



DISCUSSION ITEMS

Agenda Item # 11

AGENDA REPORT SUMMARY

Meeting Date: October 22, 2019

Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

Prepared by: Sean K. Gallegos, Associate Planner

Reviewed by: Jon Biggs, Community Development Director

Approved by: Chris Jordan, City Manager

Attachment(s):

1. Resolution No. 2019-43
2. Applicant Cover Letter
3. Planning Commission Meeting Minutes, September 5, 2019
4. Planning Commission Agenda Report, September 5, 2019
5. Public Correspondence
6. Full Project Plans

Initiated by:

Applicant and Owner – Dutchints Development, LLC

Previous Council Consideration:

None

Fiscal Impact:

The project will result in the following estimated financial contributions to the City:

- Park in-Lieu Fees: \$9,564,800 (\$48,800/multiple-family dwelling unit)
- Traffic Impact Fees: \$815,164 (\$4,159/multiple-family dwelling unit)
- Los Altos Public Art Fund: (one percent of construction costs, up to \$200,000)

Environmental Review:

An Initial Study and Mitigated Negative Declaration (IS/MND) have been prepared in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Los Altos. A 30-day public review and comment period for IS/MND was held between Thursday, July 11, 2019 and Friday, August 9, 2019. A copy of the IS/MND is included in Attachment 4.

Policy Question(s) for Council Consideration:

- Is the proposal of 28 affordable below market rate (BMR) units in exchange for a density bonus, incentives and and parking requirement alteration consistent with State Law and the City's Affordable Housing Ordinance?



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

- Does the proposal meet the required design review, use permit and subdivision findings specified in the Los Altos Municipal Code?

Summary:

- The project includes the demolition of a three-story 78,950 square-foot office building and construction of two five-story condominium buildings along El Camino Real with 172 units and two three-story townhouse buildings along the rear with 24 units, and one level of underground parking with 290 parking spaces.
- The 196-unit proposal is offering 28 affordable units, including 12 moderate and 16 very-low affordable units, in exchange for a 35 percent density bonus, an on-menu development incentive to allow for increased height and an off-menu incentive for reduced parking stall widths in the underground garage.
- The Complete Streets Commission and the Planning Commission have reviewed the project at public meetings and recommend approval of the 196-unit multiple-family condominium development.

Existing

Proposed

Required/Allowed



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

SETBACKS

Front	40 feet	25 feet	25 feet
Rear (condo bldgs.)	65 feet	119 feet (min.)	100 feet
Rear (townhouse bldgs.)	-	46 feet (min.)	40 feet
Left side (east)	147 feet	49.8 feet (min.)	7.5 feet (avg.)
Right side (west)	123 feet	45 feet (min.)	7.5 feet (avg.)

HEIGHT (Condo Bldgs.)

Top of roof deck	30 feet ¹	56 feet	45 feet
Top of parapet wall	40 feet ¹	62 feet	57 feet
Stair towers	-	68 feet	57 feet
Elevator tower	-	68 feet	57 feet

HEIGHT (Townhouse Bldgs.)

Top of roof deck	-	30 feet	30 feet
Top of parapet wall	-	33.5 feet	42 feet

PARKING	291 spaces	290 spaces	169 spaces ²
----------------	------------	------------	-------------------------

DENSITY

Base density units	-	145 units	145 units (38 du/ac)
Density bonus units	-	51 units	51 units (35%)
Total units	-	196 units	196 units (52 du/ac)
Affordable units	-	28 units (19%)	22 units (15%)

OPEN SPACE

Private	-	67 square feet/unit	50 square feet/unit
Public	-	62,880 square feet	3,200 square feet

¹ The 30-foot height, as allowed by the Zoning Code at the time, is measured from the site's highest grade, along the rear property line, to the mid-point of the building's sloping roof. The actual building height from adjacent grade to top of parapet wall is approximately 40 feet.

² The Zoning Code (Section 14.28.040.G) allows for reduced on-site parking (0.5 spaces/bedroom) when a project provides affordable housing and is within ½ mile of a major transit stop.

Planning Commission Recommendation:

Move to approve Resolution No. 2019-XX which:

1. Adopts the Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
2. Approve Design Review application 18-D05, Use Permit application 18-UP-07 and Subdivision application 18-SD-03 for a new 196-unit multiple-family development at 5150 El Camino Real



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

Purpose

Consider the recommendation from the Planning Commission and take action on the development application, which includes adopting the Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approving the design review, use permit and tentative map application for two new five-story condominium buildings along El Camino Real with 172 units and two new three-story townhouse buildings along the rear with 24 units at 5150 El Camino Real.

Background

Site Setting

The existing site, which includes one parcel, is designated as a “Thoroughfare Commercial” land use in the General Plan and Zoned CT (Commercial Thoroughfare). The site is 165,345 square feet (3.8 acres) in size and includes an existing three-story 78,950 square-foot office building currently occupied with administrative office uses at 5150 El Camino Real.

The site is adjacent to a high-density residential development to the west (5100 El Camino Real), a KinderCare and TaekwonKids (daycare) facility to the east (within Mountain View city limits), and six single-family homes on Casita Way to the south. Across El Camino Real to the north there are a variety of single-story commercial buildings, located within the Mountain View city limits. In both directions along El Camino Real, the land uses consist predominantly of commercial uses, with high-density residential uses intermixed. There is an adjacent multiple-family residential building to the west at 5100 El Camino Real that is approximately 40 feet in height, similar in height to the existing office building on the project site. Single-family residences are the predominant land use to the south of the project site.

Planning Commission Study Session

On August 16, 2018, the Planning Commission held a study session to review and provide feedback on the project’s architectural and site design. Overall, the Commission expressed general support for the overall project concept but raised concerns about various elements of its design. Specifically, the Commission noted that the project’s exterior materials, both composition and quality, should be improved, consider ways to reduce building bulk and mass, refine the design of the landscaping and common spaces, rethink the building entries at the Rengstorff intersection, consider adding additional on-site parking, provide a shade/shadow study and improve the landscape buffers along the residential edges. A copy of the Planning Commission study session minutes is included in the September 5, 2019 Planning Commission agenda report (Attachment 4).

Complete Streets Commission

On June 26, 2019, the Complete Streets Commission held a public meeting to consider the project. As specified by the Zoning Code, the Commission is tasked with reviewing the bicycle, pedestrian, parking and traffic elements of a development application and providing an advisory recommendation



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

to the Planning Commission and City Council. The Commission expressed general support for the project but expressed concerns that the project is not providing enough on-site vehicle and bicycle parking, that it would increase traffic on nearby residential streets and that the traffic impact analysis should have provided a more thorough evaluation of queuing and traffic impacts. Following the discussion, the Commission voted 3-1 (two commissioners absent and one abstaining) to recommend approval of the project to the Planning Commission and City Council with a recommendation that the number of on-site bicycle parking spaces be increased. A copy of the Complete Streets Commission meeting minutes is included in the September 5, 2019 Planning Commission agenda report (Attachment 4).

Story Pole Installation

On August 7, 2019, planning staff verified that the applicant's story pole plan was consistent with the City's adopted Story Pole Policy and approved the plan. On August 12, 2019, the story poles were installed, and staff subsequently received a certification letter from the project's civil engineer verifying that the story poles had been installed per the approved plan. A copy of the certification letter and the approved story pole plan is included in the September 5, 2019 Planning Commission agenda report (Attachment 4).

Planning Commission

On September 5, 2019 the Planning Commission held a public hearing to consider the project. Following public comments, the Commission expressed general support for the project, but some concerns were raised regarding the location of the transformers along the rear property line, the lack of a security gate for the garage entry, the location of passenger loading areas being unclear on the project plans, the need for better defined parking layout and additional guest parking spaces, a concern the upper level rear facing balconies may impact privacy of properties along the rear property line, the need for additional electric vehicle (EV) charging stations and the sizing of the transformers to accommodate increased energy loads for EV charging stations, and a concern regarding the phasing and timing in the construction management plan. After the discussion, the Commission voted 5-0, with Commissioner Bressack and Lee absent to recommend approval of the Project with following additional recommendations:

- The transformers shall be moved away from the rear property line;
- The garage access shall be secured;
- The plans shall better define the parking layout including guest spaces, EV chargers and pre-wiring;
- The plans shall better define the location of passenger loading spaces;
- The upper level rear facing balconies shall be reviewed to address privacy concerns;
- The transformers shall be sized to accommodate pre-wiring for additional parking spaces (max); and



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

- A more detailed construction management plan shall be provided regarding the phasing and a timeline.

The meeting minutes and agenda report are included in the September 5, 2019 Planning Commission agenda report (Attachment 4).

Discussion/Analysis

Design Revisions

The applicant's cover letter (Attachment 2) provides information regarding the applicant's response to the Planning Commission's recommendation and the full set of plans (Attachment 6) illustrate how the revisions are incorporated into the project.

Design Review Findings and CT District Design Controls

In order to approve the project, the City Council must make positive design review findings as outlined in Section 14.78.060 of the Municipal Code (see Attachment 1). In addition to complying with the standard design review findings, the project must address the CT District's Design Controls (Section 14.50.170), which speak to issues such as scale, building proportions, bulk, and screening rooftop mechanical equipment.

Overall, the project reflects a desired and appropriate development intensity for the CT District and the El Camino Real corridor. It achieves the maximum housing density permitted, which benefits the City's housing goals while also providing stepped massing from the rear property line and articulation along the front and sides to limit the perception of bulk and mass. The proposal meets General Plan Policy 4.3 and 4.4. These goals promote residential development on El Camino Real and affordable housing on El Camino Real. In addition, this project complies with the Design Controls for the CT Zoning because the proposal has architectural integrity and has an appropriate relationship to the heights, massing, and styles of the buildings in the immediate area. The lower height townhouses in the rear provide an appropriate transition between the single-family district to the south and the taller buildings along El Camino Real, where this additional height and larger scale is more appropriate. The buildings utilize high quality materials that support their architectural style and are appropriately articulated and scaled to relate to the larger buildings on the El Camino Real corridor while providing lower scale townhouses adjacent to the single-family properties to the rear.

The building was designed to relate to the human scale with a landscaped entry plaza and a two-story entry lobby. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the raised planter boxes, projecting overhangs and balconies, the building elevations have variation and depth and avoid large blank wall surfaces, and the project has incorporated elements that signal habitation, such as identifiable entrances, overhangs, high quality finishes and balconies.



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

The exterior building materials appropriately define the building elements and convey the project's quality, integrity, durability and permanence. The project materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area.

The landscape plan appears generous and inviting. The proposed landscape and hardscape elements include various levels with smaller plantings near the sidewalk with taller species and raised planters as it moves toward the face of the building. The landscaping includes substantial street tree canopy in the public right-of-way, along the sides and rear property lines, and throughout the site.

The project does not propose any signage along the building frontage beyond an address number and directional signage as necessary by Code. The rooftop mechanical equipment is screened by architecturally integrated parapet walls; the ground level utilities are screened by the wood fencing and landscaping along the sides; and the trash area is located within the underground garage. Overall, as evidenced in this discussion and as further supported by the findings contained in Resolution No. 2019-XX (Attachment 1) and recommended by the Planning Commission, the project appears to meet the City's required design review findings and zoning district design controls.

Traffic and Circulation

The site includes an existing 78,950 square-foot office building that generates 1,110 average daily trips (ADT)¹, with 57 AM peak hour trips and 165 PM peak hour trips. The proposed project, with 196 new dwelling units, will generate 1,435 ADT², with 90 AM peak hour trips and 110 PM peak hour trips. This will result in a net increase of 325 ADT, with 33 additional AM peak hour trips and a decrease of 55 PM peak hour trips. Since this is over the City's threshold of 50 net new daily trips, a full Transportation Impact Analysis (TIA) was prepared and a copy of the TIA is included in the September 5, 2019 Planning Commission agenda report (Attachment 4).

The TIA included an analysis of the nearby street network and intersections that will receive additional traffic from the project, and evaluated the traffic conditions for four existing and future scenarios as follows:

- *Existing Conditions.* Existing AM and PM peak-hour traffic volumes at study intersections were based on new traffic counts collected in October and November 2018. Existing PM peak-

¹ Existing use trips based on peak-hour driveway counts conducted on 10/18/18 and 11/13/18. Daily traffic estimated based on peak hours.

² Low-Rise Multifamily Housing (Land Use 220). ITE Trip Generation Manual, 10th Edition (2017), average rates for General Urban/Suburban settings are used.



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

hour traffic volumes at the CMP intersections were obtained from the 2016 CMP Annual Monitoring Report.

- Existing Plus Project Conditions. Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic counts the additional traffic generated by the project.
- Background Conditions. Background traffic volumes were estimated by adding to existing traffic counts the additional traffic generated by approved but not yet constructed developments in the area. The study uses a growth factor of two-percent per year until the project opening date to represent traffic growth on El Camino Real.
- Background Plus Project Conditions. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

The TIA also analyzed potential impacts to pedestrians, bicycles, and transit services from the project, vehicle queuing at intersections, traffic added to Distel Drive and Clark Avenue due to cut-through and school related trips, and site access and on-site circulation. Based on this analysis, the TIA made the following findings:

- All of the studied intersections would operate at acceptable levels of service under all analysis scenarios.
- The queuing analysis indicates that the 95th percentile vehicle queue for the westbound left-turn lane at the El Camino Real/Distel Drive intersection currently exceeds the existing vehicle storage capacity during the AM peak hour and would continue to do so under background conditions. The project would not increase the 95th percentile vehicle queue for the westbound left-turn lane during AM and PM peak hour, however, there is no room in the median to lengthen the left turn pocket.
- Distel Drive would likely be used as a route to return from Los Altos High School and Almond Elementary School to the project site. It is estimated the project would generate 23 school trips during the AM peak hour. Distel Drive could be used as a cut-through street to San Antonio Road via Jordan Avenue. However, only an increase in outbound traffic in the AM peak hour is anticipated. In other time periods, the traffic would be reduced. The AM outbound traffic increase would be very small to the south, and more than offset by decreases in northbound AM peak hour traffic; and the PM peak hour traffic would be reduced.

Clark Avenue would likely be used as a route going to Almond Elementary School and Los Altos High School, but not likely to be used to return to the project site. Clark Avenue provides a direct



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

route to Almond Elementary School. Traffic would likely use Casita Way to Marich Way to Distel Drive to return to the project site. Due to having a direct route from El Camino Real to Almond Avenue, traffic going to and from the project may use Clark Avenue as a cut-through street. However, only an increase in outbound traffic during the AM peak hour is anticipated. Traffic in other time periods would be reduced. The AM outbound traffic increase would be very small to the south, and more than offset by decreases in northbound AM peak hour traffic; and the PM peak hour traffic would be reduced.

In addition to the findings, the TIA provided three recommendations to enhance vehicle circulation, parking usage and bicycle parking as follows:

- “Do not enter” signs and “one-way only” markings should be installed at the one-way western driveway to inform drivers not to enter the driveway. In addition, “right-turn only” signs should be installed at the western and eastern driveways to inform drivers exiting the project site.
- The site plan shows multiple dead-end parking aisles. The dead-end aisle spaces should be reserved for residents, and guest parking should be located near the driveway ramp.
- Some of the Class I bicycle parking should be moved to the ground floor.

These recommendations have been incorporated into the project plans and conditions of approval. Overall, the project will not result in any significant impacts related to traffic or circulation.

Parking

With regard to Aesthetics and Parking, the City has received comments that raise concerns about potential impacts related to these two areas on adjacent residential uses and nearby streets. However, the project is located on an infill site that is located within a transit priority area (TPA). State Law (Public Resources Code section 21099) states that “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Thus, the Initial Study provided discussions related to aesthetics and parking for informational purposes only.

The project is located within ½ mile from the Santa Clara Valley Transportation Authority (VTA) major transit stop at the corner of Showers and El Camino Real. The bus stop is located at the intersection of two major bus routes (Routes 22 and 52) with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. As specified in Section 14.28.040(G) of the City’s Zoning Code, the development is eligible for reduced on-site parking standards of one-half parking spaces per bedroom by (1) providing the maximum percentage of very-low income units (11 percent), (2) being located within one-half mile of a major transit stop and (3) allowing for unobstructed access to the major transit stop.



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

A major transit stop is as defined in California Public Resources Code Section 21064.3:

“...a major transit stops means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

Based on-site parking standards as specified in Section 14.28.040(G), the project is required to provide 0.5 on-site parking spaces per bedroom in each unit. With a total of 338 bedrooms in the condominium and townhouse units, a minimum of 169 on-site parking spaces are required for this project. The project is proposing a total of 286 parking spaces, which includes 232 spaces in the underground parking garage, 48 spaces in the townhouse garages and six surface-level guest spaces along the access road. In addition, two loading spaces (10 feet x 25 feet) are provided along the access road. Overall, the proposed on-site parking and loading spaces exceed the minimum established by the Zoning Code for a density bonus project within 1/2 mile of a major transit stop.

Beyond environmental review, staff requested a detailed parking demand analysis to address concerns related to overflow parking and to confirm that project was providing a sufficient amount of on-site parking even if it is exceeding the Zoning Code’s on-site parking requirement for a project that includes affordable units and is within ½ mile of a major transit stop. To determine if the project’s proposed on-site parking supply would be adequate to meet parking demand, the TIA included a parking analysis. The traffic engineer used a parking supply study prepared by Fehr & Peers, which looked at 17 residential developments in Mountain View, Palo Alto, Sunnyvale, and Santa Clara, to establish average parking supply and demand rates for similar multiple-family residential developments. Based on the findings in the parking study, the average parking demand for an affordable unit was found to be 0.65 spaces per bedroom and 0.70 spaces per bedroom for a market rate unit. Using these ratios, a parking demand analysis was developed as follows:

<i>Proposed Unit Types</i>		<i>Number of Units</i>	<i>Bedrooms</i>	<i>Study Rate (per bedroom)</i>	<i>Parking Demand (Spaces)</i>	<i>Parking Provided</i>
Condominiums						
Affordable	1-bedroom	12	12	0.65	8	
	2-bedroom	13	26	0.65	17	
Market Rate	1-bedroom	68	68	0.70	48	
	2-bedroom	77	154	0.70	108	
	3-bedroom	2	6	0.70	4	
Total		172	266		185	236



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

<i>Proposed Unit Types</i>		<i>Number of Units</i>	<i>Bedrooms</i>	<i>Study Rate (per bedroom)</i>	<i>Parking Demand (Spaces)</i>	<i>Parking Provided</i>
Townhomes						
Affordable	2-bedroom	2	4	0.65	3	
	3-bedroom	1	3	0.65	2	
Market Rate	2-bedroom	2	4	0.70	3	
	3-bedroom	15	45	0.70	32	
	4-bedroom	4	16	0.70	11	
Total		24	72		51	54³
Project Total					236	290

Based on the findings of this analysis, the number of on-site parking spaces will exceed the anticipated parking demand for multiple-family housing units of this size and type, and the proposed parking supply will be adequate to avoid generating new off-site parking on nearby residential streets.

Affordable Housing - Density Bonus and Development Incentives

The City’s Affordable Housing Ordinance (LAMC Chapter 14.28) requires a minimum of 15 percent of the units be affordable, with a majority of the units designated as affordable at the moderate-income level and the remaining units designated as affordable at the low or very-low income level. With a base density of 145 units, the project must provide 21.75 (rounded up to 22) affordable units, with 12 of the units affordable at the moderate-income level, and the remaining 10 units affordable at a low or very-low income level. By providing 12 moderate income units and 16 very-low income units, the project complies with the City’s Affordable Housing Ordinance. The following table breaks down the proposed unit types and sizes for both the affordable and market rate units:

Condominium Units			Townhouse Units		
Affordable	1-bedroom	12	Affordable	2-bedroom	2
	2-bedroom	13		3-bedroom	1
Market Rate	1-bedroom	68	Market Rate	2-bedroom	2
	2-bedroom	77		3-bedroom	15
	3-bedroom	2		4-bedroom	4
Total		172	Total		24

Housing Element program 4.3.2 requires that affordable housing units generally reflect the size and number of bedrooms of the market rate units. In addition, the Affordable Housing Ordinance requires

³ This number includes 48 garage parking spaces and six visitor parking spaces.



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

that all affordable units in a project be constructed concurrently with market rate units, be dispersed throughout the project, and not be significantly distinguishable by size, design, construction or materials. The project's Density Bonus Report provides exhibits that show where the affordable units will be throughout the project (Attachment 4). Conditions have been added (nos. 2 and 27) that specify the breakdown of affordable units by income level, that the units shall be provided at the location on the approved plans, and that they shall not be significantly distinguishable with regard to design, construction or materials. Thus, as designed and conditioned, the proposed affordable housing units appear to meet the intent of the City's affordable housing requirements.

Under the State's density bonus regulations (Section 65915 of the California Government Code) and the City's Affordable Housing Ordinance, the project qualifies for a density bonus if it provides at least five percent very-low income units. With 16 affordable units at the very-low income level and 12 affordable units at the moderate level (28 affordable units total), the project is providing 19.3 percent of its base density as affordable, with 11 percent of its base density affordable at the very-low income level. By providing 11 percent of its units as affordable at the very-low income level, the project qualifies for a 35 percent density bonus, which it is currently seeking.

