%) new homes between 2018 and 2020
- 100 (95%) new businesses between 2018 and 2020



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 1.7: APPLIANCE UPGRADES

USE PARTNERSHIPS TO PROMOTE APPLIANCE TRADE-IN AND UPGRADES.

Actions

- A. Provide educational materials about energy-efficient appliances to the community, on the City website, and at City Hall, including publications produced by state and regional partners such as Energy Star and the California Energy Commission.
- B. Promote the use of appliance rebates from PG&E and the Santa Clara Valley Water District as funding is available, including using PG&E's online portal for appliance rebates.

Measure 1.7: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -1,560

Participation Metrics:

- 3,260 existing single-family homes (25%)
- 1,960 existing multi-family homes (15%)
- 880 existing businesses (15%)



MEASURE 1.8: ONLINE ENERGY MONITORING

ENCOURAGE PARTICIPATION IN ONLINE ENERGY MONITORING PROGRAMS AS UTILITIES DEVELOP AND DEPLOY ONLINE SYSTEMS.

Actions

- A. Encourage the use of smart-grid and Energy Star appliances.
- B. Provide educational information on the use of smart-grid-integrated appliances through the City's website and the distribution of appliance information from PG&E.

Measure 1.8: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

GOAL 2: IMPLEMENT INNOVATIVE BUILDING STANDARDS TO SET THE PATH TOWARD ZERO NET ENERGY IN NEW DEVELOPMENT.

Residential and nonresidential buildings in Milpitas depend on electricity and natural gas for lighting, heating, cooling, and running appliances. Energy efficiency is a key component of any strategy that seeks to reduce energy use and greenhouse gases. As Milpitas is a high-growth community expected to add 5,240 households and 4,970 jobs from 2005 to 2020, energy efficiency in new development will be an essential element of the City's plan to reach its GHG reduction target. The City of Milpitas adopted Green Building Regulations in June 2009, which apply to most new building construction projects. Depending on the size and end-use, projects are required to achieve either LEED certification, LEED silver, or Build It Green Rated status.

GOING BEYOND TITLE 24

Several programs exist that can help new and existing development go beyond minimum building standards. These include the City's Green Building Regulations (adopted in June 2009), CALGreen, LEED, Build It Green, and Energy Star-rated homes and businesses.

New development can benefit from new building standards in numerous ways, including lower building operation costs that can attract tenants, marketing potential of a more sustainable design, and benefits from streamlined environmental review. Various programs are available to help homes and businesses go beyond the savings prescribed in the California Building Code. New residential development can meet CALGreen, LEED, Build It Green, or Energy Star standards. New nonresidential buildings can meet CALGreen, LEED, and Energy Star building standards. The City can amend and modify existing Green Building Regulations for greater energy savings in new development.

MEASURE 2.1: ENERGY EFFICIENCY IN NEW DEVELOPMENT

ENCOURAGE NEW DEVELOPMENT AND REMODELS TO EXCEED MINIMUM BUILDING STANDARDS FOR ENERGY EFFICIENCY AND CONTINUE IMPLEMENTATION OF THE ADOPTED GREEN BUILDING ORDINANCE.

Actions

- A. Incentivize new development to exceed minimum building standards through permit fee reductions.
- B. Consider the development of an equipment lease-to-own program to offset the cost of energy-efficient equipment purchases.
- C. Continue to require new multi-family buildings to complete a LEED or Green Point Rated checklist [Milpitas Municipal Code (MMC) II-20-3.01(a)].
- D. In addition to CALGreen Tier I energy efficiency requirements, new nonresidential construction between 25,000 and 49,999 gross square feet must still obtain LEED certification (with verification) (MMC II-20-3.01(b)). New nonresidential construction or renovations greater than or equal to 50,000 gross square feet must be verified as LEED silver (MMC II-20-3.01(c)). Construction or renovations of municipal buildings greater than or equal to 50,000 square feet must be LEED silver (MMC II-20-3.01(d)).

Measure 2.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -150

Participation Metrics:

60 new single-family (10%) and 350 new multi-family homes (15%)

30 new average-size businesses (10%)



4. REDUCING GREENHOUSE GAS EMISSIONS

GOAL 3: MAXIMIZE THE PROVISION OF LOCAL ENERGY NEEDS FROM RENEWABLE ENERGY USE IN NEW AND EXISTING USES.

The City’s developed urban landscape and high-growth future provide diverse opportunities for use of renewable energy resources. The intent of this goal is to shift a portion of energy consumption away from traditional electricity and natural gas (i.e., fossil fuels) to renewable energy sources. Both natural gas and electricity can be offset by renewable sources that are profitable, yield cost savings to users, and spur local energy independence. Through this goal, the City will reduce GHG emissions from traditional electricity production and natural gas by promoting the production of local, on-site renewable energy for both residential and nonresidential uses. Through these measures, the City will continue to lead the region by example through its innovative use of alternative and renewable energy sources that save money. For all measures in Goal 3, the assumed average size of solar electric systems is 3.5 kilowatts (kW) for residential systems and 25 kW for nonresidential systems.

MEASURE 3.1: RENEWABLE ENERGY IN NEW DEVELOPMENT

ADOPT NEW STANDARDS TO REQUIRE RENEWABLE ENERGY IN NEW DEVELOPMENT AND ENCOURAGE RENEWABLE ENERGY FACILITIES THROUGH THE DISCRETIONARY PROCESS.

Actions

- A. Encourage through the discretionary process all new nonresidential development to meet energy needs with renewable energy sources.
- B. Require all new single-family and multi-family residential development to comply with the Homebuyer Solar Option, either to provide pre-wiring for photovoltaic roof systems or to provide an in-lieu fee for off-site solar facilities, building on current standards of the Transit Area Specific Plan.
- C. Promote voluntary solar installations by providing solar installation resources at City Hall and online. Advertise resources such as the CEC’s Go Solar California website, and work with PG&E’s Pacific Energy Center to offer classes or seminars in the community.
- D. Provide a list of regional solar installation companies on the City website and at City Hall. Include each company’s available financing, leasing, and purchase options.

Measure 3.1: Implementation Metrics
2020 GHG Reduction (MTCO₂e): -1,360
Participation Metrics: 200 new nonresidential facilities (5%) and 1,210 new residential homes (60%) pre-wired for solar installation


MEASURE 3.2: GROUP PURCHASING OF RENEWABLE ENERGY

BUILD OFF THE SUCCESS OF REGIONAL SUNSHARES PROGRAMS AND ENCOURAGE THE DEVELOPMENT OF LARGE-SCALE COOPERATIVE PROGRAMS FOR A GROUP BUY OR DISCOUNTS TO PROVIDE CLEAN ENERGY.

4. REDUCING GREENHOUSE GAS EMISSIONS

Actions

- A. Work with regional partners to create a large-scale cooperative program for group-buy discounts or funding off-site renewable energy that is credited to the homeowner's bill, such as the City of San Jose SunShares program.
- B. Identify opportunities for regional group buy or bulk purchasing for renewables, such as the Bay Area Climate Collaborative Green Towns SunShares program.

Measure 3.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -7,290

Participation Metrics: 3,260 single-family homes (25%) and 630 multi-family homes (15%) participate in financing and bulk purchasing programs



MEASURE 3.3: VOLUNTARY RENEWABLE ENERGY

PROMOTE VOLUNTARY RENEWABLE ENERGY PROJECTS THROUGH EDUCATION AND INCENTIVES.

Actions

- A. Develop an online application system for solar with minimum turnaround review times.
- B. Revise zoning regulations to simplify renewable energy systems.
- C. Work with regional partners to promote state rebates and other funding opportunities for renewable energy.
- D. Create guidelines for installation of renewables on historic buildings.
- E. Create a cohesive outreach and education campaign.
- F. Hold a solar education fair to provide an overview of the process from permitting to installation, in collaboration with local contractors.

Measure 3.3: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -2,600

Participation Metrics: 2,450 single-family homes (19%) and 320 multi-family homes (7.5%) install solar systems



MEASURE 3.4: MUNICIPAL BEST PRACTICES IN RENEWABLE ENERGY

THE CITY WILL LEAD BY EXAMPLE AND SUPPORT RENEWABLE ENERGY IN MUNICIPAL FACILITIES.

Actions

- A. Promote the City's solar PPA program that provides renewable energy at several City facilities.

Measure 3.4: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 3.5: MODEL POWER PURCHASE AGREEMENT

ENCOURAGE DEVELOPMENT OF MODEL REGIONAL PROGRAMS TO PROVIDE A COMMUNITY-WIDE MODEL FOR PPAs THAT WOULD BE AVAILABLE TO BUSINESSES IN THE CITY, SUCH AS THE SILICON VALLEY COLLABORATIVE RENEWABLE ENERGY PROCUREMENT (SV-REP) PROJECT.

Actions

- A. Work with partners to identify options for regional programs that could provide necessary financial arrangements to facilitate private use of PPAs.
- B. Work with the Milpitas Chamber of Commerce to promote financing and rebate opportunities for renewable energy at local businesses.
- C. Provide available advice and resources to participants using the lessons learned through the City's municipal PPA program.

Measure 3.5: Implementation Metrics
2020 GHG Reduction (MTCO₂e): -3,950
Participation Metrics: 590 average-size nonresidential buildings (10%) participate in PPAs


4. REDUCING GREENHOUSE GAS EMISSIONS

WATER

GOAL 4: DEMONSTRATE LEADERSHIP IN WATER CONSERVATION.

Water consumption requires energy to pump, treat, distribute, collect, and discharge water as it is used in the community, which results in GHG emissions. Conservation and the more efficient use of water are both important strategies to reduce GHG emissions from water use. Water reductions also prepare the City to adapt to the reduced water availability that may occur due to a changing climate. This goal identifies opportunities to reduce energy-intensive water consumption from both new construction projects and existing development. Implementing water efficiency measures and increasing use of recycled water can reduce the need to procure additional future water sources.

MEASURE 4.1: TIERED WATER RATES

CONTINUE WATER CONSERVATION EFFORTS OUTLINED IN THE URBAN WATER MANAGEMENT PLAN AND EXPAND TIERED WATER RATE STRUCTURES TO APPLY TO NONRESIDENTIAL CUSTOMERS IN ADDITION TO RESIDENTIAL CUSTOMERS.

Actions

- A. Explore the potential of a tiered nonresidential water rate.
- B. Encourage the installation and use of greywater and rainwater harvesting systems to reduce outdoor potable water use.
- C. Implement the water-efficient landscaping ordinance and the water conservation ordinance.
- D. Participate in ongoing regional coordination.
- E. Continue to incentivize the use of recycled water for landscaping through rate reductions.

Measure 4.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



MEASURE 4.2: RECYCLED WATER

WORK WITH REGIONAL PARTNERS TO ENCOURAGE EXPANSION OF RECYCLED WATER INFRASTRUCTURE.

Actions

- A. Work with regional partners and water providers to identify potential funding sources for expansion of recycled water infrastructure.
- B. Continue to require all commercial and industrial development south of the Hetch Hetchy right-of-way to install recycled water lines, and require conversion of landscape irrigation to recycled water as soon as available.

Measure 4.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

TRANSPORTATION AND LAND USE

The following goals build on the City's many existing efforts to create a vibrant, mixed-use community to better meet resident needs. By adopting the Transit Area Specific Plan and the Midtown Specific Plan, the City has encouraged transit-oriented and mixed-use development by right. Standards support easy access to public transit and infrastructure that supports walking and bicycling. The plans for these communities promote the co-location of homes near schools, work, and shops while protecting the unique characteristics of the city's established neighborhoods and open spaces.

GOAL 5: PROVIDE AN ECONOMICALLY SUSTAINABLE MIXED-USE COMMUNITY FOCUSED ON HIGH-DENSITY DEVELOPMENT AROUND CENTRAL URBAN PLAZAS AND GATHERING PLACES.

MEASURE 5.1: INCREASED DENSITIES

CONTINUE TO PROMOTE THE INCREASE OF DENSITY AND MIXED-USES IN KEY OPPORTUNITY AREAS, INCLUDING THE MIDTOWN SPECIFIC PLAN, TRANSIT AREA SPECIFIC PLAN, AND TOWN CENTER AREAS.

Actions

- A. Require new development to include two or more uses per building if located along identified corridors or in a specific plan area.
- B. Ensure pedestrian accessibility for all new development.
- C. When new streets are necessary, offset with a new pedestrian-only area.
- D. Support high-rise buildings along corridors.
- E. Identify opportunities to support a neighborhood-serving grocery/food store in mid-town with affordable housing above.

Measure 5.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive of Measure 6.1

Participation Metrics: Supportive of Measure 6.1



MEASURE 5.2: URBAN PLAZAS

ENCOURAGE DEVELOPMENT OF URBAN PLAZAS IN NEW DEVELOPMENT IN THE TRANSIT AREA SPECIFIC PLAN, MIDTOWN SPECIFIC PLAN AND TOWN CENTER AREAS TO ENCOURAGE PEDESTRIAN ACTIVITY AND VIBRANT MIXED-USE CENTERS THAT REDUCE VEHICULAR ACTIVITY.

4. REDUCING GREENHOUSE GAS EMISSIONS

Actions

- A. Create a threshold (number of new units, projected people, etc.) for requiring creation of new plazas.
- B. Encourage developers to plan ahead and work together to combine efforts in plaza development (e.g., one plaza that joins two or more developments).
- C. Incentivize development of Main Street Town Square.
- D. Adopt standards to require the use of pervious paving materials in plazas, in addition to the provision of mature landscaping and other strategies that will maximize GHG reduction potential.

Measure 5.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



MEASURE 5.3: OPEN SPACE

EXPAND CITY PARKS AND OPEN SPACES.

Actions

- A. For every acre developed in the hillside area, set aside 1 acre for open space or parks.
- B. Limit hillside development to very low densities and parks/open space.
- C. Identify thresholds for new development mitigation for the provision of parks or open space.

Measure 5.3: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

GOAL 6: ACHIEVE AN EFFICIENT TRANSPORTATION SYSTEM INTEGRATED INTO DISTINCT AREAS THAT MEETS THE NEEDS OF ALL USERS.

MEASURE 6.1: TRANSIT DENSITY

SUPPORT HIGH LEVELS OF RIDERSHIP AT THE NEW BART STATION BY ENCOURAGING HIGHER DENSITY, MIXED USES, AND CONNECTIVITY ALONG TRANSIT CORRIDORS AND AT TRANSIT NODES.

Actions

- A. Use existing codes and opportunities to promote mixed-use and higher-density development in the following areas:
 - a. BART station area
 - b. Light rail station areas
 - c. Montague Expressway
 - d. Great Mall Parkway
 - e. Centre Point Drive
 - f. High-rise building corridors
- B. Establish density bonuses for projects with affordable housing and mixed uses.
 - a. Minimum density of 41 dwelling units per acre

Measure 6.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -11,750

Participation Metrics: 8,000 single-occupant commuters working and/or living in Milpitas become new transit riders



RELATION TO OTHER CAP MEASURES

In order for the reductions above from increased transit density and the new BART station to take place, the City must successfully implement other supportive measures, including 5.1, 6.2, 6.3, 8.3, and 8.4.

