

**Public Review Initial Study/Mitigated Negative Declaration**

# **355 First Street Residential Project**

**November 2021**



**Prepared by  
EMC Planning Group**



PUBLIC REVIEW MITIGATED NEGATIVE DECLARATION

# 355 FIRST STREET RESIDENTIAL PROJECT

PREPARED FOR

**City of Los Altos**

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# PROPOSED MITIGATED NEGATIVE DECLARATION

## In Compliance with the California Environmental Quality Act (CEQA)

The City Council of the City of Los Altos has considered the project identified below and has adopted the following Mitigated Negative Declaration pursuant to the California Environmental Quality Act:

Project Name:	355 First St. Residential Project
Lead Agency:	City of Los Altos
Project Proponent:	355 1st St LLC. C/O DeNardi Wang Homes
Project Location:	355, 365, 371, 373 First St., Los Altos, CA
Project Description:	The proposed project includes demolition of the seven existing buildings and construction of a 79,431 square foot, 50-unit, four story condominium building and two levels of underground parking.
Written Comments To	Guido Persicone Planning Services Manager City of Los Altos 1 N. San Antonio Road Los Altos, CA 94022
Proposed Findings	<p>The City of Los Altos is the custodian of the documents and other material that constitute the record of proceedings upon which this decision is based.</p> <p>The initial study indicates that the proposed project has the potential to result in significant adverse environmental impacts. However, the mitigation measures identified in the initial study would reduce the impacts to a less than significant level. There is no substantial evidence, in light of the whole record before the lead agency (the City of Los Altos) that the project, with mitigation measures incorporated, may have a significant effect on the environment. See the following project-specific mitigation measures:</p>

## Mitigation Measures

### *Air Quality*

- AQ-1 The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM10) and PM2.5 emissions on the project plans and the contractor shall implement them during all phases of construction:
- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
  - b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;
  - c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
  - d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;
  - e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
  - f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
  - g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and
  - h. Post a publicly visible sign with telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2 Prior to the issuance of the demolition and grading permits, the project developer shall prepare, and the project contractor shall implement, a demolition and construction emissions avoidance and reduction plan demonstrating a minimum 30 percent reduction in DPM emissions.

The plan shall be prepared at the applicant's expense and shall be reviewed and approved by the City's Director of Planning or Director's designee, prior to issuance of demolition and grading permits. The plan shall be accompanied by a letter prepared by a qualified air quality consultant, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. The plan shall include the following measures:

- a. At least five of the mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. The plan shall include specifications of the equipment to be used during construction and confirmation this requirement is met; and,
- b. Other demonstrable measures identified by the developer and confirmed by the air quality consultant, that reduce emissions and avoid or minimize the affected sensitive receptors exposures by at least 30 percent.

### ***Biological Resources***

BIO-1 Prior to issuance of tree removal, demolition, and grading permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities within or adjacent to the project site boundary that include any tree or vegetation removal, demolition, or ground disturbance (such as grading or grubbing) shall be conducted between September 16 and January 14, outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project activities.

If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), or if construction activities are suspended for at least 14 days and recommence during the nesting season, a qualified biologist shall conduct nesting bird surveys.

- a. Two surveys for active bird nests shall occur within 14 days prior to start of construction, with the final survey conducted within 48 hours prior to construction. Appropriate minimum survey radii surrounding each work area are typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. Locations off the site to which access is not available may be surveyed from within the site or from public areas. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist prior to initiation of construction activities.
- b. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active. Developers shall be responsible for implementation of this mitigation measure with oversight by the City of Los Altos. Compliance with this measure shall be documented and submitted to the City prior to issuance of tree removal, demolition, and grading permits.

BIO-2 Prior to issuance of a tree removal permit and/or a grading permit, developers shall retain a certified arborist to develop a site-specific tree protection plan for retained trees and supervise the implementation of all proposed tree preservation and protection measures during construction activities, including those measures specified in the 2021 Arborist Report (Kielty Arborist Services LLC). Also, in accordance with the City’s Tree Protection Ordinance, the developer shall obtain a tree removal permit for proposed tree removals and shall install replacement trees in accordance with all mitigation, maintenance, and monitoring requirements specified in the tree removal permit(s) or otherwise required by the City for project approvals.

### *Cultural Resources*

- CUL-1 In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped, the Director of Community Development will be notified, and the archaeologist will examine the find and make appropriate recommendations, in collaboration with a Tamien Tribal representative, prior to commencement of construction. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Community Development, the California Historical Resources Information System (CHRIS) and the Tamien Nation.
- CUL-2 In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and will make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

### *Geology and Soils*

- GEO-1 The project proponent shall ensure all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist. The applicant shall provide the Community Development Director with documentation showing the training has been completed by all required construction personnel prior to issuance of grading permits.
- GEO-2 If vertebrae fossils are discovered during construction, all work within 50 feet of the discovery shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include avoidance, if feasible, preservation in place, or preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds.

### *Hazards and Hazardous Materials*

- HAZ-1 Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:
- a. All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.
  - b. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.
  - c. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.
  - d. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

### *Noise*

- NOI-1 Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, construction activities for the proposed project shall include the following best management practices to reduce noise from construction activities near sensitive land uses:
- Noise generating construction activities shall be limited to the hours between 7:00 a.m. and 5:30 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 3:00 p.m., in accordance with the city's municipal code for construction in a single-family residential zone. Construction is prohibited on Sundays and holidays, unless permission is granted with a development permit or other planning approval.

- Use of the concrete saw within 50 feet of any shared property line shall be limited.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines in construction equipment with a horsepower rating of 50 or more shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors (residences). If they must be located near sensitive receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- A temporary noise control blanket barrier could be erected, if necessary, at the property line or along building facades facing construction sites. This measure would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and shall send a notice to all adjacent properties with the construction schedule.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post the telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

## Proposed Mitigated Negative Declaration

NOI-2 Prior to the issuance of a building permit, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the city's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the city's noise limit at the shared property line. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

NOI-3 A construction vibration-monitoring plan shall be implemented to document conditions at the structure located adjacent to the proposed construction prior to, during, and after vibration generating construction activities. All plan tasks shall be completed under the direction of a State of California licensed Professional Structural Engineer and be in accordance with industry accepted standard methods. The construction vibration monitoring plan shall include the following tasks:

- Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction.
- Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located adjacent to the construction. Surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of said structure. Interior inspections would be subject to property owners' permission.
- Conduct a post-survey on the structure where monitoring has indicated damage. Make appropriate repairs or provide compensation where damage has occurred as a result of construction activities.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

*Tribal Cultural Resources*

In addition to mitigation measures CUL-1 and CUL-2 presented in Section D5, Cultural Resources, the following measures shall be implemented:

- TR-1        The applicant shall contract with the Tamien Nation to development and implement a cultural resource sensitivity training program for the construction work crew on the first day of construction. The archaeologist shall provide evidence of the training to the City Planning Division, which shall include the training materials and a sign-in list of trained construction personnel, at the end of the first day of construction.
  
- TR-2        The applicant shall contract with the Tamien Tribal to monitor ground disturbing activities, including but not limited to removal of existing building foundations, trees, and grading activities.

The applicant shall also contract with a qualified archaeologist to be on-call should cultural or Tribal resources be inadvertently discovered.

Evidence of a contracts with the Tribal monitor and archaeologist shall be provided to the City Planning Division prior to issuance of a building demolition permit and/or a grading permit.

Should Tribal or cultural resources be inadvertently discovered, the Tamien Nation Treatment Protocol shall be implemented. Whether or not Tribal or cultural resources are inadvertently discovered, the Tribal monitor shall prepare a monitoring report to be submitted to the City Planning Division, prior to issuance of an occupancy permit.

The location of Tribal resources is confidential, may be redacted from monitoring reports, and shall not be made available for public review. The location of sensitive cultural resources is exempt from the Public Records Act.

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PUBLIC REVIEW INITIAL STUDY

# 355 FIRST STREET RESIDENTIAL PROJECT

PREPARED FOR

**City of Los Altos**

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## A. BACKGROUND

Project Title	355 First Street Residential Project Initial Study
Lead Agency Contact Person and Phone Number	Guido Persicone, Planning Services Manager (650) 947-2633
Date Prepared	November 2021
Study Prepared by	EMC Planning Group Inc. 301 Lighthouse Avenue, Suite C Monterey, CA 93940
Project Location	355, 365, 371, 373 1st St Los Altos, CA 94022
Project Sponsor Name and Address	355 1st St LLC. C/O DeNardi Wang Homes 4962 El Camino Real, Suite 223 Los Altos, CA 94022
General Plan Designation	Downtown Commercial
Zoning	CD/R3 Commercial Downtown/Multiple Family

### Setting

The 0.64-acre project site includes four lots located at 355, 365, 371, and 373 First Street in Los Altos, and is developed with commercial buildings and one residence. The project location is shown in [Figure 1 Location Map](#), and [Figure 2, Aerial Photograph](#). [Figure 3, Site Photographs](#), shows the existing on-site and surrounding uses. The project site is developed with seven existing buildings totaling 7,648 square feet, including a hair salon, coin shop, office building, a single-family residence and two outbuildings. Whitney Street abuts the project site to the north, First Street abuts the site to the west, a yoga studio sits adjacent to the site in the east, and an alleyway borders the site to the east. Immediately surrounding uses include Draegers market and various commercial retail and office uses. The project site has a Los Altos General Plan (general plan) designation of Downtown Commercial, is zoned CD/R3 Commercial Downtown/Multiple Family, and is within the First Street District of Downtown.

## **Description of Project**

The proposed project includes demolition of the seven existing buildings and construction of a 79,431 square foot, 50-unit, four story condominium building and two levels of underground parking. Los Altos' housing stock has an average of 2.84 persons per household in 2019 (US Census Bureau 2021). The proposed 50 condominium units would potentially create a population growth in the area of 142 people.

The first floor includes the main lobby and a court for interior lighting. The rooftop includes a 5,000 square foot rooftop deck with grilling stations, dining tables, and outdoor seating. Solar panels will be installed for a portion of the common area electricity. The building is 46 feet in height.

The underground parking levels totaling 51,023 square feet includes 115 parking stalls, 50 bicycle lockers, 50 storage units, and EV charging stations for each unit. The parking levels can be accessed from the alley way to the east of the project site.

[Figure 4, Site Plan](#), shows the proposed building uses and layout, as well as the proposed parking garage configuration, and access to the site and parking levels.

## **Off-Site Improvements**

The proposed project includes replacing approximately 1,708 square feet of sidewalks within the public way on First Street and Whitney Street.

## **Affordable Housing**

Six (or 13.51 percent) of the 50 units are Below Market Rate units with five very low-income units and one moderate income unit. State Density Bonus Law states if 13 percent of the Base Density is provided at the very low-income level, a density bonus of 42.5 percent is granted. Based on the base density of 37 units, a density bonus of 42.5 percent is 16 units. This project would include 13 of the 16 allotted bonus units for a total of 15 units. According to Los Altos Municipal Code Section 14.28.040, a project that includes at least ten percent very low-income units will be granted two incentives. With 13.51 percent moderate income units, the project utilizes these two incentives to exceed city code height limits by 11 feet (from 35 feet to 46 feet) in this zoning district and elevator tower increase from 12 feet to 17.6 feet. This project also includes one waiver: a parking stall reduction size by 10 percent.

## **Other Public Agencies Whose Approval is Required**

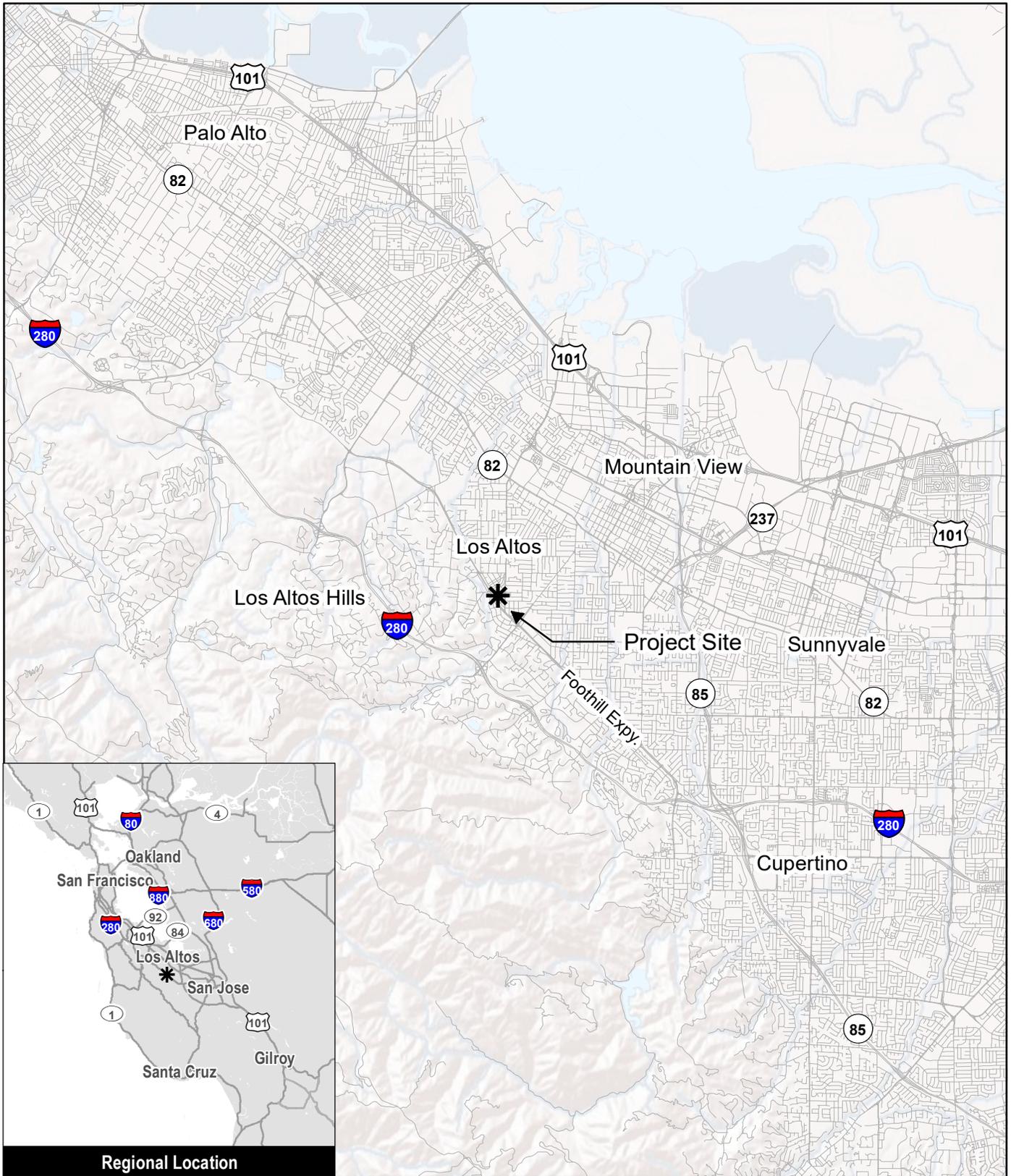
None

**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The Tamian Nation contacted the City of Los Altos requesting consultation. A summary of the consultation and conclusions are presented in Section D18, Tribal Cultural Resources, of this initial study.

*Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

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Source: ESRI 2019

Figure 1  
**Location Map**

355 First St. Initial Study



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0 75 feet



Project Boundary

Source: Google Earth 2020  
Santa Clara County GIS 2020

Figure 2

# Aerial Photograph

355 First St. Initial Study



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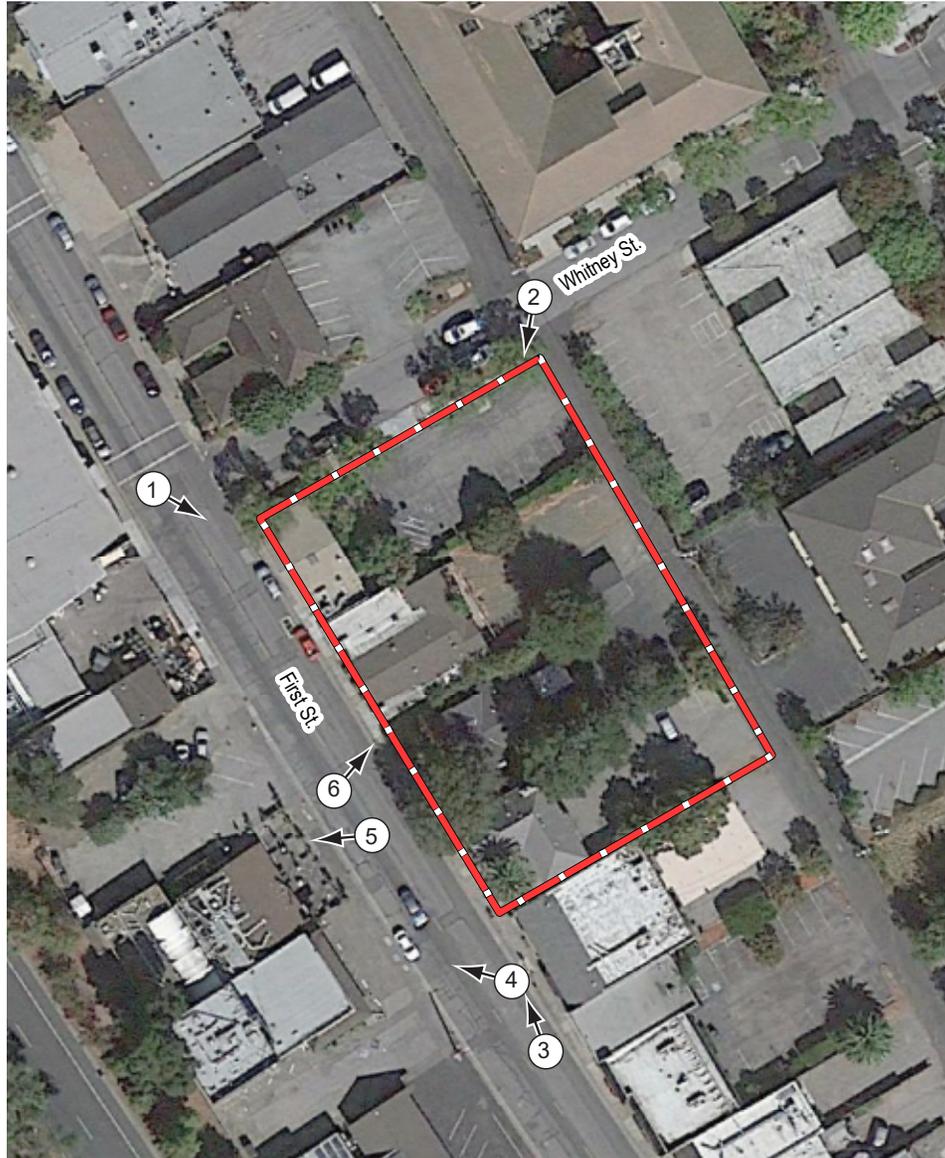
① Looking southeast toward 355 First St. at the northwest corner of the project site



② Looking south across the on site parking lot from the northern corner of the project site



③ Looking north down First St. and the project site frontage



 Project Site

Source: Google Earth 2020  
Photographs: SDG Architects 2021



④ Looking towards commercial/retail buildings sitting across First St. from project site



⑤ Second view of commercial/retail buildings sitting across First St. from project site

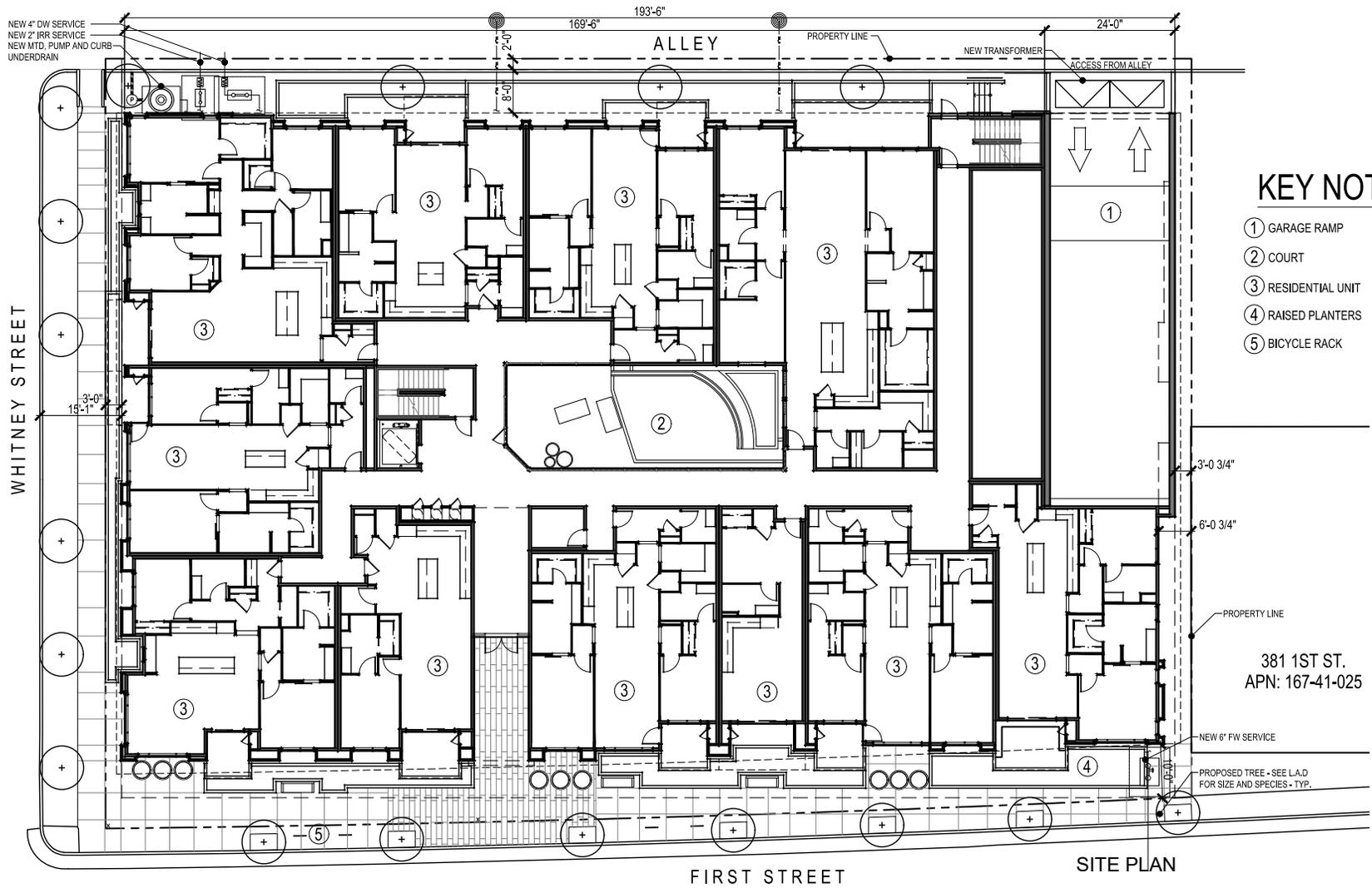


⑥ View of the single family residence on the project site at 371 First St.

## Figure 3 Site Photographs

355 First St. Initial Study

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Source: SDG Architects 2021

Figure 4  
Site Plan



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

## C. DETERMINATION

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 (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) 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.

---

Guido Persicone, Planning Services Manager

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Date

## D. EVALUATION OF ENVIRONMENTAL IMPACTS

### Notes

1. A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited 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 is 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 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 it has been determined that a particular physical impact may occur, then the checklist answers 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 Impact with Mitigation Measures Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less-Than-Significant Impact.” The mitigation measures are described, along with a brief explanation of how they reduce the effect to a less-than-significant level (mitigation measures from section XVII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses are used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier document or negative declaration. [Section 15063(c)(3)(D)] In this case, a brief discussion would identify the following:
  - a. “Earlier Analysis Used” identifies and states where such document is available for review.
  - b. “Impact Adequately Addressed” identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. “Mitigation Measures” – For effects that are “Less-Than-Significant Impact with Mitigation Measures Incorporated,” mitigation measures are described which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.) are incorporated. Each reference to a previously prepared or outside document, where appropriate, includes a reference to the page or pages where the statement is substantiated.
7. “Supporting Information Sources” — A source list is attached, and other sources used or individuals contacted are cited in the discussion.
9. The explanation of each issue identifies:
  - 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 significant.

## 1. AESTHETICS

Except as provided in Public Resources Code Section 21099 (Modernization of Transportation Analysis for Transit-Oriented Infill Projects), would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista? (1, 2, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (10, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (1, 2, 3, 4, 5, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (1, 2, 3, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments:

- a. The proposed project is not located within a designated scenic view corridor or scenic vista. Implementation of the proposed project will not obstruct or impede the views of any scenic vistas in the vicinity of the project site.
- b. According to the California Department of Transportation California Scenic Highway Mapping System, the sole state-designated scenic highway in Santa Clara County is State Route (SR) 9 from the Santa Cruz County line to the Los Gatos city limit. Eligible State Scenic Highways (not officially designated) include: SR 17 from the Santa Cruz County line to SR 9, SR 35 from Santa Cruz County line to SR 9, Interstate 280 from the San Mateo County line to SR 17, and a segment of SR 152 in southern Santa Clara County. The proposed project is not located near a state scenic highway or County-designated scenic highway and would, therefore, not result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.

- c. The project is located in an urbanized area and would not conflict with the applicable zoning and other regulations governing scenic quality. The visual character of the site and surrounding area is one of a mature mixed-use community. One- and two-story commercial and residential structures border the site to the north, south, and east. The project introduces a new land use to the project area as the project site is replacing existing commercial and single-family residential buildings with a residential condominium building, but this use is consistent with the general plan and zoning designations. The zoning allows for buildings up to 35 feet; however, with the allowed density bonus incentives outlined in the zoning code and mandated by state law, the 46-foot building height proposed would be consistent with the zoning code. While the proposed development will be taller in height and larger in scale than buildings in the immediately surrounding area, the project would be generally compatible, in terms of size and scale, with the general vicinity and would be required to go through design review and meet stringent design standards to ensure there would not be degradation of the visual quality or character of the site. [Refer to Figure 5, Elevations.](#) This visual impact would be less than significant.
  
- d. Nighttime lighting currently exists on the project site and upon redevelopment of the site, would continue to be provided along pathways and adjacent to buildings on the project site. The proposed project may increase the level of illumination in the project area above existing levels due to the changing placement of pathways and increased height building height, however due to urbanized nature of the site's surrounding and zoning code requirements, off-site illumination and glare will be minimized. The outdoor lighting proposed by the project will comply with all applicable building and zoning codes, and will be designed to minimize off-site illumination and glare by ensuring all lighting above the ground floor is shielded and/or downward facing to prevent unnecessarily illuminating or substantially interfering with the use or enjoyment of nearby properties. This requirement will ensure that the project would not create a substantial new source of light or glare that would adversely affect the visual quality of the area. This visual impact would be less than significant.



Source: SDG Architects 2021

Figure 5  
Elevations

355 First St. Initial Study



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## 2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects and in assessing impacts on agriculture and farmland, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information 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. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use? (6, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Comments:**

- a-e. The project site is currently developed with a commercial and residential buildings and associated parking. The project site is identified as “Urban and Built-up Land” on the California Department of Conservation’s Santa Clara County Important Farmlands Map 2016 (2018). There are no Williamson Act parcels or forest or agricultural land on or in the vicinity of the project site. Therefore, the proposed project would not conflict with the provisions of the Williamson Act or agricultural zoning, and there would be no impacts to agricultural, forest land, or lands zoned for commercial timber as a result of the project.

### 3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan? (8, 42)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? (37,41,42)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations? (37,48)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions, such as those leading to odors adversely affecting a substantial number of people? (8, 41)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Comments:

- a. The City of Los Altos, including the project site, is within the Bay Area Air Quality Management District (hereinafter “air district”). The air district’s most recent adopted plan is the Bay Area 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 Clean Air Plan). The Clean Air Plan includes measures to minimize ozone precursor emissions and halt the movement of ozone and its precursors into nearby air basins, and builds upon the air district’s determination to minimize the emissions of fine particulate matter and toxic air contaminants (Bay Area Air Quality Management District 2017a).

Consistency with the Clean Air Plan is based on conformance with air quality control measures presented in the Clean Air Plan. The air district’s Air Quality CEQA Guidelines (2017b) (“air district CEQA guidelines”) Section 9.1 provides guidance for determining if a development project is consistent with the Clean Air Plan. For consistency a project should meet three criteria: 1) support the primary goals of the Clean Air Plan; 2) include applicable Clean Air Plan control measures; and 3) not disrupt or hinder implementation of any Clean Air Plan control measures.

The primary goals of the Clean Air Plan are to attain air quality standards; to reduce population exposure to pollutants and protect public health in the Bay Area; and to reduce greenhouse gas (GHG) emissions and protect the climate. This is considered to have been accomplished if there are no project-level significant impacts, or if significant impacts are mitigated to a less-than-significant level.

As discussed in section “b/c” below, the proposed project would generate criteria air pollutant emissions during construction and operations, but not to the extent that significant impacts would occur. However, during construction, the proposed project would generate toxic air contaminant emissions that would result in significant exposures to sensitive receptors, but not to the extent that significant impacts could not be mitigated to a less-than-significant level. Therefore, the proposed project would not result in significant air quality impacts, and supports the primary goals of the Clean Air Plan.

There are 81 control measures in the 2017 Clean Air Plan, many of which are applicable only for industrial or regional implementation. The city would require project conformance with measures that it determines are feasible for project-level implementation. Project consistency with applicable control measures is discussed below, based in part on the implementation expectations stated in the Clean Air Plan (Bay Area Air Quality Management District 2017).