With regard to incentives or concessions, since the project is providing more than 10 percent of its units as affordable at the very-low income level, it qualifies for two incentives per State Law and City Ordinance. To help guide incentives requested by developers and ensure that the incentives do not result in any adverse impacts, the City adopted a list of "on-menu" incentives. However, per State Law and City Ordinance, an applicant may still request any incentive or concession that they deem appropriate in exchange for the affordable units being provided (off-menu). In this case, the project is seeking a height incentive to allow the project to exceed the maximum height limit of 45 feet by 11 feet (on-menu) and a six-inch reduction in the required parking stall width for the spaces in the underground parking garage (off-menu).

Under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(F), the City must grant the requested incentive unless it can make specific negative findings. Under the Ordinance, the City has determined that "on-menu" incentives would not have a specific, adverse impact on public health and safety or the physical environment, which is one of three potential findings necessitating denial of the request, thus one of the following two findings would need to be made to deny the request:

- The concession or incentive does not result in identifiable and actual cost reductions, consistent with the definition of "concession" or "incentive," to provide for affordable housing costs, as defined in Health & Safety Section 50052.5, or for rents for the targeted units to be set as specified in subsection (I).
- The concession or incentive would be contrary to state or federal law.



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

In the case of this project, there is not any evidence currently in the record to make the required findings for denial for either incentive request. Therefore, staff recommends the granting of the Applicant's requested incentives.

At the Planning Commission meetings on August 1, 2019 and August 15, 2019, the project sought a waiver under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(H) to allow the required landscaping in the front yard setback to be reduced from 50 percent to 34 percent. The applicant has eliminated the waiver request by revising the plans to meet the requirement to landscape a minimum of fifty (50) percent of the front yard .

A Density Bonus Report that supports the requested density bonus and development incentives requests was prepared by the Applicant and is included in the September 5, 2019 Planning Commission agenda report (Attachment 4).

For reference, the moderate-income housing units would be limited in cost to be affordable to a household that makes no more than 120 percent of the County's median income and the very-low income housing units would be limited in cost to be affordable to a household that makes no more than 50 percent of the County's median income. The County's median family income for FY 2019 is \$131,400 per HCD calculations.

Subdivision

The project includes a Tentative Map for Condominium purposes. The subdivision divides the buildings into 196 residential units and associated private and common areas. As outlined in the attached Resolution, the subdivision conforms to the permitted General Plan and Zoning Code densities as modified by State law. The site is physically suitable for this type and density of development, is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, is not injurious to public health and safety, and provides proper access easements for ingress, egress, public utilities and public services.

Environmental Review

The project site, which is 3.8 acres in size, is considered an in-fill site that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species. The development proposal is consistent with the General Plan and Zoning Ordinance, does not result in any significant effects related to traffic, noise, air or water quality, and is adequately served by all required utilities and public services. Thus, it could qualify for an exemption from further environmental review per Section 15332 of the California Environmental Quality Act (CEQA). However, due to the size of the project and to ensure that any potential impacts were thoroughly evaluated, the City retained an environmental consultant, David J. Powers and Associates (DJPA), to prepare an initial study in compliance with CEQA. Based on the findings in the Initial Study,



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

supported by the technical studies, it was determined that there were not any significant impacts that necessitated the preparation of an Environmental Impact Report (EIR). Thus, a Mitigated Negative Declaration (MND) has been prepared (Exhibit C in the Draft Resolution). The Initial Study is included in the September 5, 2019 Planning Commission agenda report (Attachment 4).

The Initial Study identified potentially significant effects related to Air Quality, Biological Resources, Cultural Resources, and Noise. These potentially significant effects are primarily related to construction activities and can be reduced to a less than significant level with appropriate mitigation measures. These potential effects and the mitigation measures to reduce their impact are discussed within the Initial Study and the mitigation measures are included in the MND. The MND finds that all potentially significant impacts identified can be mitigated, that the proposed project conforms to the City's General Plan and Zoning Ordinance, that because of its in-fill location, new public services and utilities are not required, and the project will not adversely impact fish and wildlife resources or their habitats. Therefore, staff recommends the adoption of an MND as part of the project approval.

The Initial Study and MND were published on Thursday, July 11, 2019 and made available for public review for a period of 30 days. The public review period ended on Friday, August 9, 2019 at 5:00pm. To advertise the public review period, the Notice of Intent to Adopt a Mitigated Negative Declaration was sent to the California Office of Planning and Research (OPR), posted at the Santa Clara County Clerk-Recorder's office, published in the *Town Crier* and mailed to all property owners within 500 feet of the site. During the public review period, two comment letters related to the environmental review were submitted to the City – one from the President of the Homeowners Association at 5100 El Camino Real and the other from Caltrans. Subsequent to the completion of the public review period, three additional letters that provided comments on the environmental review, all containing the same text, were submitted. However, none of the letters identified any potential environmental effects that had not been evaluated or presented evidence to make a fair argument against any of the information contained in the Initial Study. Thus, no specific responses to comments or revisions to the Initial Study or MND were necessary. These comment letters are contained in the September 5, 2019 Planning Commission agenda report (Attachment 4).

Public Contact and Correspondence

For this meeting, a public hearing notice was published in the *Town Crier* and mailed to the 454 property owners and business tenants within 1,000 feet of the site. A public notice billboard with color renderings was installed along the project's El Camino Real frontage and story poles to represent the corners of the proposed buildings were installed. A story pole certification letter from the project engineer is included in the September 5, 2019 Planning Commission agenda report (Attachment 4). In addition to the required public notification, the applicant has conducted specific outreach to the owners of the directly adjacent properties at 5100 El Camino Real, and Distel Drive and Casita Way.



Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

Staff received correspondence from 21 neighbors after the September 5, 2019 Planning Commission agenda was published. The emails and letters were provided to the Planning Commission. Two of the letters expressed support for the project and the affordable units that would be provided, one is from Caltrans with general comments relating to the State Route 82 (El Camino Real) and 18 letters raise concerns about the project related to nesting birds, traffic impacts, off-site parking, trash pickup and storage, privacy, noise and air quality impacts from the construction, and aesthetic impacts from the new buildings on the adjacent residential properties. These comment letters are included in Attachment 5.

City Council Action

The necessary findings related to the project's environmental review, design review, use permit, subdivision and affordable housing/density bonus applications to approve the 196-unit project are contained in Exhibit A of the Resolution, and the appropriate conditions to ensure the project is properly implemented are contained in Exhibit B. Based on the recommendation from the Planning Commission, the City Council is encouraged to approve Resolution No. 2019-XX which will adopt the Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approve Design Review application 18-D05, Use Permit application 18-UP-07 and Subdivision application 18-SD-03 for a new 196-unit multiple-family development at 5150 El Camino Real.

Options

- 1) Approve Resolution No. 2019-XX

Advantages: The project will replace an underdeveloped commercial property with a high-quality multiple-family development that helps the City meet its goals for producing new housing units, both affordable and market rate

Disadvantages: The existing office uses on the site will be displaced

- 2) Do not approve Resolution No. 2019-XX

Advantages: The existing office uses on the site will be maintained

Disadvantages: The City will not make any progress on achieving its goals to produce new housing units

Recommendation

The Planning Commission recommends Option 1.

ATTACHMENT 1

RESOLUTION NO. 2019-43

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LOS ALTOS MAKING FINDINGS, ADOPTING A MITIGATED NEGATIVE DECLARATION, AND A MITIGATION MONITORING AND REPORTING PROGRAM UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING THE DESIGN REVIEW, USE PERMIT AND SUBDIVISION APPLICATIONS FOR A NEW 196-UNIT MULTI-FAMILY DEVELOPMENT AT 5150 EL CAMINO REAL

WHEREAS, the City of Los Altos received a development application from Dutchints Development, LLC (Applicant), for a new 196-unit multiple-family residential development at 5150 El Camino Real that includes Design Review 18-D-05, Use Permit 18-UP-07 and Subdivision 18-SD-03, referred to herein as the “Project”; and

WHEREAS, said Project is located in the CT District, which allows multiple-family housing as a conditional use at a maximum density of 38 dwelling units per net acre of land; and

WHEREAS, said Project has a net site area of 3.80 acres (165,345 square feet), which will allow for a base residential density of 145 dwelling units; and

WHEREAS, the Applicant is offering 28 affordable housing units for sale (12 moderate income and 16 very-low income) as part of the Project; and

WHEREAS, the Applicant’s proposed unit mix would consist of 19 percent of its base density as affordable, with 11 percent of the units affordable at the very-low income level, thereby entitling the project to qualify for a density bonus, two incentives and additional concessions pursuant to Los Altos Municipal Code Section 14.28.040 and Government Code Section 65915, *et seq.*; and

WHEREAS, the Applicant is seeking two incentives under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040 to allow: a) the two condominium buildings along El Camino Real to have a primary height of 56 feet, where the Code allows for 45 feet; and b) an on-site parking stall width of 8.5 feet for the parking spaces in the underground garage, where the Code requires an on-site parking stall width of nine feet; and

WHEREAS, the Applicant is eligible for and has requested a 35 percent density bonus to allow development of the Project pursuant to Government Code 65915 and Los Altos Municipal Code Section 14.28.040; and

WHEREAS, the Applicant is eligible for and has requested a parking requirement alteration under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(G) to allow for a reduction in the minimum onsite parking requirement to 0.5 parking spaces per bedroom; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) Guidelines section 15063, the City prepared an Initial Study to analyze whether the proposed Project may cause a potentially significant effect on the environment; and

WHEREAS, based on the information contained in the Initial Study, which concluded that the proposed Project could have potentially significant impacts but that those impacts could be reduced

ATTACHMENT 1

to less than significant levels with implementation of proposed mitigation measures, the City determined that a Mitigated Negative Declaration (“MND”) should be prepared for the proposed Project, and a MND was prepared pursuant to CEQA, a copy of which is attached hereto as Exhibit “C”; and; and

WHEREAS, pursuant to Public Resources Code section 21081.6 and State CEQA Guidelines section 15074(d), the City prepared a program for reporting on and monitoring the changes which it has either required in the proposed Project or made a condition of approval to mitigate or avoid potential significant environmental effects (the “Mitigation Monitoring and Reporting Program” or “MMRP”), a copy of which is attached hereto as Exhibit “D”; and

WHEREAS, the City properly distributed a Notice of Intent to Adopt a Mitigated MND, pursuant to State CEQA Guidelines section 15072; and

WHEREAS, the City provided copies of the Initial Study and MND to the public for a review and comment period beginning on July 11, 2019 and ending on August 9, 2019, pursuant to State CEQA Guidelines section 15073, during which time the City received two comment letters; and

WHEREAS, during the public review and comment period, copies of the MND were available for review and inspection at the City of Los Altos City Hall and the main branch of the Los Altos Library, and on the City’s website; and

WHEREAS, said Project has been processed in accordance with the applicable provisions of the California Government Code and the Los Altos Municipal Code; and

WHEREAS, on May 22, 2019, the Complete Streets Commission held a public meeting on the Project and at the conclusion of the meeting voted to recommend approval to the Planning Commission and City Council; and

WHEREAS, on August 12, 2019, the Applicant installed story poles on the site per a story pole plan that was approved by the Community Development Director on August 7, 2019; and

WHEREAS, on August 21, 2019 the City gave public notice of the Planning Commission’s public hearing on the proposed Project by advertisement in a newspaper of general circulation and to all property owners and business tenants within a 1,000-foot radius; and

WHEREAS, on September 5, 2019, the Planning Commission conducted a duly-noticed public hearing at which members of the public were afforded an opportunity to comment upon the Project, and at the conclusion of the hearing, the Planning Commission recommended that the City Council approve the Project; and

WHEREAS, on October 22, 2019, the City Council held a duly noticed public meeting as prescribed by law and considered public testimony and evidence and recommendations presented by staff related to the Project; and

WHEREAS, all the requirements of the Public Resources Code, the State CEQA Guidelines, and the regulations and policies of the City of Los Altos have been satisfied or complied with by the City in connection with the Project; and

ATTACHMENT 1

WHEREAS, the findings and conclusions made by the City Council in this Resolution are based upon the oral and written evidence presented as well as the entirety of the administrative record for the proposed Project, which is incorporated herein by this reference. The findings are not based solely on the information provided in this Resolution; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, BE IT RESOLVED, that the City Council of the City of Los Altos hereby _____ the Project subject to the Findings (Exhibit A), Conditions of Approval (Exhibit B), Mitigated Negative Declaration (Exhibit C) and Mitigation Monitoring and Reporting Program (Exhibit D) attached hereto and incorporated by this reference.

I HEREBY CERTIFY that the foregoing is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Los Altos at a meeting thereof on the 22 day of October 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Lynette Lee Eng, MAYOR

Attest:

Dennis Hawkins, CMC, CITY CLERK

ATTACHMENT 1

EXHIBIT A

FINDINGS

1. **COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.** As the decision-making body for the proposed Project, the City Council has reviewed and considered the information contained in the Mitigated Negative Declaration (MND), the Initial Study, the administrative record, and all other written and oral evidence presented to the City for the proposed Project, on file with the City and available for review at the Office of the City Clerk, located at 1 N. San Antonio Road, Los Altos, California 94022. Based on the City Council's independent review and analysis, the City Council finds that the MND, Initial Study, and administrative record contain a complete and accurate reporting of the environmental impacts associated with the proposed Project, and that the MND has been completed in compliance with CEQA.
2. **FINDINGS ON ENVIRONMENTAL IMPACTS.** Based on the whole record before it, the City Council finds and determines that evidence in the administrative record, including, without limitation, the analysis and conclusions set forth in the staff reports, responses to comments, testimony provided at the proposed Project's public hearings, the Initial Study, the MND and the supporting technical studies, the proposed Project will not have any potential significant environmental impacts. The City Council has considered all comments and other information submitted to the City in connection with the MND. The City Council further finds and determines that there is no substantial evidence in the administrative record supporting a fair argument that the proposed Project may have a significant environmental impact. The City Council finds that the MND contains a complete, objective, and accurate reporting of the environmental impacts associated with the proposed Project and reflects the independent judgment and analysis of the City.
3. **ADOPTION OF THE MITIGATED NEGATIVE DECLARATION.** The City hereby approves and adopts the MND., which is hereby attached to this Resolution as Exhibit "C".
4. **ADOPTION OF THE MITIGATION MONITORING AND REPORTING PROGRAM.** In accordance with Public Resources Code section 21081.6, the City Council hereby adopts the MMRP, which is hereby attached to this Resolution as Exhibit "D". In the event of any inconsistencies between the mitigation measures as set forth in the MND and the MMRP, the MMRP shall control.
5. **DESIGN REVIEW FINDINGS.** With regard to Design Review Application 18-D-05, the City Council finds, in accordance with Section 14.76.060 of the Los Altos Municipal Code, as follows:
 - a. The Project meets the goals, policies and objectives of the General Plan with its level of intensity and residential density within the El Camino Real corridor, and all Zoning Code site standards and design criteria applicable for a project in the CT District;
 - b. The Project has architectural integrity and has an appropriate relationship with other structures in the immediate area in terms of height, bulk and design because the proposal has architectural integrity and has an appropriate relationship heights, massing, and styles of the buildings in the immediate area. The lower height townhouses in the rear provide an appropriate transition

ATTACHMENT 1

between the single-family district to the south and the taller buildings along El Camino Real, where this additional height and larger scale is more appropriate. The buildings utilize high quality materials that support their architectural style and are appropriately articulated and scaled to relate to the larger buildings on the El Camino Real corridor while providing lower scale townhouses adjacent to the single-family properties to the rear;

- c. Building mass is articulated to relate to the human scale, both horizontally and vertically as evidenced in the design of the raised planter boxes, projecting overhangs and balconies, the building elevations have variation and depth and avoid large blank wall surfaces, and the project has incorporated elements that signal habitation, such as identifiable entrances, overhangs, high quality finishes and balconies;
 - d. The Project's exterior materials and finishes convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements. Materials, finishes, and colors have been used in a manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;
 - e. The landscaping is generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy because the proposed landscape and hardscape elements are designed to complement the proposed building design. The landscaping includes various levels with smaller plantings near the sidewalk with taller species and raised planters as it moves toward the face of the building. The landscaping includes substantial street tree canopy in the public right-of-way, along the sides and rear property lines, and throughout the site;
 - f. Signage, which is limited to the building address number and other required directional signage, will be designed to complement the building architecture in terms of style, materials, colors and proportions;
 - g. Mechanical equipment is screened from public view by architecturally integrated parapet walls and fencing, and is designed to be consistent with the building architecture in form, material and detailing; and
 - h. Service, trash and utility areas are screened from public view by their locations in the building garage and behind fencing at the ground level, and consistent with the building architecture in materials and detailing.
6. USE PERMIT FINDINGS. With regard to Use Permit 18-UP-07, the City Council finds, in accordance with Section 14.80.060 of the Municipal Code, as follows:
- a. The proposed location of the multiple-family residential use is desirable and essential to the public comfort, convenience, prosperity, and welfare in that there are a limited number of sites that can accommodate new higher density housing, and the CT District has anticipated and planned for new housing along the El Camino Real corridor and the project provides housing at a variety of affordability levels;

ATTACHMENT 1

- b. That the proposed location of the multiple-family residential use is in accordance with the objectives of the Zoning Code since the project provides for community growth along sound lines, it is harmonious and convenient in relation to the surrounding land uses, it does not create any significant traffic impacts, it will help the City meet its affordable housing goals, it will protect and enhance property values and it will enhance the City's distinctive character with high-quality building design in a commercial thoroughfare context;
 - c. That the proposed location of the multiple-family residential use, under the circumstances of the particular case and as conditioned, will not be detrimental to the health, safety, comfort, convenience, prosperity, or welfare of persons residing or working in the vicinity or injurious to property or improvements in the vicinity; and
 - d. That the proposed multiple-family residential use complies with the regulations prescribed for the CT District and the general provisions contained in Chapter 14.02.
7. SUBDIVISION FINDINGS. With regard to Subdivision 18-SD-03, the City Council finds, in accordance with Section 66474 of the Subdivision Map Act of the State of California, as follows:
- a. The proposed subdivision is consistent with the General Plan;
 - b. The Project site is physically suitable for this type and density of development in that the project meets all applicable Zoning requirements except where a density bonus, and development incentives have been granted;
 - c. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage, or substantially injure fish or wildlife; and no evidence of such has been presented;
 - d. The design of the subdivision is not likely to cause any serious public health problems because conditions have been added to address noise, air quality and life safety concerns; and
 - e. The design of the subdivision will not conflict with any public access easements as none have been found or identified on this site.
8. AFFORDABLE HOUSING AND DENSITY BONUS FINDINGS. With regard to the offered below market rate units and requested density bonus, and incentives and parking requirement alteration, the City Council finds, in accordance with Los Altos Municipal Code Section 14.28.040, as follows:
- a. The Applicant is offering 28 affordable units for sale, 12 units affordable at the moderate-income level and 16 units affordable at the very-low income level, which is 19 percent of the Project's base density, and qualifies the Project for a density bonus, incentives, and a parking requirement alteration;
 - b. Per Table DB 3 in Section 14.28.040(C)(1)(b), a project that offers 11 percent or more of its total units (base density) as very-low income restricted affordable units shall be granted a density bonus of 35 percent, and per Table DB 4 in Section 14.28.040(C)(1)(b), a project that offers 10 percent or more of its total units (base density) as very-low income restricted

ATTACHMENT 1

affordable units shall be granted two (2) incentives. Since the Project is providing 11 percent of its total units as affordable at the very-low income level, the City shall grant a density bonus of at least 35 percent and two (2) incentives;

- c. For its incentives, the Applicant is requesting the City allow: a) a building height of 56 feet for the two condominium buildings along El Camino Real, where the Code allows for a height of 45 feet; and b) a parking stall width of 8.5 feet for the on-site spaces in the underground parking garage, where the Code requires a minimum parking stall width of nine (9) feet. The height incentive is considered an “on-menu” incentive and the parking stall width reduction incentive is considered an “off-menu” incentive (no reference to on-site parking stall standards). Per Government Code Section 65915(e) and Section 14.28.040(F) Incentive Standards, the City has determined that the “on-menu” incentives would not have a specific adverse impact upon public health and safety or the physical environment or upon a listed historical resource. However, there is sufficient evidence currently in record that both incentives would not have a specific adverse impact upon public health and safety or the physical environment or upon a listed historical resource, would result in identifiable and actual cost reductions to provide for affordable housing costs and it would not be contrary to state or federal law;
- d. Per Section 14.28.040(G)(2)(b), since the Project is providing the maximum percentage of very-low income units (11 percent), is located within one-half mile of a major transit stop and allows for unobstructed access to the major transit stop, the City shall allow a minimum parking requirement, inclusive of handicapped and guest parking, of one-half parking spaces per bedroom. The project includes 196 condominium and townhouse units with a total of 336 bedrooms, so a minimum of 168 onsite parking spaces is required. Since the project is providing 290 onsite parking spaces, it is exceeding the minimum permitted by the Code;

ATTACHMENT 1

EXHIBIT B

CONDITIONS

GENERAL

1. **Approved Plans**

The project approval is based upon the plans documentation received on October 1, 2019, except as modified by these conditions.