MEASURE 6.2: BART-FRIENDLY ENVIRONMENT

ENSURE A PEDESTRIAN-FRIENDLY ENVIRONMENT AROUND THE BART AND LIGHT RAIL TRANSIT STATIONS IN THE MIDTOWN SPECIFIC PLAN AND TRANSIT AREA SPECIFIC PLAN AREAS.

Actions

- A. Identify opportunities to break applicable areas into small, pedestrian-friendly blocks 300 to 400 feet wide.
- B. Encourage the provision of public plazas and meeting areas.

Measure 6.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive of Measure 6.1

Participation Metrics: Supportive of Measure 6.1



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 6.3: DENSE AND CENTRALIZED DEVELOPMENT

PROMOTE DENSE DEVELOPMENT IN CENTRAL LOCATIONS AND ALONG TRANSPORTATION CORRIDORS.

Actions

- A. Identify density requirements suitable for each unique area.
- B. Increase any density requirements in place.
- C. Establish and enforce the urban boundary.

Measure 6.3: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive of Measure 6.1

Participation Metrics: Supportive of Measure 6.1



MEASURE 6.4: REGIONAL ARTERIALS

MAINTAIN AND CONTINUE TO IMPROVE REGIONAL ARTERIALS WITHIN THE CITY.

Actions

- A. Conduct an inventory of the city's traffic signals and identify opportunities to improve signal timing at signalized intersections along regional arterials.

Measure 6.4: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -600

Participation Metrics: 60 intersections (90%) improve signal timing and synchronization



4. REDUCING GREENHOUSE GAS EMISSIONS

GOAL 7: INCREASE USE OF NON-MOTORIZED TRANSPORTATION THROUGHOUT THE COMMUNITY.

MEASURE 7.1: EXPANDED CITY PARKS

EXPAND THE CITY'S PARK AND OPEN SPACE SYSTEM CONSISTENT WITH THE GENERAL PLAN.

Actions

- A. Ensure that new parks have three or more sides lined with streets.
- B. Identify opportunities to share parks with schools in underserved neighborhoods.

MEASURE 7.2: COMPLETE STREETS

INITIATE A RIGOROUS CITYWIDE COMPLETE STREETS PROGRAM TO FOSTER PEDESTRIAN AND BICYCLE ACTIVITY THROUGHOUT THE COMMUNITY.

Actions

- A. Continue to promote complete streets by removing barriers to alternative transportation and supporting the needs of all transit users.
- B. Require infill development required to complete sidewalk connections and provide pedestrian amenities, including shading, benches, and landscaping.

MEASURE 7.3: BIKEWAYS MASTER PLAN INFRASTRUCTURE

IMPLEMENT AND MAINTAIN THE FACILITIES AND INFRASTRUCTURE IMPROVEMENTS IDENTIFIED IN THE BIKEWAYS MASTER PLAN TO ACHIEVE HIGH LEVELS OF BICYCLE AND PEDESTRIAN ACTIVITY.

Actions

- A. Implement the Bikeways Master Plan.
- B. Pursue funding and regional partnerships.

Measure 7.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



Measure 7.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



Measure 7.3: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 7.4: BIKEWAYS MASTER PLAN OUTREACH

INITIATE ONGOING EDUCATION AND MONITORING OUTREACH PROGRAMS TO PROMOTE BICYCLE USE AND ENSURE ONGOING RESPONSIVENESS TO THE NEEDS OF CYCLISTS, CONSISTENT WITH THE BIKEWAYS MASTER PLAN.

Actions

- A. Partner with the Bicycle Pedestrian Advisory Commission to develop an educational campaign.
- B. Reach out to schools and other community groups as identified in the Bikeways Master Plan.
- C. Conduct audits of bicycle activities as identified in the Bikeways Master Plan.
- D. Hold bicycle outreach events and provide a bicycle valet as identified in the Bikeways Master Plan.

Measure 7.4: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



MEASURE 7.5: BICYCLE PARKING

ADOPT DEVELOPMENT CODE STANDARDS TO REQUIRE BICYCLE PARKING FOR 10% OF TOTAL REQUIRED PARKING SPOTS AND BICYCLE SUPPORT FACILITIES FOR NONRESIDENTIAL DEVELOPMENT GREATER THAN 10,000 SQUARE FEET.

Actions

- A. Create new development standards to support bicycle-parking requirements.

Measure 7.5: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

GOAL 8: INCREASE PUBLIC TRANSIT RIDERSHIP AND RIDESHARING PARTICIPATION THROUGHOUT THE COMMUNITY.

MEASURE 8.1: TRANSPORTATION DEMAND MANAGEMENT

ADOPT AND PHASE A CITYWIDE TRANSPORTATION DEMAND MANAGEMENT (TDM) ORDINANCE BY 2015, BUILDING ON RECOMMENDATIONS OF THE TRANSIT AREA SPECIFIC PLAN, AND ESTABLISH A FUNDING MECHANISM TO PAY FOR THE COSTS OF THE PROGRAM.

Actions

- A. Expand existing rideshare programs to require mandatory inclusion of ridesharing in employer TDM programs and preferential parking for rideshare vehicles.
- B. Allow proximity to BART to support TDM requirements for new development.
- C. Offer density bonuses for exceeding minimum TDM requirements.

Measure 8.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -440
Participation Metrics: 6,010 single-occupant commuters (25%) participate in rideshare program



MEASURE 8.2: CAR-SHARE PROGRAMS

SUPPORT DEVELOPMENT OF A CAR-SHARE PROGRAM FOR LOCAL RESIDENTS.

Actions

- A. Work with City Car Share or other non-governmental organizations and/or businesses to provide car-sharing resources and information.

Measure 8.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -3,790
Participation Metrics: 3,610 single-occupant commuters (15%) participate in car-share program



MEASURE 8.3: TRANSIT EDUCATION AND OUTREACH

PROMOTE THE USE OF PUBLIC TRANSIT THROUGH EDUCATION.

Actions

- A. Through the City's Bicycle and Pedestrian Advisory Commission, work with BART and other transit providers to promote public transit.

Measure 8.3: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive of Measure 6.1
Participation Metrics: Supportive of Measure 6.1



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 8.4: REGIONAL TRANSIT USE

ENCOURAGE EXISTING PUBLIC TRANSIT OPTIONS THAT PROVIDE EFFECTIVE LINKS TO THE BAY AREA REGION, INCLUDING THE SANTA CLARA VALLEY TRANSPORTATION AUTHORITY AND CONNECTIONS TO THE ALTAMONT COMMUTER EXPRESS.

Actions

- A. Ensure development of new areas is supported by the necessary levels of transportation infrastructure and support.
- B. Continue to work with regional transportation partners to expand existing connector routes, increase service, and improve stops.
- C. Continue to participate in ongoing regional transportation processes to advocate for continued transit service to Milpitas.

Measure 8.4: Implementation Metrics
2020 GHG Reduction (MTCO₂e): Supportive of Measure 6.1
Participation Metrics: Supportive of Measure 6.1


4. REDUCING GREENHOUSE GAS EMISSIONS

GOAL 9: ENSURE AN EFFICIENT PUBLIC AND PRIVATE PARKING SYSTEM COMMUNITYWIDE.

MEASURE 9.1: UNBUNDLED PARKING COSTS

UNBUNDLE PARKING COSTS FROM HOUSING AND NONRESIDENTIAL BUILDING COSTS.

Actions

- A. Revise development standards to separate parking costs from the cost to rent, purchase, or lease residential and nonresidential buildings to incentivize use of alternative transportation modes.

Measure 9.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



MEASURE 9.2: NONRESIDENTIAL PARKING REQUIREMENTS

REDUCE MINIMUM PARKING REQUIREMENTS FOR NONRESIDENTIAL DEVELOPMENT.

Actions

- A. Revise development standards to create incentives to reduce the minimum parking requirements for new nonresidential buildings in Milpitas (for example: allow for a reduction in parking in exchange for additional green plaza areas and opportunities for alternative transportation).

Measure 9.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

GOAL 10: PROVIDE AND SUPPORT EXPANSION OF INFRASTRUCTURE FOR LOW-EMITTING AND FUEL-EFFICIENT VEHICLES.

MEASURE 10.1: PARKING FOR LOW-EMISSIONS VEHICLES

REVISE PARKING STANDARDS FOR PUBLIC AND NONRESIDENTIAL DEVELOPMENT TO INCLUDE DESIGNATED STALLS FOR LOW-EMISSIONS, FUEL-EFFICIENT VEHICLES AND CARPOOL/VANPOOL VEHICLES FOR A MINIMUM OF 10% OF NEW PARKING CAPACITY.

Actions

- A. Revise development standards.
- B. Provide materials to support developers in obtaining and providing charging stations.
- C. Investigate the possibility of facilitating a large-scale group buy of charging stations and other equipment on behalf of developers.
- D. Provide a parking reduction ratio of one-to-one for every percentage of total parking spots designated for low-emitting, fuel-efficient vehicles.
- E. Pre-wire stalls for electric vehicle charging stations for 2% of new parking capacity.

Measure 10.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -2,800

Participation Metrics: 1,220 new parking spaces (19% of businesses) established as vehicle charging spaces



MEASURE 10.2: ALTERNATIVE FUELING STATIONS

ENSURE ALTERNATIVE FUELING STATIONS ARE ENCOURAGED AND ALLOWED THROUGH LAND USE DESIGNATIONS THAT CURRENTLY PERMIT GAS FUELING STATIONS.

Actions

- A. Identify opportunities and suitable locations for new stations.
- B. Revise development standards.

Measure 10.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 10.3: ELECTRIC VEHICLE PARTNERSHIPS

PARTNER WITH THE BAY AREA AIR QUALITY MANAGEMENT DISTRICT, JOINT VENTURE SILICON VALLEY, AND THE SILICON VALLEY CLEAN CITIES COALITION TO PURSUE FUNDING FOR PLUG-IN HYBRID AND ELECTRIC VEHICLE DEPLOYMENT PROJECTS IN THE CITY.

Actions

- A. Work with partner agencies to seek grant funding through state and regional partnerships to fund fleet conversions to electric vehicles.

Measure 10.3: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



MEASURE 10.4: RESIDENTIAL ELECTRIC VEHICLE CHARGING

FACILITATE PLUG-IN HYBRID AND ELECTRIC VEHICLE CHARGING STATIONS FOR HOMES BY PROMOTING FUNDING OPPORTUNITIES AND STREAMLINING PERMIT PROCEDURES, INCLUDING ESTABLISHING MAXIMUM TIME FRAMES FOR PERMIT PROCESSING AND SIMPLIFIED PERMIT PROCEDURES.

Actions

- A. Create a guide/brochure for plug-in hybrid and electric vehicle home charger installations.
- B. Simplify electrical and building permit procedures for plug-in hybrid and electric vehicle charging stations.
- C. Create an online permit application process for home charging stations.
- D. Work with regional partners to provide educational information.

Measure 10.4: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -790

Participation Metrics: 1,100 new homes (38%) pre-wired for electric vehicles



MEASURE 10.5: GAS TAX

INVESTIGATE ADOPTION OF A LOCAL GAS TAX TO CREATE FUNDING TO PROVIDE REBATES FOR CLEAN FUEL INFRASTRUCTURE AND/OR VEHICLES IN MILPITAS.

Actions

- A. Work with regional partners to identify opportunities to create a model ordinance and rate structure.
- B. Monitor regional and state efforts to implement similar programs.

Measure 10.5: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

MEASURE 10.6: BART STATION PEDESTRIAN CIRCULATOR

INVESTIGATE THE FEASIBILITY OF A PEDESTRIAN CIRCULATOR AROUND THE BART STATION.

ACTIONS

- A. Study the feasibility of a pedestrian circulator around the BART station.
- B. Pursue funding sources from BART, VTA and/or Metropolitan Transportation Commission.

Measure 10.6: Implementation Metrics

2020 GHG Reduction (MTCO₂e): Supportive Measure – Not Estimated

Participation Metrics: Supportive Measure – Not Applicable



4. REDUCING GREENHOUSE GAS EMISSIONS

SOLID WASTE

GOAL 11: REDUCE WASTE GENERATION IN THE COMMUNITY BY 2020.

Most waste is sent to the landfill, decomposes, and emits methane gas over time. Providing additional opportunities to recycle and compost can reduce the amount of waste disposed and associated GHG emissions.

The reductions reported for Measure 11.1 comprise the individual contributions of Actions A through E, as each action focuses on different types of solid waste reduction. Actions A and B quantify reductions from food waste collection, Action C focuses on yard waste and other waste types that can be turned into mulch material, and Action D addresses construction and demolition materials, such as pressure-treated wood and other inert materials. Action E addresses reductions from all remaining types of waste diversion, such as paper and cardboard.

MEASURE 11.1: WASTE DIVERSION

WORK WITH REGIONAL PARTNERS TO INCREASE THE DIVERSION OF SOLID WASTE TO 75% AS REQUIRED UNDER AB 341.

Actions

- A. Support the expansion of existing food waste and composting collection routes in order to provide composting services for interested residents and businesses.
- B. Encourage local restaurants to compost food and provide compostable to-go containers.
- C. Work with Republic Services to determine the feasibility of expanding composting and recycling services.
- D. Amend the building demolition permit requirements and adopt a comprehensive construction and demolition ordinance to reach a 75% diversion rate.
- E. Partner with waste providers to expand the diversion of other solid waste, including non-food and non-construction and demolition waste.

Measure 11.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -9,200

Participation Metrics: 6,020 households and businesses (25%) participate in food waste collection program

40% of new construction projects participate in construction and demolition collection



4. REDUCING GREENHOUSE GAS EMISSIONS

OFF-ROAD EQUIPMENT

GOAL 12: SUPPORT THE EXPANSION AND USE OF CLEAN TECHNOLOGY OFF-ROAD EQUIPMENT.

MEASURE 12.1: LAWN AND GARDEN EQUIPMENT

SUPPORT A COMMUNITY-WIDE TRANSITION TO CLEANER OUTDOOR LAWN AND GARDEN EQUIPMENT.

Actions

- A. Promote regional and state rebates for appliance improvements.
- B. Support the BAAQMD's efforts to reestablish a voluntary exchange program for residential lawn mowers and backpack-style leaf blowers.
- C. Require new buildings to provide accessible exterior electrical outlets to charge electric-powered lawn and garden equipment.

Measure 12.1: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -250

Participation Metrics: 680 conventional leaf blowers (35%) and 2,670 conventional lawn mowers (35%) replaced with electric versions



MEASURE 12.2: CONSTRUCTION BEST MANAGEMENT PRACTICES

ENCOURAGE CONSTRUCTION PROJECTS TO COMPLY WITH BAAQMD PERFORMANCE-BASED BEST MANAGEMENT PRACTICES.

Actions

- A. The City will encourage new development to comply with applicable BAAQMD best management practices that reduce GHGs, including use of alternative-fueled vehicles and equipment, use of local recycled materials, and recycling of construction or demolition materials.

Measure 12.2: Implementation Metrics

2020 GHG Reduction (MTCO₂e): -4,010

Participation Metrics: 40% of construction equipment comply with applicable best management practices



5. REVIEWING PROJECTS

This chapter identifies the mechanisms the City will use to achieve performance targets for reduction measures identified in **Chapter 4**, consistent with State CEQA Guidelines Section 15183.5(b)(1)(D) and BAAQMD CEQA Air Quality Guidelines Section 4.