Clean Air Plan Control measures potentially applicable to the proposed project are presented below in [Table 1, Potentially Applicable Control Measures \(2017 Clean Air Plan\)](#) along with a brief consistency analysis to determine how the project either does or does not implement the measure.

As noted in Table 1, with mitigation the proposed project is consistent with the Clean Air Plan. The impact is less than significant with mitigation (see discussion in item d, below).

- b, c. The six most common and widespread air pollutants of concern, or “criteria pollutants,” are ground-level ozone, nitrogen dioxide, particulate matter, carbon monoxide, sulfur dioxide, and lead. In addition, reactive organic gases are a key contributor to the criteria air pollutants because they react with other substances to form ground-level ozone. Health effects of criteria air pollutants include asthma, bronchitis, chest pain, coughing, and heart diseases.

The air district is responsible for monitoring emissions and developing air quality plans for the San Francisco Bay area, including Santa Clara County and has published comprehensive guidance on evaluating, determining significance of, and mitigating air quality impacts of projects and plans in CEQA Air Quality Guidelines (“CEQA guidelines”) (2017).

**Table 1 Potentially Applicable Control Measures (2017 Clean Air Plan)**

Control Measure Number and Name	Consistency Analysis
BL1 – Green Buildings	Consistent. This policy encourages utilization of Green Building Standards in new development. The proposed project would construct the structures in accordance with the California Building Code's Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6).
BL2 Decarbonize Buildings All Pollutants	Consistent. This policy explores incentives for property owners to install ground source heat pumps and solar hot water heaters in multifamily buildings. See the response to Policy BL1. The proposed project is a multi-family project that may qualify for this program.
BL4: Urban Heat Island Mitigation.	Consistent. This measure is intended to mitigate the "urban heat island" effect by promoting the implementation of cool roofing and cool paving techniques. The proposed project includes rooftop open space areas that are consistent with this measure.
NW2: Urban Tree Planting.	Consistent. This measure encourages voluntary approaches to reduce urban heat islands by increasing shading in urban and suburban communities via planting of low-VOC emitting trees. According to the proposed landscaping plan, the project includes new street trees and trees on site.
SS30: Residential Fan Type Furnaces	Consistent. See the response to measure BL2. This measure is intended to reduce NOx emissions from residential fan type central furnaces by reducing allowable NOx emission limits on new and replacement furnace installations through its Regulation 9, Rule 4 (Rule 9-4). The air district works with local jurisdictions to implement this rule. When it is not feasible to install a non-fossil fuel-based furnace, this control measure ensures that the furnace installed uses best available retrofit control technology (BARCT). The proposed project may qualify for this program.
SS32 Emergency Backup Generators	Consistent. Reduce emissions of diesel PM and black carbon from BUGs through Draft Rule 11-18, resulting in reduced health risks to impacted individuals, and in climate protection benefits. The proposed project does not include a backup generator (BUG) and is not subject to this rule.
SS34: Wood Smoke	Consistent. In 2008, the Air District adopted Regulation 6, Rule 3 to protect Bay Area residents from the harmful health impacts of wood smoke. In the fall of 2015, the Air District adopted amendments to Regulation 6-3, greatly expanding and tightening the regulation. The proposed project is subject to compliance with the City's municipal code regulations prohibiting wood-burning fireplaces
SS36 Particulate Matter from Trackout	Consistent. Prevent mud/dirt and other solid trackout from construction, landfills, quarries and other bulk material sites. The proposed project is subject to compliance with mitigation measure AQ-1, presented later in this section, which includes measures to minimize fugitive dust emissions during construction.
SS38 Fugitive Dust PM	Consistent. See response to SS36.
SS40 Odors	Consistent. The proposed project is a residential use and would not be a source of substantial odors.

Control Measure Number and Name	Consistency Analysis
TR7: Safe Routes to Schools and Safe Routes to Transit.	<p>Consistent. This measure facilitates safe route to schools and transit by providing funds and working with transportation agencies, local governments, schools, and communities to implement safe access for pedestrians and cyclists.</p> <p>The nearest school to the project site is Covington Elementary School, about one half mile to the southeast. The proposed project would reconstruct sidewalks on the site frontages and would not preclude continued use of existing facilities. The nearest bus stops to the project site are for VTA bus route (Frequent Route 40) and are located along both sides of San Antonio Road (near Whitney Street), approximately 800 feet from the project site. According to the traffic impact analysis, existing bus service is expected to have sufficient capacity to accommodate new riders generated by the project.</p>
TR9: Bicycle and Pedestrian Access and Facilities.	<p>Consistent. Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.</p> <p>The proposed project includes the provision of resident bike storage facilities on-site and would not remove any bicycle facilities. The proposed project includes replacement of sidewalks along the site frontages; consequently, the proposed project would not preclude the continued use of existing bicycle and pedestrian facilities.</p>
TR16: Indirect Source Review.	<p>Consistent. This measure reduces emissions of key ozone precursors, ROG and NOx, particulate matter, toxic air contaminants and GHGs by reducing construction and operational emissions associated with new or modified land uses. On-road and off-road mobile emission sources are the main source categories targeted by this measure. However, space heating, landscape maintenance and wood burning emission source categories could also be included. This reduces region-wide population exposure to air pollutants and also reduces localized population exposure to air pollution.</p> <p>The proposed project would not emit operational emissions that would exceed air district standards. Mitigation measure AQ-1 discussed later in this section includes emissions reduction measures to reduce construction emissions and minimize exposures to air pollution.</p>
WR2 Support Water Conservation GHG Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing	<p>Consistent. This measure promotes water conservation of conveyance and treatment, including reduced water consumption and increased on-site water recycling, in residential, commercial and industrial buildings. The purpose is to reduce greenhouse gas (GHG) emissions associated electricity use required to capture, use, convey, store, conserve, recycle and treat water and wastewater in the Bay Area.</p> <p>The proposed project would increase water demand on the site and is subject to compliance with the 2016 CALGreen Code and Chapter 12.36 of the Municipal Code, which adopts water efficient landscape regulations. The project would not require expansion of off-site facilities or the construction of new water mains aside from lateral lines required to connect to the existing water main.</p>

SOURCE: BAAQMD 2017a; EMC Planning Group 2021

The Bay Area Air Quality Management District (air district) is the agency with the primary responsibility for assuring that national and state ambient air quality standards are attained and maintained in the air basin. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in “attainment” or “nonattainment.” [Table 2, San Francisco Bay Area Air Basin Attainment Status](#), identifies the current attainment status within the air basin for each criteria pollutant.

**Table 2 San Francisco Bay Area Air Basin Attainment Status**

Criteria Air Pollutants	State Standards	National Standards
Ozone	Non-attainment	Non-attainment
Respirable Particulate Matter	Non-attainment	Unclassified
Fine Particulate Matter	Non-attainment	Non-attainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified/Attainment
Lead	-	Attainment

SOURCE: Bay Area Air Quality Management District 2017a

The air district has developed thresholds of significance that are used to determine whether or not the proposed project would result in a cumulatively considerable net increase of criteria air pollutants during operations and/or construction. The thresholds of significance for determining air quality impacts are contained in the 2017 CEQA Guidelines and are presented in [Table 3, Thresholds of Significance for Criteria Air Pollutants](#).

**Table 3 Thresholds of Significance for Criteria Air Pollutants**

Criteria Air Pollutants	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lb/day)	Average Daily Emissions (lb/day)	Annual Emissions (tons/year)
Reactive Organic Gases (ROG)	54	54	10
Nitrogen Oxides (NO <sub>x</sub> )	54	54	10
Respirable Particulate Matter (PM <sub>10</sub> )	82 (exhaust) <sup>1</sup>	82	15
Fine Particulate Matter (PM <sub>2.5</sub> )	54 (exhaust) <sup>1</sup>	54	10

SOURCE: Bay Area Air Quality Management District 2017b

NOTE:

1. The thresholds of significance for particulate matter emissions from project construction apply to exhaust emissions only. The air district recommends implementation of best management practices to reduce fugitive dust emissions.

Construction and operations of the proposed project would increase criteria pollutant emissions. The criteria air pollutant emissions generated by existing uses of the site and emissions during construction and operation of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. The results include emissions reductions from compliance with State’s Title 24 2019 Building Energy Efficiency Standards (BEES). Refer to [Appendix B](#) for the CalEEMod results.

### Operational Emissions

Existing and proposed operational emissions are estimated. [Table 4, Unmitigated Operational Emissions](#), presents the net change between the unmitigated existing operational criteria pollutant emissions and proposed project criteria pollutant emissions.

**Table 4 Unmitigated Operational Criteria Pollutant Emissions**

Emissions Scenarios	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO <sub>x</sub> )	Suspended Particulates (PM <sub>10</sub> )	Total Fine Particulates (PM <sub>2.5</sub> )	Carbon Monoxide (CO)
Existing <sup>1,2</sup>	0.09	0.21	0.11	0.03	0.50
Proposed <sup>1,2</sup>	0.43	0.23	0.15	0.04	0.23
Change <sup>1,2</sup>	0.34	0.02	0.04	0.01	-0.27 <sup>3</sup>
Net Average Daily Emissions <sup>1,4</sup>	1.86	0.11	0.22	0.05	-1.48 <sup>3</sup>

SOURCE: EMC Planning Group 2021

NOTES:

1. Results may vary due to rounding.
2. Expressed in tons per year.
3. The proposed project would result in fewer emissions.
4. Expressed in pounds per day: A U.S. ton is equal to 2,000 pounds. The emissions estimates in tons per year are multiplied by 2,000 pounds to arrive at emissions volume in pounds per year, then divided by 365 days per year to arrive at pounds per day.

The proposed project would not generate operational criteria pollutant emissions that would exceed the air district thresholds. Therefore, criteria pollutant emissions generated by the project would be less than significant and less than cumulatively considerable.

### Construction Emissions

Construction emissions include mobile source exhaust emissions, emissions generated during the application of asphalt paving material and architectural coatings, as well as emissions of fugitive dust during demolition and grading. The unmitigated criteria air pollutant emissions resulting from project construction are summarized in [Table 5, Unmitigated Construction Criteria Air Pollutant Emissions](#).

**Table 5 Unmitigated Construction Criteria Air Pollutant Emissions**

Emissions	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO <sub>x</sub> )	Exhaust Respirable Particulate Matter (PM <sub>10</sub> )	Total Fine Particulate Matter (PM <sub>2.5</sub> )
2022 <sup>1,2</sup>	0.70	1.49	0.05	0.08
2023 <sup>1,2</sup>	0.01	0.03	<0.01	<0.01
Total Emissions <sup>1,2</sup>	0.71	1.52	0.05	0.08
Average Daily Emissions <sup>1,2</sup>	4.93	10.6	0.35	0.44

SOURCE: EMC Planning Group 2021

## NOTES:

1. Results may vary due to rounding.
2. CalEEMod estimates construction criteria air pollutant emissions in tons per year. A U.S. ton is equal to 2,000 pounds. The emissions estimates in tons per year are multiplied by 2,000 pounds to arrive at emissions volume in pounds per year. CalEEMod estimates a total of 288 construction days. Average daily emissions (in pounds per day) are computed by dividing the annual construction emissions (in pounds per year) by the number of construction days.

The proposed project would not result in construction emissions that exceed the air district thresholds for criteria air pollutants. Therefore, the increase in criteria pollutant emissions during construction are less than significant and the contribution of these emissions to cumulative air quality conditions are less than cumulatively considerable.

- d. Toxic air contaminants (TACs) are pollutants that may be expected to result in an increase in mortality or serious illness or may pose a present or potential hazard to human health. Health effects include cancer, birth defects, neurological damage, damage to the body's natural defense system, and diseases that lead to death. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuels combustion, and commercial operations (e.g., dry cleaners). Diesel exhaust is the predominant TAC in urban air and is estimated to represent about two-thirds of the cancer risk from TACs.

Although air pollution can affect all segments of the population, certain groups are more susceptible to its adverse effects than others. Children, the elderly, and the chronically or acutely ill are the most sensitive population groups. These sensitive receptors are commonly associated with specific land uses such as residential areas, schools, retirement homes, and hospitals. In addition, certain air pollutants, such as carbon monoxide, only have significant effects if they directly affect a sensitive population.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust and fugitive dust (PM<sub>2.5</sub>) that poses health risks for sensitive receptors. Diesel

particulate matter (DPM), which is a known TAC, is a component of diesel exhaust. The air district requires an analysis of construction emissions exposures when construction activity would occur within 1,000 feet of sensitive receptors.

The *355 First Street Health Risk Assessment* (EMC Planning Group 2021) (HRA) was prepared to analyze the single-source (direct) and cumulative effects of DPM and PM<sub>2.5</sub> exposures and related cancer risks at MEI that could occur during project construction. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM<sub>2.5</sub>. Community risk impacts were addressed by predicting increased lifetime cancer risk, the increase in annual PM<sub>2.5</sub> concentrations, and computing the Hazard Index (HI) for non-cancer health risks. Existing sources of TACs within 1,000 feet of the project site were identified including mobile sources from vehicles on Foothill Expressway and San Antonio Road, and two gas stations. Existing TAC sources are shown in the HRA Figure 2-1, Existing Emissions Sources within 1,000 Feet. Locations of sensitive receptors are shown in the HRA Figure 2-2, Sensitive Receptors Within 1,000 Feet. The HRA is included in [Appendix C](#).

CalEEMod was used to estimate PM<sub>10</sub> exhaust emissions (assumed to be DPM) and PM<sub>2.5</sub> fugitive emissions from construction activities. The AERMOD dispersion model was used to predict concentrations of DPM and PM<sub>2.5</sub> concentrations at sensitive receptors in the vicinity of the project site. The maximum increased cancer risks at the MEI were calculated using the modeled TAC concentrations combined with the Office of Environmental Health Hazard Assessment guidance for age sensitivity factors and exposure parameters as recommended by the air district.

Model results show that unmitigated construction PM<sub>10</sub> (assumed to be DPM) would not result in adult cancer risks, health risks associated with PM<sub>2.5</sub> exposures, or chronic DPM exposures that would exceed air district thresholds. Therefore, no significant health risks would occur.

However, the unmitigated cancer risk for infants and children at the MEI is 12.76 cases per million, which exceeds the air district threshold of 10 cases per million. This is a significant impact, and emissions reductions measures are needed to reduce the infant/child cancer risks. To determine the extent of emissions reduction measures that would be required to reduce infant/child cancer risk below the air district threshold, the modeled construction equipment inputs were modified using a combination of Tier 4 diesel engines on five of the larger equipment vehicles in the model's default construction fleet. The CalEEMod unmitigated and mitigated results are included as an appendix to the HRA.

A 30 percent reduction in construction exhaust emissions is necessary to reduce the infant/child cancer risk at the MEI and meet the air district threshold. Adherence to BAAQMD guidance for the control of construction equipment exhaust and fugitive dust is required for consistency with clean air plan policies SS36 and SS38, which seek to minimize fugitive dust during construction. Implementation of these reduction measures (refer to measures “f” and “g” in Mitigation Measure AQ-1, below) would reduce DPM emissions and associated cancer risks associated with DPM emissions, but the exhaust emissions reduction best management practices are not quantifiable using CalEEMod and therefore, a determination that the cancer risk would be reduced to a less-than-significant level cannot be made with certainty. As a consequence, without additional mitigation, project construction activity would result in infant/child cancer risks at the MEI that would exceed BAAQMD single-source cancer risk thresholds. Additional emissions reductions are needed during construction to reduce DPM emissions associated with infant/child cancer risks to below the air district’s single-source threshold.