2. **Affordable Housing**

The applicant shall offer the City 28 below market rate units as follows:

- a. Twelve (12) one-bedroom condominium units at the very-low income level;
- b. Four (4) two-bedroom condominium units at the very-low income level;
- c. Nine (9) two-bedroom condominium units at the moderate-income level;
- d. Two (2) two-bedroom townhouse units at the moderate-income level; and
- e. One (1) three-bedroom townhouse unit at the moderate-income level.

3. **Exterior Lighting**

- e. Any exterior lighting above the ground floor on the sides and rear of the condominium and townhouse buildings shall be shrouded and/or directed down to minimize glare.
- f. All ground level exterior lighting along pathways, in common areas and as part of the landscaping shall incorporate the lowest wattage necessary to comply with applicable Building and Energy Codes and shall be designed to face downward and away from shared property lines to minimize off-site glare.

4. **Rear Yard Landscape Buffer**

- a. The existing grade within five (5) feet of the rear property line within the 20-foot landscape buffer should be maintained to the greatest extent feasible.
- b. The existing potocarpus trees along the rear property line shall be maintained to the greatest extent feasible.
- c. The existing fence along the rear property line shall be maintained, repaired and/or replaced based on consultations with the owner(s) of each adjacent property.
- d. Grading and trenching shall be minimized within the dripline of any tree that is directly adjacent to the property line. If grading or trenching within a tree dripline is required, it shall be done under supervision of a licensed arborist and the owner of the tree shall be notified in advance.

5. **Bicycle Parking**

The project shall be updated to include additional grade level Class I and II bicycle parking spaces.

6. **Transit Facility Enhancements**

The development project shall coordinate with the Santa Clara County Valley Transportation Authority (VTA) to preserve the existing bus stop along the southern project frontage both during and post construction. During construction the transit facility cannot be blocked or relocated without approval from the VTA. Upon completion of project construction, the transit stop must be accommodated within the project's frontage improvements and include a new illuminated shelter with a dynamic message board facility for use by the City and VTA for community outreach

ATTACHMENT 1

efforts. The shelter and dynamic message board will be selected with input from both the VTA and City of Los Altos and be maintained by the frontage including refuge pick-up. The transit facility shall include enhanced red transit stop roadway markings and signage to highlight the facility and restrict parking. Based upon VTA input, the transit facility may also include additional enhancements to accommodate ride share drop off and pick up of residents and micro-mobility facilities such as electric bike share and other regional systems.

7. **Parking Restrictions along El Camino Real**

The project frontage, including the portion of El Camino Real north of the project site to Distel Drive shall include parking restrictions to accommodate future enhanced bicycle facilities for southbound El Camino Real.

8. **Route to School Maps**

The project shall include on-site for future residents, a map identifying the Suggested Routes to School for residents to all public schools servicing the sight. The information shall be maintained and updated regularly as suggested walking and biking routes in the city are modified. The project shall develop and implement Enhanced Bicycle Route improvements along Distel Drive, Marich Way, Casita Way, Solana Drive, and Clark Avenue to highlight biking routes to Jardin Drive, the location of rear-school access to Los Altos High School.

9. **Encroachment Permit**

An encroachment permit and/or an excavation permit shall be obtained prior to any work done within the public right-of-way and it shall be in accordance with plans to be approved by the City Engineer. *Note: Any work within El Camino Real will require applicant to obtain an encroachment permit with Caltrans prior to commencement of work.*

10. **Public Utilities**

The applicant shall contact electric, gas, communication and water utility companies regarding the installation of new utility services to the site.

11. **Americans with Disabilities Act**

All improvements shall comply with Americans with Disabilities Act (ADA).

12. **Stormwater Management Plan**

The applicant shall submit a complete Stormwater Management Plan (SWMP) and a hydrology calculation showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP). Applicant shall provide a hydrology and hydraulic study, and an infeasible/feasible comparison analysis to the City for review and approval for the purpose to verify that MRP requirements are met.

13. **Sewer Lateral**

Any proposed sewer lateral connection shall be approved by the City Engineer.

14. **Transportation Permit**

A Transportation Permit, per the requirements specified in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the construction site.

ATTACHMENT 1

15. Indemnity and Hold Harmless

The applicant/owner agrees to indemnify, defend, protect, and hold the City harmless from all costs and expenses, including attorney's fees, incurred by the City or held to be the liability of the City in connection with the City's defense of its actions in any proceedings brought in any State or Federal Court, challenging any of the City's action with respect to the applicant's project.

PRIOR TO SUBMITTAL OF BUILDING PERMIT

16. Green Building Standards

The applicant shall provide verification that the project will comply with the City's Green Building Standards (Section 12.26 of the Municipal Code) from a qualified green building professional.

17. Property Address

The applicant shall provide an address signage plan as required by the Building Official.

18. Water Efficient Landscape Plan

Provide a landscape documentation package prepared by a licensed landscape professional showing how the project complies with the City's Water Efficient Landscape Regulations.

19. Air Quality Filtration and Ventilation Requirements

The project shall install air filtration at residential units exposed to annual PM_{2.5} exposure above 0.3 µg/m³. To ensure adequate health protection to sensitive receptors, a ventilation system is proposed to meet the following minimal design standards:

- a. Install air filtration in residential buildings. Air filtration devices shall be rated MERV13 or higher for portions of the site that have annual PM_{2.5} exposure above 0.3 µg/m³. The ventilation system, whether mechanical or passive, shall filter all fresh air circulated into the dwelling units.
- b. As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air condition (HVAC) air filtration system shall be required.
- c. Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

20. Noise Level Requirements

To ensure consistency with the General Plan and Noise Control Ordinance, the applicant shall incorporate the following requirements into the project design:

- a. When refining the project's site plan, locate outdoor use areas away from El Camino Real and continue to shield noise-sensitive outdoor spaces with buildings or noise barriers where feasible.
- b. Provide a suitable form of forced-air mechanical ventilation, as determined by the building official, for all residential buildings, so that windows can be kept closed to control noise.
- c. Provide sound-rated windows to northeast, northwest, and southeast facing condominium units to maintain interior noise levels at acceptable levels. Preliminary calculations show that sound-rated windows with minimum STC Rating of 33 to 34 would be satisfactory for units fronting El Camino Real and windows with minimum STC Rating of 28 to 29 would be satisfactory for northwest and southeast facing condominium units to achieve acceptable

ATTACHMENT 1

interior noise levels, assuming a wall construction with STC 46 or greater and 40 percent windows or less. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project once final building plans and elevations are available.

21. **Traffic Signal Modification at El Camino Real and Rengstorff Avenue**

The traffic signal facility at the intersection of El Camino Real & Rengstorff Avenue shall be revised to be consistent with the current State of California design standards. Traffic signal modification shall be coordinated with the California Department of Transportation – Caltrans and the City of Mountain View and modifications may include new pole standards replacement, curb ramp reconfiguration, accessible pedestrian signal upgrades for ADA accessibility, bulb-out improvements for mobility enhancements, streetlight upgrades, and other improvements necessary to comply with planned Caltrans and City of Mountain View Grand Boulevard design standard for El Camino Real. It shall be the responsibility of the developer and their contractor agents to obtain any necessary Encroachment Permits from both Caltrans and the City of Mountain View prior to the commencement of work and approval of off-site improvement plans by the City. The traffic signal modification plan shall include a photometric analysis of the intersection to help identify necessary lighting upgrades to maintain an average 4.0 foot-candle light distribution through the entire intersection.

22. **Intersection Driveway Configuration**

The new driveway configuration for the 5150 El Camino Real project shall include a detached driveway at the El Camino Real & Rengstorff Avenue intersection, with both aligning with movements on the Rengstorff Avenue side of the intersection and maintain clearly defined pedestrian access through the intersection across the driveway with traffic signal controls.

PRIOR TO FINAL MAP RECORDATION

23. **Covenants, Conditions and Restrictions**

The applicant shall include provisions in the Covenants, Conditions and Restrictions (CC&Rs) as follows:

- a. Storage on private patios and decks shall be restricted; and rules for other objects stored on private patios and decks shall be established with the goal of minimizing visual impacts.
- b. Long-term maintenance and upkeep of the landscaping and street trees, as approved by the City, shall be a duty and responsibility of the property owners. Specifically, the landscape buffer, including both trees and landscaping, along the rear property line shall be permanently maintained as required by the CT District per Municipal Code Section 14.50.110(C).
- c. Both parking spaces in a tandem space shall be owned by the same unit and cannot be owned or used by separate units.
- d. The parking spaces on the dead-end drive aisles should be reserved for residents and guest parking spaces should be located near the driveway ramp.

24. **Pedestrian Access Easement**

The applicant shall dedicate the portion of the public sidewalk along the El Camino Real frontage that is on the project site to the City of Los Altos for use as a pedestrian access easement. Applicant shall submit documentation to the City for review and approval for the recordation of the public easement to the City of Los Altos.

ATTACHMENT 1

25. **Public Utility Dedication**

The applicant shall dedicate public utility easements as required by the utility companies to serve the site.

26. **Payment of Fees**

The applicant shall pay all applicable fees, including but not limited to sanitary sewer impact fees, parkland dedication in-lieu fees, traffic impact fees, affordable housing impact fees, public art impact fee and map check fee plus deposit as required by the City of Los Altos Municipal Code.

PRIOR TO ISSUANCE OF BUILDING PERMIT

27. **Final Map Recordation**

The applicant shall record the final map. Plats and legal descriptions of the final map shall be submitted for review by the City Land Surveyor. Applicant shall provide a sufficient fee retainer to cover the cost of the map review by the City.

28. **Affordable Housing Agreement**

The Applicant shall execute and record an Affordable Housing Agreement, in a form approved and signed by the Community Development Director and the City Attorney, that offers 28 below market rate units, for a period of at least 55-years, as defined in Condition No. 2. The below market rate units shall be constructed concurrently with the market rate units, shall be provided at the location on the approved plans, and shall not be significantly distinguishable with regard to design, construction or materials.

29. **Performance Bond**

The applicant shall submit a cost estimate for the improvements in the public right-of-way and shall submit a 100-percent performance bond and 50-percent labor and material bond (to be held six months after acceptance of improvements) for the public right-of-way work.

30. **Maintenance Bond**

A one-year, ten-percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.

31. **Stormwater Management Plan**

The applicant shall submit a complete Stormwater Management Plan (SWMP) and a hydrology calculation showing that 100% of the site is being treated; is in compliance with the Municipal Regional Stormwater NPDES Permit (MRP). Applicant shall provide a hydrology and hydraulic study, and an infeasible/feasible comparison analysis to the City for review and approval for the purpose to verify that MRP requirements are met.

32. **Storm Water Filtration Systems**

The applicant shall insure the design of all storm water filtration systems and devices are without standing water to avoid mosquito/insect infestation.

33. **Grading and Drainage Plan**

The applicant shall submit detailed plans for on-site and off-site grading and drainage plans that include drain swales, drain inlets, rough pad elevations, building envelopes, and grading elevations for review and approval by the City Engineer.

ATTACHMENT 1

34. Sewage Capacity Study

The applicant shall show sewer connection to the City sewer main and submit calculations showing that the City's existing 8-inch sewer main will not exceed two-thirds full due to the additional sewage capacity from proposed project. For any segment that is calculated to exceed two-thirds full for average daily flow or for any segment that the flow is surcharged in the main due to peak flow, the applicant shall upgrade the sewer line or pay a fair share contribution for the sewer upgrade to be approved by the City Engineer.

35. Construction Management Plan

The applicant shall submit a construction management plan for review and approval by the Community Development Director and the City Engineer. The construction management plan shall address any construction activities affecting the public right-of-way, including but not limited to excavation, traffic control, truck routing, pedestrian protection, material storage, earth retention and construction vehicle parking. A Transportation Permit, per the requirements in California Vehicle Code Division 15, is required before any large equipment, materials or soil is transported or hauled to or from the site. Applicant shall pay the applicable fees before the transportation permit can be issued by the Traffic Engineer.

36. Solid Waste Ordinance Compliance

The applicant shall be in compliance with the City's adopted Solid Waste Collection, Remove, Disposal, Processing & Recycling Ordinance (LAMC Chapter 6.12) which includes a mandatory requirement that all commercial and multi-family dwellings provide for recycling and organics collection programs.

37. Solid Waste and Recyclables Disposal Plan

The applicant shall contact Mission Trail Waste Systems and submit a solid waste and recyclables disposal plan indicating the type, size and number of containers proposed, and the frequency of pick-up service subject to the approval of the Engineering Division. The applicant shall also submit evidence that Mission Trail Waste Systems has reviewed and approved the size and location of the proposed trash enclosure. The enclosure shall be designed to prevent rainwater from mixing with the enclosure's contents and shall be drained into the City's sanitary sewer system. The enclosure's pad shall be designed to not drain outward, and the grade surrounding the enclosure designed to not drain into the enclosure. In addition, applicant shall show on plans the proposed location of how the solid waste will be collected by the refusal company. Include the relevant garage clearance dimension and/or staging location with appropriate dimensioning on to plans.

38. Sidewalk Lights

The applicant shall maintain the existing light fixture and/or install new light fixture(s) in the El Camino Real sidewalk as directed by the City Engineer.

PRIOR TO FINAL OCCUPANCY

32. Condominium Map

The applicant shall record the condominium map as required by the City Engineer.

39. Landscape and Irrigation Installation

All on- and off-site landscaping and irrigation shall be installed and approved by the Community Development Director and the City Engineer. Provide a landscape Certificate of Completion,

ATTACHMENT 1

signed by the project's landscape professional and property owner, verifying that the trees, landscaping and irrigation were installed per the approved landscape documentation package.

33. **Signage and Lighting Installation**

The applicant shall install all required signage and on-site lighting per the approved plan. Such signage shall include the disposition of guest parking, the turn-around/loading space in the front yard and accessible parking spaces.

34. **Green Building Verification**

The applicant shall submit verification that the structure was built in compliance with the California Green Building Standards pursuant to Section 12.26 of the Municipal Code.

35. **Acoustical Report**

The applicant shall submit a report from an acoustical engineer ensuring that the rooftop mechanical equipment meets the City's noise regulations.

36. **Sidewalk in Public Right-of-Way**

The applicant shall install new sidewalk, vertical curb and gutter, and driveway approaches from property line to property line along the frontage of El Camino Real as shown on the approved plans and as required by the City Engineer.

37. **Public Infrastructure Repairs**

The applicant shall repair any damaged right-of-way infrastructures and otherwise displaced curb, gutter and/or sidewalks and City's storm drain inlet shall be removed and replaced as directed by the City Engineer or his designee. The applicant is responsible to resurface (grind and overlay) half of the street along the frontage of El Camino Real and Jordan Ave. if determined to be damaged during construction, as directed by the City Engineer or his designee. *Note: Any work within the El Camino Real will require applicant to obtain encroachment permit with Caltrans prior to commencement of work.*

38. **Maintenance Bond**

A one-year, ten-percent maintenance bond shall be submitted upon acceptance of improvements in the public right-of-way.

39. **SWMP Certification**

The applicant shall have a final inspection and certification done and submitted by the Engineer who designed the SWMP to ensure that the treatments were installed per design. The applicant shall submit a maintenance agreement to City for review and approval for the stormwater treatment methods installed in accordance with the SWMP. Once approved, City shall record the agreement.

40. **Bicycle Pathway**

A pathway (painted) shall be shown on the lower level basement floor plan to delineate a pathway from the elevator to the bicycle storage lockers on the lower basement level.

EXHIBIT C

City of Los Altos MITIGATED NEGATIVE DECLARATION 5150 El Camino Real Residential Development

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:

Proposed Project: New 196-unit Condominium and Townhouse Development

Location: 5150 El Camino Real, Los Altos, County of Santa Clara.

Finding: The proposed project will not have a significant effect on the environment.

Reasons Supporting the Finding:

- An Initial Study of Environmental Effects has been prepared that identified no potentially significant impacts.
- The proposed project conforms to the City's General Plan and Zoning Ordinance.
- Because of its in-fill location, new public services and utilities are not required.
- The project will not adversely impact fish and wildlife resources or their habitats.

Mitigation Measures Included in the Project: The following mitigation measures are included in the project to avoid potentially significant effects.

1. Air Quality

MM AIR-2: The project shall implement the following measures, in accordance with BAAQMD best management practices:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
- 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;
- All vehicle speeds on unpaved roads shall be limited to 15 mph;
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible;

ATTACHMENT 1

- Vegetation in disturbed areas shall be planted as quickly as possible;
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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;
- 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;
- Post a publicly visible sign with the telephone number and person to contact at the City of Los Altos regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

MM AIR-3: The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 93-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet EPA particulate matter emissions standards for Tier 4 engines. Equipment that is electrically powered or uses non-diesel fuels would meet this requirement.
- Cranes and generators set used during construction should be electrically powered.
- Portable equipment (i.e. air compressors and welders) should also be electrically powered.

2. Biological Resources

MM BIO-1.1: Construction activities shall be scheduled to avoid the nesting season. The nesting season for most birds in Santa Clara County extends from February 1st through August 30th). If construction activities are scheduled to take place outside of the nesting season, impacts on nesting birds protected by the MBTA and/or CDFW will be avoided.

MM BIO-1.2: If it is not possible to schedule construction activities between September 1 and January 31, then preconstruction surveys for nesting birds shall be conducted to identify active nests that may be disturbed during project implementation. Projects that commence construction between February 1st and April 30th (inclusive) shall conduct pre-construction surveys for nesting birds within 14 days of construction onset. Projects that commence construction between May 1st and August 31st (inclusive) shall conduct preconstruction surveys within 30 days of construction onset. Pre-construction surveys shall be conducted by a qualified biologist or ornithologist for nesting birds within the on-site trees as well as all mature trees within 250 feet of the site. If the survey does not identify any nesting birds that would be affected by construction activities, no further mitigation is required.

ATTACHMENT 1

MM BIO-1.3: If an active nest is found in or close enough to the construction area to be disturbed by these activities, the qualified biologist or ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone around the nest, typically 250 feet for raptors and 100 feet for non-raptors around the nest, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The buffer shall remain in place until the breeding season has ended, or a qualified biologist or ornithologist has determined that the nest is no longer active. The ornithologist/biologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development prior to the issuance of grading permits.

MM BIO-1.4: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (i.e., prior to February 1st).

3. Cultural Resources

MM CUL-2.1: 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 shall stop, the Director of Community Development shall be notified, and an archaeologist designated by the City shall assess the find and make appropriate recommendations, if warranted. Recommendations could include avoidance, if feasible, preservation in place, or collection, recordation, and analysis of any significant cultural materials. Construction within a radius specified by the archaeologist shall not recommence until the assessment is complete. A report of findings documenting any data recovery would be submitted to the Director of Community Development. The project applicant shall ensure all construction personnel receive cultural resource awareness training that includes information on the possibility of encountering archaeological and/or historical materials during construction.

MM CUL-2.2: Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, 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 shall 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. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to state law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

4. Hazards and Hazardous Materials

MM HAZ-2.1: All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.

ATTACHMENT 1

MM HAZ-2.2: 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.

MM HAZ-2.3: 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.

MM HAZ-2.4: 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.

5. Noise

MM NOI-1.1: Prior to the issuance of building permits, 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 50 dBA Leq residential noise limit at the shared property lines, and with the 45 dBA Leq noise limit at residential patios adjoining the site. 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.

MM NOI-2.1: Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise on existing sensitive receptors. 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. 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

ATTACHMENT 1

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 neighbors 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.

MM NOI-3.1: A construction vibration-monitoring plan shall be implemented to document conditions at the structure located within 20 feet of 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 within 20 feet of construction.
- Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located within 20 feet of 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.

ATTACHMENT 1

EXHIBIT D

MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring or Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring or reporting program is to ensure compliance with the mitigation measures during project implementation.

The Initial Study/Mitigated Negative Declaration for the *5150 El Camino Real Residential Development* project concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring or Reporting Program addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the Initial Study/Mitigated Negative Declaration concluded that the impacts from implementation of the project would be less than significant and for which no standard or mitigation measures would be required.