APPLICABILITY

For discretionary projects seeking to use CEQA streamlining provisions, the City may require measures in this CAP as mandatory conditions of approval or as mitigation identified in a mitigated negative declaration or in an environmental impact report, as appropriate, on a project-by-project basis. This approach allows the City to ensure that new development can benefit from CEQA streamlining provisions while also ensuring that the City can achieve the reduction targets outlined in this plan.

Furthermore, as a programmatic tiering document under CEQA, the CAP will be the City's one-stop shop for greenhouse gas analysis and mitigation under CEQA. This CAP does not identify measures as mandatory or voluntary. Rather, the City will ensure appropriate use of the CAP for CEQA streamlining by maintaining the prerogative to identify appropriate mandatory and voluntary measures to integrate into project design or mitigation on a project-by-project basis. The City will use the development checklist described below and work with project applicants to determine the appropriate use of the CEQA benefits of the Climate Action Plan.

DEVELOPMENT CHECKLIST

To determine whether new development projects comply with the CAP, City staff will use the checklist in **Appendix C** for discretionary projects subject to CEQA.

6. MONITORING PROGRESS

MONITORING PROGRESS

This chapter identifies the procedures the City will use to monitor implementation of the CAP and presents methods for evaluating the effectiveness of CAP measures, as well as potential reasons to reevaluate reduction measures in the future. These procedures are consistent with State CEQA Guidelines Section 15183.5(b)(1)(E) and BAAQMD Guidelines Section 4. This chapter also identifies the standards the City will implement on a case-by-case basis and presents initial milestones the City must accomplish to begin using the CAP as a basis for project-level CEQA review.

ASSESSING IMPLEMENTATION

Reducing GHG emissions by 15% below baseline 2005 levels is an ambitious task. This section outlines a path for the City to monitor progress and summarizes the GHG reductions that will occur through implementation of the CAP. To ensure the success of this Climate Action Plan, the City will integrate CAP goals, measures, and actions into other local and regional plans, programs, and activities. As the City moves forward with Zoning Code updates, specific plans, Housing Element updates, and other planning efforts, staff will ensure that these efforts support and are consistent with the CAP.

IMPLEMENTATION PROGRAMS

Implementing the CAP will require City leadership to execute these measures and report on their progress. This plan identifies the responsible department for each measure and offers time frames for implementing each strategy. Lastly, successful implementation requires regular reporting. Staff will monitor progress toward implementing the CAP on an annual basis and report progress to the City Council each year. Developing an implementation and monitoring tool will assist the City to track progress.

The following implementation programs will ensure the City can realize the benefits of the CAP.

IMPLEMENTATION PROGRAM 1: MONITORING

ANNUALLY MONITOR AND REPORT PROGRESS TOWARD ACHIEVING THE REDUCTION TARGET.

Actions

- A. Prepare an annual progress report for City Council review and consideration.
- B. Utilize the monitoring and reporting tool to assist with annual reports.
- C. Identify key staff responsible for annual reporting and monitoring.

6. MONITORING PROGRESS

IMPLEMENTATION PROGRAM 2: UPDATE THE GREENHOUSE GAS EMISSIONS INVENTORY AND CLIMATE ACTION PLAN

UPDATE THE BASELINE GREENHOUSE GAS EMISSIONS INVENTORY AND CLIMATE ACTION PLAN EVERY FIVE YEARS.

Actions

- A. Prepare an inventory of 2010 community-wide and municipal GHG emissions no later than 2017.
- B. Update the CAP no later than 2017 to incorporate the 2010 inventory and to reflect adoption of new technologies, programs, and policies to reduce GHG emissions.
- C. Consider updating and amending the CAP as necessary, should the City find that specific reduction measures are not achieving intended GHG emissions reductions.

IMPLEMENTATION PROGRAM 3: COLLABORATIVE PARTNERSHIPS

CONTINUE TO DEVELOP PARTNERSHIPS THAT SUPPORT IMPLEMENTATION OF THE CLIMATE ACTION PLAN.

Actions

- A. Continue formal memberships and participation in local and regional organizations that provide tools and support for energy efficiency, energy conservation, GHG emissions reductions, adaptation, education, and implementation of this plan.

IMPLEMENTATION PROGRAM 4: FUNDING SOURCES

SECURE NECESSARY FUNDING TO IMPLEMENT THE CLIMATE ACTION PLAN.

Actions

- A. Identify funding sources for reduction measures as part of annual reporting.
- B. Ensure implementation by including emissions reduction objectives in department budgets starting in fiscal year 2014/2015, the capital improvement program, and other City plans as appropriate.
- C. Pursue local, regional, state, and federal grants as appropriate to support implementation.

IMPLEMENTATION PROGRAM 5: ECONOMIC DEVELOPMENT & SUSTAINABILITY MANAGER

CREATE AN ECONOMIC DEVELOPMENT & SUSTAINABILITY MANAGER POSITION.

- A. Create a full-time position to implement both economic and sustainability objectives, acting as the responsible liaison between City government, residents, and businesses for growth objectives and those identified in this plan.

6. MONITORING PROGRESS

- B. Designate the Economic Development & Sustainability Manager as the responsible agent to monitor new resources that may become available through CAP implementation, such as funding that may soon be available through the state’s cap-and-trade program.
- C. Allocate job-hours to the Economic Development & Sustainability Manager to develop strategies described in this CAP and integrate them with the City’s economic development objectives.
- D. Task the Economic Development & Sustainability Manager with tracking grant and funding opportunities to support sustainability and climate action programs and energy efficiency development activities.
- E. Designate the Economic Development & Sustainability Manager with the responsibility of working with departments to integrate CAP considerations into the City’s operating budget and capital improvement plans.
- F. Direct the Economic Development & Sustainability Manager to coordinate project activities with other City departments and external agencies to provide policy and technical support on sustainability and climate action issues.

IMPLEMENTATION PROGRAM 6: DEVELOPMENT CHECKLIST

UPDATE THE CLIMATE ACTION PLAN DEVELOPMENT CHECKLIST (APPENDIX C) AS NECESSARY TO REFLECT LESSONS LEARNED THROUGH PROJECT STREAMLINING.

Actions

- A. Work with residents and developers to utilize the development checklist for CEQA streamlining.
- B. Monitor state and BAAQMD actions to identify future changes and modifications to the state or BAAQMD CEQA guidelines that affect implementation of the CAP.
- C. Work with the BAAQMD to ensure new guidelines are integrated in the development checklist.
- D. Create and distribute to regional partners a case study highlighting the benefits, lessons learned, and customer feedback discovered through implementation of the development checklist.

IMPLEMENTATION PROGRAM 7: GENERAL PLAN ANNUAL REPORTING

INTEGRATE CLIMATE ACTION PLAN MONITORING AND REPORTING FINDINGS INTO GENERAL PLAN ANNUAL REPORTING.

- A. Use the reporting function of the Implementation and Monitoring Tool to summarize and report annual reductions from implementation of CAP measures as part of the annual report to the City Council on General Plan implementation.

6. MONITORING PROGRESS

EVALUATING THE PLAN

The matrix in **Table 6-1** contains key metrics and information to support successful implementation of the CAP. The matrix presents a time frame, responsible department, and existing City policies that support each measure. Time frames presented in the table correlate to the following periods:

- Near-Term (0–2 years)
- Mid-Term (2–5 years)
- Long-Term (5–7 years)

The following list summarizes abbreviations used to describe policies or programs in related planning documents.

- HE – General Plan Housing Element (2010)
- MSP – Midtown Specific Plan (2008)
- TASP – Transit Area Specific Plan (2008)
- GBR – Green Building Regulations (2009)
- EDP – Milpitas Economic Development Plan (2005)
- RIP – 2005–2010 Redevelopment Implementation Plan: Mid-Cycle Update (2008)
- RDA – Amended and Restated Redevelopment Plan for Project Area No. 1 (2010)
- OSECE – General Plan Open Space & Environmental Conservation Element (1994)
- BMP – Bikeways Master Plan (2009)
- LUE – General Plan Land Use Element (1994)
- CBTP – Santa Clara Valley Transit Authority Community Based Transportation Plan (2008)

Table 6-1: Implementation Plan

Measure		Time Frame	Responsible Department	Existing City Policies	Potential Regional Programs, Example Partners	Resources
1.1	Residential Energy Audits in Older Homes	Near-Term	Planning & Neighborhood Services	HE Policy B-3 HE Policy F-1.1 HE Policy F-1.2 HE Policy F-1.4	Retrofit Bay Area (Energy Upgrade CA)	www.energyupgradeca.org/county/santa_clara
1.2	Energy Upgrade California	Near-Term	Planning & Neighborhood Services	HE Policy F-1.1 HE Policy F-1.2 HE Policy F-1.4	Retrofit Bay Area (Energy Upgrade CA)	www.energyupgradeca.org/county/santa_clara

6. MONITORING PROGRESS

Measure		Time Frame	Responsible Department	Existing City Policies	Potential Regional Programs, Example Partners	Resources
1.3	Discretionary Project Review	Mid-Term	Planning & Neighborhood Services	None		
1.4	Energy Benchmarking	Mid-Term	Planning & Neighborhood Services	None	PG&E Pacific Energy Center classes on benchmarking	www.pge.com/pecc/
1.5	Urban Cooling	Mid-Term	Planning & Neighborhood Services	HE Policy F-1.2 MSP Policy 6.11	Cool California resources	www.coolcalifornia.org/cool-roofs
1.6	Smart Grid Integration	Long-Term	Planning & Neighborhood Services	TASP Policy 5.6	PG&E Emerging Technology Program	www.etccc.ca.com/
1.7	Appliance Upgrades	Mid-Term	Planning & Neighborhood Services	None	PG&E appliance rebate portal	www.pge.com/myhome/saveenergymoney/moneysaver/
1.8	Online Energy Monitoring	Near-Term	Planning & Neighborhood Services	TASP Policy 5.6	PG&E Emerging Technology Program	www.etccc.ca.com/
2.1	Energy Efficiency in New Development	Near-Term	Building & Safety, and Planning & Neighborhood Services	HE Policy F-1.3 HE Policy F-1.6 TASP Policy 5.7 TASP Policy 5.9	CALGreen Building Code, LEED, USGBC	http://www.energy.ca.gov/greenbuilding/ http://new.usgbc.org/
3.1	Renewable Energy in New Development	Near-Term	Planning & Neighborhood Services	MSP Policy 6.11 GBR II-20-3.01 TASP Policy 5.7 EDP Objective 4A.1	California Solar Initiative	http://www.gosolarcalifornia.ca.gov/
3.2	Group Purchasing of Renewable Energy	Mid-Term	Planning & Neighborhood Services	EDP Objective 4A.1	Joint Venture Silicon Valley SV-REP, Solar America Cities	http://www.jointventure.org , http://www.nrel.gov/docs/fy11osti/49930.pdf
3.3	Voluntary Renewable Energy	Mid-Term	Planning & Neighborhood Services	None	California Solar Initiative, Cool California	http://www.gosolarcalifornia.ca.gov/ , http://www.nrel.gov/docs/fy11osti/49930.pdf

6. MONITORING PROGRESS

Measure		Time Frame	Responsible Department	Existing City Policies	Potential Regional Programs, Example Partners	Resources
3.4	Municipal Best Practices in Renewable Energy	Near-Term	Planning & Neighborhood Services	None	Solar America Cities	http://www.nrel.gov/docs/fy11osti/49930.pdf
3.5	Model Power Purchase Agreement	Long-Term	Planning & Neighborhood Services	None	US Department of Energy	www1.eere.energy.gov/wip/solutioncenter/financialproducts/ppa.html
4.1	Tiered Water Rates	Near-Term	Finance	MSP Policy 6.2	Bay Area Water Supply and Conservation Agency partnership	http://bawasca.org/
4.2	Recycled Water	Long-Term	Planning & Neighborhood Services, Engineering and Public Works	MSP Policy 6.4 TASP Policy 6.18 TASP Policy 6.20 TASP Policy 6.21	South Bay Water Recycling Program	
5.1	Increased Densities	Long-Term	Planning & Neighborhood Services	MSP Goal 2 MSP Policy 3.4 MSP Policy 3.10 MSP Policy 3.20 TASP Policy 4.69 TASP Policy 4.71 LUE Policy 2.a-1-24 HE Policy D-3 RIP Community Design 1	Urban Land Institute San Francisco Planning + Urban Research Association (SPUR) Local Government Commission	http://opr.ca.gov/s_infilldevelopment.php
5.2	Urban Plazas	Long-Term	Planning & Neighborhood Services	RIP Community Design 2 MSP Goal 3 MSP Policy 7.11 RDA-1 Item 9 TASP Policy 4.33 TASP Policy 4.73	Urban Land Institute San Francisco Planning + Urban Research Association (SPUR) Local Government Commission	http://opr.ca.gov/s_infilldevelopment.php
5.3	Open Space	Long-Term	Parks & Recreation, Planning & Neighborhood Services	LUE 2.a-1-15 LUE 2.a-1-16 MSP Policy 3.24 OSECE 4.a.1-2 TASP Policy 3.39	Greenbelt Alliance	http://opr.ca.gov/s_urbanforestry.php

6. MONITORING PROGRESS

Measure		Time Frame	Responsible Department	Existing City Policies	Potential Regional Programs, Example Partners	Resources
6.1	Transit Density	Long-Term	Planning & Neighborhood Services, Engineering and Public Works	TASP Policy 4.54, 4.70 HE Policy D-3 HE Policy F-1.5 MSP Policy 3.4	Regional BART network	http://www.bart.gov/
6.2	BART-Friendly Environment	Long-Term	Planning & Neighborhood Services	TASP Policy 4.9	Regional BART network	http://www.bart.gov/
6.3	Dense and Centralized Development	Long-Term	Planning & Neighborhood Services	RIP Land Use 3 RIP Transportation 4		http://opr.ca.gov/s_infilldevelopment.php
6.4	Regional Arterials	Mid-Term	Planning & Neighborhood Services, Engineering and Public Works	LUE 3.b-G-1 TASP Policy 3.10	City of San Jose	http://www.sanjoseca.gov/transportation/supportFiles/tlsp/TLSP_APPLICATION.pdf
7.1	Expanded City Parks	Mid-Term	Parks & Recreation, Planning & Neighborhood Services	None	Greenbelt Alliance	http://opr.ca.gov/s_urbanforestry.php
7.2	Complete Streets	Long-Term	Planning & Neighborhood Services	TASP Policy 3.14 TASP Policy 4.60 TASP Policy 4.61 TASP Policy 4.9	ABAG, One Bay Area	onebayarea.org/file10013.html
7.3	Bikeways Master Plan Infrastructure	Mid-Term	Planning & Neighborhood Services, Engineering and Public Works	BMP Objective 1-3 BMP Goal 3 BMP Objective 3-2 BMP Objective 5-1 BMP Objective 5-2 BMP Objective 7-1 BMP Objective 8-1 BMP Objective 8-2 RIP Circulation 2 EDP Objective 2A.1 MSP Policy 4.2		http://www.opr.ca.gov/news.php?id=22