The modeling shows that DPM emissions concentrations and associated cancer risks can be reduced by the use of an equipment exhaust mitigation strategy in addition to compliance with BAAQMD best management practices. Most of the reductions would result from the use of construction vehicle engines that meet Tier 4 standards on five of the larger vehicles, although a combination of Tier 3 or 4 engines and other methods such as the use of diesel particulate filters (DPF), electrification of equipment, use of alternative fuels, and reductions in idling times could achieve similar DPM emissions reductions.

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce the infant/child cancer risks to a less-than-significant level.

### *Mitigation Measures*

- AQ-1 The project applicant shall include the following BAAQMD best management practices to minimize DPM (PM<sub>10</sub>) and PM<sub>2.5</sub> emissions on the project plans and the contractor shall implement them during all phases of construction:
- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
  - b. All haul trucks transporting soil, sand, debris, or other loose material off-site shall be covered;

- c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
- d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour;
- e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
- g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and
- h. Post a publicly visible sign with telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2 Prior to the issuance of the demolition and grading permits, the project developer shall prepare, and the project contractor shall implement, a demolition and construction emissions avoidance and reduction plan demonstrating a minimum 30 percent reduction in DPM emissions.

The plan shall be prepared at the applicant's expense and shall be reviewed and approved by the City's Director of Planning or Director's designee, prior to issuance of demolition and grading permits. The plan shall be accompanied by a letter prepared by a qualified air quality consultant, verifying the equipment included in the plan meets the standards set forth in this mitigation measure. The plan shall include the following measures:

- a. At least five of the mobile diesel-powered off-road equipment operating on-site for more than two days and larger than 50 horsepower shall, at a minimum, meet U.S. Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. The plan shall include specifications of the equipment to be used during construction and confirmation this requirement is met; and
- b. Other demonstrable measures identified by the developer and confirmed by the air quality consultant, that reduce emissions and avoid or minimize the affected sensitive receptors exposures by at least 30 percent.

Implementation of Mitigation Measures AQ-1 and AQ-2 would reduce fugitive dust emissions consistent with clean air plan policies and would reduce the project's single-source construction DPM emissions and their related cancer risks to a less-than-significant level.

### **Community Health Risks**

Cumulative community cancer risks from existing mobile and stationary sources do not exceed the air district cumulative significance threshold of 100 cases per million. The cumulative community risk impacts and the project's contribution to them during construction are summarized in [Table 6, Cumulative Health Risks at Construction MEI](#).

Unmitigated project construction emissions contribute to less than significant cumulative cancer risks and other health risks associated with exposures to PM<sub>2.5</sub> emissions and chronic health risks from exposures to DPM emissions. As shown in Table 6, cumulative community cancer and health risks are below the air district's cumulative thresholds with or without the project. The project's contribution to cumulative cancer risk and health risks are less than cumulatively considerable.

**Table 6 Cumulative Health Risks at Construction MEI**

Source	Cancer Risk (per million) <sup>1</sup>	Annual PM <sub>2.5</sub> Concentration (µg/m <sup>3</sup> ) <sup>1</sup>	Chronic Hazard Index <sup>1</sup>
Air District Cumulative-Source Threshold	100.0	0.80	10.0
Mobile Sources at MEI	10.82	0.24	-
Permitted sources within 1,000 feet	38.02	0	<0.01
<b>Cumulative<sup>2</sup> Without Project</b>	<b>48.84</b>	<b>0.24</b>	<b>&lt;0.01</b>
<i>Exceeds Thresholds (Without Project)?</i>	<i>NO</i>	<i>NO</i>	<i>NO</i>
Project (Unmitigated)	12.76	0.15	0.01
<b>Cumulative with Unmitigated Project<sup>1,2</sup></b>	<b>61.60</b>	<b>0.39</b>	<b>0.01</b>
<i>Exceeds Thresholds (Unmitigated)?</i>	<i>NO</i>	<i>NO</i>	<i>NO</i>
Project (Mitigated, Tier 4 Engines)	9.4	0.09	0.001
<b>Cumulative with Mitigated Project<sup>1,2</sup></b>	<b>59.72</b>	<b>0.33</b>	<b>0.01</b>
<i>Exceeds Thresholds (Mitigated)?</i>	<i>NO</i>	<i>NO</i>	<i>NO</i>

SOURCE: EMC Planning Group 2021

NOTES:

1. Results have been rounded, and may, therefore, vary slightly.
2. Includes emissions reductions due to implementation of Mitigation Measure AQ-1.

### Operational Health Risks

Future residents of the project that drive would contribute to vehicle traffic and subsequent emissions exposures at the project site from vehicles on Foothill Expressway and South San Antonio Road. As noted in Section 2 of the health risk assessment, Foothill Expressway has an ADT of 38,940 vehicles per day, and South San Antonio Road has an ADT of 45,200 vehicles per day, which equates to less than cumulatively considerable cancer and other health risks (see Table 6). The addition of project traffic to Foothill Expressway represents a less than 0.10 percent increase to ADT; the addition of project traffic to South San Antonio Road represents a less than 0.10 percent increase in traffic. The increase in emissions and exposures to them from the addition of project traffic to the two roadways would be negligible and the associated increase in cancer risks and other health risks to future residents on the project site would be less than cumulatively considerable.

- e. The proposed project would not result in any objectionable odors during the operational phase. During project construction, there may be nuisance diesel odors associated with operation of diesel construction equipment on-site, but this effect would be localized, sporadic, and short-term in nature. Therefore, temporary impacts from nuisance diesel odors on adjacent residential receptors would be less than significant.

## 4. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 15)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means? (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (1, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (1, 3, 8,39)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ()	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

The project site is located in an urbanized area of Los Altos and is developed with seven existing buildings. There are no sensitive habitats, wetlands, or aquatic features on or in the

project vicinity. Ornamental landscaping and trees are present throughout the site and an arborist report was prepared for the project. Forty ornamental and native trees were inventoried, listed, and assessed for health. The arborist report is included in Appendix D (“Arborist Report”).

Wildlife species in urban areas are typically limited to those acclimated to frequent disturbance and noise, including common species such as house finch (*Haemorhous mexicanus*), rock dove (*Columba livia*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), mice (*Mus musculus*, *Reithrodontomys megalotis*, and *Peromyscus maniculatus*), and squirrel (*Sciurus* sp.) can occur.

- a. Special-status species are those listed as Endangered, Threatened, or Rare, or as Candidates for listing by the United States Fish and Wildlife Service (USFWS) or California Department of Fish and Wildlife (CDFW) under the state and/or federal Endangered Species Acts. The special-status designation also includes CDFW Species of Special Concern and Fully Protected species, California Native Plant Society (CNPS) Rare Plant Rank 1B and 2B species, and other locally rare species that meet the criteria for listing as described in Section 15380 of CEQA Guidelines. Special-status species are generally rare, restricted in distribution, declining throughout their range, or have a critical, vulnerable stage in their life cycle that warrants monitoring.

Due to the lack of sensitive habitats and the human disturbance of the project site, special-status plant and animal species are not expected to occur on the project site.

**Nesting Birds.** Various bird species may nest throughout the project site, including in trees, on open ground, or in any type of vegetation. Project construction activities including ground disturbance may impact nesting birds protected under the federal Migratory Bird Treaty Act and California Fish and Game Code, should nesting birds be present during construction. If protected bird species are nesting on or adjacent to the project site during the bird nesting season (January 15 through September 15), tree removal and noise-generating construction activities could result in the loss of fertile eggs, nestlings, or otherwise lead to the abandonment of nests. Implementation of the following mitigation measure would reduce potential impacts to nesting birds to less than significant.

***Mitigation Measure***

- BIO-1 Prior to issuance of tree removal, demolition, and grading permits, to avoid impacts to nesting birds during the nesting season (January 15 through September 15), construction activities within or adjacent to the project site boundary that include any tree or vegetation removal, demolition, or ground disturbance (such as grading or grubbing) shall

be conducted between September 16 and January 14, outside of the bird nesting season. If this type of construction occurs during the bird nesting season, then a qualified biologist shall conduct pre-construction surveys for nesting birds to ensure that no nests would be disturbed during project activities.

If project-related work is scheduled during the nesting season (February 15 to August 30 for small bird species such as passerines; January 15 to September 15 for owls; and February 15 to September 15 for other raptors), or if construction activities are suspended for at least 14 days and recommence during the nesting season, a qualified biologist shall conduct nesting bird surveys.

- a. Two surveys for active bird nests shall occur within 14 days prior to start of construction, with the final survey conducted within 48 hours prior to construction. Appropriate minimum survey radii surrounding each work area are typically 250 feet for passerines, 500 feet for smaller raptors, and 1,000 feet for larger raptors. Surveys shall be conducted at the appropriate times of day to observe nesting activities. Locations off the site to which access is not available may be surveyed from within the site or from public areas. A report documenting survey results and plan for active bird nest avoidance (if needed) shall be completed by the qualified biologist prior to initiation of construction activities.
- b. If the qualified biologist documents active nests within the project site or in nearby surrounding areas, an appropriate buffer between each nest and active construction shall be established. The buffer shall be clearly marked and maintained until the young have fledged and are foraging independently. Prior to construction, the qualified biologist shall conduct baseline monitoring of each nest to characterize “normal” bird behavior and establish a buffer distance, which allows the birds to exhibit normal behavior. The qualified biologist shall monitor the nesting birds daily during construction activities and increase the buffer if birds show signs of unusual or distressed behavior (e.g. defensive flights and vocalizations, standing up from a brooding position, and/or flying away from the nest). If buffer establishment is not possible, the qualified biologist or construction foreman shall have the authority to cease all construction work in the area until the young have fledged and the nest is no longer active.

Developers shall be responsible for implementation of this mitigation measure with oversight by the City of Los Altos. Compliance with this measure shall be documented and submitted to the City prior to issuance of tree removal, demolition, and grading permits.

Implementation of this mitigation measure would reduce potential impacts to nesting birds by requiring nesting bird surveys prior to construction and measures for the protection of nests if found. Therefore, this impact is less than significant with mitigation incorporated.

- b. **Riparian Habitat or Sensitive Natural Communities.** There are no sensitive natural communities at the project site. Therefore, impacts to riparian habitat or sensitive natural communities are not anticipated.
- c. **Wetlands and Waters of the U.S.** There are no wetlands or waters of the U.S. at the project site. Therefore, impacts to wetlands or waters of the U.S. are not anticipated.
- d. **Wildlife Movement.** Wildlife movement corridors provide connectivity between habitat areas, enhancing species richness and diversity, and usually also provide cover, water, food, and breeding sites. The project site does not facilitate major wildlife movement due to the lack of habitat and existing level of disturbance.
- e. **Local Biological Resource Policies/Ordinances.** Measures to protect sensitive biological resources within City of Los Altos are identified in Open Space, Conservation and Community Facilities Element and Community Design and Historic Resources Element of the Los Altos General Plan. Policy 1.1 of the Community Design and Historic Resources Element includes measures to preserve trees, especially heritage and landmark trees, and trees that protect privacy in residential neighborhoods. In addition, the City of Los Altos has adopted a Tree Protection Ordinance in Section 11.08 of the Municipal Code. The Tree Protection Ordinance includes measures for removal and replacement of trees in the City, in addition to protective actions to be taken to avoid damage to existing trees. The Tree Protection Ordinance defines a “protected tree” as:
  - Any tree that is 48 inches or more in circumference measured at 48 inches above grade;
  - Any tree designated by the historical commission as a heritage tree or any tree under official consideration by the historical commission for heritage tree designation; and
  - Any tree which was required by the city to be either saved or planted in conjunction with a development review application.

The Arborist Report evaluated potential impacts to trees as a result of the project. The disposition of each tree is documented in the Arborist Report, and a comparison of the proposed tree removal and preservation contained in the landscaping plan is summarized in [Table 1, Trees Planned for Removal and Preservation](#), below.

**Table 7      Trees Planned for Removal and Preservation**

	Protected	Not Protected	Total
Trees Planned for Removal	4	16	20
Trees Planned for Preservation	6	1	7

Source: Kielty Arborist Services LLC 2021, Jett Landscape Architecture, Design 2021

The proposed project could remove up to four regulated trees. This would be a significant potential adverse environmental impact. Implementation of the following mitigation measure would reduce the potential impact to a less-than significant level.

*Mitigation Measure*

BIO-2      Prior to issuance of a tree removal permit and/or a grading permit, developers shall retain a certified arborist to develop a site-specific tree protection plan for retained trees and supervise the implementation of all proposed tree preservation and protection measures during construction activities, including those measures specified in the 2021 Arborist Report (Kielty Arborist Services LLC). Also, in accordance with the City’s Tree Protection Ordinance, the developer shall obtain a tree removal permit for proposed tree removals and shall install replacement trees in accordance with all mitigation, maintenance, and monitoring requirements specified in the tree removal permit(s) or otherwise required by the City for project approvals.

Implementation of this mitigation measure would reduce potential impacts to regulated trees by requiring City approval prior to the removal of regulated trees, installation of adequate replacement trees, and protection of all retained trees during construction. Therefore, this impact is less than significant with mitigation incorporated.

- f. **Conservation Plans.** There are no critical habitat boundaries, habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans applicable to the proposed project site.

## 5. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to section 15064.5? (1, 2, 29)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to section 15064.5? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments:

- a. The project site is developed with four commercial/office building, one residence, and two outbuildings. The city adopted a Historical Preservation Ordinance and the City's Historical Commission is responsible for keeping a current inventory of qualified historic structures. Neither the project site or any of the existing buildings are identified in the city's Historic Resources Inventory. The project site is within a highly developed and urbanized downtown and is not within a historic district or adjacent to historically significant buildings. The project would not cause a substantial adverse change in the significance of a historical resource.
- b, c. The consultant conducted a records search at the Northwest Information Center, which revealed there are no known historic or unique archaeological resources at the project site or in the vicinity. Although there are no known archaeological resources or burial sites on the project site, construction activities could inadvertently expose buried or previously unrecognizable archaeological resources. Implementation of the following mitigation measures will reduce this potential, significant impact to a less-than-significant level.

#### *Mitigation Measures*

- CUL-1 In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped, the Director of Community Development will be notified, and the archaeologist will examine the find and make appropriate recommendations, in collaboration with a Tamien Tribal representative, prior to commencement of construction.

Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery during monitoring would be submitted to the Director of Community Development, the California Historical Resources Information System (CHRIS) and the Tamien Nation.

- CUL-2 In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and will make a determination as to whether the remains are of Native American origin. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

## 6. ENERGY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (8, 37, 41, 43, 44, 45, 46)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (8, 37, 41)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a. Energy impacts are assessed based on the proposed project energy demand profile and on its relationship to the state’s energy efficiency regulations and the City’s land use planning regulations, as described below.