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
AIR QUALITY				
<p>IMPACT AIR-2: Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an additional source of airborne dust after it dries. (Significant Impact)</p>	<p>MM AIR-2: The project shall implement the following measures, in accordance with BAAQMD best management practices:</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day; • All haul trucks transporting soil, sand, or other loose material off-site shall be covered; • 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; 	<p>During construction period</p>	<p>Project applicant</p>	<p>Building Official</p>

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<ul style="list-style-type: none"> • All vehicle speeds on unpaved roads shall be limited to 15 mph; • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible; • Vegetation in disturbed areas shall be planted as quickly as possible; • Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used; • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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; 			

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<ul style="list-style-type: none"> 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; Post a publicly visible sign with the telephone number and person to contact at the City of Los Altos regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. 			
IMPACT AIR-3: The health risk impacts from construction of the project	MM AIR-3: The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the	Prior to the commencement of	Project applicant	Building Official

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>– maximum cancer risk, PM_{2.5} levels, and Hazard Index - would exceed BAAQMD single-source thresholds at adjacent sensitive receptor locations. (Significant Impact)</p>	<p>project would achieve a fleet-wide average 93-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:</p> <ul style="list-style-type: none"> • All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet EPA particulate matter emissions standards for Tier 4 engines. Equipment that is electrically powered or uses non-diesel fuels would meet this requirement. • Cranes and generators set used during construction shall be electrically powered. • Portable equipment (i.e. air compressors and welders) shall also be electrically powered. 	<p>and during the construction period</p>		

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
BIOLOGICAL RESOURCES				
<p>IMPACT BIO-1: Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment. (Significant Impact)</p>	<p>MM BIO-1.1: Construction activities shall be scheduled to avoid the nesting season. The nesting season for most birds in Santa Clara County extends from February 1st through August 30th). If construction activities are scheduled to take place outside of the nesting season, impacts on nesting birds protected by the MBTA and/or CDFW will be avoided.</p>	<p>Prior to issuance of demolition and grading permits or tree removal permits, and during construction</p>	<p>Project applicant</p>	<p>Community Development Director</p>
	<p>MM BIO-1.2: If it is not possible to schedule construction activities between September 1 and January 31, then preconstruction surveys for nesting birds shall be conducted to identify active nests that may be disturbed during project implementation. Projects that commence construction between February 1st and April 30th (inclusive) shall conduct pre-construction surveys for nesting birds within 14 days of construction onset. Projects that commence construction between May 1st and August 31st (inclusive) shall</p>	<p>Prior to issuance of demolition and grading permits or tree removal permits, and during construction</p>	<p>Project applicant</p>	<p>Community Development Director</p>

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	conduct preconstruction surveys within 30 days of construction onset. Pre-construction surveys shall be conducted by a qualified biologist or ornithologist for nesting birds within the on-site trees as well as all mature trees within 250 feet of the site. If the survey does not identify any nesting birds that would be affected by construction activities, no further mitigation is required.			
	MM BIO-1.3: If an active nest is found in or close enough to the construction area to be disturbed by these activities, the qualified biologist or ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone around the nest, typically 250 feet for raptors and 100 feet for non-raptors around the nest, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The buffer shall remain in place until the breeding season has ended or a qualified biologist or ornithologist has determined that the nest is no longer active. The	Prior to issuance of demolition and grading permits or tree removal permits, and during construction	Project applicant	Community Development Director, California Department of Fish and Wildlife

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	ornithologist/biologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development prior to the issuance of grading permits.			
	MM BIO-1.4: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (i.e., prior to February 1st).	Prior to issuance of demolition and grading permits or tree removal permits, and during construction	Project applicant	Community Development Director, California Department of Fish and Wildlife
CULTURAL RESOURCES				
Impact CUL-2: Subsurface cultural resources could be uncovered during demolition/construction of the proposed project. (Significant Impact)	MM CUL-2.1: 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 shall stop, the Director of Community Development shall be notified, and an archaeologist designated by the City shall assess the find and make appropriate	Prior to issuance of grading permit	Project applicant	Community Development Director

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>recommendations, if warranted. Recommendations could include avoidance, if feasible, preservation in place, or collection, recordation, and analysis of any significant cultural materials. Construction within a radius specified by the archaeologist shall not recommence until the assessment is complete. A report of findings documenting any data recovery would be submitted to the Director of Community Development. The project applicant shall ensure all construction personnel receive cultural resource awareness training that includes information on the possibility of encountering archaeological and/or historical materials during construction.</p>			
	<p>MM CUL-2.2: Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, in the event that human remains are discovered during excavation and/or grading of the site, all</p>	<p>During construction</p>	<p>Project applicant</p>	<p>Community Development Director</p>

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>activity within a 50-foot radius of the find will be stopped. The Santa Clara County Coroner will be notified and shall 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. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to state law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.</p>			

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
HAZARDS AND HAZARDOUS MATERIALS				
IMPACT HAZ-2: Demolition of the existing building on the site could expose workers to ACMs, lead-based paint and PCBs. (Significant Impact)	MM HAZ-2.1: All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.	Prior to issuance of demolition or grading permits	Project applicant	Community Development Director
	MM HAZ-2.2: 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.	Prior to issuance of demolition or grading permits	Project applicant	Community Development Director
	MM HAZ-2.3: 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.	During demolition activities	Project applicant	Community Development Director

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	MM HAZ-2.4: 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.	During demolition activities	Project applicant	Community Development Director
NOISE				
Impact NOI-1: Mechanical equipment from the project buildings could generate noise levels as high as 49 to 59 dBA L_{eq} at residences to the southwest and would exceed the 50 dBA L_{eq} limit at the property line and 45 dBA at outdoor	MM NOI-1.1: Prior to the issuance of building permits, 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	Prior to issuance of building permits	Project applicant	Community Development Director

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>patios facing the project site. (Significant Impact)</p>	<p>noise to comply with the City’s 50 dBA Leq residential noise limit at the shared property lines, and with the 45 dBA Leq noise limit at residential patios adjoining the site. 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.</p>			
<p>Impact NOI-2: Construction noise from the project would exceed noise level standards set forth by the City for “C” zoning districts. Additionally, construction noise would exceed noise level standards for residential areas when located within 50 feet of the shared property line with the single-family</p>	<p>MM NOI-2.1: Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise on existing sensitive receptors. 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:</p>	<p>During construction activities</p>	<p>Project applicant</p>	<p>Community Development Director</p>

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
<p>dwellings to the south and multiple-family dwellings to the west. (Significant Impact)</p>	<ul style="list-style-type: none"> • 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. 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 			

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>shall be strictly prohibited, and limited to five minutes or less, consistent with BAAQMD best management practices.</p> <ul style="list-style-type: none"> • 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 			

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>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.</p> <ul style="list-style-type: none"> • 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 neighbors with the construction schedule. • Designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise. The 			

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>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.</p> <p>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.</p>			
<p>IMPACT NOI-3: Heavy construction located within 10 feet of the shared property line would have the potential to exceed the 0.3 in/sec PPV threshold at the nearest structures located approximately 10 feet from the shared property line.</p>	<p>MM NOI-3.1: A construction vibration-monitoring plan shall be implemented to document conditions at the structure located within 20 feet of 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</p>	<p>During construction activities</p>	<p>Project applicant</p>	<p>Community Development Director</p>

ATTACHMENT 1

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>construction vibration monitoring plan shall include the following tasks:</p> <ul style="list-style-type: none"> • Identification of sensitivity to ground borne vibration of the structure located within 20 feet of construction. • Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located within 20 feet of 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 			

MITIGATION MONITORING OR REPORTING PROGRAM 5150 EL CAMINO REAL RESIDENTIAL DEVELOPMENT				
Impact	Mitigation	Timeframe for Implementation	Responsibility for Implementation	Oversight of Implementation
	<p>subject to property owners' permission.</p> <ul style="list-style-type: none"> • 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. 			

SOURCE: City of Los Altos, *Initial Study/Mitigated Negative Declaration, 5150 El Camino Real Residential Development*, July 2019.



5150 El Camino Real
Suite E20
Los Altos, CA 94022
www.dutchints.com
(650) 397-5297

September 4, 2019

VIA Electronic Mail

Alexander Samek, Chair
And Members of the Planning Commission
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

Dear Chairman Samek and Members of the Planning Commission:

We are writing on behalf of Dutchints Development LLC, the applicant for the project located at 5150 El Camino Real in Los Altos, CA (Project). The following serves to highlight the Project's thoughtful design strategy, tangible community benefits, and compliance with all state and local land use requirements. We look forward to bringing this Project forward for your consideration at the upcoming hearing on September 5th.

I. Project Design Narrative

The Project is located at 5150 El Camino Real in the City of Los Altos (City), on the south side of the street at the terminus of Rengstorff Avenue. To the west of the Project is an existing high-density residential development. To the east is the Mountain View KinderCare and Taekwon Kids facility. To the south are six existing single family homes with backyards facing the proposed site. Existing improvements at the Project site include a 77,000 square foot office building located mid-block with curb cuts.

Overall, the property is located in a desirable urban area of the City. The neighborhood has great local and regional transportation hubs in the Showers Bus Transit Hub and Mountain View San Antonio Station, respectively. It also has linkages to the South Bay, the Peninsula, and the greater Bay Area, and is convenient to major employment areas.

a. Project Design: Overall Approach

Community Vision: Transit Oriented Development

Situated at the heart of Silicon Valley's major employment center, the Project envisions a transit-oriented community along El Camino Real, a transit corridor with bus service from VTA Routes 22 and 522 and bus stop with routes 22 and 522, right in front of the Project site. The Project is

also within easy walking distance to the regional Showers Bus Transit Hub at the San Antonio Center.

The Project supports the community vision to revitalize El Camino Real as a transit corridor. It reinforces this important intersection with Rengstorff Avenue as the gateway into the City while promoting sustainability, walkability, and the use of mass transit.

Housing Demand

Consistent with the City's vision and zoning standards, the Project's proposed housing development contributes to the growing City and regional demand for more market rate and affordable housing, while respecting the fabric of the existing residential neighborhood. The Project is designed to enhance neighborhood identity and provide housing choices at all levels of affordability, which will be fully integrated into the community.

Urban Design: Good Neighbor, Livability, and Security

This community has been thoughtfully designed to fit harmoniously with the adjacent structures and homes in the neighborhood. This is the result of extensive outreach by the applicant to nearby property owners and the broader community, including nine workshops and meetings with local homeowners' associations and neighbors groups. (Exhibit A.)

The resulting massing, setbacks, step backs, façade articulation, ground level design with stoops, and landscape features add "eyes on the street" and combine to create an active, livable, safe pedestrian experience for residents and the community as a whole.

Massing, Setback and Step-backs:

- Design breaks the development into four finer-grain blocks in concert with the scale of the neighborhood, with the two El Camino Real-fronting blocks designed with subtle contrasts but complementary architectural character. The taller architectural massing reinforces the urban edge along El Camino Real, and the two much shorter townhome blocks create a substantial step down, as well as smaller-scale massing adjacent to the residential neighborhood to the south.
- The proposed design far exceeds the required setback and step-back requirements to the adjacent single-family homes to the south. The Project also proposes additional substantial massing reductions and architectural enhancement in relationship to the existing condominium development to the west.

Buffer and Privacy

- Project includes evergreen trees at the perimeter of site for privacy and buffer.
- Project has been intentionally designed with no active use at the rear of the site for privacy to adjacent neighbors, and Project sponsor worked with rear neighbors to change tree types and locations at the site's rear border.

Site Circulation

- Site circulation is designed to have minimum vehicular circulation impacts to the existing neighborhood and low number of curb cuts along El Camino Real.

Ground Level Activation

- The Project is designed to reinforce the parkway vision of this important corridor. For example, four feet of sidewalk along El Camino Real lies within the Project's property line, allowing for a generous landscape curb.

Architecture

The architecture is uniquely "Los Altos," with residential scale elements that break down the scale of the building, such as bay windows, stoops, and balconies. As a result of the Project sponsor's community outreach, building heights were lowered at strategic locations.

Given the urban nature of the development along El Camino Real, all façades are treated as architectural fronts. As such, there is no "back" side of the building without architectural articulation. Use of plaster, rich siding, and a mix of rustic colors evoke the City's relaxed and pastoral nature.

a. Condominiums

Condominium Buildings 1 and 2 front El Camino Real and will be the most prominent architectural feature seen by the public. Buildings 1 and 2 are 85- and 87-unit five-story buildings, respectively, above one level of underground parking fronting El Camino Real. The buildings consist mostly of one and two bedroom units, with a select number of three bedroom units. The average square footage is 829 square feet for one-bedroom units, 1,278 square feet for two-bedroom units and 1,845 square feet for three-bedroom units. For residents' convenience and to further activate the building frontage, there are two main entry lobbies for the residents' common elevators. The underground garage will also feature ample secured bicycle parking.

b. Townhomes

The proposed townhomes act as a buffer between the 5-story condos and the single family homes and are designed well under the required setbacks and heights described in the zoning designations. These exaggerated setbacks are another response to community feedback. The buildings do not exceed 30 feet in height (whereas 41 feet is allowed) and are located no closer than 46 feet from the rear property line (whereas 40 feet is required). Average yard dimension is about 36 feet, for a total of 82 feet average perceived setback. The townhomes will be built at grade and will each have a two-car parking garage. The average square footage for the townhomes is 1,932 square feet. Finally, the townhomes' original balconies have been removed and windows facing the rear property line have been reduced in size at the neighbors' request.

Green Building

The Project proposes to exceed green building expectations. Solar panel installation, electric vehicle charging stations, energy efficient appliances, insulated windows and walls, recycled materials, construction waste diversion, nearly double bike parking requirements, water efficient landscape features, cool roof, and low flush toilets are some of the features the Project includes.

II. Project Compliance with General Plan, Zoning Regulations, and Development Standards

Importantly, the Project achieves its thoughtful design while complying with all applicable state and local zoning regulations and development standards. Specifically, the Project complies with existing land use and zoning designations, including the City's inclusionary ordinance. The Project also satisfies criteria in the State Density Bonus Law to entitle it to a full 35% density bonus and two incentives. With these incentives, the Project complies with all City development standards.

a. Consistency with Los Altos General Plan, Zoning Code and Inclusionary Ordinance

The Project is located within the El Camino Real Corridor Special Planning Area of the General Plan. Its land use is designated as Thoroughfare Commercial. The maximum density allowed for the site under the General Plan is 38 du/ac. For the 3.8 acre site, this translates to a **base maximum density of 145 units**.

The Los Altos Zoning Map designates the Project site "CT," or Commercial Thoroughfare. Los Altos' Municipal Code permits commercial uses like office, retail, and restaurant within the CT zoning designation. Multi-family housing is allowed as a conditional use in the CT district, so the Project is conditionally permitted.

Municipal Code section 14.28.020 requires the Project to include 15% affordable units. Using the base maximum density of 145 units, this results in a requirement to include **22 below market rate ("BMR") units for inclusionary ordinance compliance**. Accordingly, the Project would be required to propose 12 moderate and 10 very low income units. The Project exceeds this requirement by proposing 28 BMR units, 16 of which are dedicated very low income units.

b. Entitlement to State Density Bonus Law Benefits

Under the State Density Bonus Law and Los Altos' Municipal Code, projects providing 11% very low income units are entitled to the full 35% density bonus plus two incentives. (Govt. Code § 65915; Mun. C. § 14.28.040(C)(1)(b).)

Using the base maximum density of 145 units, this results in a requirement to include 16 very low income units in order to receive the full 35% density bonus and two incentives.

The Project already proposes 10 very low income units as part of its compliance with the City's inclusionary ordinance. So, an additional six very low income units are proposed to reach a total of 16 very low income units, so that the Project separately meets this State Density Bonus Law standard.

Consequently, by invoking the 35% density bonus, the Project is entitled to build its proposed total of 196 units. (145 unit base density x 35% = 195.75; rounded up to 196 per State Density Bonus Law.)

c. Compliance with Local Development Standards

i. *Project Incentives*

As noted above, the State Density Bonus Law and Los Altos' Municipal Code provide the Project with two incentives due to its inclusion of 11% very low income units. (Govt. Code § 65915(d)(2); Mun. C. § 14.28.040(C)(1)(b).)

The Project requests two incentives: (1) modified maximum height for both condominium buildings; and (2) modified parking stall dimensions. Both modest incentives represent quintessential site development modifications, and are routinely granted via incentives.

First, the municipal code limits buildings in CT districts to 45 feet in height. (Mun. C. § 14.50.140.) As its first incentive, the Project requests a modification of this height limit to allow a height of 56 feet for its condominium buildings.

Second, the municipal code requires off-street parking spaces to be 9 feet wide by 18 feet long. (Mun. C. § 14.74.200.) As its second incentive, the Project requests a modification of this parking stall standard to allow spaces to be 8 feet 6 inches wide and 18 feet long, universal parking standard.

Both incentives will result in identifiable and actual cost reductions for the Project to provide affordable housing. Therefore, under the State Density Bonus Law and Los Altos' Municipal Code, the Project is entitled to these incentives.

ii. *Reduced Parking Requirement*

Under the State Density Bonus Law and Los Altos' Municipal Code, projects providing the maximum percentage of very low income residential units and located within one-half mile of a "major transit stop" may request that their vehicular parking ratio not exceed 0.5 spaces per bedroom. (Govt. Code § 65915(p).) The City must approve this request. (*Id.*)

As noted above, the Project provides the maximum 11% percent of very low income residential units required by the State Density Bonus Law. And, as explained in the letters by Hexagon Transportation Consultants (Exhibit B), the Project is located within one-quarter mile of a regional bus stop. Therefore, under the reduced parking requirement of 0.5 spaces per bedroom, the Project is obligated to provide a maximum of 169 spaces.

The Project proposes a total of 290 stalls, which exceeds the 169 stalls that would be required under this reduced parking requirement.

We hope that the foregoing helps with your evaluation of this exciting Project. We look forward to discussing this important Project tomorrow evening. Thank you for your consideration.

Sincerely,



Vahe Tashjian
Managing Director
Dutchints Development LLC

cc: John Biggs
Zack Dahl

EXHIBIT A

Community Outreach Regarding the Project

1. May 24, 2018: Community Workshop
2. June 26, 2018: Joint Planning Commission/City Council Study Session
3. September 26, 2018: Casita Way Neighbors Meeting
4. November 6, 2018: 5100 Homeowners' Association Meeting
5. December 12, 2018: Community Workshop
6. May 22, 2019: Complete Streets Commission Meeting
7. June 25, 2019: City Council Meeting—Story Poles
8. August 13, 2019: Casita Way Neighbors Meeting
9. August 22, 2019: 5100 Homeowners' Association Meeting

EXHIBIT B



HEXAGON TRANSPORTATION CONSULTANTS, INC.

August 5, 2019

Mr. Ciyavash Moazzami
Dutchints Development LLC
5150 El Camino Real, Suite E20
Los Altos, CA 94022

Re: Transit Quality at 5150 El Camino Real in Los Altos, California

Dear Mr. Moazzami:

Hexagon Transportation Consultants, Inc. has reviewed the existing transit services near your residential project site at 5150 El Camino Real in Los Altos and concluded that the project site is located along an existing high-quality transit corridor and therefore qualifies as a transit priority project.

According to California Public Resources Code Section 21155 Subdivision (b), a transit priority project shall

".....(3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

The project is located along El Camino Real, which is a transit corridor with bus service from VTA Routes 22 and 522. Route 22 has service intervals of 15 minutes during peak commute hours. Route 522, an express service, has service intervals of 12 minutes during peak commute hours. The combined service intervals of both routes range from one to 11 minutes during peak commute hours. Therefore, the site is along a high-quality transit corridor.

Sincerely,
HEXAGON TRANSPORTATION CONSULTANTS, INC.

Kai-Ling Kuo
Senior Associate

APPROVED

MINUTES OF A REGULAR MEETING OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, SEPTEMBER 5, 2019 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT: Chair Samek, Commissioners Ahi, Bodner, Marek and Meadows
ABSENT: Vice-Chair Lee and Commissioner Bressack
STAFF: Community Development Director Biggs, Planning Services Manager Dahl, and City Attorney Lee

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

CONSENT CALENDAR

1. Planning Commission Minutes

Approve minutes of the regular meeting of August 15, 2019.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission approved the minutes from the August 15, 2019 Regular Meeting as written.

The motion was approved (5-0) by the following vote:

AYES: Samek, Ahi, Bodner, Marek and Meadows

NOES: None

ABSENT: Lee and Bressack

PUBLIC HEARING

2. 18-D-05, 18-UP-07 and 18-SD-03 – Dutchints Development LLC – 5150 El Camino Real

Multiple-Family Design Review, Conditional Use Permit and Tentative Subdivision map for a new multiple-family development. The proposal includes 196 residential units, with 24 three-story townhouse units in the rear of the site and 172 condominium units in two five-story buildings along El Camino Real and one level of underground parking. The project includes 28 affordable units and is requesting a density bonus and development incentives to allow for increased building height and a reduced parking stall width. *Project Planner: Dahl*

Planning Services Manager Dahl presented the staff report, noting the recommendation to the City Council of:

1. Adoption of the Mitigated Negative Declaration; and
2. Approval of design review, use permit and subdivision applications 18-D-05, 18-UP-07 and 18-SD-03 per the findings and conditions contained in the resolution (Attachment A).

Project architect Chek Tang presented the project. Project applicant Erik Hayden, Dutchints Development, provided additional information on the project, noting that they have offered to plant new trees in the rear yards of adjacent single-family properties, are looking into moving the transformers further away from the rear property line, and that they are planning for a reduced construction timeline of approximately 23 months.