6. MONITORING PROGRESS

Measure		Time Frame	Responsible Department	Existing City Policies	Potential Regional Programs, Example Partners	Resources
7.4	Bikeways Master Plan Outreach	Near-Term	Planning & Neighborhood Services	BMP Objective 1-1 BMP Objective 2-2 BMP Objective 2-1 BMP Objective 3-1 BMP Objective 4-1 BMP Objective 4-2 BMP Objective 4-3 BMP Objective 4-4 BMP Objective 6-1 BMP Objective 6-2 BMP Objective 7-2	Bicycle Pedestrian Advisory Commission and Silicon Valley Bicycle Coalition	http://bikesiliconvalley.org/education
7.5	Bicycle Parking	Mid-Term	Parks & Recreation, Planning & Neighborhood Services	None	Bicycle Pedestrian Advisory Commission	bikesiliconvalley.org/
8.1	Transportation Demand Management	Long-Term	Planning & Neighborhood Services	TASP Policy 3.16	San Francisco's TDM partnerships	http://onebayarea.org/regional-initiatives/climate-initiatives-program/Innovative-Grants/Integrated-Public-Private-Transportation-Demand-Management-Project.html
8.2	Car-Share Programs	Long-Term	Planning & Neighborhood Services	None	City Car Share	https://www.citycarshare.org/
8.3	Transit Education and Outreach	Near-Term	Public Works	CBTP Transportation Amenities 9 CBTP Transportation Amenities 11 CBTP Transportation Amenities 12		http://opr.ca.gov/s_transportation.php

6. MONITORING PROGRESS

Measure		Time Frame	Responsible Department	Existing City Policies	Potential Regional Programs, Example Partners	Resources
8.4	Regional Transit Use	Near-Term	Public Works	CBTP Transit Services 1 CBTP Transit Services 3 CBTP Transit Services 4 CBTP Transit Services 5 CBTP Transit Services 6 CBTP Transportation Amenities 7 CBTP Transportation Amenities 8 RDA-1 Goal/Objective 11	Santa Clara Valley Transportation Authority (VTA)	http://www.vta.org/
9.1	Unbundled Parking Costs	Near-Term	Planning & Neighborhood Services	None	MTC	http://mtc.ca.gov/
9.2	Nonresidential Parking Requirements	Near-Term	Planning & Neighborhood Services	MSP Policy 4.24		
10.1	Parking for Low-Emissions Vehicles	Long-Term	Planning & Neighborhood Services	TASP Policy 3.34		opr.ca.gov/docs/Draft2012ZEVAActionPlan(09-21-12).pdf
10.2	Alternative Fueling Stations	Mid-Term	Planning & Neighborhood Services	None	BAAQMD	http://www1.eere.energy.gov/clean_cities/alternative_fuel_market_projects.html
10.3	Electric Vehicle Partnerships	Mid-Term	Planning & Neighborhood Services	None	BAAQMD and Electric Auto Association - Silicon Valley Chapter	eaasv.org/

6. MONITORING PROGRESS

Measure		Time Frame	Responsible Department	Existing City Policies	Potential Regional Programs, Example Partners	Resources
10.4	Residential Electric Vehicle Charging	Long-Term	Building & Safety, and Planning & Neighborhood Services	None		http://www.baaqmd.gov/Divisions/Strategic-Incentives/Bay-Area-EV-Ready/EV-Charge.aspx
10.5	Gas Tax	Mid-Term	Planning & Neighborhood Services	None		
10.6	BART Station Pedestrian Circulator	Long-Term	Planning & Neighborhood Services	CE 3.d-G-7	BART, VTA, MTC	
11.1	Waste Diversion	Long-Term	Building & Safety, and Planning & Neighborhood Services	None	Local Waste Haulers, CalRecycle Mandatory Commercial Recycling Ordinance	http://www.calrecycle.ca.gov/climate/recycling/
12.1	Lawn and Garden Equipment	Near-Term	Planning & Neighborhood Services	None	BAAQMD	http://www.baaqmd.gov/Divisions/Strategic-Incentives/Off-Road-Vehicles.aspx
12.2	Construction Best Management Practices	Mid-Term	Planning & Neighborhood Services	None	BAAQMD	http://www.baaqmd.gov/Divisions/Strategic-Incentives/Off-Road-Vehicles.aspx

IMPLEMENTATION AND MONITORING TOOL

The City will use the implementation matrix presented in **Table 6-1**, as well as the implementation and monitoring tool developed in tandem with this CAP, to track, monitor, and update the plan. As the City reports implementation progress, staff will evaluate the effectiveness of each measure to ensure anticipated GHG reductions are occurring. In the event that GHG reductions do not occur as expected, the City can modify or add additional policies to the CAP to ensure the City meets the local reduction target. Ongoing implementation, monitoring, and modification of the measures will enable the City to meet its reduction target.

7. GLOSSARY

Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006: Establishes a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases for the State of California. AB 32 designates the California Air Resources Board (CARB) as the responsible agency for monitoring and reducing statewide GHG emissions to reduce emissions to 1990 levels by 2020.

Assembly Bill (AB) 811: Authorizes all cities and counties in California to designate areas within which willing property owners may finance the installation of distributed renewable energy generation, as well as energy efficiency improvements, through low-interest loans. These financing programs are commonly referred to as Property Assessed Clean Energy (PACE) programs.

Assembly Bill (AB) 939: Establishes a goal of achieving a statewide waste diversion rate of 50% and requires cities and counties to divert a minimum of 50% of their waste stream for reuse or recycling.

Assembly Bill (AB) 1881: Requires local agencies to adopt a water-efficient landscape ordinance, limiting the amount of water used for landscaping purposes.

Association of Bay Area Governments (ABAG): The regional planning agency for the nine counties and 101 incorporated cities in the San Francisco Bay Area.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations.

Business-as-Usual (BAU): A business-as-usual projection forecasts greenhouse gas emissions without regulatory or technical intervention to reduce GHG emissions.

California Air Resources Board (CARB): A division of the California Environmental Protection Agency charged with protecting public health, welfare, and ecological resources through the reduction of air pollutants.

California Environmental Quality Act (CEQA): A state law requiring state and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an environmental impact report (EIR) must be prepared and certified as to its adequacy before action can be taken on the proposed project. General plans require the preparation of a program EIR.

California Green Building Standards Code (CALGreen): The 2010 California Green Building Standards Code, commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics.

7. GLOSSARY

California Solar Initiative (CSI): Allows the California Public Utilities Commission (CPUC) to provide incentives to install solar technology on existing residential, commercial, nonprofit, and governmental buildings if they are customers of the state’s investor-owned utilities: Pacific Gas & Electric (PG&E), San Diego Gas & Electric (SDG&E), or Southern California Edison (SCE).

Carbon Dioxide (CO₂): A colorless, odorless gas that occurs naturally in the earth’s atmosphere. Significant quantities are also emitted into the air by fossil fuel combustion.

Carbon Dioxide Equivalent (CO₂e): A metric measure used to compare the emissions from various greenhouse gases based on their global warming potential (GWP). The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP.

Car Sharing: A type of car rental where people rent cars for short periods of time, often by the hour.

Clean Car Fuel Standards (AB 1493, Pavley): Signed into law in 2002 and commonly referred to as Pavley standards. Requires carmakers to reduce GHG emissions from new passenger cars and light trucks beginning in 2011. CARB anticipates that the Pavley standards will reduce GHG emissions from new California passenger vehicles by about 22% in 2012 and about 30% in 2016, all while improving fuel efficiency and reducing motorists’ costs.

Climate Action Plan (CAP): Strategic plans that establish policies and programs for reducing (or mitigating) a community’s greenhouse gas emissions and adapting to the impacts of climate change.

Climate Change (also referred to as global climate change): The term “climate change” is sometimes used to refer to all forms of climatic inconsistency, but because the earth’s climate is never static, the term is more properly used to imply a significant change from one climatic condition to another. In some cases, climate change has been used synonymously with the term “global warming”; scientists, however, tend to use the term in the wider sense to also include natural changes in climate.

Climate Change Mitigation: A technical or behavioral intervention to reduce the sources of greenhouse gas emissions in order to reduce the potential effects of climate change.

Climate Zone: The California Energy Commission (CEC) has classified the distinct climates throughout California by climate zone to recognize the variability in energy use based on local weather patterns. The CEC uses these climate zones to determine energy budgets for new and renovated buildings and prescriptive packages for each climate zone to ensure that they meet the State’s Title 24 energy efficiency standards.

Co-Benefits: An additional benefit occurring from the implementation of a GHG reduction measure that is not directly related to reducing greenhouse gas emissions.

Complete Streets: Complete streets policies ensure that transportation planners and engineers consistently design and operate the entire roadway with all potential users in mind. This includes private vehicles, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. In 2007, the State of California adopted AB 1358, which directs the legislative body of a city or county, upon revision of the circulation element of its general plan, to identify how the jurisdiction will provide for the routine accommodation of all users.

7. GLOSSARY

Construction and Demolition Waste (C&D): C&D materials consist of the waste generated during the construction, demolition, or renovation of buildings, roads, and other construction projects. C&D materials may include heavy, bulky materials such as concrete, glass, wood, and metal, among other materials.

Energy Conservation: Reducing energy waste, such as turning off lights, heating, and motors when not needed.

Energy Efficiency: Doing the same or more work with less energy, such as replacing incandescent light bulbs with compact fluorescent light bulbs or buying an Energy Star appliance to use less energy for the same or greater output.

Energy Efficiency Standards (Title 24, Part 6): Title 24 standards were first adopted in 1978 and established minimum energy efficiency standards for residential and nonresidential buildings. These standards are updated continually by providing more stringent energy budgets for new buildings in an effort to reduce California's energy consumption.

Energy Star: A joint program of the US Environmental Protection Agency and the US Department of Energy to provide consumers with information and incentives to purchase the most energy efficient products available.

Energy Star Portfolio Manager: An online management tool that allows nonresidential building owners and tenants to track and assess energy and water use over time. Benchmarking energy and water use allows building owners to identify investment priorities, determine underperforming buildings, and verify efficiency improvements.

Environmental Impact Report (EIR): A report required by the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action or project. See California Environmental Quality Act (CEQA).

Global Warming Potential (GWP): An index used to translate the level of emissions of various gases into a common measure in order to compare the relative potency of different gases without directly calculating the changes in atmospheric concentrations. Greenhouse gases are expressed in terms of carbon dioxide equivalent. Global warming potentials are expressed in terms relative to carbon dioxide, which has a global warming potential of 1.

Green Building: Sustainable or "green" building is a holistic approach to design, construction, and demolition that minimizes the building's impact on the environment, the occupants, and the community. See the California Green Building Standards Code (CALGreen) for green building regulations in California.

Greenhouse Gas or Greenhouse Gases (GHG): Gases that cause heat to be trapped in the atmosphere, warming the earth. Greenhouse gases are necessary to keep the earth warm, but increasing concentrations of these gases are implicated in global climate change. Greenhouse gases include all of the following: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The majority of greenhouse gases come from natural sources, although human activity is also a major contributor.

7. GLOSSARY

Greenhouse Gas Inventory: Provides estimates of the amount of GHGs emitted to and removed from the atmosphere by human activities. A city or county that conducts an inventory looks at both community emission sources and emissions from government operations. A base year is chosen and used to gather all data from that year. Inventories include data collection from such things as vehicle miles traveled (VMT), energy usage from electricity and gas, and waste. Inventories include estimates for carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs), which are referred to as the six Kyoto gases.

Green Waste: Refers to lawn, garden, or park plant trimmings and materials and can be used in home composters or picked up curbside by municipal waste haulers.

Greywater: Wastewater collected from showers, bathtubs, bathroom sinks, and clothes washing machines that is reused on site for irrigation purposes.

Low Carbon Fuel Standard (LCFS): An executive order from former Governor Schwarzenegger, the Low Carbon Fuel Standard established the goal of reducing the carbon intensity of transportation fuels in California by 10% by 2020.

Metropolitan Planning Organization (MPO): A federally funded transportation planning organization comprising representatives from local government agencies and transportation authorities.

Mixed Use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A single site may include contiguous properties.

Recycled Water: Wastewater from tubs, toilets, and sinks inside homes and offices that is cleaned through a treatment process, producing non-potable water that is safe for landscapes, raw vegetable crops, and agricultural crops.

Reduction Measure: A goal, strategy, program, or set of actions that target and reduce a specific source of greenhouse gas emissions.

Regional Transportation Plan (RTP): A long-term blueprint of the region's transportation systems. The RTP is a federally mandated comprehensive long-range regional planning document that identifies the region's transportation needs, sets forth an action plan of projects, determines actions and programs to address the needs and issues, and documents the financial resources needed to implement the RTP.

Renewable Energy: Energy from sources that regenerate and are less damaging to the environment, such as solar, wind, biomass, and small-scale hydroelectric power.

Renewables Portfolio Standard (RPS): A regulation requiring utility companies in California to increase the production of renewable energy from solar, wind, or biomass, or geothermal sources.

Senate Bill (SB) X7-7: Passed in 2009, SB X7-7 requires the state to achieve a 20% reduction in per capita water use by 2020. This law also requires local water providers to set an interim 2015 and a final 2020 community-wide target and demonstrate that projected water use is in compliance with that target, otherwise funding will be affected.

7. GLOSSARY

Senate Bill (SB) 97: Requires lead agencies to analyze GHG emissions and climate change impacts under CEQA.

Senate Bill (SB) 375: Directs the metropolitan planning organizations in California to create a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan. The SCS will demonstrate how the region will achieve the 2020 and 2035 GHG reduction targets for the region set by CARB.

Smart Grid: Delivers electricity from suppliers to consumers using two-way digital communications. The smart grid is envisioned to overlay the ordinary electrical grid with an information and net metering system, which includes smart meters. Smart meters will allow consumers to become more aware of their energy use and in the future will allow smart grid enabled appliances to be preprogrammed to operate at a time when electricity costs are lowest.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Communities Strategy (SCS): The land use element of each MPO's Regional Transportation Plan as required by SB 375. The SCS will demonstrate how the region will achieve the 2020 and 2035 VMT and GHG reduction targets for the region set by CARB.

Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Transit-Oriented Development (TOD): A mixed-use residential or commercial area designed to maximize access to transit options.

Transportation Demand Management (TDM) Plan: A voluntary or mandatory program developed by local agencies, large employers, or high traffic commercial services to limit the amount of congestion and pollution related to transportation demand. TDM plans may include incentives, regulations, and education about transportation alternatives.

Unbundled Parking: A parking strategy in which parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit.

Urban Heat Island: Describes built-up areas that are hotter than nearby rural areas. On a hot, sunny summer day, roof and pavement surface temperatures can be 50–90°F (27–50°C) hotter than the air, while shaded or moist surfaces remain close to air temperatures. These surface urban heat islands, particularly during the summer, have multiple impacts and contribute to atmospheric urban heat islands. Heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water quality.

Vehicle Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Water Conservation: Reducing water use, such as by turning off taps, shortening shower times, and reducing outdoor irrigation demand.

7. GLOSSARY

Water-Efficient Landscape: Native or low-water-using landscapes. Water-efficient landscapes are required by law in all cities and counties in California to conserve water.