### Existing Energy Demand

The existing commercial businesses and the single-family home on the project site consume energy in the form of electricity, natural gas, and vehicles that consume transportation fuel. A summary of existing energy demand is provided below.

**Electricity.** Section 5.3, Energy by Land Use – Electricity, in the Existing Annual Operations CalEEMod results included in Appendix B identifies an existing electricity demand of about 73,122 kilowatt-hour (kWh) per year.

**Natural Gas.** Section 5.2, Energy by Land Use – Natural Gas, in the Existing Annual Operations CalEEMod results included in Appendix B identifies that the natural gas demand from existing uses would be about 104,715,000 British Thermal Unit (BTU) per year or 1,047 therms per year (1 therm = 100,000 BTU).

**Transportation Fuel.** Existing uses generate traffic trips. Vehicle trips can be translated into vehicle miles traveled (VMT) for the purpose of projecting transportation fuel demand. CalEEMod results included in Appendix E shows that the estimated existing annual VMT is approximately 277,547 miles. The 2021 Emissions Factor Model version 1.01, which uses vehicle miles traveled as an input, was used to estimate the projected transportation fuel use. The EMFAC results for existing fuel demand included as Appendix E show existing transportation fuel demand of about 1,768.01 gallons per year of diesel and 107,60.92 gallons per year of gasoline.

## Projected Energy Use

The proposed project would result in increased demand for electricity, natural gas and fuel. A summary of projected energy demand is provided below.

**Electricity.** According to the California Energy Commission Energy Consumption Data Management System (2021), in 2019, total electricity consumption in Santa Clara County was 16,664,460,569 kilowatt-hours (kWh). Section 5.3, Energy by Land Use – Electricity, in the Projected Annual Operations CalEEMod results included in Appendix B show projected electricity demand would be approximately 456,664 kWh per year. The projected electricity demand exceeds that of the existing uses by 383,542 kWh per year, or 524.52 percent, and the projected demand would represent approximately 0.003 percent of the total 2019 Santa Clara County electricity demand.

**Natural Gas.** According to the California Energy Commission Energy Consumption Data Management System (2021b), in 2019, total natural gas consumption in total natural gas consumption in Santa Clara County was 459,720,764 therms. Section 5.2, Energy by Land Use – Natural Gas, in the Projected Annual Operations CalEEMod results included in Appendix B show that projected natural gas demand would be 344,790,000 BTU per year or approximately 3,448 therms per year. The projected natural gas demand exceeds that of the existing uses by 240,075,000 BTU per year (2,401 therms per year), or 229.27 percent, and the projected demand would represent approximately 0.075 percent of the total 2019 Santa Clara County natural gas demand.

**Transportation Fuel.** The proposed project would generate new traffic trips that would increase vehicle miles traveled. New vehicle trips would result in increased demand for and consumption of transportation fuel. CalEEMod results included in Appendix B show that the projected annual vehicle miles traveled would be 551,414 miles. The 2021Emissions Factor Model version 1.01, which uses vehicle miles traveled as an input, was used to estimate the projected transportation fuel use. The Emissions Factor Model results in Appendix E show projected transportation fuel (diesel and gas) demand of about 3,330 gallons of diesel and 19,167.05 gallons of gasoline per year. The projected transportation annual fuel demand exceeds that of the existing demand by approximately 1,561.99 gallons of diesel, or 88.35 percent; and 8,406.13 gallons of gas, or 78.12 percent.

## Regulatory Requirements

A multitude of state regulations and legislative acts are aimed at improving vehicle fuel efficiency, energy efficiency, and enhancing energy conservation. For example,

the Pavley I standards focus on transportation fuel efficiency. The gradual increased use of electric cars powered with cleaner electricity will reduce consumption of fossil fuel. Vehicle miles traveled are expected to decline with the continuing implementation of Senate Bill (SB) 743, resulting in less vehicle travel and less fuel consumption. In the renewable energy use sector, representative legislation for the use of renewable energy includes, but is not limited to SB 350 and Executive Order B-16-12. In the building energy use sector, representative legislation and standards for reducing natural gas and electricity consumption include, but are not limited to Assembly Bill 2021, CALGreen, and the California Building Standards Code.

The California Building Standards Code is enforceable at the project-level. The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the California Building Standards Code, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated every three years by the California Energy Commission as the Building Energy Efficiency Standards to allow consideration and possible incorporation of new energy efficiency technologies and construction methods. The Green Building Standards Code (also known as CALGreen), which requires all new buildings in the state to be more energy efficient and environmentally responsible, was most recently updated in July 2019. These comprehensive regulations are intended to achieve major reductions in interior and exterior building energy consumption.

The City adopted a Climate Action Plan (CAP) in 2013 and as a condition of project approval, the City will require the applicant to implement applicable GHG reduction measures from that CAP that could serve to reduce energy consumption. These are in addition to meeting regulatory requirements as describe above. The CAP measures include:

- Provide alternative-fuel vehicle charging stations (consistent with Action 1.3 C);
- Install energy-efficient indoor and outdoor appliances and equipment (e.g., pool pumps, washer, dryer, HVAC) (consistent with Action 2.2 A);
- Comply with the City's Water Efficient Landscape Ordinance (consistent with Action 3.2 A);
- Comply with air district construction equipment best practices (consistent with Action 3.3 A); and
- Manage stormwater runoff with green infrastructure such as bioswales and other Low-Impact Development strategies. (consistent with Action 4.1 A).

More information about the CAP is provided in Section 8.0, Greenhouse Gases.

## Conclusion

The proposed project could be considered to result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption of energy if its energy demand is extraordinary relative to common land use types, its gross energy demand is excessive relative to total demand in Santa Clara County, and/or it fails to comply with California energy efficiency/conservation regulations that are within the applicant's control.

Because the proposed project is urban infill, residents will have more ready access to urban services, including via non-motorized modes of travel, and transit services that would a project that is not on an urban infill site. This will result in reduced vehicle miles traveled and lower transportation fuel demand.

The project is a common land use type whose electricity and natural gas demand would not be excessive. As presented above, projected electricity and natural gas demand would not be excessive relative to cumulative electricity and natural gas demand in Santa Clara County. Further, the City of Los Altos enforces the California Building Standards Code through the development review process. That enforcement is the primary mechanism through which the applicant would be required to implement energy efficiency/conservation measures. The applicant has indicated that their intent is to design the project to exceed Title 24 by 10 percent. Further, the City will require that the project incorporate a series of GHG reduction measures from its 2013 CAP that will result in additional energy demand reductions.

The proposed project would consume energy, but it would not be inefficient, wasteful, or unnecessary. Therefore, the impact would be less than significant

- b. There are no regulations at the state or local level that would mandate that the proposed project must include on-site renewable energy sources. The California Building Standards Code would require the proposed project to be built to the Building Energy Efficiency Standards in effect at the time the building permit is issued. By incorporating energy efficient measures per the Building Energy Efficiency Standards, the project would comply with existing state and local energy standards and would not conflict with or obstruct a state or local plan for energy efficiency. The applicant has indicated that their intent is to design the project to exceed Title 24 by 10 percent which would further building efficiency and compliance with state and local plans.

## 7. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(2) Strong seismic ground shaking? (2)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(3) Seismic-related ground failure, including liquefaction? (12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(4) Landslides? (12)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil? (13)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, creating substantial direct or indirect risks to life or property? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Comments:**

- a
- (1) Los Altos lies between the active San Andreas and Hayward faults, as well as numerous smaller faults. However, no active faults traverse the city and therefore there is no potential for the primary hazard of ground rupture (City of Los Altos 2002b. p 22).
- (2) The project site is located within the seismically active San Francisco Bay region. The faults in this region can generate earthquakes of magnitude 7.0 or higher. During an earthquake, very strong ground shaking could occur at the project site, which could damage buildings and other proposed structures and threaten residents and occupants of the proposed development and surrounding areas. Therefore, the project developer would be required to design the proposed building to meet current California Building Code standards in order to reduce the potential for substantial adverse effects related to ground shaking.
- (3) The proposed project is not located within a California Seismic Hazard Zone for liquefaction. The potential for liquefaction at the project site is considered low.
- (4) The project site is not located in a landslide hazard zone on County or State geologic hazard maps. The project site is relatively flat and is not located in the vicinity of steep embankments that could increase the risk of landslides affecting the site. Therefore, the proposed project is not susceptible to future landslides, on or off the site. Therefore, the project would have no impacts related to landslides.
- b.
- Ground disturbance on the project site would result from the demolition of the seven existing buildings and excavation to construct the below-grade parking garage, trenching for utilities, and construction of the proposed condominium building. Transportation of construction materials and equipment to and from the site can also result in disturbance of the soils at the site. These activities would increase exposure of soil to wind and water erosion and increase sedimentation. Erosion control measures are required under Provision C.3 of the Municipal Regional Stormwater Permit and would reduce potential construction-related erosion impacts. Required measures include:
- All excavation and grading work would be scheduled in dry weather months or construction sites would be weatherized to withstand or avoid erosion;
  - Stockpiles and excavated soils would be covered with secured tarps or plastic sheeting; and
  - Vegetation in disturbed areas would be replanted as quickly as possible.
- Implementation of the identified erosion control measures would ensure that erosion and sedimentation impacts are reduced to less than significant.

- c, d. According to the Los Altos General Plan Initial Study, the Santa Clara Formation underlying most of the city has a low stability rating and may be subject to slumping and landslides on slopes greater than 15 percent. The project site is relatively flat and is not located in the vicinity of steep embankments that could increase the risk of instability and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- e. The proposed project would connect to the City of Los Altos Sanitary Sewer System. Therefore, the project site would not need to support septic tanks or alternative wastewater disposal systems.
- f. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Most of the city is situated on alluvial fan deposits of Holocene age that have a low potential to contain significant nonrenewable paleontological resources. The proposed residential development includes a four-story condominium building and two levels of below-grade parking.

Although it is improbable that paleontological resources would be discovered on-site given its prior disturbance and the low potential for such resources, construction activities could result in the disturbance and/or accidental destruction of paleontological resources. Implementation of the following mitigation measure would reduce this potential, significant impact to a less-than-significant level.

### *Mitigation Measures*

- GEO-1 The project proponent shall ensure all construction personnel receive paleontological resources awareness training that includes information on the possibility of encountering fossils during construction; the types of fossils likely to be seen, based on past finds in the project area; and proper procedures in the event fossils are encountered. Worker training shall be prepared and presented by a qualified paleontologist. The applicant shall provide the Community Development Director with documentation showing the training has been completed by all required construction personnel prior to issuance of grading permits.
- GEO-2 If vertebrae fossils are discovered during construction, all work within 50 feet of the discovery shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include avoidance, if feasible, preservation in place, or preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds.

## 8. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (8, 37, 40, 41, 42)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (8, 37, 40, 41, 42)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a. The City adopted a Climate Action Plan (CAP) in 2013 that is valid to 2020, as it was based on meeting the City's greenhouse gas (GHG) reduction goals to the year 2020. The City is in the process of updating its CAP and expects the update to be adopted by the end of 2021. Consequently, the City does not have a current, adopted plan for reducing GHGs from which the analysis of project-specific GHG impacts can be streamlined. Consequently, the City is relying on air district guidance regarding GHG thresholds of significance and impact analysis methodologies as identified in the air district's 2017 CEQA Guidelines.

Table 3-1 in the 2017 CEQA Guidelines identifies screening levels for specific project types at which size the projects may be considered to have a less-than-significant GHG impact. The proposed project use type is "apartment, mid-rise." For operational impacts from GHG emissions, Table 3-1 indicates that projects of this type would have a less-than-significant impact if they have 87 or fewer units.

The GHG significant thresholds and analysis methodologies in the 2017 CEQA Guidelines, including the screening criteria, are based on meeting the Assembly Bill 32 target of reducing statewide GHG emissions to 1990 levels by 2020. Projects whose size is below the applicable screening criteria shown in Table 3-1 would not be considered to generate GHG emissions that would have a significant environmental impact. Senate Bill 32 became effective in January 1, 2017. Senate Bill 32 requires that statewide greenhouse gas emissions be reduced to at least 40 percent below those that occurred in 1990 by the end of 2030. As such, the air district's screening criteria do not reflect project sizes at which GHG impacts could be considered less than significant in light of the 2030 target. The project sizes shown in the screening criteria would

need to be reduced by 40 percent to coincide with the more stringent 2030 emissions reduction target. Therefore, the applicable screening threshold for this project would be 52 units (87 units x .60 = 52 units).

The project, which consists of 50 condominium units, is below the adjusted screening threshold. Therefore, the project would have a less-than-significant impact related to operational GHG emissions. Project emissions would actually be lower than produced by operations of a 50-unit, high density residential project. The project site is developed with seven existing buildings totaling 7,648 square feet, including a hair salon, coin shop, office building, and a single-family residence. These uses produce GHG emissions that would be eliminated with the proposed project, thereby reducing the net emissions produced by the project. Further, the proposed project is consistent with the general plan land use designation for the site and represents dense infill development – a land use strategy designed in part to reduce vehicle miles traveled and the related mobile-source GHG emissions produced by vehicle travel.

Project site preparation and construction activities would produce GHGs from construction equipment, worker and construction vehicles, etc., which typically use fossil-based fuels. Excavation, grading, and construction would be temporary. The air district does provide guidance on assessing the significance of construction GHG emissions. Compliance with mitigation measures (described above in Section 3. Air Quality) to limit air quality impacts during construction as required by the air district (e.g., watering exposed areas, covering haul trucks carrying loose material, limiting speed in construction areas, minimizing idling times, etc.) would reduce construction GHG emissions.

- b. The 2017 Guidelines, as adjusted to reflect SB 32, is considered to be the applicable plan for reducing GHG emissions until such time as the City adopts its updated CAP. Although the City's 2013 CAP is no longer valid, as a condition of approval, the City will require the applicant to implement applicable GHG reduction measures from that CAP. These measures may include:
- Provision of alternative-fuel vehicle charging stations (consistent with Action 1.3 C);
  - Installation of energy-efficient indoor and outdoor appliances and equipment (e.g., pool pumps, washer, dryer, HVAC). (consistent with Action 2.2 A);
  - Compliance with the City's Water Efficient Landscape Ordinance (consistent with Action 3.2 A);

- Compliance with air district construction equipment best practices (consistent with Action 3.3 A); and
- Continue to manage stormwater runoff with green infrastructure such as bioswales and other Low-Impact Development strategies. (consistent with Action 4.1 A).

The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, since the proposed project will not substantially increase GHG emissions based on air district screening criteria as described in “a.” above.

## 9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (1, 2, 8, 28, 30)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (1, 2, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, create a significant hazard to the public or the environment? (11, 14, 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land-use plan or, where such a plan has not been adopted, within two miles of a public airport or a public-use airport, result in a safety hazard or excessive noise for people residing or working in the project area? (15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (1, 2, 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a. Operation of the proposed project would not result in hazardous materials being transported, used, or disposed of in quantities that would pose a significant hazard to the public. Operation of the proposed project would include the on-site use and

storage of cleaning supplies and maintenance chemicals in small quantities (oil, paint, pesticides, etc.). These small quantities of cleaning supplies and materials would not pose a risk to site users or adjacent land uses.