Public Comment

Resident Pierre Bedard, with time ceded from other speakers, expressed concerns about the project, noting that an EIR should be prepared, that the Commission should not take action until all issues are addressed, circulation impacts to Casita Way, Marich Way, and Distel Drive have not been adequately evaluated; and the project should be mixed-use and include some commercial uses.

Resident JP Loo expressed concerns about the project and negative impacts to the adjacent single-family properties.

Resident Sri Subramanian expressed concerns that the project will create privacy impacts.

Resident Caroline Bedard noted that the project will have a negative impact on the Casita Way neighborhood, there will be traffic impacts, the size of the project should be reduced; or at least reduce the size of the fifth floor, larger screening trees are needed, and the length of construction should be reduced.

Resident Roberta Phillips expressed concerns about the project, noting that the project does not have enough on-site parking, the height of the townhouses in the rear should be reduced, with the third floors stepped back.

Resident Eric Steinle noted that all parking spaces should be pre-wired for EV chargers, that the project should be redesigned to be an all-townhouse project or should be a mixed-use project with some commercial, and it should have at least on-site 314 parking spaces since it is not within ½ mile of a major transit stop.

Resident Andy Dolich expressed concerns about the project, noting that the construction will cause disruption and noise impacts.

Resident Charles Fine expressed concerns about the project, noting that his property would have full view of the fourth and fifth stories, that the rear facing balconies should be removed and that new landscape screening should be planted now.

Resident Karen Bleadon expressed concerns about the project, noting that traffic should have been evaluated cumulatively and the project needs more guest parking.

Matt Regan, Bay Area Council Advocacy Group, expressed support for the project.

Resident Phan Truong expressed concerns about the project, noting that the number of units on the fifth floor should be reduced, that more landscape screening should be added and that the proposed Podocarpus trees cause allergic reactions.

Resident Gordon Abraham expressed concerns about the project, noting that the project has excessive bulk and mass, and that there will be construction impacts with trash and dust.

Resident Donna Poulos expressed support for the new affordable housing, noting that more would be better, but 28 affordable units is a start.

Brieaney Bender, Kindercare in Mountain View, expressed concerns about the project, noting that their playground, which is right next to the construction site, could be negatively impacted and that overflow parking would use their parking lot.

Commission Discussion

Commissioner Ahi expressed general support for the project, and provided the following comments:

- Provide clarification on new tree placement and types along the rear property line and include larger species;
- Look at adding window screening on the upper floors toward the rear;
- Provide more details on construction phases;
- Relocate the transformers away from the rear property line;
- Noted the site layout is nice,
- Better clarify open space breakdown; identify true common open space vs passive landscaping;
- Supports adoption of the environmental review and MND;
- Noted that there is an opportunity for more parking if they extend the underground garage below the townhomes;
- There could be more articulation for the townhome buildings;
- Re-orientate the fifth floor rear balconies away from the single-family properties;
- Strengthen the corner entries of the condominium buildings; and
- Consider an alternative layout of the common rooms in the condominiums to improve the flow.

Commissioner Bodner expressed general support for the project, and provided the following comments:

- The landscape plan improved with extra trees; clarify species and locations in landscape buffer;
- Very generous setbacks on the sides and rear; help reduce perception of bulk/mass;
- Good program with a lot of one- to two-bedroom units;
- Can support requested waiver and incentives because it will result in more on-site parking;
- Look at the stucco jointing on Building 1; add stone to the planter boxes; use lighter metal railings; nice materials used on the townhomes;
- Respectful elevation facing 5100 El Camino Real; no roof deck is a big plus;
- Relocate the transformers away from rear property line;
- Provide more details on the barrier around the garage ramp;
- Need to provide for passenger loading; and
- Project will be great for helping the City meet its housing goals.

Commissioner Meadows expressed general support for the project, and provided the following comments:

- The 28 affordable units, 19 percent of the project's density, exceeds the City's requirement;
- The project has large setbacks and stepped massing; meets or exceeds City's design criteria;
- Neighboring property owners should consider developer's offer on planting new trees;
- Plans need more details are;
- Identify all the guest parking spaces; consider adding a puzzle lift parking system for more spaces; and
- Supports incentive for an eight and a half foot parking stall width – very minor exception.

Commissioner Marek expressed general support for the project, noting that he understands the residents' concerns and was in agreement with the comments of his fellow Commissioners.

Chair Samek expressed general support for the project, and provided the following comments:

- Noted that the townhomes could be taller and closer to the property line, as allowed by Code;
- The proposal is considerate of the neighbors;
- Project could be considered “by-right” and rules support what developer is seeking;
- Encouraged the applicant to secure the garage;
- Consider the amount of stucco used and look at using more wood and natural materials;
- Nice exterior material mix for Building 2;
- Reconsider the fire lane limit on the north side and allow inbound traffic; and
- Evaluate adding a passenger loading/pick-up area.

Action: Upon motion by Commissioner Meadows, seconded by Commissioner Bodner, the Commission recommended to the City Council:

1. Adoption of the Mitigated Negative Declaration; and
2. Approval of design review, use permit and subdivision applications 18-D-05, 18-UP-07 and 18-SD-03 per the listed findings and conditions, and subject to the following additional conditions and modifications:
 - Move the transformers away from the rear property line;
 - Garage access should be secure;
 - Better define the parking layout including guest spaces, EV chargers and prewiring;
 - Add/define passenger loading spaces;
 - Look at the upper level rear facing balconies;
 - Size transformers to accommodate pre-wiring more parking spaces (max); and
 - Provide a more detailed construction management plan with phasing and a timeline.

The motion was approved (5-0) by the following vote:

AYES: Samek, Ahi, Bodner, Marek and Meadows

NOES: None

ABSENT: Lee and Bressack

COMMISSIONERS' REPORTS AND COMMENTS

Chair Samek reported on the September 3, 2019 City Council meeting, and Commissioner Bodner reported on the August 28, 2019 City Council meeting.

POTENTIAL FUTURE AGENDA ITEMS

The Commission mentioned the Annual Housing Element Report, the Joint PC/CC meeting date, scheduling a tour of recently constructed projects approved by the Commission, and that the rooftop mechanical equipment at 4880 El Camino Real should be checked for compliance.

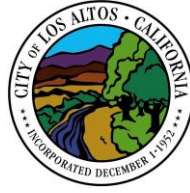
Staff provided an overview of upcoming projects on the Commissioner's meeting agendas

ADJOURNMENT

Chair Samek adjourned the meeting at 10:34 P.M.



Jon Biggs
Community Development Director



PLANNING COMMISSION AGENDA REPORT

Meeting Date: September 5, 2019

Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

Prepared by: Zachary Dahl, Planning Services Manager

Initiated by: Applicant and Owner – Dutchints Development, LLC

Attachments:

- A. Draft Resolution
- B. Applicant Materials
 - Density Bonus Report
 - Climate Action Plan Checklist
 - Approved Story Pole Plan and Story Pole Certification
 - Transit Corridor Letter
- C. Planning Commission Study Session Minutes, August 16, 2018
- D. Complete Streets Commission Meeting Minutes, June 26, 2019
- E. Public Correspondence
- F. Initial Study and Mitigated Negative Declaration
- G. Project Plans

Staff Recommendation:

Recommend to the City Council:

1. Adoption of the Mitigated Negative Declaration; and
2. Approval of design review, use permit and subdivision applications 18-D-05, 18-UP-07 and 18-SD-03 per the findings and conditions contained in the resolution (Attachment A).

Environmental Review:

An Initial Study and Mitigated Negative Declaration (IS/MND) have been prepared in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Los Altos. A 30-day public review and comment period for IS/MND was held between Thursday, July 11, 2019 and Friday, August 9, 2019. A copy of the IS/MND is included as Attachment F.

Project Description:

This is a development proposal that includes a Design Review, Use Permit and Subdivision application for a new multiple-family residential development with 196 units, common areas and one level of underground parking. The development includes two five-story condominium buildings along El Camino Real with 172 units and two three-story townhouse buildings along the rear with 24 units. The existing site includes a three-story 78,950 square-foot office building surrounded with surface

parking. The proposal is offering 28 affordable units – 12 moderate and 16 very-low – in exchange for a 35 percent density bonus, development incentives to allow for increased height and reduced parking stall widths in the underground garage, and a waiver for a reduced percentage of landscaping in the front yard setback area.

The draft resolution contained in Attachment A includes the project’s findings and conditions of approval. The project’s Density Bonus Report and Climate Action Plan Checklist are included in Attachment B. The following tables summarize the project’s technical details:

GENERAL PLAN DESIGNATION: Thoroughfare Commercial
ZONING: CT (Commercial Thoroughfare)
PARCEL SIZE: 3.8 acres (165,345 square feet)
MATERIALS: There are four buildings proposed, each with a different mix of exterior materials – see project plan sheets A2.1-A2.6 for a breakdown of the exterior materials for each building.

	Existing	Proposed	Required/Allowed
SETBACKS			
Front	40 feet	25 feet	25 feet
Rear (condo bldgs)	65 feet	119 feet (min.)	100 feet
Rear (townhouse bldgs)	-	46 feet (min.)	40 feet
Left side (east)	147 feet	49.8 feet (min.)	7.5 feet (avg.)
Right side (west)	123 feet	45 feet (min.)	7.5 feet (avg.)
HEIGHT (Condo Bldgs)			
Top of roof deck	30 feet ¹	56 feet	45 feet
Top of parapet wall	40 feet ¹	62 feet	57 feet
Stair towers	-	68 feet	57 feet
Elevator tower	-	68 feet	57 feet
HEIGHT (Townhouse Bldgs)			
Top of roof deck	-	30 feet	30 feet
Top of parapet wall	-	33.5 feet	42 feet
PARKING	291 spaces	290 spaces	169 spaces ²
DENSITY			
Base density units	-	145 units	145 units (38 du/ac)
Density bonus units	-	51 units	51 units (35%)
Total units	-	196 units	196 units (52 du/ac)
Affordable units	-	28 units (19%)	22 units (15%)
OPEN SPACE			
Private	-	67 square feet/unit	50 square feet/unit
Public	-	62,880 square feet	3,200 square feet

¹ The 30-foot height, as allowed by the Zoning Code at the time, is measured from the site’s highest grade, along the rear property line, to the mid-point of the building’s sloping roof. The actual building height from adjacent grade to top of parapet wall is approximately 40 feet.

² The Zoning Code (Section 14.28.040.G) allows for reduced on-site parking (0.5 spaces/bedroom) when a project provides affordable housing and is within ½ mile of a major transit stop.

Background

Planning Commission Study Session

On August 16, 2018, the Planning Commission held a study session to review and provide feedback on the project's architectural and site design. The Commission expressed general support for the overall project concept, but raised concerns about various elements of its design. Specifically, the Commission noted that the project's exterior materials, both composition and quality, should be improved, consider ways to reduce building bulk and mass, refine the design of the landscaping and common spaces, rethink the building entries at the Rengstorff intersection, consider adding additional on-site parking, provide a shade/shadow study and improve the landscape buffers along the residential edges. A copy of the Planning Commission study session minutes is included as Attachment C.

Complete Streets Commission

On June 26, 2019, the Complete Streets Commission held a public meeting to consider the project. The Commission is tasked with reviewing the bicycle, pedestrian, parking and traffic elements of a development application and providing an advisory recommendation to the Planning Commission and City Council. The Commission expressed general support for the project, but expressed concerns that the project is not providing enough on-site vehicle and bicycle parking, that it would increase traffic on nearby residential streets and that the traffic impact analysis should have provided a more thorough evaluation of queuing and traffic impacts. Following the discussion, the Commission voted 3-1 (two commissioners absent and one abstaining) to recommend approval of the project to the Planning Commission and City Council with a recommendation that the number of on-site bicycle parking spaces be increased. A copy of the Complete Streets Commission meeting minutes is included as Attachment D.

Story Pole Installation

On August 7, 2019, planning staff verified that the applicant's story pole plan was consistent with the City's adopted Story Pole Policy and approved the plan. On August 12, 2019, the story poles were installed and staff subsequently received a certification letter from the project's civil engineer verifying that the story poles had been installed per the approved plan. A copy of the certification letter and the approved story pole plan is included in Attachment B.

Discussion/Analysis

General Plan

The General Plan contains goals and policies for the El Camino Real Corridor in the Land Use Element, Community Design & Historic Resources Element, Economic Development Element, and Housing Element which emphasize increasing commercial vitality, intensification of development, developing housing, including affordable housing, improving the streetscape of the El Camino Real corridor and ensuring compatibility with adjacent residential land uses and nearby single-family neighborhoods.

The Housing Element encourages maximum densities of residential development as well as facilitating affordable housing. The project is proposing a density of 52 units per acre, which would exceed the maximum density allowed for the El Camino Real corridor (38 dwellings per acre) and includes 28 affordable dwelling units. The site is identified as an opportunity site in the Housing Element, with

realistic potential to achieve 144 units. So, the proposed 196 units, with 28 affordable units, would meet and exceed the General Plan's Housing Element housing projection target for this site.

The Land Use Element encourages intensification along the El Camino Real corridor while also requiring that new development be compatible with nearby residential land uses. Since the site is adjacent to a multiple-family building to the west and single-family properties to the south, the project has provided increased setbacks along the right side and rear property lines and including a significant amount of landscaping and evergreen screening trees. In addition, the lower scale townhouses at the rear of the site provide a transition between the single-family residential uses and the taller condominium buildings along El Camino Real.

The project is also consistent with the Community Design & Historic Resources Element and Economic Development Element since it will be improving the streetscape of the El Camino Real corridor, is designed to be sensitive to the nearby residential neighborhood and will be improving economic vitality along the Corridor.

Zoning

The project is seeking incentives for increased building height and reduced parking stall widths in the underground garage, and a waiver for the amount of landscaping provided in the front yard setback area, which are further discussed below. Beyond these requests, the project meets or exceeds all required site standards for the CT District and other applicable Zoning Code requirements. The project's front yard setback is 25 feet, with architectural projections at certain points that project into the setback by up to three feet. However, the Code allows eaves, overhangs and other similar architectural projections to encroach into a required setback by up to four feet. The left (east) side setback is 49.8 feet at the closest point and the right (west) side setback is 45 feet at the closest point, where an average of 7.5 feet is required on each side. The rear yard setback to the three-story townhouse buildings is at least 45 feet, where a minimum of 40 feet is required, and the rear yard setback to the five-story condominium buildings is at least 119 feet where a minimum of 100 feet is required.

The CT District also requires multiple-family projects to provide permanently maintained open space, both private and common, as part of the development. For private open space, an average of 50 square feet per unit must be provided and a total of 3,200 square feet of common open space must be provided for projects that are larger than 50 units. A breakdown of the project's proposed open space is included on Sheet A5.0 of the project plan. For the condominium units, an average of 69.5 square of private open space is provided per unit and an average of 50 square feet of private open space is provided per townhouse unit. For common open space, the project is providing 23,220 square feet of impervious space and 39,660 square feet of pervious landscaping space, for a total of 62,880 square feet of common open space. Thus, the project is meeting and exceeding the minimum standards required by Code.

The project is seeking a total of two development incentives and one waiver in exchange for providing affordable housing. The first incentive is a height increase to allow the two condominium buildings along El Camino Real to have a height of 56 feet, where the Code allows a height of 45 feet. The second incentive would allow a parking stall width of 8.5 feet in the underground parking garage that serves the condominium units, where the Code requires a minimum parking stall width of nine feet.

The waiver is to allow the project to allow 34 percent of the front yard setback area to be landscaped, where the Code allows a minimum of 50 percent landscaping in the front yard setback area.

The project is also seeking a density bonus to exceed the CT District's residential density of 38 dwelling units per acre. The project site is 3.8 acres in size, which results in an allowable base density of 145 units. Based on the number of affordable units that are being provided, the Applicant is requesting a density bonus of 35 percent, which would allow for 51 additional units to be built on the site, resulting in a total of 196 units. The density bonus, development incentives and waivers are discussed in more detail in the *Affordable Housing* section below.

With regard to on-site parking, since the project is providing affordable housing and is located within ½ mile of a major transit stop, it is eligible for reduced on-site parking standards as specified in Section 14.28.040(G). The project is located approximately ½ mile from the San Antonio Transit Center, which is identified as a major transit stop. State Law also specifies that a project is considered to meet this requirement if it is part of a high-quality transit corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours; and the El Camino Real corridor meets this definition. A letter from the project traffic engineer (Attachment B) provides additional information to support this finding. Based on these standards, the project is required to provide 0.5 on-site parking spaces per bedroom in each unit. With a total of 338 bedrooms in the condominium and townhouse units, a minimum of 169 on-site parking spaces are required for this project. The project is proposing a total of 290 parking spaces, which includes 236 spaces in the underground parking garage, 48 spaces in the townhouse garages and six surface level guest spaces along the access road. In addition, two loading spaces (10 feet x 25 feet) are provided along the access road. Overall, the proposed on-site parking and loading spaces exceed the minimum established by the Zoning Code. Additional information related to the project's parking demand is summarized in the *Parking* section below.

Traffic and Circulation

The site includes an existing 78,950 square-foot office building that generates 550 average daily trips (ADT)¹, with 57 AM peak hour trips and 165 PM peak hour trips. The proposed project, with 196 new dwelling units, will generate 1,435 ADT², with 90 AM peak hour trips and 110 PM peak hour trips. This will result in a net increase of 885 ADT, an 33 additional AM peak hour trips and a decrease of 55 PM peak hour trips. Since this is over the City's threshold of 50 net new daily trips, a full Transportation Impact Analysis (TIA) was prepared and is included as Appendix F in the Initial Study (Attachment F).

The TIA included an analysis of the nearby street network and intersections that will receive additional traffic from the project, and evaluated the traffic conditions for four existing and future scenarios as follows:

- *Existing Conditions.* Existing AM and PM peak-hour traffic volumes at study intersections were based on new traffic counts collected in October and November 2018. Existing PM peak-

¹ Existing use trips based on peak-hour driveway counts conducted on 10/18/18 and 11/13/18. Daily traffic estimated based on peak hours.

² Low-Rise Multifamily Housing (Land Use 220). ITE Trip Generation Manual, 10th Edition (2017), average rates for General Urban/Suburban settings are used.

hour traffic volumes at the CMP intersections were obtained from the 2016 CMP Annual Monitoring Report.

- Existing Plus Project Conditions. Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic counts the additional traffic generated by the project.
- Background Conditions. Background traffic volumes were estimated by adding to existing traffic counts the additional traffic generated by approved but not yet constructed developments in the area. The study uses a growth factor of two-percent per year until the project opening date to represent traffic growth on El Camino Real.
- Background Plus Project Conditions. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

The TIA also analyzed potential impacts to pedestrians, bicycles, and transit services from the project, vehicle queuing at intersections, traffic added to Distel Drive and Clark Avenue due to cut-through and school related trips, and site access and on-site circulation. Based on this analysis, the TIA made the following findings:

- All of the studied intersections would operate at acceptable levels of service under all analysis scenarios.
- The queuing analysis indicates that the 95th percentile vehicle queue for the westbound left-turn lane at the El Camino Real/Distel Drive intersection currently exceeds the existing vehicle storage capacity during the AM peak hour and would continue to do so under background conditions. The project would not increase the 95th percentile vehicle queue for the westbound left-turn lane during AM and PM peak hour, however, there is no room in the median to lengthen the left turn pocket.
- Distel Drive would likely be used as a route to return from Los Altos High School and Almond Elementary School to the project site. It is estimated the project would generate 23 school trips during the AM peak hour. Distel Drive could be used as a cut-through street to San Antonio Road via Jordan Avenue. However, only an increase in outbound traffic in the AM peak hour is anticipated. In other time periods the traffic would be reduced. The AM outbound traffic increase would be very small to the south, and more than offset by decreases in northbound AM peak hour traffic; and the PM peak hour traffic would be reduced.
- Clark Avenue would likely be used as a route going to Almond Elementary School and Los Altos High School, but not likely to be used to return to the project site. Clark Avenue provides a direct route to Almond Elementary School. Traffic would likely use Casita Way to Marich Way to Distel Drive to return to the project site. Due to having a direct route from El Camino Real to Almond Avenue, traffic going to and from the project may use Clark Avenue as a cut-through street. However, only an increase in outbound traffic during the AM peak hour is anticipated. Traffic in other time periods would be reduced. The AM outbound traffic increase

would be very small to the south, and more than offset by decreases in northbound AM peak hour traffic; and the PM peak hour traffic would be reduced.

In addition to the findings, the TIA provided three recommendations to enhance vehicle circulation, parking usage and bicycle parking as follows:

- “Do not enter” signs and “one-way only” markings should be installed at the one-way western driveway to inform drivers not to enter the driveway. In addition, “right-turn only” signs should be installed at the western and eastern driveways to inform drivers exiting the project site.
- The site plan shows multiple dead-end parking aisles. The dead-end aisle spaces should be reserved for residents, and guest parking should be located near the driveway ramp.
- Some of the Class I bicycle parking should be moved to the ground floor.