Water Use Efficiency: Replacing older technologies and practices in order to accomplish the same results with less water, for example, by replacing toilets with new high efficiency models and by installing “smart controllers” in irrigated areas.

Zero-Emissions Vehicle (ZEV): A vehicle that does not emit any tailpipe emissions from the on-board source of power. Both electric and hydrogen fuel cell vehicles are classified as ZEVs.

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APPENDIX A:

GREENHOUSE GAS INVENTORY

GREENHOUSE GAS INVENTORY AND FORECAST REPORT

This report provides a detailed presentation of the community-wide greenhouse gas emissions inventory for the City of Milpitas and the estimated changes in those emissions for 2020 and 2035.

PURPOSE

The purpose of this greenhouse gas (GHG) emissions inventory (Inventory) is to identify the major sources of GHG emissions from the community of Milpitas and to provide a baseline against which future progress can be measured in a manner consistent with the direction of the Bay Area Air Quality Management District (BAAQMD). The identification of the major and minor sources of GHG emissions will also help in the process of creating reduction strategies in the CAP that are tailor-made to local emission characteristics.

On June 2, 2010, the BAAQMD's Board of Directors unanimously adopted new California Environmental Quality Act (CEQA) thresholds of significance and guidelines for GHG emissions. The BAAQMD CEQA Guidelines recommend air quality significance thresholds, analytical methodologies, and mitigation measures for cities and counties in the Bay Area to use when preparing air quality impact analyses under CEQA. These analyses are crucial to ensuring that new developments and improvements in the Bay Area do not adversely impact GHG emissions or the region's attainment of Assembly Bill (AB) 32 targets. The BAAQMD CEQA Guidelines include an option for completing a GHG emissions program, called a Qualified Greenhouse Gas Reduction Strategy, at the local government level. After meeting the specific criteria set forth by the BAAQMD to create a strategy, future developments in the jurisdiction would be able to go through a streamlined environmental review process for those projects in compliance with the BAAQMD CEQA Guidelines.

KEY CONCEPTS

The following terms are used throughout and are fundamental to understanding the contents of the Inventory and Forecast:

- **Baseline year:** Emissions are quantified for the baseline year of 2005, an emerging standard in cities across California, consistent with the baseline year definition of AB 32. This baseline year allows the City to track and observe the impact of its actions taken to date on GHG emissions and better inform future strategies.
- **Business-as-usual (BAU):** The scenario on which all forecasts are based. Assumes no specific actions are taken to reduce emissions and growth comes from the expansion of activity and services within Milpitas.
- **Carbon dioxide equivalent (CO₂e):** Represents the three main GHGs (carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O)) in comparable terms, since all three gases trap heat in the atmosphere differently.
- **Sectors:** Emissions are grouped by the type of activity that generated the emissions, such as transportation, residential energy use, and commercial energy use.

APPENDIX A:

GREENHOUSE GAS INVENTORY

LOCAL CONSIDERATIONS

DIRECT WASTEWATER EMISSIONS

The City of Milpitas's wastewater needs are met by the San Jose/Santa Clara Water Pollution Control Plant (Plant) located in San Jose. The wastewater delivered from Milpitas to the Plant produces emissions such as methane and nitrous oxide because of the wastewater treatment process. To show the effect of these potent GHGs on the City's inventory, the emissions were quantified using methods outlined in the Local Government Operations Protocol (LGOP). The formulas used include Equation 10.2, 10.3.2.1, and 10.3. By using service population as the key indicator, in choosing equations which capture process emissions occurring at the Plant, the City of Milpitas is able to accurately report its direct process emissions from wastewater disposal.

LIGHT RAIL METHODS AND SOURCES

The City of Milpitas hosts three Santa Clara Valley Transit Authority (VTA) light rail transit stations with the city limits. With these stations located in Milpitas, residents, employees, and visitors have the opportunity and ability to utilize the VTA's light rail connections to the regional transit system. The emissions associated with the electric light rail infrastructure were included to reflect the amount of ridership resulting from the residents and employees in Milpitas.

Using the total number of VTA light rail boardings, the total number of VTA boardings, and the system-wide miles traveled for the proxy year of 2009, an estimated number of miles traveled on light rail was estimated for Milpitas users. Ridership information came from the VTA's Short Range Transportation Plan adopted in 2010 and the 2005 National Transit Database. Miles traveled on the light rail system were translated to GHG emissions using an energy factor (kWh of electricity per mile) from the Oak Ridge National Laboratory's (ORNL) Transportation Energy Data Book.

POINT SOURCES METHODS AND SOURCES

Stationary, or point source, emissions are identified and quantified in the Inventory but are not included as part of the community-wide inventory results due to the City's limited control over these emissions and the availability of data. Stationary sources in Milpitas emitted 101,480 MT_{CO₂e} in 2009. Data from 2009, as opposed to the baseline year of 2005, was used as it was the earliest available data from the reporting party, the Bay Area Air Quality Management District. The sources of stationary emissions include a landfill gas power plant (accounting for 95% of emissions) and approximately 80 backup power generators at various commercial locations. These emissions are released directly into the atmosphere and do not include indirect emissions sources such as electricity consumption.

APPENDIX A: GREENHOUSE GAS INVENTORY

COMMUNITY INVENTORY SUMMARY

In 2005, Milpitas emitted approximately 744,150 metric tons of carbon dioxide equivalent (MTCO_{2e}). **Table A-I** reports the emissions by sector and ranks the sectors from highest to lowest.

Table A-I: Baseline GHG Emissions by Sector

	2005 MTCO _{2e}	Percentage of Total
Transportation	320,990	43%
Nonresidential Energy	183,800	25%
Point Sources	101,480	14%
Residential Energy	64,230	9%
Solid Waste	54,410	7%
Off-Road Equipment	15,140	2%
Water and Wastewater	2,410	<1%
Light Rail	1,070	<1%
Direct Wastewater	620	<1%
Total*	744,150	100%

* Due to rounding, the total may not equal the sum of component parts.

Table A-I reports point source emissions, which include stationary sources and the Newby Island Resource Recovery Park, and direct wastewater emissions. Stationary sources are fixed emitters of air pollutants, such as power plants, stationary generators, petrochemical plants, and other heavy industrial sources. Since stationary source emissions are influenced by market forces beyond the City's local influence and are best regulated by the BAAQMD or through federal and state programs, they are reported in this Inventory for informational purposes only. Similarly, the City has limited control over the operation of the Newby Island Resource Recovery Park and the San Jose/Santa Clara Water Pollution Control Plant and is unable to directly affect the emissions generated from previously generated waste and the city's relatively small contribution to total direct wastewater emissions. The baseline inventory is intended to guide future local policy decisions that relate to emissions within the City's influence; therefore, stationary sources, direct landfill emissions, and direct wastewater emissions are excluded from all further discussions in this Inventory.

Table A-2 and **Figure A-1** reflect Milpitas's effective baseline of 642,050 MTCO_{2e}. Transportation was the largest sector (320,990 MTCO_{2e}), contributing about 50% of total emissions. Nonresidential energy use is the second largest sector (183,800 MTCO_{2e}, or 29%), followed by residential energy with 64,230 MTCO_{2e} making up 10% of emissions. The remaining 11% of emissions came from solid waste (54,410 MTCO_{2e}), water and wastewater (2,410 MTCO_{2e}), and light rail (1,070 MTCO_{2e}).

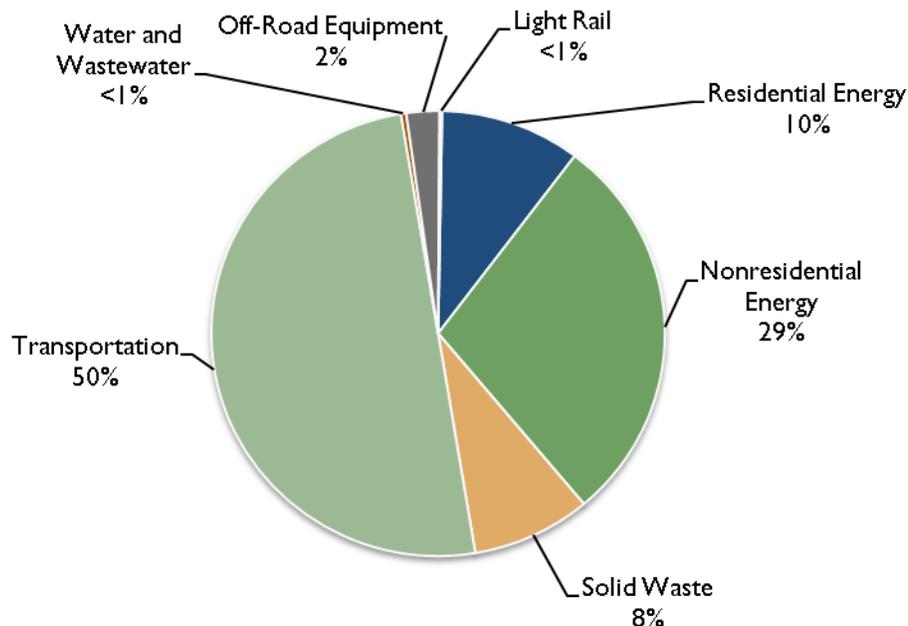
APPENDIX A: GREENHOUSE GAS INVENTORY

Table A-2: Effective Baseline Emissions by Sector

	2005 MTCO ₂ e	Percentage of Total
Transportation	320,990	50%
Nonresidential Energy	183,800	29%
Residential Energy	64,230	10%
Solid Waste	54,410	8%
Off-Road Equipment	15,140	2%
Water and Wastewater	2,410	<1%
Light Rail	1,070	<1%
Total*	642,050	100%

** Due to rounding, the total may not equal the sum of component parts.*

Figure A-1: Effective Baseline Emissions by Sector



BUSINESS-AS-USUAL FORECAST

A business-as-usual (BAU) GHG emissions forecast is a prediction of how GHG emissions will change in the future with anticipated changes in population, commercial activity, and driving patterns. This GHG emissions forecast of community-wide emissions focuses on three target years: 2010, 2020, and 2035. The 2010 year is analyzed as a proxy for a community-wide inventory and will assist in determining the

APPENDIX A: GREENHOUSE GAS INVENTORY

City's progress in reducing emissions. The 2020 year is estimated for consistency with AB 32 targets. Finally, the year 2035 is studied for consistency with the BAAQMD CEQA Guidelines.

Table A-3 lists the various growth indicators used in the forecasts of Milpitas's community-wide emissions. Growth in waste emissions is based on the total service population of Milpitas, as this includes projected residential, commercial, and industrial growth. Residential energy use is tied to the number of households within city limits for the target years. Similarly, commercial and industrial energy use emissions are assumed to grow with the number of jobs.

Transportation is the only sector where more than one source of growth estimation is used. Growth indicators for 2010 and 2020 were provided by Hexagon Transportation Consultants, Inc., and 2035 growth was estimated using countywide figures from the Bay Area Metropolitan Transportation Commission (MTC).

Increases in vehicles miles traveled for 2020 were derived from the Milpitas Travel Forecasting Model (MTFM), a transportation planning tool developed by Hexagon Transportation Consultants, Inc. The MTFM evaluates the traffic impacts anticipated to occur in the future as a result of additional planned development in Milpitas, considering the effects of the City's planning efforts, including policies and programs found in the Transit Area Specific Plan (adopted June 2008) and the Midtown Specific Plan (adopted March 2002, amended October 2008). Significant VMT reductions from future BART ridership based on extending the BART system through Milpitas to San Jose are integrated within the MTFM. In order to highlight the many local benefits of this new ridership, the VMT reductions associated with BART have been removed from the model and are included in CAP Measure 6.1. VMT were provided and calculated on a daily basis. These daily VMT figures were translated into annual VMT using a factor of 347 days per year, provided by the California Air Resources Board, to account for reduced work-related traffic on weekends and holidays.

Table A-3: BAU Forecast Indicators

Growth Indicator	Emissions Sector	2005	2020	2035	Sources
Residents		64,800	82,300	106,000	ABAG 2009
Jobs		47,580	52,550	59,160	ABAG 2009
Service Population (Residents + Jobs)	Waste, Light Rail, Water	112,380	134,850	165,160	ABAG 2009
Households	Residential Energy	17,850	23,090	30,470	ABAG 2009
Employment	Nonresidential Energy	47,580	52,550	59,160	ABAG 2009
Annual VMT	Transportation	697,265,000	799,761,089	940,035,849*	Hexagon, MTC

*VMT for 2035 was derived from countywide figures provided by the MTC

APPENDIX A: GREENHOUSE GAS INVENTORY

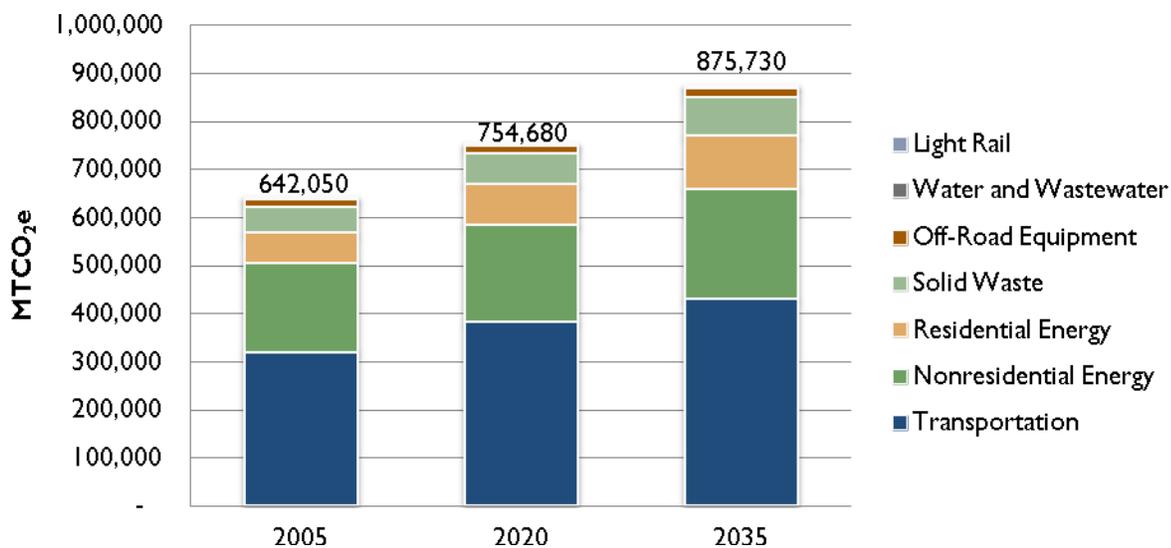
As shown in **Table A-4** and **Figure A-2**, emissions are anticipated to grow 18% from 2005 to 2020. Residential energy emissions are forecast to grow the most among the sectors (39%). The next largest sector would be light rail, followed by transportation, solid waste, and water and wastewater, all of which are expected to increase 20%. Many of these increases result from planned residential development in coming years. Emissions in 2035 are expected to grow 36% to 875,730 MTCO_{2e}.