- b. Development of the proposed project will require the demolition of the buildings on-site. Buildings constructed prior to 1978 may contain lead-based paint and buildings constructed prior to 1989 may contain building materials that contain asbestos. Four of the existing buildings were developed prior to 1978 and, therefore, could contain lead-based paint and/or asbestos. Demolition of the existing building could expose construction workers, surrounding residences, and/or the environment to asbestos, lead based paint and/or polychlorinated biphenyls which would represent a risk to public health and safety and would be a significant impact.

Implementation of the following mitigation measures would reduce this impact to a less-than-significant level.

### *Mitigation Measure*

HAZ-1 Prior to issuance of a demolition permit, the following measures shall be incorporated into demolition plans:

- a. All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.
- b. All potentially friable asbestos-containing materials shall be removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to building demolition or renovation that may disturb the materials.
- c. All demolition activities will be undertaken in accordance with Cal/OSHA standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to BAAQMD regulations.
- d. During demolition activities, all building materials containing lead-based paint shall be removed in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1, including employee training, employee air monitoring and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

- c. There are not any schools within one quarter-mile of the project site and the proposed project would not emit hazardous emissions or handle hazardous materials or substances. The nearest schools to the project site include Los Altos Chinese School Preschool (0.4 miles east of the site) and Covington Elementary School (0.6 miles southeast of the site).
- d. Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the state, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), and CalRecycle.

According to the State Water Resources Control Board, GeoTracker, there are four Leaking Underground Storage Tanks (LUST) sites within 1,000 feet of the site. All of these LUST sites are offsite and have undergone cleanup and are closed cases. Additionally, according to the Department of Substances Control Envirostor website, as of 2018, there is an active cleanup site within 1000 feet of the project site at a dry-cleaning business located at 392 First St. In 2007, the dry-cleaning business was taken over by a new operator who switched to the use of hydrocarbons as the cleaning solvent. A limited environmental assessment lo performed, in which preliminary subsurface investigations detected PCE in soil vapor above commercial/industrial screening level. County of Santa Clara, Department of Environmental Health is currently overseeing remediation at the site. While this site is within 1,000 feet, it is not located on-site. Therefore, the project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

- e. The project site is not located within an airport land use plan. The closest airports to the site include Moffett Federal Airfield, a joint civil military airport, approximately four miles east of the project site, and Palo Alto Airport, a general aviation facility, located approximately five miles north of the project site. Therefore, the proposed project would not result in safety hazard or noise impacts due to airport activities.
- f. The city has an adopted Emergency Preparedness Plan identifying potential risks, facilities and resources relied upon in the event of a catastrophe, and persons responsible for implementation. While the proposed residential project would incrementally increase demand on emergency responders in Los Altos, the proposed project is on a previously developed site and would not impair implementation of or physically interfere with the Emergency Preparedness Plan.

- g. The project site is not located within a Very High Fire Hazard Severity Zone as delineated on CalFire SRA and LRA maps. The project site is in an urban area and is not located near wildland areas that would be susceptible to fire. Therefore, implementation of the proposed project would not expose people or structures to wildland fires.

## 10. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (13, 18, 23)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(1) Result in substantial erosion or siltation on- or off-site; (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(4) Impede or redirect flood flows? (1, 2, 3, 13, 18, 23, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (19, 20)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (1, 2, 21, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Comments:

- a. **Construction Phase.** Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in nearby waterways. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system after surface runoff flows across the site. The proposed project would result in the disturbance of approximately 0.64 acres, which is below the one-acre of disturbance threshold requiring a Notice of Intent to be covered by the State of California Construction General Permit.

However, the San Francisco Bay Regional Water Quality Control Board (RWQCB) has issued a Municipal Regional Stormwater NPDES Permit (MRP) that covers the project area. The site will be required to undergo a construction site inspection and control program to prevent construction site discharges of pollutants into the storm drains. Inspections will confirm implementation of appropriate and effective erosion and other construction pollutant controls by construction site operators/developers.

**Operational Phase.** Under the provisions of the MRP, “regulated projects” include redevelopment projects that create or replace 10,000 square feet or more of impervious surface area. Regulated projects are required to design and construct on-site stormwater treatment controls utilizing Low Impact Development (LID) practices to treat post-construction stormwater runoff. The MRP also requires regulated projects to incorporate site design and pollutant source control measures to maintain or restore the site’s natural hydrologic functions and reduce the pollutants loads of post-construction runoff. The MRP requires that stormwater treatment measures are properly installed, operated, and maintained. The goal of LID is to reduce runoff and mimic a site’s predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. Require each Regulated Project to treat 100 percent of the amount of runoff identified in Provision C.3.d for the Regulated Project’s drainage area with LID treatment measures onsite or with LID treatment measures at a joint stormwater treatment facility.

The proposed project would create/replace over 10,000 square feet of impervious surface area and would, therefore, be subject to these stormwater controls including LID practices. The proposed project includes flow through planters and bioretention areas located throughout the project site (refer to Appendix A, sheet C-5.0 for the Preliminary Stormwater Management Plan. These LID-based treatment measures have been sized in accordance with Provision C.3 standards. Flow-through planters and bioretention areas would not only remove pollutants from storm water, but also help to reduce post-construction runoff rates. The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

- b. The project site is not located within or adjacent to any groundwater recharge facilities used by the Santa Clara Valley Water District (Valley Water). Groundwater recharge facilities are integral to the maintenance of groundwater levels in Santa Clara County because the amount of groundwater pumped far exceeds natural recharge. The project incorporates LID practices and minimizing disturbed areas and impervious cover. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness. The project proposes to incorporate bioretention and flow through planter areas into the landscaping, which will allow runoff to infiltrate into the native soils and potentially recharge groundwater in the local aquifer. The proposed project would not establish groundwater wells to supply the site, deplete groundwater supply, or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- c. The project would include site design and post-construction treatment control measures in compliance with the MRP. Treatment control measures, including flow-through planters and bioretention areas, would reduce the rate, volume, and pollutant load of runoff leaving the site and entering the public storm drain system.

The *City of Los Altos Stormwater Master Plan* identifies areas of known drainage issues throughout the city, none of which would be exacerbated by the proposed development. The storm drain system would continue to provide adequate stormwater conveyance for a 10-year event following the implementation of the project and would not require upgrades or drainage pattern alterations to accommodate the project. Adherence to the standard measures described above would ensure that the project reduces potential erosion and sedimentation during construction activities. Compliance with the MRP would ensure that stormwater flows generated at the project site would be reduced and treated to the maximum extent feasible using LID methods. The project would not substantially alter the

existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows.

- d. The project site is not located in a 100-year floodplain. According to FEMA Flood Insurance Rate Maps for Santa Clara County, the project site is located in a Flood Zone X. Zone X is designated as areas of 0.2 percent annual chance flood, areas of one percent annual chance flood with average depths of less than one foot or with drainage areas of less than one square mile, and areas protected by levees from one percent annual chance floods. The project site is not located within a dam failure inundation zone. There are no landlocked bodies of water near the project site that would affect the site in the event of a seiche, and no bodies of water near the project site that would affect the site in the event of a tsunami. The project area is flat and there are no hillsides in proximity that would affect the site in the event of a mudflow.
- e. Valley Water prepared a Groundwater Management Plan (GMP) for the Santa Clara and Llagas subbasins in 2016, describing its comprehensive groundwater management framework including objectives and strategies, programs and activities to support those objectives, and outcome measures to gauge performance. The GMP is the guiding document for how Valley Water will ensure groundwater basins within its jurisdiction are managed sustainably. The project site is located within the Santa Clara subbasin, which has not been identified as a groundwater basin in a state of overdraft.

Implementation of the proposed project would not interfere with actions set forth by Valley Water in its GMP in regards to groundwater recharge, transport of groundwater, and/or groundwater quality. The proposed project is located in an urban area served by existing water retailers and would not directly extract groundwater to meet its water demands. Therefore, the proposed project would not preclude the implementation of the GMP.

## 11. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community? (8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause any significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (1,2, 3, 8, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a. The proposed project is an infill, redevelopment project that is consistent with the existing urban development of the area and would not divide connected neighborhoods or land uses. The proposed project does not include new roadways, infrastructure or development features that would not divide an established community; therefore, there would be no impact related to physically dividing an established community.
- b. The proposed project would redevelop and intensify the land uses on the project site by providing high density housing on a site currently developed with low density commercial, retail, office, and single-family residential uses. The proposed project would not conflict with general plan goals or policies intended to avoid or mitigate environmental impacts. The project is compatible with its general plan land use designation and zoning. The project site has a general plan land use designation of Downtown Commercial, in which high-density residential land uses are encouraged. The zoning code does not identify a maximum allowed density for the CD/R3 district and housing is a principally permitted use in this district. The proposed condominium building would reach a maximum height of 46 feet, which exceeds the CD/R3 district’s allowable building height limit of 35 feet. The project proponent has requested an incentive to allow for the proposed building height of the condominium buildings. Pursuant to State Density Bonus law and the city’s Affordable Housing Ordinance, the project is entitled to two incentives or concessions, additional waivers, and reduced on-site parking requirements. With the allowed incentives/waivers, the project would meet all required site standards, including setbacks and buffer zones between adjacent land uses. The City of Los Altos’ design review process for CD-R3 developments would ensure that the final design and site layout of the project is consistent with all applicable design findings and design controls.

## 12. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Result in loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (1, 2, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land-use plan? (1, 2, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a. The proposed project would redevelop a site that is not known to contain mineral resources of value to the region and residents of the state. The proposed project would not indirectly affect the availability of any mineral resources by restricting access to a resource recovery site or substantially depleting the reserves of any resources in the region. Therefore, the proposed residential development would not result in a significant impact to mineral resources.
- b. There are no identified mineral resource recovery sites located within or adjacent to the project site. The project site is in an urbanized area developed with a mix of residential and commercial uses and is developed with buildings, paved surfaced parking, paved walkways, and landscaping. Therefore, the development of the proposed residential project would not result in the loss of a mineral resource recovery site.

### 13. NOISE

Would the project result in:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in applicable standards of other agencies? (1, 2, 3, 28, 31, 47)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground-borne vibration or ground borne noise levels? (1, 2, 3, 28)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or 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, expose people residing or working in the project area to excessive noise levels? (15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Comments:**

- a. The project site is in an urbanized area developed with a mix of residential and commercial uses and is developed with seven exiting structures including commercial office, retail, residential, and two outbuildings.

**Temporary Construction Noise**

Construction noise impacts depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas.

Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., morning or evening hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

The Noise Ordinance establishes interior and exterior noise standards by zoning district for daytime and nighttime hours, and identifies prohibited acts relative to noise, including maximum noise levels at affected properties and hours during which construction is permitted. The noise ordinance allows for increases in noise related to construction activities during permitted construction hours. The acceptable daytime noise level for the R-3 Districts is 50 dBA and for C districts is 60 dBA.

According to the United State Environmental Protection Agency, noise levels during construction could range from 65 to 88 dBA at 50 feet and therefore, could exceed noise level standards set forth by the city at the immediately adjacent office building to the south. This would constitute a significant temporary noise impact.

Implementation of the following mitigation measures would reduce potential construction noise impacts at adjacent residential and commercial properties to less than significant levels.

### *Mitigation Measure*

NOI-1 Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, construction activities for the proposed project shall include the following best management practices to reduce noise from construction activities near sensitive land uses:

- Noise generating construction activities shall be limited to the hours between 7:00 a.m. and 5:30 p.m., Monday through Friday, and on Saturdays between 9:00 a.m. and 3:00 p.m., in accordance with the city's municipal code for construction in a single-family residential zone. Construction is prohibited on Sundays and holidays, unless permission is granted with a development permit or other planning approval.
- Use of the concrete saw within 50 feet of any shared property line shall be limited.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines in construction equipment with a horsepower rating of 50 or more shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors (residences). If they must be located near sensitive receptors, adequate muffling (with enclosures

where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.

- Utilize “quiet” air compressors and other stationary noise sources where technology exists.
- A temporary noise control blanket barrier could be erected, if necessary, at the property line or along building facades facing construction sites. This measure would only be necessary if conflicts occurred that were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and shall send a notice to all adjacent properties with the construction schedule.
- Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post the telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

## **Operational Noise**

**Traffic.** Neither the City of Los Altos nor the State of California define the traffic noise level increase that is considered substantial. A significant impact would typically be identified if project generated traffic were to result in a permanent noise level increase of three dBA CNEL or greater in a residential area where the resulting noise environment would exceed or continue to exceed 60 dBA CNEL or result in a permanent noise increase of five dBA Ldn or greater in a residential area where the resulting in a noise environment would continue to be 60 dBA CNEL or less. For

reference, a three dBA CNEL noise increase would be expected if the project would double existing traffic volumes along a roadway. According to the Traffic Impact Analysis prepared by Hexagon Transportation Consultations, average trip generation rates were estimated using the ITE Trip Generation Manual, 10th Edition (2017) rates for Multi-Family Housing (Mid-Rise) (ITE Land Use 221). The project would replace the existing buildings on-site including a 1,250 square foot hair salon, 2,050 square feet coin shop retail space, a 1,500 square foot chiropractor practice, and a 2,450 square foot office building. The trips associated with these uses were subtracted from the proposed new use; however, no trip credits were taken for the coin shop, as it is currently vacant. As shown in Table 3, Project Trip Generation Estimates in the Traffic Impact Analysis, the project is estimated to generate 196 new daily trips after crediting the 76 existing trips. Because this would double the existing trips at the site, the project traffic could result in a three dBA increase. However, because the area is mixed use in nature and the uses immediately adjacent to the site are commercial/office, a three dBA traffic noise increase would not be a significant noise increase to the area.

**Parking.** Parking would be provided in the underground garage. Parking activities occurring in the underground garage would not be anticipated to be audible outside of the parking structure.

**Mechanical Equipment.** The proposed project would include mechanical equipment such as heating, ventilation, and air conditioning systems (HVAC). This could include condenser, exhaust fans, and boilers located on the rooftop. According to the *5150 El Camino Real Residential Development Initial Study*, typical residential rooftop exhaust fans are anticipated to generate noise levels of 50 to 60 dBA at 50 feet from the equipment, depending on the equipment selected. Shielding from equipment enclosures and surrounding structures would provide 10 to 15 dBA of reduction. The City of Los Altos limits sound levels generated by air-conditioning or air-handling equipment to 50 dBA at residentially zoned property lines. While the property immediately adjacent to the site is developed with an office use, it has a CD/R3 Commercial Downtown/Multiple Family zoning designation. The descriptor for the noise limit is not specified. For consistency with the provisions of the code, a reasonable interpretation of this standard would identify the criteria as an hourly average  $L_{eq}$ . It is possible the HVAC system could exceed city noise standards. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

By requiring a review of the mechanical equipment selected for the proposed project, as well as its design and location within the site, project mechanical equipment would not generate long-term noise levels in exceedance of City noise limits.