These recommendations have been incorporated into the project plans and conditions of approval. Overall, based on the findings outlined above and the information contained in the Initial Study, the project will not result in any significant impacts related to traffic or circulation.

Parking

With regard to Aesthetics and Parking, the City has received comments that raise concerns about potential impacts related to these two areas on adjacent residential uses and nearby streets. However, the project is located on an infill site that is located within a transit priority area (TPA). State Law (Public Resources Code section 21099) states that “[a]esthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Thus, the Initial Study provided discussions related to aesthetics and parking for informational purposes only.

Beyond environmental review, staff wanted to ensure that a more detailed parking demand analysis was prepared to address concerns related to overflow parking and make sure that project was providing a sufficient amount of on-site parking even if it is exceeding the Zoning Code’s on-site parking requirement for a project that includes affordable units and is within ½ mile of a major transit stop. To determine if the project’s proposed on-site parking supply would be adequate to meet parking demand, the TIA included a parking analysis. The traffic engineer used a parking supply study prepared by Fehr & Peers, which looked at 17 residential developments in Mountain View, Palo Alto, Sunnyvale, and Santa Clara, to establish average parking supply and demand rates for similar multiple-family residential developments. Based on the findings in the parking study, the average parking demand for an affordable unit was found to be 0.65 spaces per bedroom and 0.70 spaces per bedroom for a market rate unit. Using these ratios, a parking demand analysis was developed as follows:

Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

<i>Proposed Unit Types</i>		<i>Number of Units</i>	<i>Bedrooms</i>	<i>Study Rate (per bedroom)</i>	<i>Parking Demand (Spaces)</i>	<i>Parking Provided</i>
Condominiums						
Affordable	1-bedroom	12	12	0.65	8	
	2-bedroom	13	26	0.65	17	
Market Rate	1-bedroom	68	68	0.70	48	
	2-bedroom	77	154	0.70	108	
	3-bedroom	2	6	0.70	4	
Total		172	266		185	236
<i>Proposed Unit Types</i>		<i>Number of Units</i>	<i>Bedrooms</i>	<i>Study Rate (per bedroom)</i>	<i>Parking Demand (Spaces)</i>	<i>Parking Provided</i>
Townhomes						
Affordable	2-bedroom	2	4	0.65	3	
	3-bedroom	1	3	0.65	2	
Market Rate	2-bedroom	2	4	0.70	3	
	3-bedroom	15	45	0.70	32	
	4-bedroom	4	16	0.70	11	
Total		24	72		51	54³
Project Total					236	290

Based on the findings of this analysis, the number of on-site parking spaces will exceed the anticipated parking demand for multiple-family housing units of this size and type, and the proposed parking supply will be adequate to avoid generating new off-site parking on nearby residential streets.

Transit Stop

The project’s El Camino Real frontage, just south of the Rengstorff Avenue intersection, includes an existing bus stop that serves VTA bus line 22. As part of the project, this bus stop will be rebuilt with a footprint that better aligns with the new sidewalk. The actual design of the new bus stop will be completed in consultation with VTA and City staff after project entitlement, but a condition has been included (No. 6) to ensure that the bus stop has enhanced features to improve rider experience and support maximum usage.

Bicycle and Pedestrian Amenities

The City does not have an adopted ordinance for on-site bicycle parking, but does rely on the Valley Transportation Authority (VTA) Bicycle Technical Guidelines as a recommended bicycle parking guideline. For general multi-family dwellings, VTA recommends one Class I space per three units and one Class II space per 15 units. Per these guidelines, the project should provide at least 66 Class I bicycle parking spaces and 14 Class II spaces.

³ This number includes 48 garage parking spaces and six visitor parking spaces.

As specified on the Garage Floor Plan (A1.0), a total of 84 secure bike storage spaces in the underground parking garage are proposed. Based on the recommendation from staff, the CSC and the traffic, additional grade level Class I and II bicycle parking should be provided. The applicant has indicated that additional surface level bicycle parking will be provided, but the plans have not yet been updated to reflect this increase. As noted on the cover sheet and shown on the landscape plan (Sheet L-1.0), there are seven U-shaped bicycle racks proposed near the lobby entrances of the condominium buildings, for a total of 14 Class II spaces. Staff has included a condition that requires the inclusion of additional Class I and II bicycle parking spaces to serve the condominium units. In addition, each townhouse unit has a two-car garage that could provide one or more Class I equivalent bicycle parking space(s) for that unit. While not specifically accounted for in the plans or the TIA, townhouse garages have clear capability to accommodate bicycles even when being used for vehicle parking, so 24 additional Class I spaces (one per townhouse unit) should be acknowledged as being part of the project. Thus, the project, with the condition of approval, will be significantly exceeding the on-site bicycle parking guidelines.

The project will be replacing the public sidewalk along its El Camino Real frontage and improving the pedestrian environment at the signalized intersection with Rengstorff Avenue. Along El Camino Real, a landscape strip with street trees will separate the sidewalk from the back of curb. The sidewalk will be 12 feet wide, with a second row of street trees and landscaping along the back of sidewalk for a total width of 17.5 feet from face of curb to back of tree wells. The driveway that accesses the underground garage will function as the forth leg of the El Camino Real/Rengstorff Avenue intersection and a new crosswalk will be installed across it at the street frontage interface. The crosswalk across El Camino Real (northwest leg) will also be realigned to better connect with the new sidewalk. Interior to the site, new pathways and other pedestrian amenities will be provided. The project plans include details and illustrative drawings to demonstrate the proposed pedestrian and user amenities. Overall, the project's pedestrian amenities and improvements appear to meet or exceed all applicable City policies and guidelines.

Design Review

In order to approve the project, the Commission must make positive design review findings as outlined in Section 14.78.050 of the Municipal Code. These design review findings are summarized as follows:

- The project meets the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the CT District;
- The project has architectural integrity and an appropriate relationship with other structures in the immediate area in terms of height, bulk and design;
- The horizontal and vertical building mass is articulated to relate to the human scale; it has variation and depth of building elevations to avoid large blank walls; and the residential elements that signal habitation such as entrances, stairs, porches, bays and balconies;
- The exterior materials that convey high quality, integrity, permanence and durability, and materials are used effectively to define building elements such as base, body, parapets, bays, arcades and structural elements; and the materials, finishes, and colors have been used in a

manner that serves to reduce the perceived appearance of height, bulk and mass, and are harmonious with other structures in the immediate area;

- The landscaping is generous and inviting, the landscape and hardscape complements the building and is well integrated with the building architecture and surrounding streetscape, and the landscape includes substantial street tree canopy;
- Any signage is appropriately designed to complement the building architecture; and
- Rooftop mechanical equipment and utility and trash areas are appropriately screened and integrated into the building's architectural design.

Overall, the project reflects a desired and appropriate development intensity for the CT District and the El Camino Real corridor. It achieves the maximum housing density permitted, which benefits the City's housing goals while also providing stepped massing and lower scale townhouse buildings near the rear property line to establish an appropriate transition to the adjacent single-family uses. In addition, the project provides a significant setback (45 feet) from the multi-family building to west (5100 El Camino Real) and includes a robust evergreen screening landscape buffer along both residential edges. The proposal is consistent with General Plan Policy 4.3 and 4.4, which promote residential development and the creation of new affordable housing along the El Camino Real corridor. In addition, this project complies with the CT District's Design Controls because the proposal has architectural integrity and has an appropriate relationship to the heights, massing, and styles of the buildings in the immediate area. The taller buildings fronts on El Camino Real, where the larger scale is more appropriate, while the lower scale townhouse buildings provides a transitional buffer along the rear. The proposed building materials are of a high quality and support the integrity of the architectural design scheme. The materials help to reduce the perceived appearance of height, bulk and mass of the buildings, they result in building designs that are well integrated within the site while also creating a unique design character for each building.

The project does not currently propose any signage along the building frontage beyond an address number and directional signage as necessary by Code. The rooftop mechanical equipment is screened by architecturally integrated parapet walls, the ground level utilities are screened by the wood fencing and landscaping along the sides and the transformers will be screening by landscaping. The trash areas for the condominium buildings are integrated into each building on the side adjacent to perimeter access road and trash containers for each townhouse unit will be stored in their garages. Trash trucks will use the parameter road for pick-up.

Landscaping and Trees

There are 87 trees on the project site, including Monterey pine, privet, carob, London plane, liquidambar, Chinese pistache, and coast live oak. Most of the trees are in fair to good condition, with the exception of Monterey pines, which are afflicted with pine pitch canker and bark beetle. The arborist report is included as Appendix B in the Initial Study (Attachment F). All of these trees are proposed for removal as part of the project. To mitigate the removal of these trees, approximately 196 new trees, 24-inch box in size, will be planted, which results in a replacement ratio of over 2:1.

The proposed landscaping along El Camino Real and throughout the site is generous and inviting, and will include a significant number of new trees. Along the El Camino Real frontage, a landscaped

parkway will separate the sidewalk from the back of curb and two rows of Ginkgo Balboa street trees are located on either side of the sidewalk. A third row of Laurus Saratoga trees are proposed in the front yard space and will further bolster the landscape buffer between the street and the condominium buildings. Along the west side property line, the 45-foot setback space will include a new fence along the property line, a row of large evergreen trees, a parameter access road with half of the width contracted out of turf block to soften the visual impact, additional trees along the side of the buildings and ample lower landscaping.

Along the rear property line, which is adjacent to single-family uses, the Code requires a 20-foot wide landscape buffer of evergreen trees and shrubs to provide screening. As shown on the landscape plan (L-1.0), the landscape buffer will include two layers of evergreen trees (multiple species), lower level hedges and shrubs, and a new or repaired fence along the property line. All of the larger pine trees along the rear are proposed to be removed due to age and declining health per the findings in the arborist report. However, the more recently planted Potocarpus trees will be retained and maintained during construction to ensure that the evergreen screening along this edge is already providing visual screening when the project construction is completed. To support this landscape buffer, staff has included conditions that require the natural grade in the landscape buffer be maintained to the greatest extent feasible to minimize impact to the existing trees, that existing the fence be repaired, replaced or maintained based on consultation with each property owner, and If grading or trenching within a tree dripline is required, it shall be done under supervision of a licensed arborist and the owner of the tree shall be notified in advance. (Condition No. 4).

CT District Design Controls

In addition to complying with the General Plan and standard design review findings, the project must address the CT District's design controls (Section 14.50.150), which speak to issues such as scale, building proportions, bulk, and screening rooftop mechanical equipment as follows:

- In terms of scale, because of the district's relationship to the larger region, a mixture of scales is appropriate with some elements scaled for appreciation from the street and moving vehicles and others for appreciation by pedestrians;
- The building element proportions, especially those at the ground level, should be kept close to a human scale by using recesses, courtyards, entries, or outdoor spaces;
- At the residential interface, building proportions should be designed to limit bulk and protect residential privacy, daylight and environmental quality; and
- Rooftop mechanical equipment should be screened from public view.

Overall, as discussed above, the project appears to have adequately addressed these design controls.

Affordable Housing - Density Bonus and Development Incentives

The City's Affordable Housing Ordinance (LAMC Chapter 14.28) requires a minimum of 15 percent of the units be affordable, with a majority of the units designated as affordable at the moderate income level and the remaining units designated as affordable at the low or very-low income level. With a base density of 145 units, the project must provide 21.75 (rounded up to 22) affordable units, with 12 of the units affordable at the moderate income level, and the remaining 10 units affordable at

a low or very-low income level. By providing 12 moderate income units and 16 very-low income units, the project is in compliance with the City’s Affordable Housing Ordinance. The following table breaks down the proposed unit types and sizes for both the affordable and market rate units:

Condominium Units			Townhouse Units		
Affordable	1-bedroom	12	Affordable	2-bedroom	2
	2-bedroom	13		3-bedroom	1
Market Rate	1-bedroom	68	Market Rate	2-bedroom	2
	2-bedroom	77		3-bedroom	15
	3-bedroom	2		4-bedroom	4
Total		172	Total		24

Housing Element program 4.3.2 requires that affordable housing units generally reflect the size and number of bedrooms of the market rate units. In addition, the Affordable Housing Ordinance requires that all affordable units in a project be constructed concurrently with market rate units, be dispersed throughout the project, and not be significantly distinguishable by size, design, construction or materials. The project’s Density Bonus Report (Attachment B) provides exhibits that show where the affordable units will be throughout the project. Condition have been added (nos. 2 and 27) that specify the breakdown of affordable units by income level, that the units shall be provided at the location on the approved plans, and that they shall not be significantly distinguishable with regard to design, construction or materials. Thus, as designed and conditioned, the proposed affordable housing units appear to meet the intent of the City’s affordable housing requirements.

Under the State’s density bonus regulations (Section 65915 of the California Government Code) and the City’s Affordable Housing Ordinance, the project qualifies for a density bonus if it provides at least five percent very-low income units. With 16 affordable units at the very-low income level and 12 affordable units at the moderate level (28 affordable units total), the project is providing 19.3 percent of its base density as affordable, with 11 percent of its base density affordable at the very-low income level. By providing 11 percent of its units as affordable at the very-low income level, the project qualifies for a 35 percent density bonus, which it is currently seeking.

With regard to incentives or concessions, since the project is providing more than 10 percent of its units as affordable at the very-low income level, it qualifies for two incentives per State Law and City Ordinance. To help guide incentives requested by developers and ensure that the incentives do not result in any adverse impacts, the City adopted a list of “on-menu” incentives. However, per State Law and City Ordinance, an applicant may still request any incentive or concession that they deem appropriate in exchange for the affordable units being provided (off-menu). In this case, the project is seeking a height incentive to allow the project to exceed the maximum height limit of 45 feet by 11 feet (on-menu) and a six-inch reduction in the required parking stall width for the spaces in the underground parking garage (off-menu).

Under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(F), the City must grant the requested incentive unless it can make specific negative findings. Under the Ordinance, the City has determined that “on-menu” incentives would not have a specific, adverse impact on public health and safety or the physical environment, which is one of three potential

findings necessitating denial of the request, thus one of the following two findings would need to be made to deny the request:

- The concession or incentive does not result in identifiable and actual cost reductions, consistent with the definition of “concession” or “incentive,” to provide for affordable housing costs, as defined in Health & Safety Section 50052.5, or for rents for the targeted units to be set as specified in subsection (I).
- The concession or incentive would be contrary to state or federal law.

In the case of this project, there is not any evidence currently in the record to make the required findings for denial for either incentive request. Therefore, staff recommends the granting of the Applicant’s requested incentives.

The project is also seeking a waiver under Government Code Section 65915(e) and Los Altos Municipal Code Section 14.28.040(H) to allow the required landscaping in the front yard setback to be reduced from 50 percent to 34 percent. Per State Law and City Ordinance, the City must grant a requested waiver or development standard reduction unless it can make one or more the following findings:

- The waiver or reduced development standard would not have the effect of physically precluding the construction of a development meeting the criteria of this section at the densities or with the incentives permitted under this section.
- The waiver or reduced development standard would have a specific, adverse impact upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.
- The waiver or reduced development standard would have an adverse impact on any real property that is listed in the California Register of Historical Resources.
- The waiver or reduced development standard would be contrary to state or federal law.

This waiver request appears appropriate and reasonable for a project of this size and scope. To provide appropriate vehicular and emergency vehicle access to the site, appropriate and reasonable access and entry spaces to the ground level condominium units, a wider sidewalk along El Camino Real and to install necessary utilities, it does not appear feasible to meet the 50 percent landscaping requirement in the front yard area. However, there is additional landscaping and street trees in the El Camino Real right-of-way and behind the front yard setback area that help the project meet the intent of this requirement. Thus, the requested waiver would not have a specific, adverse impact upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to very low-income and moderate-income households.

A Density Bonus Report that supports the requested density bonus, development incentives and waiver requests was prepared by the Applicant and is included in Attachment B.

For reference, the moderate income housing units would be limited in cost to be affordable to a household that makes no more than 120 percent of the County's median income and the very-low income housing units would be limited in cost to be affordable to a household that makes no more than 50 percent of the County's median income. The County's median family income for FY 2019 is \$131,400 per HCD calculations.

Use Permit

Since multiple-family residential uses are identified as a conditional use in the CT District, a use permit is required as part of the project approval. The location of the use is desirable in that it improves an underdeveloped property along the City's El Camino Real corridor with an appropriate amount of high-quality market rate and below market rate housing. The project meets other objectives specified in the Zoning Code, which include maintaining an appropriate relationship with adjacent land uses, maintaining a safe traffic circulation pattern, and providing a high-quality design that enhances the City's distinctive character.

Due to the location of the site along this section of the El Camino Real corridor and the mix of uses on the adjacent properties, it has limited commercial potential for the development of new retail or commercial space. However, given the housing targets set in the City's Housing Element, the City's Council's priority to see more affordable housing developed and the limited number of sites that can accommodate higher density housing projects, an all residential project at this location is desirable and essential for the City's comfort, convenience, prosperity and welfare, and in accordance with the overall objectives of the Zoning Code.

Subdivision

The project includes a Tentative Map for Condominium purposes. The subdivision divides the building into 196 residential units and associated private and common areas. The subdivision conforms to the permitted General Plan and Zoning Code densities as modified by State law. The subdivision is not injurious to public health and safety, and is suitable for the proposed type of development, and the subdivision provides proper access easements for ingress, egress, public utilities and public services.

Environmental Review

The project site, which is 3.8 acres in size, is considered an in-fill site that is substantially surrounded by urban uses and does not contain significant natural habitat for endangered species. The development proposal is consistent with the General Plan and Zoning Ordinance, does not result in any significant effects related to traffic, noise, air or water quality, and is adequately served by all required utilities and public services. Thus, it could qualify for an exemption from further environmental review per Section 15332 of the California Environmental Quality Act (CEQA). However, due to the size of the project and to ensure that any potential impacts were thoroughly evaluated, the City retained an environmental consultant, David J. Powers and Associates (DJPA), to prepare an initial study in compliance with CEQA. Based on the findings in the Initial Study, supported by the technical studies, it was determined that there were not any significant impacts that necessitated the preparation of an Environmental Impact Report (EIR). Thus, a Mitigated Negative Declaration (MND) has been prepared (Exhibit C in the Draft Resolution)

The Initial Study, which is included as Attachment F, includes the following technical studies:

- Air Quality and Greenhouse Gas Assessment (Appendix A)
- Arborist Report (Appendix B)
- Geotechnical Investigation (Appendix C)
- Phase I Environmental Site Assessment Report (Appendix D)
- Noise and Vibration Study (Appendix E)
- Traffic Impact Analysis (Appendix F)

The Initial Study identified potentially significant effects related to Air Quality, Biological Resources, Cultural Resources, and Noise. These potentially significant effects are primarily related to construction activities and can be reduced to a less than significant level with appropriate mitigation measures. These potential effects and the mitigation measures to reduce their impact are discussed within the Initial Study and the mitigation measures are included in the MND. The MND finds that all potentially significant impacts identified can be mitigated, that the proposed project conforms to the City's General Plan and Zoning Ordinance, that because of its in-fill location, new public services and utilities are not required, and the project will not adversely impact fish and wildlife resources or their habitats. Therefore, staff recommends the adoption of an MND as part of the project approval.

The Initial Study and MND were published on Thursday, July 11, 2019 and made available for public review for a period of 30 days. The public review period ended on Friday, August 9, 2019 at 5:00pm. To advertise the public review period, the Notice of Intent to Adopt a Mitigated Negative Declaration was sent to the California Office of Planning and Research (OPR), posted at the Santa Clara County Clerk-Recorder's office, published in the *Town Crier* and mailed to all property owners within 500 feet of the site. During the public review period, two comment letters related to the environmental review were submitted to the City – One from the President of the Homeowners Association at 5100 El Camino Real and the other from Caltrans. Subsequent to the completion of the public review period, three additional letters that provided comments on the environmental review, all containing the same text, were submitted. However, none of the letters identified any potential environmental effects that had not been evaluated or presented evidence to make a fair argument against any of the information contained in the Initial Study. Thus, no specific responses to comments or revisions to the Initial Study or MND were necessary. These comment letters are contained in Attachment E.

Public Contact and Correspondence

For this meeting, a public hearing notice was published in the *Town Crier* and mailed to the 454 property owners and business tenants within 1,000 feet of the site. A public notice billboard with color renderings was installed along the project's El Camino Real frontage and story poles to represent the corners of the proposed buildings were installed. A story pole certification letter from the project engineer is included as Attachment B. In addition to the required public notification, the applicant has conducted specific outreach to the owners of the directly adjacent properties at 5100 El Camino Real, and along Distel Drive and Casita Way.

To-date, staff has received 10 comment letters on the project, including the CEQA related comment letters. Two of the letters express support for the project and the affordable units that would be provided, one is from Caltrans with general comments relating to the State Route 82 (El Camino Real) and seven letters raise concerns about the project related to traffic impacts, off-site parking, noise and

Subject: Proposed 196-Unit Multiple-Family Development at 5150 El Camino Real

air quality impacts from the construction, and aesthetic impacts from the new buildings on the adjacent residential properties. These comment letters are included in Attachment E

Options

The Planning Commission can recommend approval, approval with modifications, or denial of the proposed project. Any recommendation made by the Commission should be supported by the required findings contained in the Resolution. Once the Commission makes a recommendation, the Project will be forwarded to the City Council for consideration and final action.