Table A-4: Business-as-Usual Emissions Forecast

	2005 MTCO _{2e}	2020 MTCO _{2e}	2035 MTCO _{2e}
Transportation	320,990	383,630	432,750
Nonresidential Energy	183,800	203,000	228,540
Residential Energy	64,230	83,090	109,650
Solid Waste	54,410	65,290	79,960
Off-Road Equipment	15,140	15,460	19,670
Water and Wastewater	2,410	2,890	3,540
Light Rail	1,070	1,320	1,620
Total*	642,050	754,680	875,730
Percentage Growth	–	18%	36%

* Due to rounding, the total may not equal the sum of component parts.

Figure A-2: Business-as-Usual Forecast by Sector



APPENDIX A:

GREENHOUSE GAS INVENTORY

ADJUSTED BUSINESS-AS-USUAL FORECAST

The adjusted business-as-usual (adjusted BAU) forecast is an estimate of how state actions focused on renewable energy, building energy efficiency, low-GHG transportation fuels, and vehicle fuel efficiency will reduce emissions in Milpitas. This adjustment creates a more realistic estimate of the city's future emissions since the reductions will require little to no effort on behalf of the City. A general overview of these state reduction programs is presented below.

California's Renewables Portfolio Standard (RPS): California's Renewables Portfolio Standard (RPS) mandates that 33% of electricity delivered in California is generated by renewable sources like solar, wind, and geothermal by 2020. The California RPS was first codified in 2002 by Senate Bill 1078 (requiring 20% renewable electricity mix by 2010) and further strengthened in April 2011 with the adoption of Senate Bill X 1-2 (requiring 33% renewable electricity mix by 2020).

Technological and political challenges may prevent some investor-owned utilities from meeting the 33% target by 2020. In 2010, the California Public Utilities Commission, the agency responsible for regulating and tracking the progress of the RPS, reported that 18% of California's electricity came from renewable sources in 2010, missing the 20% goal by 2%. California utilities have more than enough renewable electricity under consideration to meet the 33% target by 2020. However, due to contract and transmission limitations, not all of this new electricity will be available in time.³ Taking these issues into account, this document assumes a more conservative forecast of a 28% renewable mix by 2020.

Pavley Vehicle Standards: California's Pavley regulations were established by AB 1493 in 2002 and require new passenger vehicles to reduce tailpipe GHG emissions from 2009 to 2020. Reductions from the Pavley regulations were calculated using the methodology included in the EMFAC 2011 tool provided by the California Air Resources Board (CARB) and supported by the BAAQMD. Emissions reductions per model year and vehicle class were applied to Milpitas's transportation emissions.

Low Carbon Fuel Standard (LCFS): Codified by 2007 Executive Order S-01-07, the LCFS is intended to reduce the GHG intensity of transportation fuels 10% by 2020. Under the BAAQMD's CEQA threshold development guidance, the LCFS is likely to reduce emissions locally by only 7.2% due to the exclusion of up-stream emissions and reductions. LCFS reductions apply to both on-road transportation and off-road equipment.

Title 24, Energy Efficiency Standards: The 2008 Title 24 update went into effect on January 1, 2010. The energy reductions quantified in the forecast are the mandatory improvements over the 2005 Title 24 code that was established by the update. These are statewide standards applied at the local level by city agencies through project review. The 2008 Title 24 Energy Efficiency Improvements in comparison to 2005 baseline Title 24 efficiency standards are provided by the California Energy Commission (CEC).

³ Ibid.

APPENDIX A: GREENHOUSE GAS INVENTORY

California Solar Initiative (CSI): The CSI is a state program that provides cash rebates for the installation of an electric solar panel system. In order to qualify, the customer must buy electricity from one of California's three investor-owned utilities (Pacific Gas and Electric, Southern California Edison, or San Diego Gas & Electric).

Medium- and Heavy-Duty Efficiency Standards: Fuel efficiency improvement for the vehicle classes not covered by Pavley translate to GHG reductions for medium- and heavy-duty vehicles. The guidance for quantification of these reductions comes from the December 2009 BAAQMD Proposed Thresholds of Significance.

IMPACT OF STATE REDUCTION PROGRAMS

As shown in **Table A-5**, state reduction efforts are anticipated to reduce BAU emissions by 128,690 MTCO₂e in 2020 and by 214,710 MTCO₂e in 2035. The majority of these reductions are from the Pavley standards and cleaner energy production standards that PG&E is implementing pursuant to the statewide RPS. In comparison to the BAU scenario, 2020 emissions with state reduction measures are 3% below baseline 2005 levels rather than 18% above. Emissions in 2035 are 3% above baseline as opposed to 36% above in the BAU forecast.

Table A-5: Adjusted Business-as-Usual Emissions Forecast

	2020 MTCO ₂ e	2035 MTCO ₂ e
BAU Emissions Forecast	754,680	875,730
Pavley Vehicle Standards	-63,570	-106,910
Low Carbon Fuel Standard	-28,730	-32,570
Medium/Heavy-Duty Vehicle Efficiency	-840	-1,030
Renewables Portfolio Standard	-27,360	-45,530
California Solar Initiative	-360	-320
Title 24	-7,830	-28,350
Total State Reductions	-128,690	-214,710
Adjusted Growth Projection	625,520	661,020
Percentage Change From 2005	-3%	3%

APPENDIX B:

REDUCTION MEASURE METHODS AND SOURCES

OVERVIEW AND PURPOSE

This reduction measure methods and sources appendix summarizes data sources, assumptions, and performance metrics used to calculate GHG emissions reductions for the City's Climate Action Plan. The sources and metrics are organized by measure and rely on four primary types of data and research: (1) the City's GHG emissions inventory and forecast, (2) government agency tools and reports, (3) case studies in similar jurisdictions, and (4) scholarly research.

Further, the approaches to quantification are consistent with the guidance provided by the BAAQMD for development of a Qualified GHG Reduction Strategy. The baseline GHG inventory and forecast serve as the foundation for the quantification of the City's GHG reduction measures. Activity data from the inventory forms the basis of measure quantification, including vehicle miles traveled, kilowatt-hours (kWh) of electricity or therms of natural gas consumed, and tons of waste disposed. Activity data was combined with the performance targets and indicators identified by the City and PMC staff. Together, the metrics of activity data and performance targets and indicators were used throughout the quantification process to calculate the GHG reduction benefit of each measure. This approach ensures that the City's GHG reductions are tied to the baseline and to future activities that are actually occurring within the city.

SUPPORTIVE MEASURES

Not all measures presented in **Chapter 4** will result in direct GHG emissions reductions. However, the implementation of these measures, commonly referred to as supportive measures, are essential to achieve the reported GHG reductions for quantified measures. For these reasons, the following measures are those with no reportable methods, metrics, and sources.

- Measure 1.3: Discretionary Project Review
- Measure 1.8: Online Energy Monitoring
- Measure 3.4: Municipal Best Practices in Renewable Energy
- Measure 4.1: Tiered Water Rates
- Measure 4.2: Recycled Water
- Measure 5.1: Increased Densities
- Measure 5.2: Urban Plazas
- Measure 5.3: Open Space
- Measure 6.2: BART-Friendly Environment
- Measure 6.3: Dense and Centralized Development
- Measure 7.1: Expanded City Parks
- Measure 7.2: Complete Streets
- Measure 7.3: Bikeways Master Plan Infrastructure
- Measure 7.4: Bikeways Master Plan Outreach
- Measure 7.5: Bicycle Parking
- Measure 8.3: Transit Education and Outreach
- Measure 8.4: Regional Transit Use
- Measure 9.1: Unbundled Parking Costs
- Measure 9.2: Nonresidential Parking Requirements
- Measure 10.2: Alternative Fueling Stations
- Measure 10.3: Electric Vehicle Partnerships
- Measure 10.5: Gas Tax
- Measure 10.6: BART Pedestrian Circulator

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TECHNICAL DATA FOR QUANTIFIED MEASURES

Measure:	1.1: Residential Energy Audits in Older Homes
2020 Emissions Reductions (MTCO ₂ e):	-3,930
Assumed Reduction per Participant (2020):	160 kWh and 10 therms per participating home
Performance Target(s) (2020):	Participation of 6,030 homes built before 1980
Reduction Method:	<p>Reductions in electricity and natural gas use from energy audits are assumed to follow those from an aggressive energy efficiency outreach program. The Bonneville Power Administration published a case study in 2011 that showed a 2–3% reduction in home energy use through outreach programs. Since an energy audit does not directly result in energy reductions, only the identification of energy efficiency and conservations measures, it is assumed that with this knowledge, homeowners will take low- to no-cost actions, like those highlighted in outreach programs, to reduce energy use.</p> <p>Reductions are applied to a static target number of examples or representative homes, an assumed percentage of pre-1980 homes audited using grant funds, and a target percentage of pre-1980 homes audited through a business partnership program.</p>
Reduction Sources:	BPA (Bonneville Power Administration). 2011. Residential Behavior Based Energy Efficiency Program Profiles 2011. http://www.bpa.gov/Energy/n/pdf/BBEE_Res_Profiles_Dec_2011.pdf .

Measure:	1.2: Energy Upgrade California
2020 Emissions Reductions (MTCO ₂ e):	-10,360
Assumed Reduction per Participant (2020):	1,160 kWh and 390 therms saved per single-family home 2,330 kWh and 780 therms saved per multi-family unit
Performance Target(s) (2020):	3,260 single-family homes and 630 multi-family units
Reduction Method:	<p>Target participation rates for single-family and multi-family homes were applied to the number of homes in the baseline year to calculate the number of necessary retrofits to reach the participation targets. Baseline electricity and natural gas use was used for both single-family and multi-family homes using baseline energy use and 2005 households provided by the Association of Bay Area Governments (ABAG). The household number was broken out into single- and multi-family homes using the US Census Bureau's 2005–2007 American Community Survey. Metrics on the amount of energy saved per household participating in the Bay Area's Energy Upgrade California programs, known as Upgrade Bay Area, came from the 2012 ABAG report, titled "Retrofit Bay Area Final Report."</p>
Reduction Sources:	ABAG (Association of Bay Area Governments). 2012. Retrofit Bay Area Final Report. US Census Bureau. 2005–2007 American Community Survey 3-Year Estimates.

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Measure:	I.4: Energy Benchmarking
2020 Emissions Reductions (MTCO ₂ e):	-8,260
Assumed Reduction per Participant (2020):	2,050 kWh and 130 therms per home rated and retrofitted 31,340 kWh and 690 therms per nonresidential buildings rated and retrofitted
Performance Target(s) (2020):	4,560 homes benchmarked and 1,140 homes audited and retrofitted 2,960 nonresidential buildings benchmarked and 740 nonresidential buildings audited and retrofitted
Reduction Method:	An estimated number of homes sales per year, based on common online sources, was applied to an assumed rate of energy benchmarking activity. Of these newly sold and rated homes, a certain percentage was assumed to go through a basic energy retrofit to see energy savings. A similar approach was used for nonresidential buildings. Savings from residential retrofits were derived from reported savings for homes in the Bay Area that went through the Energy Upgrade California program, and nonresidential savings came from the Brown et al. report cited below.
Reduction Sources:	ABAG (Association of Bay Area Governments). 2012. Retrofit Bay Area Final Report. Brown, Rich, Sam Borgeson, Jon Koomey, and Peter Biermayer. 2008. U.S. Building-Sector Energy Efficiency Potential. Ernest Orlando Lawrence Berkeley National Laboratory, University of California. http://enduse.lbl.gov/info/LBNL-1096E.pdf . Trulia, Inc. 2012. Milpitas Market Trends. http://www.trulia.com/real_estate/Milpitas-California/market-trends/ .

Measure:	I.5: Urban Cooling
2020 Emissions Reductions (MTCO ₂ e):	-950
Assumed Reduction per Participant (2020):	0.25 MTCO ₂ e reduced from energy conservation and carbon sequestration per home participating in a tree planting program, 120 kWh per home participating in a cool roof program, and 300 kWh per new passive solar home
Performance Target(s) (2020):	Participation of 890 remodeled homes and 2,920 new homes in the tree planting guidelines, participation of 450 existing homes in passive cooling outreach programs, 220 remodeled homes installing cool roofs, and 730 new passive solar homes

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Measure:	I.5: Urban Cooling
Reduction Method:	<p>Reductions from the tree planting ordinance were applied to both new and existing development. A growth rate was formed to estimate the number of new homes built from 2013 to 2020 and the added electricity (using the forecast use adjusted for Title 24). An assumed target participation rate for new homes and remodels of existing homes was applied to the forecast and baseline information. Reductions come from the cited source below for sequestration and energy conservation from shading benefits.</p> <p>A target participation rate in an outreach program focused on cooling techniques was bundled with an assumed realization rate (percentage of those participating in outreach that will take the next step in cooling their home with passive devices). This effective percentage participation rate was applied to the kWh of cooling electricity (derived from the Residential Appliance Saturation Survey (RASS)) and the number of homes to gain the savings per home and total residential kWh saved.</p> <p>Action D applies only to existing homes going through retrofits (an estimated 5% by 2020). A target utilization rate was applied to reflect the likelihood that not all homes would participate in the cool roof program. A 20% reduction in cooling-related electricity was provided through personal communication with SMUD staff and was applied to the effective number of participating homes.</p> <p>Action E is applied only to new homes built between 2013 and 2020. An assumed participation rate was used with an assumed reduction in cooling electricity from using a passive solar design.</p>
Reduction Sources:	<p>Donovan, G., and D. Butry. 2009. The value of shade: Estimating the effect of urban trees on summertime electricity use. <i>Energy and Buildings</i> 41: 662–668.</p> <p>KEMA, Inc. 2010. 2009 California Residential Appliance Saturation Study, Volume 2: Results. CEC-200-2010-004.</p> <p>SMUD (Sacramento Municipal Utilities District). 2012. "Cool Roofs." https://www.smud.org/en/residential/save-energy/rebates-incentives-financing/cool-roofs.htm.</p>

Measure:	I.6: Smart Grid Integration
2020 Emissions Reductions (MTCO ₂ e):	-180
Assumed Reduction per Participant (2020):	340 kWh and 10 therms per participating new home 3,090 kWh and 40 therms per participating new nonresidential building
Performance Target(s) (2020):	840 new homes added between 2018 and 2020 100 new businesses added between 2018 and 2020
Reduction Method:	A compounding annual growth rate was used to estimate the number of homes and businesses and the added energy use from 2018 to 2020. A common smart-grid appliance implementation rate of 95% was assumed for all new development from 2018 to 2020. Assumed reductions in electricity and natural gas use were applied to reflect the likely reductions from using smart-grid-enabled appliances.
Reduction Sources:	US Census Bureau. 2005–2007 American Community Survey 3-Year Estimates.

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Measure:	1.7: Appliance Upgrades
2020 Emissions Reductions (MTCO ₂ e):	-1,560
Assumed Reduction per Participant (2020):	160 kWh saved per existing single-family home 210 kWh saved per existing multi-family home 5,050 kWh and 120 therms reduced per existing business
Performance Target(s) (2020):	3,260 existing single-family homes, 1,960 existing multi-family homes, and 880 existing businesses
Reduction Method:	Reductions from upgrading appliances were reported by the California Air Pollution Control Officers Association (CAPCOA) source cited below and were applied to an assumed number of participating single-family and multi-family households. A target utilization rate of 75% was applied to reflect the likelihood of homes not utilizing all possible forms of energy-efficient appliances. Nonresidential reductions were calculated using the California Commercial End-Use Survey (CEUS). A utilization rate was also applied to nonresidential reductions based on the likelihood that not all efficient appliances would be installed in all buildings.
Reduction Sources:	CAPCOA (California Air Pollution Control Officers Association). 2010. Quantifying Greenhouse Gas Mitigation Measures. Itron, Inc. 2007. California Commercial End-Use Survey – Results Page. http://capabilities.itron.com/CeusWeb/Chart.aspx .