*Mitigation Measure*

NOI-2 Prior to the issuance of a building permit, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the city's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the city's noise limit at the shared property line. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

- b. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas sound is simply carried through the air. Therefore, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as peak particle velocity (PPV) in inches per second (PPV [in/sec]) and is measured in vibration decibels (VdB).

The City of Los Altos does not specify a construction vibration limit. For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.25 in/sec PPV for historic and some old buildings. The conservative 0.3 in/sec PPV vibration limit would be applicable to properties in the vicinity of the project site, but historic or very old buildings are not known to exist in the immediate project vicinity.

Demolition, excavation, and other construction activities could result in unacceptable vibration levels at the adjacent office building to the west. Implementation of the following mitigation measure would ensure this potential impact is not significant.

***Mitigation Measure***

NOI-3 A construction vibration-monitoring plan shall be implemented to document conditions at the structure located adjacent to the proposed construction prior to, during, and after vibration generating construction activities. All plan tasks shall be completed under the direction of a State of California licensed Professional Structural Engineer and be in accordance with industry accepted standard methods. The construction vibration monitoring plan shall include the following tasks:

- Identification of sensitivity to groundborne vibration of the structure located adjacent to the construction.
  - Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located adjacent to the construction. Surveys shall be performed prior to, in regular intervals during, and after completion of vibration generating activities and shall include internal and external crack monitoring in the structure, settlement, and distress and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of said structure. Interior inspections would be subject to property owners' permission.
  - Conduct a post-survey on the structure where monitoring has indicated damage. Make appropriate repairs or provide compensation where damage has occurred as a result of construction activities.
  - Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.
- c. There are no airports near the project site that would expose people residing or working in the project area to excessive noise levels. The closest airports to the site include Moffett Federal Airfield, a joint civil military airport, approximately four miles east of the project site. And Palo Alto Airport, a general aviation facility, located approximately five miles north of the project site.

## 14. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments:

- a. According to the United States Census Bureau, Los Altos has an estimated 2019 population of approximately 30,089 and Los Altos' housing stock has an average of 2.84 persons per household in 2019 (US Census Bureau 2021). The proposed 50 condominium units would potentially create a population growth in the area of 142 people. However, this would not induce substantial unplanned population growth in the area. The proposed project is consistent with the uses allowed by the general plan and zoning code. The project site is located in an established urban area, has direct access to the roadway and existing utility infrastructure located on First Street. Therefore, the proposed project would not induce unplanned population growth.
- b. The proposed project would result in the demolition of one single-family residence. However, the project would create 50 new dwelling units and would not displace a substantial number of people or housing such that replacement housing would be necessitated elsewhere.

## 15. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of or 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 following public services:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection? (1, 2, 7, 8, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection? (1, 2, 7, 8, 15)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools? (1, 2, 3, 7, 8, 9, 32, 39, 40)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks? (7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities? (1, 2, 3, 7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a. The City of Los Altos contracts with the Santa Clara County Fire District for fire and emergency medical services. There are two fire stations in Los Altos: Almond Fire Station located at 10 Almond Avenue; and Loyola Fire Station located at 765 Fremont Avenue. The closest station to the project site is the Almond Fire Station, located approximately 0.5 miles north of the site.

The project proposes to replace seven existing commercial/residential structures with one new residential building on the site that would provide a total of 50 residential units. According to the California US Census Bureau, Los Altos' housing stock had an average of 2.84 persons per household in 2019. Therefore, the proposed project could result in a population increase of 142 persons. As discussed in Section 15, Population and Housing, the proposed development would not induce substantial unplanned population growth in the area. The project would incrementally increase the local population and associated demand on fire protection services. The incremental increase in demand would not, by itself, require new facilities or expansion of existing facilities to provide adequate fire protection services and meet the city's overall service goals. The project would be reviewed by the Santa Clara County Fire District to ensure applicable Fire Code standards to reduce potential fire hazards are included in the project design when construction permits are issued, including

sprinklers and smoke detectors. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered fire facilities.

- b. Police protection services for the project site are provided by the Los Altos Police Department, headquartered at 1 North San Antonio Road, approximately 0.4 miles north of the site. The Department has 32 sworn officers, five reserve officers, and 17 professional civilian staff.

As previously discussed, the project would increase the permanent population of the area by approximately 142 persons. This incremental increase in population would not place a substantial new burden on police protection services in the area. The project would be constructed in conformance with current codes and the project design would be reviewed by the Los Altos Police Department to ensure that it incorporates appropriate safety features to minimize criminal activity. New facilities, or the expansion of existing facilities, would not be required to provide adequate police services to serve the proposed project and meet the city’s overall service goals. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered police facilities.

- c. The project site is in the Los Altos School District and Mountain View Los Altos Union High School District. Elementary school students in the project area attend Gardner Bullis Elementary School, located approximately 0.9 miles west of the project site. Middle school students in the project area attend Egan Junior High School, located approximately 0.8 miles west of the project site. High school students in the project area attend Los Altos High School, located approximately 0.7 miles northeast of the project site.

Table 8, *Student Generation*, presents the projected number of students resulting from the proposed project.

**Table 8 Student Generation**

Number of Proposed Units	Student Generation Rates	Number of New Students
50	0.63 elementary school students (K-9)	33
	0.038 high school students (9-12)	2
<b>Total</b>	<b>35 Students</b>	

SOURCE: Mountain View Los Altos High School District 2017  
Hexagon Transportation Consultants 2019

The proposed project is expected to generate 34.4 school aged children. While the proposed project would incrementally increase the demand placed on schools in Los Altos, this increase would not be substantial and would not require the construction of new school facilities or the expansion of existing facilities.

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Sections 65995-65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation goes on to say that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

In accordance with California Government Code Section 65996, developers pay a school impact fee to the local school district to offset the increased demands on school facilities caused by their proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered school facilities.

- d. The closest public park is Shoup Park, located approximately 0.3 miles southwest of the site. Other public park facilities in the vicinity include Village Park (0.35 miles to the north) and Rosita Park (0.7 miles to the southeast). The project would increase the residential population in the project area by 142 persons which could increase use of existing parks and recreational facilities in Los Altos and in adjacent cities. This incremental increase in demand is not expected to create a substantial physical burden on local and regional parks to an extent that would require the expansion of existing facilities or construction of new facilities.

The City of Los Altos has established a Parkland Dedication Ordinance (Chapter 13.24.010 of the Municipal Code) requiring residential subdivisions to dedicate land for park or recreational purposes, or pay a fee in-lieu thereof, as a condition of approval for the final subdivision or parcel map. The intent of the ordinance is to allow development to occur within the city in a manner that meets the city's parks and recreation goals. The city provides and maintains developed parkland and open space to serve its residents. Residents of Los Altos are served by community park facilities, neighborhood parks, playing fields and community centers. The city's Department of Recreation and Community Services is responsible for development, operation, and maintenance of all city park facilities. In accordance with the City of

Los Altos Parkland Dedication Ordinance (Chapter 13.24.010 of the Municipal Code), the project applicant shall pay the applicable parkland dedication in-lieu fee as a condition of project approval.

- e. While the project would incrementally increase the demand on library and community center facilities, the project is not expected to create a substantial physical burden to an extent that would require expansion of existing facilities or construction of new facilities. The project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered libraries, community centers, or other public facilities.

## 16. RECREATION

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (1, 2, 3, 7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? (1, 2, 3, 7, 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a, b. As discussed in Section 15, Public Services, the proposed project would incrementally increase the population in the project area. In accordance with the City of Los Altos Parkland Dedication Ordinance (Chapter 13.24.010 of the Municipal Code), the project applicant will be required to pay the applicable parkland dedication in-lieu fee as a condition of project approval. Additionally, the proposed residential project would provide on-site recreational facilities including a 5,000 square foot rooftop deck with grilling stations, dining tables, and outdoor seating. The proposed project would not increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated or that would require the construction or expansion of recreational facilities.

## 17. TRANSPORTATION

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (1, 8 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)? (8, 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (1, 2, 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access? (1, 2, 8, 47)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments:

The following discussion is based on a Transportation Impact Analysis prepared by Hexagon Transportation Consultants, Inc. The report, dated August 2021, is attached to this Initial Study as Appendix F. The study evaluated intersection levels of service for General Plan and CMP consistency, impacts to bicycle, pedestrian, and transit facilities, and site access, on-site circulation, vehicle queuing, and parking demand.

- a. The traffic impact analysis studied the following five signalized intersections and two unsignalized intersections:
  1. Foothill Expressway & Main Street (CMP intersection)
  2. First Street & Main Street
  3. First Street & Whitney Street (unsignalized)
  4. San Antonio Road & Edith Avenue/Main Street
  5. San Antonio Road & First Street/Cuesta Drive
  6. San Antonio Road & Foothill Expressway (CMP intersection)
  7. San Antonio Road & Whitney Street/Pepper Drive (unsignalized)

A development project in Los Altos would be inconsistent with the Circulation Element of the General Plan if for either peak hour, either of the following conditions occurs at a signalized intersection:

- The level of service at the intersection drops below its respective level of service standard (LOS D or better for local intersections) when project traffic is added, or
- An intersection that operates below its level of service standard under no-project conditions experiences an increase in delay of four or more seconds, and the volume-to-capacity ratio (v/c) is increased by one percent (0.01) or more when project traffic is added.

The Santa Clara Valley Transportation Authority (VTA) oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management, a land use impact analysis program, and a capital improvement element. VTA has review responsibility for proposed development projects that are expected to affect CMP designated intersections.

A development project would be inconsistent with the CMP if the development project results in the level of service at a CMP intersection dropping below LOS E when project traffic is added.

**Trip Generation, Distribution and Assignment.** The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, project trips are assigned to specific streets and intersections.

Standard trip generation rates were applied for the proposed development in accordance with the Institute of Transportation Engineers (ITE) manual entitled Trip Generation, 10th edition. The trip rates for a Multiple-family Housing – Mid-Rise land use were used for this project. Total trips generated by the proposed project were then evaluated against estimated trips generated by the existing businesses onsite and the project was determined to create 196 net daily trips (refer to Table 3, Project Trip Generation Estimates in the Traffic Impact Analysis).

The trip distribution pattern for net trips generated by the proposed project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The new net trips that the project would generate were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the locations of project driveways.

**Level of Service.** Project consistency with the General Plan and CMP's LOS thresholds was evaluated relative to both existing traffic and background traffic volumes. For the existing plus project scenario, the levels of service at the seven study intersections were evaluated for the current traffic conditions and the traffic conditions expected to result from added vehicular trips under the proposed project. For the background plus project scenario, background peak-hour traffic volumes were estimated by adding the estimated traffic from the approved but not yet constructed developments to existing volumes.

As shown in Table 4 of the Traffic Impact Analysis, five of study intersections would continue to operate at an acceptable level of service during both AM and PM peak hours. Since the project would add trips to existing low-delay movements, there would be a decrease in overall average delay at some intersections.

The intersection of Foothill Expressway & San Antonio Road operates at an unacceptable level of service during the PM peak hour. However, the addition of project trips would not adversely affect traffic operations at the intersection because these trips would not increase the average delay at the intersection by more than 4 seconds.

The San Antonio Road & Whitney Street/Pepper Drive intersection operates at an unacceptable level of service during the PM peak hour. However, the addition of project generated trips would not adversely affect traffic operations at the intersection. Since the unsignalized intersection of San Antonio Road & Whitney Street/Pepper Drive operates at LOS E, a signal warrant check (MUTCD 2010 edition, Part 4, Warrant 3) was conducted for the intersection based on the peak-hour traffic warrant. The analysis shows that the signal warrant is not met with or without the project.

The proposed project would not result in a substantial increase in traffic volumes at affected intersections. The City of Los Altos' circulation system would continue to operate effectively following implementation of the project. Therefore, traffic generated by the proposed project would be consistent with the General Plan and the CMP.

**Transit Facilities.** The project site is primarily served by one VTA bus route (Frequent Route 40). The nearest bus stops to the project site are located along both sides of San Antonio Road (near Whitney Street), approximately 800 feet from the project site. According to the traffic impact analysis, existing bus service is expected to have sufficient capacity to accommodate new riders as a result of the project. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies associated with new transit facilities. The project would not cause substantial transit delays.

**Pedestrian Facilities.** Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, continuous sidewalks exist along the east side of First Street. Discontinuous sidewalks are present along the west side of First Street and on Whitney Street. Near the project site, marked crosswalks are present along the north and east legs at the intersection of First Street & Whitney Street. Crosswalks with pedestrian signal heads are present at the intersection of First Street & Main Street. Crosswalks with pedestrian signal heads and push buttons are provided at the remaining signalized study intersections, with the exception of the south leg of the San Antonio Road & First Street/Cuesta Drive intersection. The project site is located near routes identified in the City's Safe Routes to School Plan. The City has released draft Walk n Roll maps for each school that services the Los Altos community. The Walk n Roll maps designate pedestrian and bicycle-friendly routes that students and parents can use to walk and bike to school. The project site is located near San Antonio Road and Cuesta Drive, which are both identified in numerous Walk n Roll maps.

The proposed project would provide sidewalks, crosswalks, and pedestrian signals at signalized intersections. The project proposes to construct a new five-foot-wide sidewalk and seven-foot-wide planting strip along its frontage on Whitney Street and an eight to 12-foot-wide sidewalk along its frontage on First Street. Trees would be planted along the sidewalk on the First Street frontage. The existing sidewalks and crosswalks provide adequate access to transit and nearby points of interest.

The Pedestrian Master Plan includes goals, policies and actions for improving the pedestrian environment in Los Altos, including planning for pedestrian accommodation and facilities that serve people of all ages and abilities, developing a safe pedestrian network, and increasing pedestrian mode share. Pedestrian circulation would not be inhibited by the proposed project and the project would not conflict with the Los Altos Pedestrian Master Plan. The proposed project would include pedestrian access points to existing facilities and would not prevent the City from implementing the goals of the Pedestrian Master Plan.

**Bicycle Facilities.** Bicycle facilities in the vicinity of the project site include bike lanes and bike routes. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III facilities) are roadways shared between bicycles and vehicles. While most streets in the downtown area lack bicycle facilities, they have slow traffic speeds and are conducive to bicycling. The project proposes to provide 56 long term bicycle parking spaces located in bicycle lockers in the underground garage area. The project also proposes six short term bicycle parking spaces on two bicycle racks located along the project frontage on First Street. The project would not remove any bicycle facilities, and would not preclude the continued use of existing bicycle facilities in the project area nor would it conflict with Los Altos General Plan policies promoting continued and expanded bicycle use.

- b. Senate Bill 743 was passed in 2013 and mandated a shift in the metrics used for transportation analysis under CEQA from Levels of Service (LOS) to Vehicle Miles Traveled (VMT). CEQA Guidelines Section 15064.3, subdivision (b) (1) establishes that VMT is the metric to use to analyze transportation impacts of land use projects. The Traffic Impact Analysis describes the daily VMT per capita for the project and compares it to significance thresholds for the City of Los Altos. Per Office of Planning and Research (OPR) guidelines, when there is a change in land use, VMT for a proposed project should be compared to thresholds set by lead agencies without regard to the VMT generated by the previous existing use.