MEMORANDUM

To: Los Altos Planning Commission
From: Eric Steinle
Subject: Proposed Development at 5150 El Camino Real
Date: September 5, 2019

INTRODUCTION

I want to bring to your attention deficiencies in the application to develop a condominium complex at 5150 El Camino Real.

The deficiencies in question concern the amount of parking offered by the developer.

Specifically, the deficiencies are these:

- ◆ The application and the staff report do not include or discuss the Los Altos Parking requirement.
- ◆ The application and the staff report incorrectly calculate the allowable adjustment of the parking ratio based on the density bonus for which this project qualifies.
- ◆ The application and the staff report gratuitously and inaccurately assert that the project may qualify for a further adjustment of the parking ratio, based on a mythical major transit stop.

DISCLAIMER

I offer this memorandum in my capacity as a citizen of Los Altos and not in my capacity as a city commissioner (Library). Further, I do not represent any group.

PARKING RATIOS

The parking ratio is the number of required parking spaces per some number of rooms. Different standards for calculating the applicable ratio use different configurations of rooms as the base for the calculation. Further, there is a parking requirement set out in the zoning law that may, under the right conditions, be adjusted, meaning reduced. For planning purposes, it is necessary to begin with the requirement, as any adjustment is properly a departure from the zoning requirement.

The Los Altos Parking Requirement

LAMC section 14.74.080 governs off-street parking in the CT zone. This is actually the parking requirement in Los Altos; any other calculation is an adjustment of the parking requirement, based on particular circumstances, and any adjustment must be requested by the developer, as “adjustment” here means “reduction.”

The CT zone off-street parking requirement is based simply on the number of rooms, excluding kitchens and bathrooms. This proposed development includes units with between one and four bedrooms, so the calculation is easy: two parking spaces for each home, plus one guest parking space for every four homes (or fraction of four, rounded up). There are 196 homes, so the total number of required spaces is $(2*196) + (1*(196/4)) = 441$.

For some reason, our planning staff chooses not to include this information in its agenda reports, even though it must be the beginning of any analysis and is certainly relevant to any departure from the zoning requirement. That provides important context for the eventual official determination of the parking ratio.

Adjusting the Parking Ratio

If the developer of a multifamily residence requests, and qualifies for, a density bonus, the law allows for an adjustment of the parking requirement by introducing an alternative parking ratio. This adjusted ratio uses, not the total number of rooms (excepting kitchens and bathrooms), but the number of bedrooms.

The adjusted ratio for a development qualifying for a density bonus is:

- for **one**-bedroom units, at least **one** parking space per unit;
- for **two**- or **three**-bedroom units, at least **two** parking spaces per unit;
- and for **four**-bedroom units, **two and one-half** parking spaces per unit.

Contrary to the parking requirement, the density-bonus adjustment includes visitor or handicapped parking.

This development includes a total of 338 bedrooms, distributed as

- 80 one-bedroom units (= 80 parking spaces)
- 94 two-bedroom units (= 188 parking spaces)
- 18 three-bedroom units (= 36 parking spaces)
- 4 four-bedroom units (= 10 parking spaces)

The total number of parking spaces required under the density-bonus parking ratio is, thus, 314.

Here, it appears that the developer is requesting an adjustment to the parking requirement, based on qualifying for a density bonus.

At the same time, in at least some of the documents submitted in support of this application, the developer seems to suggest that it might qualify for a further adjustment to the parking requirement, using a smaller ratio (no more than one-half space per bedroom, which would, here, mean a maximum of 169 parking spaces of any kind), based on two factors: its density bonus arises from the number of very-low-income units it has agreed to provide, and the development is within one-half mile of a major transit stop.

Gratuitously, the staff report repeats and elaborates on this claim. Both the developer and the staff are wrong.

The Myth of the Major Transit Stop

The staff report gratuitously offers a rationale for applying the lowest parking ratio

available under the law, based on an alleged major transit stop. In support, there is a brief opinion letter provided by Hexagon Transportation Consultants.

This issue was raised before the Complete Streets Commission's hearing on May 22 (not June 26, as stated in the staff report). However, the CSC declined to reach the issue of the correct parking ratio and voted to move the project along to this hearing.

Staff has raised this claim with respect to other projects on El Camino Real, so it is worth taking a few minutes to kill it, once and for all. It is a completely bogus claim, unsupported in law or fact.

The operative statutory authority is in the State Density Bonus Law, Government Code section 65915, subdivision (p)(2); and the Los Altos Density Bonus ordinance, LAMC section 14.28.040, section (G)(2)(b). The Density Bonus Law further refers to Public Resources Code sections 21155 and 21064.3, which are concerned with the definition of a major transit stop.

Here is the statutory language:

Government Code section 65915, subdivision (p)(2):

Notwithstanding paragraph (1), if a development includes the maximum percentage of low-income or very low income units provided for in paragraphs (1) and (2) of subdivision (f) and is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code, and there is unobstructed access to the major transit stop from the development, then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds 0.5 spaces per bedroom. For purposes of this subdivision, a development shall have unobstructed access to a major transit stop if a resident is able to access the major transit stop without encountering natural or constructed impediments.

LAMC section 14.28.040, section (G)(2)(b):

For low or very low income housing near major transit stop. Upon the request of the developer, the city shall not impose a parking requirement, inclusive of handicapped and guest parking, that exceeds one-half parking spaces per bedroom if:

- i. The development includes the maximum percentage of low or very low income units; and

- ii. The development is located within one-half mile of a major transit stop;
and
- iii. There is unobstructed access to the major transit stop to the development.

Public Resources Code section 21155, subdivision (b):

For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

Public Resources Code section 21064.3, in pertinent part:

“Major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Here, the project does offer the maximum percentage of very-low-income units, so it satisfies the first criterion set forth in LAMC section 14.28.040, section (G)(2)(b).

However, there are two more criteria it must meet.

The second criterion to meet is that it be within one-half mile of a major transit stop.

The staff report claims that the VTA transit station at Showers and Latham in Mountain View "is identified as a major transit stop." (Staff report at p. 5.) Curiously, it does not say *what authority* identified that as a major transit stop, nor on what basis this alleged identification was made.

Of course, the project must be *within* (= closer than) one-half mile of the alleged major transit stop, and this project and the corner of Showers and Latham are, according to Apple Maps, 0.6 miles apart, so the claim fails on that basis. But it also fails, because that place does not meet the statutory definition of a major transit stop.

Between them, Public Resources Code sections 21155 and 21064.3 give two ways to identify a major traffic stop.

First, using section 21064.3, it may be "the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute hours." The San Antonio Center (Showers and Latham) is served by these VTA lines during peak commute hours: 32 and 35, which run every 30 minutes; and 40, which runs about every 35 minutes. The only bus line with any connection to Los Altos that runs with the required frequency is the 22. Even if the 522 were somehow considered a separate line that "intersects" the 22, the nearest common stop is at Whole Foods, which is 0.5 miles away. Not "within" a half-mile.

Second, using section 21155, it may "includ[e] major transit stops that are included in the applicable regional transportation plan." There are no such stops on El Camino Real, because the El Camino BRT Project failed to obtain any support locally, and, thus, it is not included in the MTA Plan Bay Area.

The third criterion for determining whether something is a qualifying major transit stop, apart from the distance involved, is that there be unobstructed access to the transit stop. Government Code section 65915 further explains that access is unobstructed "if a resident is able to access the major transit stop without encountering natural or constructed impediments." I believe that having to cross El Camino Real during peak commute hours might well be considered a "constructed impediment."

Thus, there is nothing on or near El Camino Real that qualifies as a "major transit stop" as that is defined in the Density Bonus Law.

All of this was presented to the Complete Streets Commission. However, staff continued to maintain, as here, that this development is within one-half mile of a major transit stop.

It is unclear what value the Hexagon opinion letter was supposed to have. I would note that the letter adduces facts and law and applies the law to the facts. This is what

lawyers do. When it is done by someone not licensed to practice law, it is a misdemeanor, punishable by a jail term of up to one year, or a fine of up to \$1,000, or both. (Business and Professions Code, section 6126.)

The opinion letter “conclude[s] that the project site is located along an existing high-quality transit corridor and therefore qualifies as a transit priority project.” It bases this opinion on Public Resources Code section 21155, subdivision (b), which it quotes, but which the writer of the letter appears not to have read. The operative language is: “be within one-half mile of a major transit stop or high-quality transit corridor ***included in a regional transportation plan.***” I highlighted the important words. As explained above, El Camino Real is ***not*** included in the MTA Plan Bay Area (our regional transportation plan). Thus, irrespective of anything else, El Camino Real is not a qualifying “high-quality transit corridor.” Finally, while the 22 does stop at the project site, the 522 stops at Whole Foods and then not again until Castro, more than one mile away.

The myth of a “major transit stop” in Los Altos must be ended, officially.

PARKING REQUIRED FOR THIS DEVELOPMENT

The Los Altos parking requirement for this project is to provide 441 parking spaces, including visitor and handicapped parking.

However, the project offers very-low-income housing that permits it to claim a density bonus. Because it qualifies for a density bonus based on providing very-low-income homes, it also qualifies for an adjustment to the parking ratio. Based on the statutory limits, it must provide 314 parking spaces, including visitor and handicapped spaces.

There is no basis in law or fact for a further adjustment to the parking ratio.



September 5, 2019

SENT VIA EMAIL

Los Altos Planning Commission
1 North San Antonio Road
Los Altos, CA 94022

RE: Support – 5150 El Camino Real

Dear Chair Alexander Samek and Planning Commissioners,

The Bay Area Council endorses the mixed-use development proposed on 5150 El Camino Real.

As housing production remains shockingly low, the Bay Area continues to outpace regional job and population growth. ABAG projects that the Bay Area will need 823,000 new units of housing by 2040. Only 8 percent of this growth has occurred by 2015, highlighting the need for a focused effort to expand housing production to meet the needs of our broad range of household types. Without adequate housing supply at all income levels, we will continue to see our region's low and middle income residents displaced. Every city needs to do their part to address the region's housing shortage. According to the latest RHNA cycle report, the city has issued permits for 463 new homes, just short of its 477-unit RHNA goal. However, ninety-two percent (92%) of these homes are affordable to market rate families—those with incomes that exceed 120% of Area Median Income. Only four homes affordable to Very-Low Income (VLI) households were permitted, and no homes were permitted that are affordable to Extremely Low Income (ELI) households. There are 19 low-wage jobs in the city for every one housing unit that are affordable to low-wage households.

There is a significant need for additional housing in the City, especially at affordable levels. For this and other reasons described below, the Bay Area Council strongly supports this proposed housing development:

- **Affordability Levels** — 28 out of the 196 units will be BMR, catering to the needs of individuals who need cost-effective housing. BMR units are proportionally equally distributed throughout buildings and comparably sized to market-rate units.
- **Environmental Consciousness** — The plan proposes a minimal environmental footprint integrating low flush toilets and water collection detention and treatment as part of its efficient irrigation system. As part of the Townhomes themselves, they will be

constructed with recycled materials and furnished with energy efficient appliances, including solar panels, electric vehicle charging, and low energy LED light fixtures.

- **Neighborhood Collaboration** — In response to constructive comments by community residents, the project was amended with mutually beneficial alterations. The size of the Townhomes were scaled down to be more amenable for community residents, driveways and garages were reconfigured to reduce traffic congestion, and noise pollutants from garage doors and transformers were diminished.
- **Transit-Oriented Benefits** — The project site rests on VTA line #22 bus stop on El Camino Real, along with two major bus lines and 7 other stops within a 1 mile radius. Free bus passes will be given to residents, encouraging locals and workers to leverage existing infrastructure, reducing use of car travel and decreasing the environmental impacts of suburban sprawl.

The Council applauds Dutchints for introducing this well-planned project with ample community benefits. The project sponsor has demonstrated a strong commitment to engage, work with, and respond to the community. The State Density Bonus allows for three incentives, while the project is requesting only two: increased height of two condo buildings by 11 feet for a total of 56 feet per structure and reduction of parking stall dimensions to universal standard. We strongly support the project as proposed with added incentives and urge that no additional compromises are made that will result in the reduction of much-needed homes. We urge you to welcome these homes into your community and help provide housing for current and future generations in Los Altos. Please let us know if you have any questions.

Sincerely,



Matt Regan
Senior Vice President
Bay Area Council

From: [Kelly Hawkes](#)
To: [Jon Biggs](#); [Zach Dahl](#)
Subject: 5150 El Camino project
Date: Thursday, September 5, 2019 9:36:40 AM

Dear Planning Commissioners,

Regarding the 5150 El Camino project, I would like you to consider 3 aspects of the design of the project that are important to me.

- I hope that mature tall non-allergenic trees can be placed on the south side of the property. These will enhance the privacy and reduce the impact of such large buildings near the residential neighborhood. I recommend redwood trees as they have the capacity to grow very quickly and tall.
- I am concerned that the noise of the power transformer will be at or above the level of noise of the traffic from El Camino, as heard by the residents living on Casita Way.
- I am concerned that there will not be enough parking on the property for residents and guests and that many visitors will end up parking in front of my home due to the lack of parking.

Thank you for considering my requests.

Kelly D. Hawkes
708 Casita Way, Los Altos

California Renters Legal Advocacy and Education Fund

1260 Mission St
San Francisco, CA 94103
hi@carlaef.org



8/30/2019

Los Altos Planning Commission
1 North San Antonio Rd.
Los Altos, CA 94022
Zachary Dahl, Staff Liaison, zdahl@losaltosca.gov; Jon Biggs, Staff Liaison,
jbiggs@losaltosca.gov; administration@losaltosca.gov;
Via Email

Re: 5150 El Camino Real

Dear Los Altos Planning Commissioners,

The California Renters Legal Advocacy and Education Fund (CaRLA) submits this letter to inform you that the Los Altos Planning Commission has an obligation to abide by all relevant state housing laws when evaluating the above captioned proposal, including the Housing Accountability Act.

California Government Code § 65589.5, the Housing Accountability Act, prohibits localities from denying housing development projects that are compliant with the locality's Zoning Ordinance and General Plan at the time the application was deemed complete, unless the locality can make findings that the proposed housing development would be a threat to public health and safety. The most relevant section is copied below:

(j) When a proposed housing development project complies with applicable, objective general plan and zoning standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete, but the local agency proposes to disapprove the project or to approve it upon the condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by substantial evidence on the record that both of the following conditions exist:

(1) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or

conditions as they existed on the date the application was deemed complete.

(2) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

The Applicant proposes to construct a 192-unit multi-family development on a 3.8 acre site. The project will include 24 three-story townhouse units in the rear of the site and 172 condominium units in two five-story buildings along El Camino Real with one level of underground parking.

The above captioned proposal is zoning compliant and general plan compliant, therefore, your local agency must approve the application, or else make findings to the effect that the proposed project would have an adverse impact on public health and safety, as described above.

CaRLA is a 501(c)3 non-profit corporation whose mission is to restore a legal environment in which California builds housing equal to its needs, which we pursue through public impact litigation and providing educational programs to California city officials and their staff.

Sincerely,



Dylan Casey
Executive Director
California Renters Legal Advocacy and Education Fund

Subject: Resident Response to Planning Department Recommendation

“Dutchints Development envisions creating a community enhancing development project . . . the design takes into account special consideration for the single family property owners to the south of the property.”
from Project Narrative, page 1, App G of submittal to Commission by Applicant;

**CASITA WAY ASSOCIATION
RESPONSE TO PLANNING COMMISSION
AGENDA REPORT**

Meeting Date: September 5, 2019

Subject: Resident Response to Planning Department Recommendation re: 5150 ECR

Prepared by: Casita Way Association

- A. Summary of asks presented to Dutchints (prior to release of plans)
 - 1. Reduce the bulk and step back 5th floor facing Casita Way
 - 2. Provide full privacy landscape screening on sides facing neighborhood
 - 3. Minimize construction disruption
 - 4. Fund Safe Routes to School

- B. Key issues not clearly addressed by the Proposed Development
 - 1. Bulky and cookie cutter Mountain View architectural style, versus more recent Los Altos developments (Colonnade, First Street, Terraces, Packard Foundation)
 - 2. No studies performed on placing townhome parking half way below grade to help minimize bulk
 - 3. No information has been provided on viability of original concept design(s) for 100% townhomes shared with City Planners but not with the general public
 - 4. Transit hub/center definition is incorrectly interpreted and applied (see Eric Steinle memo)
 - 5. Transit centers are not within 0.5 mile radius: El Camino and Showers VTA stop is beyond 0.5 miles, and Caltrain at 1.1 miles walking distance
 - 6. No option presented to complete construction of all buildings in one single phase option
 - 7. Safety and on-site crew parking during construction is not addressed
 - 8. No options for mixed use in the proposed project to support vibrancy of the neighborhood (such as coffee shops, retail or library annex for young adults and children)
 - 9. Double dipping into incentives: incentives apply per condominium building 5150A and 5150B, i.e. one incentive/building versus currently one incentive/2 buildings
 - 10. Additional waivers are not counted as waivers, such as 1-3 foot architectural protrusions towards El Camino
 - 11. Transformer located towards neighbors and away from 5150 buildings
 - 12. No clear trash plan, and/or approved plan by Mission Trails
 - 13. No provision for passenger loading area on El Camino
 - 14. Inadequate # of guest parking spots (6)

Subject: Resident Response to Planning Department Recommendation

15. 5150 garage parking waiver of 8.5 ft width creates new standards for City of Los Altos public and private parking
 16. Insufficient bike locker space to promote more bike usage
 17. Lack of rainwater volume calculations and drainage plan
 18. Overall neighborhood traffic plan as result of multiple developments in-progress along El Camino is not in place
 19. Current landscape plan utilizing seedlings does not provide any privacy screening. Mature tree and shrub based landscaping plan is required
 20. Minimum green space is provided for residents of 5150
- C. Additional Casita Way Association and Neighborhood issues
1. Lack of an EIR for the largest single building and development in Los Altos. The default by developer and City has been towards a negative declaration
 2. Lack of clarity on intent for 745 Distel purchase by Dutchints, which if developed would surround the court on Casita Way with additional bulk
 3. Resident-only parking permits on Distel, Marich, Casita and Jordan for residents of those respective streets (covering 6pm to 6am) must be passed at the same time of any approval for 5150
- D. Attachments: Previous Letters and Correspondence to City Agencies and Commissions
1. Los Altos City Council Consent Calendar, Agenda Item #2, 23 October 2018
 2. Letter to Erik Hayden, 10 December 2018
 3. Memo to Compete Streets Commission from Eric Steinle
 4. Memo to Complete Streets Commission from Pierre Bedard
 5. Silicon Valley Marketplace Study, 2Q 2018

Casita Way Recommendation:

Recommend to the City Council:

1. REQUIRE an EIR – do not adopt the Mitigated Negative Declaration. An EIR is prudent given size of development and commercial history of the property and to be inclusive of the neighborhood
2. POSTPONE design review until issues are addressed and, DECLINE use permit and subdivision applications 18-D-05, 18-UP-07 and 18-SD-03 per the findings and conditions contained in the resolution (Attachment A)

Note: Public comments will be identified as such by being bulleted and bolded:

Casita Way Association

Caroline Bedard, Pierre Bedard, Kathy Bries, Clarence Chen, Charles Fine, Gordon Abraham, Charlotte Fisher, Mariannne Hawkes, Kelly Hawkes, Nelvin Gee, Sal Gomez, JP Lu, Shea Heath, Edith Huang, Sabra Abraham, Connie Musso, Lori Sevcik, Sri Subramaniam, Riya Shanmugam, Phan Truong, Randall Lowe, Matt Fisher, Clara Roa, Robert Hwang, Chih-Ling Chou, Debra Peterson, David Herlinger

Subject: Resident Response to Planning Department Recommendation

Comments specific to body of Staff Report Prepared by Zach Dahl – the Planning Commission Agenda Report September 5, 2019 (Public comments and response to the Staff Report are in bold)

Page 1: Environmental Review:

“An Initial Study and Mitigated Negative Declaration (IS/MND) have been prepared in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations § 15000 et. seq.) and the regulations and policies of the City of Los Altos. A 30-day public review and comment period for IS/MND was held between Thursday, July 11, 2019 and Friday, August 9, 2019. A copy of the IS/MND is included as Attachment F.”