Measure:	2.1: Energy Efficiency in New Development
2020 Emissions Reductions (MTCO ₂ e):	-150
Assumed Reduction per Participant (2020):	10 kWh and 10 therms per new home 210 kWh and 30 therms per new average-size business
Performance Target(s) (2020):	60 new single-family homes, 350 new multi-family homes, and 260 new average size businesses
Reduction Method:	Tier 1 and Tier 2 levels of CALGreen are improvements upon the existing Title 24 Building Code in California. These improvements were translated into pure energy reductions using the CAPCOA source cited below. Reductions shown for this measure reflect one year (2013) of required Tier 1 improvements for all new development followed by the Tier 2 standard for 2014–2020. In this case, both phases of tiers are assumed to have the same improvement beyond Title 24.

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Measure:	2.1: Energy Efficiency in New Development
Reduction Sources:	<p>California Energy Commission. 2012. Proposed Energy Provisions of the California Green Building Standards Code. http://www.energy.ca.gov/title24/2013standards/green_building/documents/2012-09-20_webinar/2012-09-20_Webinar-Energy_Provisions_of_2013_Title_24_Part_11.pdf</p> <p>———. 2012. 2013 Building Energy Efficiency Standards. http://www.energy.ca.gov/title24/2013standards/rulemaking/documents/2012-5-31-Item-05-Adoption_Hearing_Presentation.pdf</p> <p>CAPCOA (California Air Pollution Control Officers Association). 2010. Quantifying Greenhouse Gas Mitigation Measures.</p> <p>Hexagon Transportation Consultants, Inc. 2011. Milpitas Climate Action Plan VMT Calculations.</p> <p>Itron, Inc. 2007. California Commercial End-Use Survey – Results Page. http://capabilities.itron.com/CeusWeb/Chart.aspx</p> <p>KEMA, Inc. 2010. 2009 California Residential Appliance Saturation Study, Volume 2: Results. CEC-200-2010-004.</p>

Measure:	3.1: Renewable Energy in New Development
2020 Emissions Reductions (MTCO ₂ e):	-1,360
Assumed Reduction per Participant (2020):	19,960 kWh and 1,370 therms per new nonresidential building 5,040 kWh per participating new single-family home
Performance Target(s) (2020):	20 new nonresidential facilities and 1,210 new single-family homes pre-wired for solar which install solar by 2020
Reduction Method:	Energy use added from 2013 to 2020 was calculated for both nonresidential and residential sectors along with businesses and single family homes added for the same period. An assumed percent of nonresidential energy was attributed to be subject to this measure, i.e. the participation rate, of 5%. It was assumed that 5% of new nonresidential buildings would achieve 50% of their energy from renewable sources through the City's discretionary review process. It was also assumed that 25% of new single family homes would be pre-wired with solar capabilities and that 25% of those pre-wired homes would install an average size solar system by 2020.
Reduction Sources:	NREL (National Renewable Energy Laboratory). 2012. PVWatts Calculator. http://www.nrel.gov/rredc/pvwatts/

Measure:	3.2: Group Purchasing of Renewable Energy
2020 Emissions Reductions (MTCO ₂ e):	-7,290
Assumed Reduction per Participant (2020):	5,040 kWh per participating home

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Measure:	3.2: Group Purchasing of Renewable Energy
Performance Target(s) (2020):	3,260 single-family and 630 multi-family homes participating in financing and bulk purchasing programs
Reduction Method:	Assumed participation rates for single-family and multi-family homes were assumed for both the financing and bulk-purchasing portions of this measure. An average system size was then used along with the NREL's PVWatts calculator to produce kWh of electricity produced from solar energy per year.
Reduction Sources:	NREL (National Renewable Energy Laboratory). 2012. PVWatts Calculator. http://www.nrel.gov/rredc/pvwatts/ .

Measure:	3.3: Voluntary Renewable Energy
2020 Emissions Reductions (MTCO ₂ e):	-2,600
Assumed Reduction per Participant (2020):	5,040 kWh per participating home
Performance Target(s) (2020):	2,450 single-family and 320 multi-family homes installing solar systems
Reduction Method:	Assumed participation rates for the installation of solar systems in both single-family and multi-family homes were applied to baseline household and electricity use data. An average system size was then used along with NREL's PVWatts calculator to produce kWh of electricity produced from solar energy per year.
Reduction Sources:	NREL (National Renewable Energy Laboratory). 2012. PVWatts Calculator. http://www.nrel.gov/rredc/pvwatts/ .

Measure:	3.5: Model Power Purchase Agreement
2020 Emissions Reductions (MTCO ₂ e):	-3,950
Assumed Reduction per Participant (2020):	36,000 kWh per average-sized business
Performance Target(s) (2020):	590 average-sized businesses
Reduction Method:	A target participation rate in the PPA and solar installation programs was applied to estimates of the number of businesses in Milpitas (derived from a 2007 US Census Bureau count of the number of firms in the city) to get the number of participating businesses. An average system size of 15 kW was applied to each participant, and the NREL's PVWatts calculator was used to calculate the total kWh produced by each system.
Reduction Sources:	NREL (National Renewable Energy Laboratory). 2012. PVWatts Calculator. http://www.nrel.gov/rredc/pvwatts/ . US Census Bureau. 2005–2007 American Community Survey 3-Year Estimates.

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REDUCTION MEASURE METHODS AND SOURCES

Measure:	6.1: Transit Density
2020 Emissions Reductions (MTCO ₂ e):	-11,750
Assumed Reduction per Participant (2020):	360 VMT per home and 480 VMT per job
Performance Target(s) (2020):	8,000 new transit riders working and/or living in Milpitas
Reduction Method:	Milpitas's business-as-usual VMT forecast included reductions in conventional VMT as a result of increased transit ridership. Further correspondence with Hexagon Transportation Consultants, Inc., resulted in pulling out a set number of transit VMT from the forecast and including them here.
Reduction Sources:	Hexagon Transportation Consultants, Inc. 2011. Milpitas Climate Action Plan VMT Calculations. Hexagon Transportation Consultants, Inc. 2011. Personal Correspondence with At van den Hout.

Measure:	6.4: Regional Arterials
2020 Emissions Reductions (MTCO ₂ e):	-600
Assumed Reduction per Participant (2020):	10 MTCO ₂ e reduced per synchronized traffic intersection
Performance Target(s) (2020):	60 intersections
Reduction Method:	The number of intersections in Milpitas was reported in the FY 2010 CAFR, cited below. The savings per synchronized signal was derived from a 2008 funding proposal by the City of San Jose. Using the number of signals to be synchronized in the projects and the reported future savings in fuel use, a factor of gallons saved per signal was calculated and applied to the City of Milpitas. The project outline in the City of San Jose funding proposal was 90% engineered at the time, leading to a high confidence in the reduction numbers reported and used.
Reduction Sources:	California Air Resources Board, et al. 2010. Local Government Operations Protocol. City of Milpitas. 2010. Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2010. City of San Jose. 2008. Proposition 1B Traffic Light Synchronization Program Application for Traffic Signal Communications and Synchronization Project. http://www.sanjoseca.gov/transportation/supportFiles/tlsp/TLSP_APPLICATION.pdf . CARB (California Air Resources Board). Climate Change Draft Scoping Plan – Measure Documentation Supplement. http://www.arb.ca.gov/cc/scopingplan/document/measure_documentation.pdf .

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REDUCTION MEASURE METHODS AND SOURCES

Measure:	8.1: Transportation Demand Management
2020 Emissions Reductions (MTCO ₂ e):	-440
Assumed Reduction per Participant (2020):	210 miles reduced per participating commuter
Performance Target(s) (2020):	6,010 single-occupant commuters participating in rideshare program
Reduction Method:	The total number of people who commute from Milpitas by driving alone was obtained from the US Census Bureau's 2005–2007 American Community Survey. An assumed participation rate was applied to get the number of drivers switching to a rideshare commuting program. A VMT reduction per participant was applied to show the savings from a rideshare program.
Reduction Sources:	Blake, Cindy. 2009. Rideshare Administrative Assistant. Lucky Bucks statistical data. November 3. US Census Bureau. 2005–2007 American Community Survey 3-Year Estimates.

Measure:	8.2: Car-Share Programs
2020 Emissions Reductions (MTCO ₂ e):	-3,790
Assumed Reduction per Participant (2020):	3,000 miles per participant per year
Performance Target(s) (2020):	3,610 single-occupant commuters participating in car-share program
Reduction Method:	The total number of single-occupant commuters was retrieved from the US Census Bureau's American Community Survey. An assumed participation rate was applied. Participation in car-sharing programs in a typical region is 10–20% of residents living in neighborhoods suitable for car sharing, and perhaps 3–5% of those residents would car share rather than own a private vehicle ownership if the service were available (VTPI 2009). Car sharing is found to typically be used by residents that drive 6,000 miles a year or less. Reduction is approximately 50%, or 3,000 miles a year.
Reduction Sources:	City Car Share. n.d. Bringing Car-Sharing to Your Community. http://www.citycarshare.org/download/CCS_BCCtYC_Long.pdf . VTPI (Victoria Transport Policy Institute). 2008. TDM Encyclopedia. Ridesharing. http://www.vtpi.org/tdm/tdm34.htm .

Measure:	10.1: Parking for Low-Emissions Vehicles
2020 Emissions Reductions (MTCO ₂ e):	-2,800
Assumed Reduction per Participant (2020):	4.6 MTCO ₂ e reduced per electric vehicle charging station parking spot installed
Performance Target(s) (2020):	1,220 additional electric vehicle charging station parking spots

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Measure:	10.1: Parking for Low-Emissions Vehicles
Reduction Method:	Reductions are assumed to come from an aggressive outreach program focused on electric vehicle fleet conversion and the setting aside of parking spots for electric and other low-emissions vehicles. An assumed mileage driven per parking spot per year metric was used to estimate the emissions associated with one nonresidential parking spot per year. The difference between these emissions and the emissions associated with driving an electric or low-emissions vehicle is the reduction reported for the measure.
Reduction Sources:	Plug-In Cars. 2010. Nissan LEAF Finally Gets Official EPA Fuel Economy Label. http://www.plugincars.com/nissan-leaf-finally-gets-official-epa-label-106486.html .

Measure:	10.4: Residential Electric Vehicle Charging
2020 Emissions Reductions (MTCO ₂ e):	-790
Assumed Reduction per Participant (2020):	2,060 fossil fuel-powered VMT per household
Performance Target(s) (2020):	1,100 new homes pre-wired for electric vehicles
Reduction Method:	The number of vehicle miles traveled (VMT) within Milpitas on local roads, assumed to be the most common use for an electric vehicle (EV), was collected from Table 2 of the Hexagon memo cited below. An assumed participation rate for pre-wiring and a further rate for pre-wired homes utilizing EVs were used to calculate the total savings. Per household savings assume that the internal trips on local roads are replaced completely by EVs.
Reduction Sources:	ABAG (Association of Bay Area Governments). 2009. Projections 2009. Hexagon Transportation Consultants, Inc. 2011. Milpitas Climate Action Plan VMT Calculations.

Measure:	11.1: Waste Diversion
2020 Emissions Reductions (MTCO ₂ e):	-9,200
Assumed Reduction per Participant (2020):	0.4 tons of food waste per participating customer 1.5 tons of C&D waste per new construction project
Performance Target(s) (2020):	6,020 customers participating in food waste collection program and 40% of new construction projects

APPENDIX B:

REDUCTION MEASURE METHODS AND SOURCES

Measure:	11.1: Waste Diversion
Reduction Method:	<p>For the food waste collection action focused on the community, an assumed participation rate of 5% was applied, along with the percentage of waste which was food, to calculate the tons of food waste disposed of in 2005. A factor utilized in the quantification of existing measures was used to calculate the amount of MTCO₂e offset by composting food waste and not disposing of it in a landfill. Implementation is based on a target percentage of restaurants participating.</p> <p>The number of restaurants in the city was estimated using a focused search of yelp.com. An assumed number of employees per restaurant was applied so that the CIWMB's tons per employee per day figure could be better utilized. Table SW-1.3 of CAPCOA was used to calculate the tons of food waste from total tons. A factor utilized in the quantification of existing measures was used to calculate the amount of MTCO₂e offset by composting food waste and not disposing of it in a landfill. Implementation is based on a target percentage of restaurants participating.</p> <p>For the C&D ordinance action, the amount of waste disposed in 2020 was used because it is based on future growth and is more accurate for the future C&D generation from growth in Milpitas. The amount of waste from C&D, as a percentage of total, came from the CARB Landfill Emissions Tool v1.2. A compliance rate of 95% was applied to the 75% diversion rate to calculate the effective diversion rate of 71%. The CARB Landfill Emissions Tool was used again to calculate how much MTCO₂e is emitted per each ton of C&D waste disposed. This factor was applied to the tons of C&D diverted in 2020 to calculate the total GHG benefit of the ordinance.</p>
Reduction Sources:	<p>CIWMB (California Integrated Waste Management Board). 2006. Targeted Statewide Waste Characterization Study: Waste Disposal and Diversion Findings for Selected Industry Groups.</p> <p>CAPCOA (California Air Pollution Control Officers Association). 2010. Quantifying Greenhouse Gas Mitigation Measures.</p> <p>California Air Resources Board. Landfill Emissions Tool. VI.2. http://www.arb.ca.gov/cc/protocols/localgov/localgov.htm</p> <p>Haight, M. 2005. "Assessing the environmental burdens of anaerobic digestion in comparison to alternative options for managing the biodegradable fraction of municipal solid wastes." <i>Water Science & Technology</i> (52): 553–559.</p>

Measure:	12.1: Lawn and Garden Equipment
2020 Emissions Reductions (MTCO ₂ e):	-250
Assumed Reduction per Participant (2020):	0.08 MTCO ₂ e per lawn mower replaced and 0.04 MTCO ₂ e per leaf blower replaced
Performance Target(s) (2020):	680 conventional leaf blowers and 2,670 conventional lawn mowers replaced with electric versions
Reduction Method:	The GHG reduction potential of switching leaf blowers and lawn mowers to electric from gasoline or diesel will result in decreased fuel consumption and air pollution but will also result in a small increase in electricity use to power this equipment. The net difference between the original emissions of those converted pieces of equipment and the emissions from the added electricity use from conversion is represented here.