The City's VMT threshold of significance is the city average VMT per capita minus 15 percent, which calculates to 10.39 daily vehicle miles traveled per resident. Thus, the proposed project would result in a significant impact if it results in a project VMT of 10.39 VMT per capita or more.

The results of the VMT evaluation, using the VTA VMT Evaluation Tool, indicates that the proposed project is expected to generate 6.37 VMT per capita. Since the proposed project's estimated VMT is lower than the significance threshold of 10.39 VMT per capita, the project would have a less than significant impact on vehicle miles traveled.

- c. On-site circulation was evaluated for the project driveways and underground parking garage for traffic volume, delays, vehicle queues, geometric design, and sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The site plan shows the driveway to the underground garage ramp from the alleyway measuring 24 feet in width, which is adequate width for a two-way driveway. The project plans do not show any entry control device. Therefore, it is unlikely there will be any queuing for inbound traffic. Since the driveway ramp is accessed from an alley carrying low traffic volume, vehicle queuing for exiting vehicles is not expected.

Sight distance was checked for the proposed driveway. Sight distance requirements vary depending on the roadway speeds. Vehicles are expected to drive slowly in the alley. However, for the purposes of analysis it is assumed that the speed limit of the alley is 25 mph. Therefore, the Caltrans stopping sight distance for both driveways is 200 feet (based on a design speed of 30 mph). Drivers will be able to see at least 200 feet towards the south when exiting. Similarly, drivers will be able to see vehicles turning from Whitney Street into the alley from the north.

The proposed project would not substantially increase hazards due to a geometric design feature or due to incompatible uses.

- d. The site was found to have adequate site access and circulation and would provide adequate emergency vehicles access to the condominiums.

## 18. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or (26)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (26)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Comments:

- a. The Tamian Nation contacted the City of Los Altos requesting consultation. City staff and the Tribal representative met on August 16<sup>th</sup> and October 4<sup>th</sup>, 2021. A records search from the Northwest Information Center was obtained and shared with the Tribal representative, the results of which are discussed in Section D5, Cultural Resources, of this initial study.

The Tribal representative indicated that the project site is located within a general area known to the Tribe sensitive resources. The Tribal representative provided no evidence of Tribal resources on or in the immediate vicinity of the project site that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k), or, a resource determined by the City of Los Altos, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

However, because the Tamien Nation is traditionally and culturally affiliated with the project area, and the Tribe has indicated that sensitive resources are located with the general vicinity, the Tribal representative and City staff have agreed to the following mitigation measures, in the event significant resources meeting the definition in (1) and (2) in the table above are accidentally discovered during earth moving activities associated with the proposed project.

### *Mitigation Measures*

In addition to mitigation measures CUL-1 and CUL-2 presented in Section D5, Cultural Resources, the following measures shall be implemented:

TR-1      The applicant shall contract with the Tamien Nation to development and implement a cultural resource sensitivity training program for the construction work crew on the first day of construction. The archaeologist shall provide evidence of the training to the City Planning Division, which shall include the training materials and a sign-in list of trained construction personnel, at the end of the first day of construction.

TR-2      The applicant shall contract with the Tamien Tribal to monitor ground disturbing activities, including but not limited to removal of existing building foundations, trees, and grading activities.

The applicant shall also contract with a qualified archaeologist to be on-call should cultural or Tribal resources be inadvertently discovered.

Evidence of a contracts with the Tribal monitor and archaeologist shall be provided to the City Planning Division prior to issuance of a building demolition permit and/or a grading permit.

Should Tribal or cultural resources be inadvertently discovered, the Tamien Nation Treatment Protocol shall be implemented. Whether or not Tribal or cultural resources are inadvertently discovered, the Tribal monitor shall prepare a monitoring report to be submitted to the City Planning Division, prior to issuance of an occupancy permit.

The location of Tribal resources is confidential, may be redacted from monitoring reports, and shall not be made available for public review. The location of sensitive cultural resources is exempt from the Public Records Act.

## 19. UTILITIES AND SERVICES SYSTEMS

Would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (1, 2, 3, 27, 28)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (1, 2, 28, 33, 34, 35)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (28, 35, 36, 37)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (28, 38)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (28)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

a. **Water.** The proposed project would connect to existing eight-inch water main that runs along First Street up Whitney Street and eventually along the alley way adjacent to the rear of the project site. The project would not require expansion of off-site facilities or the construction of new water mains aside from lateral lines required to connect to the existing water main.

**Sewer.** The proposed project would connect to the city's existing sanitary sewer system. The existing sanitary sewer along they alley way adjacent to the rear of the project site would be utilized by the project to convey wastewater flows from the

project to the Palo Alto Regional Water Quality Control Plant (PARWQCP). The city's Sanitary Sewer System Master Plan (SSMP) Update determined that less than five percent of the 121 miles of inspected sewer pipes in the city and in its immediate vicinity were in poor condition. No deficient pipe segments were located directly adjacent to the project site. Overall, the city's sewer system was determined to be in good condition, with several recommended improvements noted in the SSMP Update to be included in the Capital Improvement Program (CIP) to address deficiencies.

The proposed project would not require expansion of off-site facilities or the construction of new sewer lines aside from lateral lines required to connect to the existing sewer in the alley.

**Storm Water.** Runoff from the project site flows into the City of Los Altos' municipal storm drainage system. The existing on-site storm drainage system captures and conveys runoff from the project site to the city's storm drain system. New storm water controls will be constructed on site, the environmental effects of which have been evaluated in this initial study.

**Electric, Natural Gas, Telecommunications.** The site is currently served by electric power, natural gas, and telecommunication utilities. The proposed redevelopment of the site would not require the expansion of these utilities. Therefore, the proposed project would not result in a significant impact due to the expansion or relocation of electric power, natural gas, or telecommunication facilities.

- b. The project site is served by the California Water Service Company (Cal Water) and is located within Cal Water's Los Altos Suburban (LAS) District. Water supply for the project site is sourced from a combination of groundwater and purchased water. Approximately 35 percent of the LAS District's provided water comes from primary groundwater production and 65 percent comes from water purchases from the Santa Clara Valley Water District, sourced from underground aquifers, reservoirs, and the San Joaquin Sacramento River Delta. The Cal Water system includes 297 miles of mains, 65 booster pumps, and 46 storage tanks. The LAS District 2015 UWMP found that Cal Water has more than sufficient well capacity to meet the demands unserved by Santa Clara Valley Water District purchases through 2040.

The project site is currently developed with commercial retail/office, a single-family residence, and associated paved surface parking and landscaping. [Table 9, Existing and Proposed Water Demand](#), shows the existing, proposed, and net increase in water uses according to CalEEMod, which bases its results on model aggregate water use defaults within the entire BAAQMD boundary.

**Table 9 Existing and Proposed Water Demand**

Existing Water Use	Proposed Water Use	Net Increase in Water Demand
1.2 mgpy (3.7afy)	5.4 mgpy (16.6 afy)	4.2 mgpy (12.9 afy)

SOURCE: CalEEMod 2021

1. mgpy is million gallons per year

2. afy is acre feet per year

While the project would increase water demand at the site, this increase would be an incremental increase to the overall Cal Water demand of 10,188 acre-feet per year. Project water use would be further minimized by adherence to the 2016 CALGreen Code and Chapter 12.36 of the Municipal Code, which adopts water efficient landscape regulations. Because the proposed project would increase site water demand compared to existing conditions, and the Cal Water LAS District did not identify any substantial supply deficiencies through 2040, the proposed project would not result in significant impacts to water supply.

- c. The City of Los Altos’ Department of Public Works is responsible for the wastewater collection system within the city. Wastewater is conveyed to the Palo Alto Regional Water Pollution Control Plant (PARWQCP) for treatment and disposal. The PARWQCP serves the wastewater management needs of the communities of Palo Alto, Los Altos, Mountain View, East Palo Alto, Los Altos Hills, Stanford University and East Palo Alto Sanitary District. The city owns and maintains the collection system within the city and its sphere of influence and the trunk sewer that connects the city to the PARWQCP master metering station.

An existing sewer main serves the project site. The PARWQCP has capacity to treat 40 million gallons per day (mgd) of dry weather flows from cities within its service area, with 3.6 mgd of dry weather flow allocated to serve the City of Los Altos’ wastewater disposal needs. In 2015, it was estimated that the City of Los Altos generated 3.47 mgd for treatment at the PARWQCP, slightly below the capacity allocated to it at the plant. [Table 10, Existing and Proposed Wastewater Generation](#), shows the current wastewater generation, proposed generation, and net increase in wastewater generation.

The estimated wastewater generation from the project would incrementally increase wastewater generation at the site. However, the PARWQCP currently has sufficient capacity to provide wastewater treatment for the cities within its service area, and the proposed project would not inhibit the PARWQCP from meeting wastewater treatment requirements.

**Table 10 Existing and Proposed Wastewater Generation**

Existing Wastewater Generation	Proposed Wastewater Generation	Net Increase in Wastewater Generation
744,005 gpy (2,038 gpd)	3,200,000 gpy (8,767 gpd)	2,500,000 gpy (6,849 pgd)

SOURCE: CalEEMod 2021

NOTES: gpy: gallons per year

gpd: gallons per day

- d. Solid waste collection in the City of Los Altos is provided by Mission Trail Waste Systems through a contract with the city. Mission Trail Waste Systems provides residential, commercial and industrial collection services for garbage, recycling and organics for the city. Mission Trail Waste Systems operates a transfer station at 1313 Memorex Drive in Santa Clara. The City of Los Altos is served by the Newby Island Landfill, located at 1601 Dixon Landing Road in Milpitas. Newby Island Landfill provides disposal capacity to the cities of San Jose, Milpitas, Santa Clara, Cupertino, Los Altos, and Los Altos Hills. As of May 17, 2018, Newby Island Landfill had approximately 16.9 million cubic yards of capacity remaining and an estimated closure in 2039. Using the CalRecycle 2019 average disposal rate per capita of 2.9 pounds per day, the proposed project is estimated to generate approximately 90.2 0.005 tons of solid waste per year. The solid waste increase would be less than this when considered existing buildings on site that would be replaced by the project. While the proposed project would increase the solid waste generated on-site, the project would be served by a landfill with adequate capacity to support growth expected in the region.
- e. The project would be required to provide three streams of waste – solid waste, recyclable materials and organic materials – per the city’s Solid Waste Collection and Recycling Ordinance. The Ordinance is intended to support the city’s target of achieving a 78 percent waste diversion rate. The project would also be required to comply with Municipal Code Chapter 6.14 to reduce construction and demolition waste. By diverting waste per city policies, the net increase in the amount of solid waste generated by the proposed project would be reduced. Overall, the proposed project would not result in a significant increase in solid waste and recyclable materials generated within the City of Los Altos and would not prevent the City from meeting its solid waste reduction goals. Compliance with the city’s Solid Waste Collection and Recycling Ordinance would ensure that project operation meets state and federal solid waste statutes and regulations. Additionally, the project would be required to collect, recycle and dispose of waste generated from construction and demolition activities per Municipal Code Chapter 6.14. Diversion of construction and demolition materials would further the City’s efforts to reduce waste and comply

with AB 939, AB 32, AB 341 and help achieve the State 75 percent waste diversion goal by 2020 and the city's 78 percent waste diversion goal. Therefore, the proposed project would not conflict with federal, state, and local solid waste statutes and regulations.

## 20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (17)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Comments:

- a-d. The project site is in an urbanized area. The site is not located within an identified Very High Fire Hazard Severity Zone in a State Responsibility Area (SRA) or a Local Responsibility (LRA). The project site is not located near wildlands that could present a fire hazard.

## 21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less-than-Significant Impact with Mitigation Measures Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory? (1, 3, 15, 8, 29, 39)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) (1, 3, 15, 16, 8, 29, 39)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. 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 checked="" type="checkbox"/>	<input type="checkbox"/>

### Comments:

- a. As discussed in the prior sections of this Initial Study, the proposed project would not degrade the quality of the environment, substantially affect biological resources or eliminate important examples of California history or prehistory with implementation of the identified standard measures, conditions of approval, and mitigation measures.

As discussed in Section 4, Biological Resources, implementation of mitigation measures BIO-1 and BIO-2 for impacts to nesting birds and adherence to the City of Los Altos’ Tree Preservation Ordinance measures would reduce potentially significant impacts to biological resources to a less-than-significant level. As discussed in Section 5, Cultural Resources, with implementation of mitigation measures CUL-1 and CUL-2, the project would result in a less-than-significant impact on archaeological, historic, and paleontological resources. Any potential significant project impacts would be mitigated to a less-than-significant level.

Additionally, as discussed in Section D18, Tribal Resources, with implementation of mitigation measures TR-1 and TR-2, potential, significant impacts to Tribal resources would be mitigated to a less-than-significant level.

- b. Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

The proposed development could result in temporary water quality, biological, greenhouse gas and noise impacts during construction. With the implementation of the identified BMPs, mitigation measures, and consistency with adopted City policies, construction impacts would be mitigated to a less than significant level. Because the nature of the identified impacts is temporary and would be mitigated, the proposed project would not have a cumulatively considerable impact on water quality, biological resources, greenhouse gas and noise.

Implementation of the proposed project could result in the loss of trees on and adjacent to the site. Any trees removed would be replaced in accordance to the City’s Tree Protection Ordinance. The project would have no long-term effect on the urban forest or the availability of trees as nesting and/or foraging habitat. Therefore, the project would not have a cumulatively considerable long-term impact on biological resources.

Earthmoving activities may result in the loss of unknown subsurface prehistoric and historic resources on-site. Because the project would implement mitigation measures CUL-1 and CUL-2, the proposed project would not have a cumulatively considerable impact on cultural resources in the project area.

As discussed in Section 4, Air Quality, the project could result in human exposure to MEI in exceedance of air district thresholds. However, implementation of Mitigation Measures AQ-1 and AQ-2 would reduce the exposure levels below the threshold and lower the infant/child cancer risks to a less-than-significant level.

The Traffic Impact Analysis prepared for the project included an evaluation of intersection levels of service (LOS). One of the scenarios evaluated was Background Plus Project Conditions, which consisted of existing traffic plus additional traffic generated by approved but not yet constructed developments in the area, plus the

additional traffic generated by the proposed project. The results of the LOS analysis indicated that all study intersections would operate at acceptable levels of service under all analysis scenarios, including Background Plus Project Conditions, which represents the cumulative scenario. Cumulative traffic impacts of the project would therefore be less than significant.

As discussed in the respective sections, the proposed project would have no impact or a less than significant impact on aesthetics, agriculture and forestry resources, geology and soils, mineral resources, population and housing, public services, recreation, and utility and service facilities. The cumulative impacts to utilities, public services, and population and housing are accounted for in the City's long-term infrastructure service planning. The project would not have a cumulatively considerable impact on these resource areas.

- c. Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly.

Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction air quality, hazards and hazardous materials, and noise. The proposed project would be required to adhere to applicable General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. As discussed in Section 4, Air Quality, implementation of mitigation measures AQ-1 and AQ-2 would reduce potential air quality impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified.

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