APPENDIX B:

REDUCTION MEASURE METHODS AND SOURCES

Measure:	12.1: Lawn and Garden Equipment
Reduction Sources:	<p>BAAQMD (Bay Area Air Quality Management District). 2010. History of Air District: 1995–2000. http://www.baaqmd.gov/Divisions/Communications-and-Outreach/News-Media-and-Features/History-of-Air-District-2005/1995--2000.aspx.</p> <p>CAPCOA (California Air Pollution Control Officers Association). 2010. Quantifying Greenhouse Gas Mitigation Measures.</p> <p>CARB (California Air Resources Board). 2007. Off-Road Software.</p>

Measure:	12.2: Construction Best Management Practices
2020 Emissions Reductions (MTCO ₂ e):	-4,010
Assumed Reduction per Participant (2020):	5% to 9% reduction in emissions per piece of equipment
Performance Target(s) (2020):	40% of construction equipment comply with applicable best management practices
Reduction Method:	A target conversion rate to alternative fuels of 40% was assumed for all construction equipment used in Milpitas. An even distribution was used for the four fuels listed in the measure, meaning each will have a market penetration of 10%. Emissions factors from Table 4 in the EPA report "Potential for Reducing Greenhouse Gas Emissions in the Construction Sector" were used to calculate the reduction from converting diesel vehicles to CNG fuel; Table 5 was used for conversion to biodiesel and assumed reductions were used for electric and hybrid conversions.
Reduction Sources:	EPA (US Environmental Protection Agency). 2009. Potential for Reducing Greenhouse Gas Emissions in the Construction Sector. http://www.epa.gov/sectors/pdf/construction-sector-report.pdf .

APPENDIX C: DEVELOPMENT CHECKLIST

DEVELOPMENT CHECKLIST

The following checklist has been developed to assist project applicants and City staff to determine whether a proposed project complies with the Climate Action Plan.

If the proposed project's expected GHG emissions were not considered in the GHG emissions 2020 and 2035 forecast included in **Appendix A** of the CAP, this checklist is provided for informational use but may not preclude preparation of separate GHG analysis for the project. Examples of projects that may not be incorporated into the City's forecast include stationary source emissions regulated by the Bay Area Air Quality Management District, General Plan amendments, new specific plans that exceed the City's proposed population and job growth forecasts, and GHG emissions used in specific manufacturing processes that are not easily tracked at a community-wide level.

PROJECT DESCRIPTION/CHARACTERISTICS

Please identify the applicable land uses included in the proposed project and provide a brief description of the proposed project (or the project description to be used for the associated environmental document).

Identify the applicable land uses:

Residential Commercial Industrial Manufacturing Other

Project Description:

APPENDIX C: DEVELOPMENT CHECKLIST

AMENDMENTS REQUESTED

Does the project require an amendment to any of the following planning documents?

General Plan: Yes No Not Sure

Midtown Specific Plan: Yes No Not Sure

Transit Area Specific Plan: Yes No Not Sure

GHG EMISSIONS INCORPORATED WITHIN CITY GHG FORECAST

Was this project, and its potential GHG emissions sources, considered in the City's GHG inventory and forecast?

Yes No To be determined by staff

PROJECT SOURCES OF GHG EMISSIONS CONSIDERED IN CITY INVENTORY

Identify the activities and sources of GHG emissions anticipated by the proposed project during either the construction or operational phases of the project.

Potential GHG Emissions Sources:		
<input type="checkbox"/> Electricity Use	<input type="checkbox"/> Res./Comm./Ind. Waste	<input type="checkbox"/> Gasoline or Diesel Use
<input type="checkbox"/> Natural Gas Use	<input type="checkbox"/> Wastewater Disposal	<input type="checkbox"/> Transportation (On-Road)
<input type="checkbox"/> Const. & Demolition Waste	<input type="checkbox"/> Water Use	<input type="checkbox"/> Off-Road Equipment
<input type="checkbox"/> Other		

ESTIMATED GHG EMISSIONS

If a GHG emissions analysis has been prepared for the proposed project, please provide the estimated GHG emissions for the project below or as an attachment to this worksheet.

Annual Construction Emissions: _____ MTCO₂e

Annual Operational Emissions: _____ MTCO₂e

APPENDIX C: DEVELOPMENT CHECKLIST

APPLICABLE MEASURES/COMPLIANCE

Identify in the checklist below the applicable measures that will be implemented as part of the proposed project to demonstrate consistency with the City’s Climate Action Plan.

Required Measures

This list includes measures and actions included in the CAP that are (1) required to be included in the project design and implementation and (2) currently being implemented by the City. By following these two conditions and meeting the requirements identified below, the project demonstrates consistency with the CAP. As the City implements additional CAP measures, they will be added to this list.

Measure	Action	Applicability	Compliance*
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

* All measures that are considered applicable on this list are required to be implemented in order to demonstrate consistency with the CAP.

APPENDIX C: DEVELOPMENT CHECKLIST

RECOMMENDED MEASURES

This list includes measures and actions identified in the CAP, or programs and regulations that have yet to be adopted by the City, which would apply to a project of this type. These measures should be included in the project design as feasible and, once implemented or adopted by the City, be included in the list of required measures above.

Measure	Action	Applicability	Compliance*
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
			<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

* All measures considered applicable on this list should be considered for implementation in order to demonstrate consistency with the CAP.

OTHER GHG REDUCTION MEASURES IMPLEMENTED

List and describe any additional measures that this project will incorporate to reduce GHG emissions that are not included in the CAP. If available, provide the estimated GHG reductions that would occur on an annual basis from implementing the measure, in MTCO₂e.

Additional Measure	Estimated Annual GHG Reductions (MTCO ₂ e)

APPENDIX D: CITY COUNCIL RESOLUTION ADOPTING THE CAP

To be inserted in the Final Climate Action Plan.



APPROVED**SPECIAL PLANNING COMMISSION MINUTES****March 20, 2013**

- I. PLEDGE OF ALLEGIANCE** **Chair Mandal** called the meeting to order at 7:00 P.M. and led the Pledge of Allegiance.
- II. ROLL CALL/SEATING OF ALTERNATE** **Present:** Sudhir Mandal, Larry Ciardella, Garry Barbadillo, John Luk, Rajeev Madnawat, Zeya Mohsin, and Gurdev Sandhu
Absent:
Staff: Ah Sing, Hom, McHarris and DeHerrera
Alternate Commissioner: Demetress Morris
- III. PUBLIC FORUM** **Chair Mandal** invited members of the audience to address the Commission on any topic not on the agenda, noting that no response is required from the staff or Commission, but that the Commission may choose to agendaize the matter for a future meeting.
Rob Means, Milpitas resident – The Sunnyhills Neighborhood Association (SNA) is working to create an automated transit feeder (personal rapid transit system) from their neighborhood to the future BART station. This type of transit system could help curb car usage within the city. The SNA is asking for the City's assistance and they would like to work with the City to secure the needed funding.
- IV. APPROVAL OF MINUTES** **Chair Mandal** called for approval of the February 27, 2013 minutes of the Planning Commission.
There were no changes to the minutes.
Motion to approve the Planning Commission minutes as submitted.
M/S: Sandhu / Madnawat
AYES: 6
NOES: 0
ABSENT: 1 (Ciardella)
ABSTAIN: 0
- V. ANNOUNCEMENTS** **Steven McHarris, Planning Director** – Staff wanted to remind the commissioners: 1) The 2013 Commissioner's Recognition luncheon will be held Saturday, April 13, 2013 at the Milpitas Community Center. RSVP is due by April 5, 2013. 2) There is an opportunity for commissioner training to be held locally and at no cost. This is a four part series to commence this Saturday, March 23, 2013 and would be very beneficial for all commissioners. Reservations are needed.
Vice-Chair Ciardella – The League of California Cities put on an excellent training program and is worth attending. Vice-Chair also shared a letter from the Leukemia & Lymphoma Society asking for any support towards further research to help end blood cancers. The website for donations is mwoy.org
- VI. CONFLICT OF** **Steven McHarris, Planning Director**, asked if any member of the Commission has any

INTEREST

personal or financial conflict of interest related to any of the items on tonight’s agenda.

There were no Commissioners who identified a conflict of interest.

VII. APPROVAL OF AGENDA

Chair Mandal asked whether staff or the Commission have any changes to the agenda.

There were no changes to the agenda.

Motion to approve the March 20, 2013 agenda as submitted.

M/S Ciardella / Mohsin

AYES: 7

NOES: 0

ABSENT: 0

ABSTAIN: 0

VIII. CONSENT CALENDAR

Consent calendar items are considered to be routine and may be approved in one motion at the discretion of the Chair. **For public hearing items, prior to actual Commission consideration, the Chair may open the public hearing and ask if anyone present wishes to discuss any consent calendar items. There will be no discussion of consent calendar items unless a member of the audience or the Commission asks to have the item removed from the consent calendar.** Persons who want to speak on any item on the consent calendar should come forward now and ask to have that item removed from the consent calendar. **Any items removed will be discussed in the order arranged by the Chair**

**VIII-1
SITE DEVELOPMENT
PERMIT SD13-0004**

A request to install 8-foot tall perimeter fencing for an industrial building located at 1656 McCarthy Blvd. (APN 86-03-064), zoned Industrial Park with Site and Architectural Overlay. Applicant: Terry Stanley.

(Recommendation – Adopt Resolution No. 13-007 approving the project with conditions)

Cindy Hom, Assistant Planner, confirmed that the Fire Department did review the project and approved it. The Police Department also reviewed the plans and they do have access in case of an emergency. There are other sites within the city that also have similar type of security fencing.

**VIII-2
SITE DEVELOPMENT
PERMIT AMENDMENT
NO. SA12-0009**

A request to amend an existing sign program to allow for an additional sign location and increase in the letter height on secondary signs for the Hillview Professional Business Park Center located at 890 Hillview Court (APN 28-26-004), zoned Town Center with Site and Architectural Overlay (TC-S). Applicant Joe DiChoso.

(Recommendation – Adopt Resolution No. 13-008 approving the project with conditions)

Motion: Approve the two items on the consent calendar as presented with

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conditions of approval – Resolution Nos. 13-007 and 13-008.

M/S: Madnawat / Barbadillo

AYES: 7

NOES: 0

ABSENT: 0

ABSTAIN: 0

IX. PUBLIC HEARING**There were no public hearing items on the agenda****X. UNFINISHED
BUSINESS**

Sheldon Ah Sing, Senior Planner. Tonight's presentation is a study session for the proposed Climate Action Plan. The Milpitas Climate Action Plan and Qualified Greenhouse Gas Reduction Strategy [known here foreword as the Milpitas Climate Action Plan (CAP) establishes strategies for reducing municipal and community-wide greenhouse gas (GHG) emissions. The CAP is a proactive strategy document that enables the City to maintain local control of implementing State direction (AB 32 – the California Global Warming Solutions Act) to reduce GHG emissions to 1990 levels by 2020. Proposed GHG reduction strategies align with existing General Plan policies.

Some benefits of the Climate Action Plan are: One stop for CHG analysis and mitigation under CEQA; Transparency in the review process; Outlines appropriate measures for new projects; identification of preferred GHG mitigation strategies; streamlined CEQA review for projects consistent with CAP.

The project was launched in 2011 and the City was awarded a grant from VTA to defray 60% of the cost and 40% is from RDA money. There has been public outreach with on-going consultation with the Bay Area Air Quality Management District (BAAQMD). BAAQMD established thresholds: to reduce emissions to 1990 levels by 2020; or reduce emissions 15% below baseline (2008 or earlier) emissions levels; or to meet plan efficiency threshold of 6.6 MTCO_{2e} per service population or 4.6 MTCO_{2e} per service population for land use projects. Milpitas' target is to use the 15% below 2005 baseline.

Reduction summary -- is to set a target greater than the 15% baseline, with a proposed target of 16.2%. Goals are to continue reduction of existing activities along with those new measures set by the CAP. This will require some changes to city municipal code. In accordance with CEQA, the CAP will not have a significant impact on the environment. Staff will provide annual reports to the Council and continue to monitor if we are on track to meet our goals.

Recommendation: *Seek comments from the public and direction from the Commission*

Commissioners' Comments:

- Encourage the use of energy-efficient appliances and planting deciduous trees.

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- Provide continuous outreach to the public.
- For a larger reduction impact, encourage replacement of furnaces and A/C units in older residential homes.
- Look into working with PG&E to offer rebates where possible.
- Encourage contractors to build in solar energy facilities for new homes
- Offer discount on permitting costs to builders for using certain environmental friendly materials.
- Possibly provide some incentive to builders to defray costs to provide more expensive materials.
- Maybe our Parks Commission could encourage the homeowners associations or other groups in Milpitas to promote greener environments by planting more trees and landscaping.
- The cost of solar panels has gone down per watt; however, the permit cost and installation cost is still very high. This does not encourage residents to want to make a change. We should work together to reduce costs.
- If the City provides more bike lanes it will encourage less use of vehicles and reduce the CO2.
- Encourage gas stations to set up recharging stations or establish locations within the city for recharging to encourage people to purchase electric cars. The lack of locations to recharge makes it difficult for people with electric vehicles.
- We need to look for ways to be more aggressive in order to surpass our reduction goal.
- In Taiwan they use small solar rooftop water heater tanks that are inexpensive. This could be something to look into to replace what is used here.
- Is it possible to look into roof-top wind turbines for residential?

Public Comments:

Priscilla Sedman, Milpitas Resident – Supports the CAP and had comments on following: Measure 6.1 (Transit density) - The VTA ECO Pass is good for residents in high-density development. For Measure 11.1 – (Waste Diversion) –Community gardens are beneficial for residents as well as having more open space. Regarding sustainability, it would be good to establish a sustainability commission. Regarding retrofit – look at some non-profit organizations that promote energy conservation and reduction.

Rob Means, Milpitas Resident – Mr. Means complimented staff on putting together the CAP and for the Commission addressing many pertinent issues. It is important to continually monitor things and make adjustments. By 2020 we need to be down by 15% below baseline; then 15 years later we will be required to be down another 35% below baseline level – so we will need to be very aggressive. By exploring the Automated Transit Network feeder system proposed by the Sierra Club, there is a potential to reduce emissions by about 29,000 metric tons.

In Europe they have been able to reduce their CO2 by half of what we are doing. In Asia they are growing rapidly and are pursuing other technology areas as solar thermal, wind installations and conversion to electric vehicles. In California, our emissions are

causing billions in financial loss to farmers.

Carol Kline, Milpitas Resident – Mentioned that in Japan they built a bank of small wind turbines to create a wall that was unobtrusive. The CAP presented is a good start and we need to continue our efforts.

Eddie Tun, Milpitas Resident – Thanked the Commission for considering the CAP and encouraged the Commission to push beyond the 15% target.

Liz Ainsworth, Milpitas Resident – Questioned how there can actually be a reduction in emissions when we are building more residential which brings more people and cars into the city that creates traffic pollution. Also, where is the collaboration with the transit organization that created the new toll lane? She sees a reduction of businesses within our city, thus forcing residents to travel outside for services. How can we encourage people to live and shop within the city? By addressing these issues the CAP could be a more comprehensive plan.

Sheldon Ah Sing – Staff will look into the various possibilities and review the comments provided.

XI. ADJOURNMENT

The meeting was adjourned at 8:20 pm to the next meeting of March 27, 2013.

Motion to adjourn

M/S: Madnawat / Barbadillo

Respectfully Submitted,

Steven McHarris
Planning & Neighborhood Services Director

Joann DeHerrera
Recording Secretary

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