- **The Initial Study and Mitigated Negative Declaration (IS/MND) was (rightly) focused on the project – on the property at 5150 itself – not on the surrounding neighborhood. The study, whose funding was initially pursued as being funding to justify a Mitigated Negative Declaration in the request for funding implies the outcome. The Planning Staff’s Agenda Report Summary regarding the procurement of Environmental Consulting Services for 5150 (included as Attachment 1) asked the question “Should the city retain a . . . consultant . . . to assist in the preparation of the initial study and mitigated negative declaration.” The Planning Staff has shown bias towards a mitigated negative declaration from the onset with unclear justification.**

Page 3: Background

“Planning Commission Study Session

On August 16, 2018, the Planning Commission held a study session to review and provide feedback on the project’s architectural and site design. The Commission expressed general support for the overall project concept, but raised concerns about various elements of its design. Specifically, the Commission noted that the project’s exterior materials, both composition and quality, should be improved, consider ways to reduce building bulk and mass, refine the design of the landscaping and common spaces, rethink the building entries at the Rengstorff intersection, consider adding additional on-site parking, provide a shade/shadow study and improve the landscape buffers along the residential edges. A copy of the Planning Commission study session minutes is included as Attachment C.”

- **The Casita Way Association and its members attended this study session. We have also attached our letter sent to the Commission prior to the study session. We have raised many of the issues about bulk and mass and poor compatibility with the neighborhood directly adjacent. Attachment 2 details some of these and provides a good timeline for events when and where these issues were raised.**

Subject: Resident Response to Planning Department Recommendation

Complete Streets Commission

“On June 26, 2019, the Complete Streets Commission held a public meeting to consider the project.”

- **Attached is a letter delivered to the Complete Streets Commission which summarized testimony not mentioned in this paragraph (see Attachment 3.) The letter specifically calls out inadequate process (two days to review), the lack of quality in the information (two year old traffic information used by the contractor), and no information about collisions occurring on Marich, Distel, Jordan, and Casita This study should be returned to City Streets for further analyses based on new data to ensure the safety of the key routes to school.**

Story Pole Installation

- **The applicant has promised but not delivered 3D renderings of the proposed development -- we have yet to receive them. We are thankful the story poles are up so we and the Commission can visually assess the bulk and mass of the structure. We invite each and every Planning Commissioner to walk our streets, backyards, and the development**

Pages 3-16: Discussion/Analysis

Page 3: General Plan

“The Land Use Element encourages intensification along the El Camino Real corridor while also requiring that new development be compatible with nearby residential land uses.”

- **The compatibility of the development with nearby residential land uses has not been established. Bulk against single story residential land use has not been effectively approached in the current project**

“The project is also consistent with the Community Design & Historic Resources Element and Economic Development Element since it . . . is designed to be sensitive to the nearby residential neighborhood and will be improving economic vitality along the Corridor.”

- **Improving the economic vitality along the Corridor is a City of Los Altos priority. However, there is no design element or options being proposed that addresses the improvement of the economic vitality along the Corridor. Ideas that would promote neighborhood and economic vitality have not been evaluated: retail, public library annex, green space.**
- **Multiple parties local to the neighborhood have lobbied the Council, Planning Commission, and Planning Staff on the topic of economic vitality and vibrancy. This has resulted in the acknowledgement that the El Camino Corridor exists, and the amending of notice provisions from 500 to 1,000 feet**

Subject: Resident Response to Planning Department Recommendation

Page 4: Zoning

- **Unclear whether the architectural projections proposed by the applicant are an incentive or a waiver. The applicant and staff do not clearly address the extension of architectural features protruding vertically and horizontally**
- **The basis for the parking and zoning variances are based on 5150's proximate (within .5 miles by statute) location a nonspecific transit center defined by a consultant and not by law. We read the law and interpret the law differently. See Attachment 4, letter from Eric Steinle to Complete Streets Commission.**

Page 5: Traffic and Circulation

- **The basis for the estimate and calculation methodology is unclear**
- **The traffic study does not account for the cumulative effect of all proposed development along El Camino within the relevant paths to safe schools for Los Altos High, Egan, Almond and Bullis**
- **There is no passenger loading in front of the building. Given size and scope of the development, passenger loading should be in the front of the building**
- **Traffic study used data which was approximately two years old for some of the study. This was stated by a consultant. Data should use projected growth into the next 5 years, and at time 5150 is projected to be completed. Historical data is backward looking**

Page 7: Parking

- **Fehr & Peers, baselined 17 residential developments in Mountain View, Palo Alto, Sunnyvale, and Santa Clara but none in Los Altos**
- **Given sufficient parking has been designed for 5150, the current residents on Distel, Marich, Jordan and Casita residential streets should be granted resident only permit parking for said-street residents. This should be active at start of construction**
- **Parking stalls have a proposed width of 8.5 feet, below the standard for Los Altos parking. This sets a precedence for downtown Los Altos future parking development**
- **The relevant transit centers (El Camino and Showers VTA stop and Caltrain) are beyond 0.5 mile radius. The Mapdevelopers.com measurement from the intersection of El Camino/Rengstorff (5150 El Camino) to VTA Stop at El Camino and Showers) exceeds 0.5 mile**

Page 8-9: Bicycle and Pedestrian Amenities

Subject: Resident Response to Planning Department Recommendation

- **Townhomes do not have bike parking. Assuming 4 people families in each townhome, 4 bicycles storage along with 2 cars is not reflected in current design**

Page 9: Design Review

“In order to approve the project, the Commission must make positive design review findings as outlined in Section 14.78.050 of the Municipal Code.”

- **The project does not meet the goals, policies and objectives of the General Plan and complies with any Zoning Code design criteria for the CT District as it focuses on 5150 only and does not holistically address the nearby 1) residential neighborhood and 2) the opportunity for mixed-use.**
- **The project does not have appropriate relationship with other structures in the immediate area in terms of height, bulk and design. The three story town homes are bulky structures in-themselves and do very little to transition and break up the bulk of the two large 5 story (6 including the elevator shaft) buildings.**
- **5150 lacks relationship to human scale, and is architecturally generic and drab, excessive use of beige/vanilla/brown tones**
- **Current project design does not compare to recent Los Altos architectural style, eg: Colonnade on El Camino, 100 1st Los Altos, 373 Pine – The Terraces, David and Lucille Packard Foundation. Current project design replicates current proliferation of condominium styles used in Mountain View**

Page 10: Landscaping and Trees

- **The developer has stated in the application proposal “the design takes into account special consideration for the single family property owners to the south of the property.” Greater and substantial consideration should be given to soft and evergreen landscaping to provide full privacy screening**
- **With poles now up providing a full view and appreciation to the proposed structures, the proposed landscaping in the application falls short of providing the minimum visual privacy screen. Landscaping with dense, mature trees at the onset of construction will mitigate the privacy concerns during and post construction**
- **The staff recommends that the current Potocarpus trees be kept during construction, implying that planting of mature trees will be deferred to later. Full privacy screening planting should be a requirement from start of project**

Page 11: Affordable Housing – Density Bonus and Development Initiatives

Subject: Resident Response to Planning Department Recommendation

- **Early design proposals with affordable housing (townhomes only, 2, 3, 4 floor condominiums) were not given a fully vetting with the public**
- **Not addressed in this proposal or in the evaluation by the Staff is the future governance, selection of affordable housing applicants. Are there preferences for City of Los Altos staff and services, school teachers, police, fire fighters? What governs affordability as BMR owner income grows substantially beyond initial status at application?**

Page 14: Use Permit

“Due to the location of the site along this section of the El Camino Real corridor and the mix of uses on the adjacent properties, it has limited commercial potential for the development of new retail or commercial space.”

- **We challenge this observation from the Planning Staff that the site has limited potential. A recent survey from 2018 by Cushman Wakefield of retail space by shows the Los Altos retail vacancy at 2.6% (see Attachment 5). There is no commercial or public use in the proposed application to contribute to the vibrancy of the development and the neighborhood**
- **A public library annex and some retail would contribute the quality of life of the neighborhood. Additional concepts must be explored before the El Camino Corridor becomes devoid of commercial activity or other uses that contribute to economic vitality**

Page 14: Environmental Review

- **Overall, the environmental review omitted the immediate residential area, focusing on 5150 exclusively. The city is pushing for the Negative Declaration. The development is too large to receive a Negative Declaration**
- **Sampling wells were dug at the site in the late 1990’s. Twenty years later it seems prudent to test the site again. 20+ year old tests are not old and prudency requires updates**
- **The noise and vibration study ignored the neighborhoods and the unique geographical features which impact the entire city. The space between the two condominiums could act as an amplifier, funnel noise, and create echo into the neighborhood immediate neighbor. A noise study must reflect the bulk and architectural shape reflecting noise vibration**
- **The proposed construction is in three sequential phases. Any future approval of 5150 El Camino building should require construction to be completed in one single expedited phase to minimize disruption on El Camino, the City of Los Altos and Mountain View, the surrounding neighborhood. The impact and risk of multi-year construction start and stops on traffic and residents has not been addressed.**

Subject: Resident Response to Planning Department Recommendation

Page 16: Options

- **We respectfully recommend that the Planning Commission postpone the decision to approve the proposed 5150 El Camino Development**
- **We invite the Planning Commission to individually visit the neighborhood and walk through our streets and backyards**
- **We believe the current design for 5150 is sub-optimal on multiple fronts: bulk, architectural style, considerations towards neighborhood, amongst other comments made in this response to the Staff Report**

Attachments



CONSENT CALENDAR
Agenda Item # 2

AGENDA REPORT SUMMARY

Meeting Date: October 23, 2018

Subject: Environmental Consulting Services for 5150 El Camino Real

Prepared by: Zachary Dahl, Planning Services Manager

Reviewed by: Jon Biggs, Community Development Director

Approved by: Chris Jordan, City Manager

Attachment(s):
None

- presy in of mitigated neg decl

Initiated by:
Staff



Previous Council Consideration:
None

Fiscal Impact: ??
None

Environmental Review:
Not applicable

Policy Question(s) for Council Consideration:

- Should the City retain an environmental consultant to assist in the preparation of the initial study and mitigated negative declaration for the new development application at 5150 El Camino Real?

??

Summary:

- A development application for a new multiple-family project with 197 units at 5150 El Camino Real was submitted to the City
- To assist in the preparation of an initial study and mitigated negative declaration as required under the California Environmental Quality Act (CEQA), the City solicited a proposal from David J. Powers & Associates, the City's on-call CEQA consultant

Staff Recommendation:

Authorize the City Manager to execute a professional services agreement with David J. Powers & Associates, Inc. to provide environmental consulting services related to the development application at 5150 El Camino Real for an amount not to exceed \$111,000



Subject: Environmental Consulting Services for 5150 El Camino Real

Options

- 1) Authorize the City Manager to execute a professional services agreement with David J. Powers & Associates, Inc. to provide environmental consulting services

Advantages: The City will utilize a highly experienced environmental consulting firm to assist in the preparation of the initial study and mitigated negative declaration for the new development proposal at 5150 El Camino Real

Disadvantages: None

- 2) Do not authorize the City Manager to execute a professional services agreement with David J. Powers & Associates, Inc. to provide environmental consulting services

Advantages: None

Disadvantages: The City will not utilize a highly experienced environmental consulting firm to assist in the preparation of the initial study and mitigated negative declaration for the new development proposal at 5150 El Camino Real

Recommendation

The staff recommends Option 1.

- 1) What is motivating the city to do this?
- 2) Site was a car dealership.
- 3) Need detailed EIR. Draft Traffic study was non conclusive even when the impact is obvious
- 4) No study of impact to neighborhood.
- 5) Who is benefiting from this development in Los Altos?

6) Safe ~~school~~ schools.
Traffic. Parking. Beer space.

Attachment 2

December 10, 2018

Erik Hayden
President, Hayden Land Company LLC
c/o Dutchints Development
5150 El Camino Real Suite E20
Los Altos, CA 94022

Dear Erik:

The 5150 El Camino development represents the largest residential project ever proposed in Los Altos. In a civic spirit, we have engaged and formally communicated with you, the Los Altos City Council, Planning Commission, and the City Planning staff, over the last few months. To date we have not had a direct response to our concerns and are unclear on how to continue to engage with you or the City. The community behind and adjacent to 5150 El Camino [(29 Units), 23 households and nearly eighty inhabitants] has crafted this message to ensure our previous communications and the voice of this community is not lost in the process.

We align with the City of Los Altos' language that asks developers to maintain the character of the Town of Los Altos (e.g., the Packard Foundation building, The Terraces, City Hall) in new developments. We think this philosophy makes sense as the City seeks higher urban densities, while ensuring that the impacted minority is given consideration.

Our requests will benefit the future residents of 5150 El Camino, the adjacent neighborhood, and the overall City of Los Altos. We believe these will make 5150 El Camino a more valuable property to its future residents and owners.

We request the following on the proposed 5150 El Camino development:

- 1) Limit the condominiums to four (4) floors with tiered effect to minimize bulk. Note that this was given as guidance by the Planning Commission to the developer at an early planning meeting. Three new developments in Mountain View along El Camino are four stories tall, not five.
- 2) Place townhome parking below or partial below grade to achieve a 2 floor building height effect (current structure first floor is below grade).
- 3) As earlier discussed in Planning Commission meetings, 3D rendering of project to get true view of height and blocking and to compare current height of 5150 vs. proposed height.
- 4) Install mature and fully screened landscaping to provide privacy to-from 5150 El Camino into neighboring residential neighborhood while retaining existing mature trees existing along the fence line.
- 5) No roof top decks
- 6) Provide two (2) parking stalls per unit

- 7) Contain dust from demolition and construction (e.g.: dust, asbestos, lead, paint).
Provide test samples and report from certified inspection services to neighborhood in advance and mitigation plan
- 8) Install 12' fences along perimeter
- 9) Use of softer building façade materials and strategies to soften the bulk
- 10) Light pollution is a measurable effect and lights in use today vs. lights used tomorrow can be measured. Keep lights low and pointing down to avoid light "pollution" into neighborhood
- 11) Construct townhomes and condominiums in one phase versus spread out across 3 long, protracted phases to minimize demolition and construction noise, debris, and general nuisance
- 12) CC&R to include landscape replacement of equal height upon death of landscape
- 13) CC&R to prohibit storage of bikes, hanging laundry, and/or BBQs on decks and/or patios
- 14) Fund and install marked bike lanes and traffic calming devices on: Distel, Marich, Casita Way to High School, and Jordan, E. Portola to Egan and Bullis Charter
- 15) A plan for green space for the residents of 5150 El Camino, with play structures for children. Why is green space minimized?
- 16) A copy of the CEQA report when it becomes available
- 17) A copy of the traffic study impact within a one (1) mile radius taking into consideration 5150 El Camino residents and Safe Routes to Schools initiatives

We look forward to hearing from you regarding our requests, past and present.

Sincerely:

Caroline Bedard
 Pierre Bedard
 Kathy Bries
 Clarence Chen
 Charles Fine
 Gordon Abraham
 Charlotte Fisher
 Shehara Rapherpethy
 Morris Gadze
 Mavis Mudge
 Mariannne Hawkes
 Kelly Hawkes

Nelvin Gee
 Sal Gomez
 JP Lu
 Shea Heath
 Edith Huang
 Sabra Abraham
 Ram Chandra
 Carmen Crooks
 Zlatana Gadze
 Connie Musso
 Charlene Stanley

Lori Sevcik
 Sri Subramaniam
 Riya Shanmugam
 Phan Truong
 Randall Lowe
 Matt Fisher
 Clara Roa
 Allison Pon
 Sonny Kwok
 Chris Croudace
 Robert Hwang
 Chih-Ling Chou

CC:

Los Altos City Council
 Los Altos Planning Commission
 Los Altos City Planning Office

Previous communications:

May 24th the neighbors meet developer at Hillview Community Center (provided input)

June 26th 5150 El Camino Real Development Proposal meeting

http://los-altos.granicus.com/GeneratedAgendaViewer.php?view_id=7&clip_id=1365

Aug 16th 5150 ECR Application Presentation PC study session

http://los-altos.granicus.com/GeneratedAgendaViewer.php?view_id=7&clip_id=1383

Sept 26th the neighbors met the developer at one of the neighbor house

Oct 23rd Environment Consulting Services for 5150

http://los-altos.granicus.com/GeneratedAgendaViewer.php?view_id=7&clip_id=1405

Casita Way Community includes:

5100 El Camino Real (29 Units)

721, 727, Distel Drive

481, 469, 461, 431 Marich Way

691, 705, 709, 711, 713, 717, 721, 725, 731, 735, 739, 743, 745, 708, 706, 704, 702 Casita Way

Attachment 3

MEMORANDUM

To: Los Altos Complete Streets Commission

From: Eric Steinle

About: Item 4 on 22d May 2019 agenda

Date: 22d May 2019

I want to address Item 4 on your present agenda.

While I am a city commissioner (Library), I am speaking only for myself. I am also the president of the Peninsula Real Los Altos HOA, but I do not make these comments on behalf of the HOA.

Item 4 on your agenda is a review of the proposed development at 5150 El Camino Real. As one who has lived for ten years on El Camino Real, in the only residential development on El Camino Real that has been built to date (corner of El Camino Real and Los Altos Avenue), I think I can bring a particular perspective to the issues raised by this development proposal. The two developments are about the same size (3.5 acres for PRLA vs. 3.8 acres for 5150), but PRLA has 78 homes, including townhomes and a single podium building, with two underground parking spaces per unit (mostly 2- and 3-bedroom homes, with a few 1-bedroom homes and some visitor parking). The only other parking is on the streets.

I can tell you anecdotally that there is a fair amount of parking on the streets (ECR and Los Altos Avenue) by visitors, vendors, and sometimes by residents. Most of our homeowners have two cars, and some have more; we do have to police the visitor spaces to keep residents from parking there. We also have a VTA bus stop, for the 22 line, outside. I know for sure of only one resident who has used the bus to go to work with any frequency.

I am not aware of any compelling reason for the future residents of 5150 to act differently. It should be noted that only two of the properties used for the comparison study by the consultant are on El Camino Real. Moreover, as will appear, the consultant has made several errors in its assumptions and calculations. These errors make the study's conclusions doubtful. The staff agenda report's reliance on the consultant's study results in this commission's receiving misleading data.

The staff agenda report says, in pertinent part:

For multiple-family projects that include at least 10 percent of the units as affordable (below market rate) and are within 1/4 mile of a major transit stop, an on-site parking requirement of 1/2 space per bedroom is permitted (Zoning Chapter 14.28.040.G.2). Since the project has 196 units, with a total of 338 bedrooms, a minimum of 171 on-site parking spaces are required by the Code. As shown on the project plans, the project is providing a total of 290 on-site parking spaces, which includes 236 spaces in the underground garage for the condominiums, 48 garage spaces for the townhouses and six surface guest parking spaces along the parameter access road. Thus, the project is significantly exceeding the Zoning Code's on-site parking requirement for a project that includes affordable units and is accessible to public transit.

It should be noted that the developer has, in various submissions to Council and the Planning Commission, used a number of different calculations of the parking burden. See, for example, page 12 of the developer's submission on June 26, 2018, a copy of which I provide with this memo. Further, the tables that appear on pp. 4 and 5 of the staff agenda report have evidently been formatted incorrectly; although I believe the data are correct, the columns on p. 5 appear to have been mislabeled. This makes it difficult to calculate the true number of bedrooms being proposed in the development, and, as will appear, it is the number of bedrooms that matters here.

That said, both the consultant's report and the staff agenda report misstate the law. That misstatement leads to a mistake in calculating the developer's burden to provide adequate parking under both State and City law.

It is correct to say that the development includes 196 units, including both podium units and townhomes. It is also correct to say that, under both State and City law, the developer may be required to provide up to 314 parking spaces, including, of course, both underground and ground-level parking.

Here is how we get there:

Nothing in either the Density Bonus Law (Gov. Code, § 65915) or the Los Altos Municipal Code (Section 14.28.040) allows the developer to obtain an alteration of the parking standards. Under both State and City codes, as the developer is undisputably entitled to a density bonus, the developer may

ask the City to limit its parking standards, inclusive of guest and handicapped parking, to one space for a one-bedroom unit, two spaces for units with two or three bedrooms, and 2.5 spaces for units with four bedrooms. Here, that total comes to 314:

80 1-bedroom units = 80 parking spaces

94 2-bedroom units = 188 parking spaces

18 3-bedroom units = 36 parking spaces

4 4-bedroom units = 10 parking spaces

Total parking spaces = 314

These totals include all 196 units.

The law does provide for a downward alteration, not to exceed 0.5 parking spaces for each bedroom, but not on the terms suggested in the materials provided to this commission.

The Density Bonus Law, Government Code section 65915, states in pertinent part:

(p) (1) Except as provided in paragraphs (2) and (3) upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:

(A) Zero to one bedroom: one onsite parking space.

(B) Two to three bedrooms: two onsite parking spaces.

(C) Four and more bedrooms: two and one-half parking spaces.

(2) Notwithstanding paragraph (1), if a development includes the maximum percentage of low-income or very low income units

provided for in paragraphs (1) and (2) of subdivision (f) and is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code, and there is unobstructed access to the major transit stop from the development, then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds 0.5 spaces per bedroom. For purposes of this subdivision, a development shall have unobstructed access to a major transit stop if a resident is able to access the major transit stop without encountering natural or constructed impediments.

Everyone seems to have missed the definition of “major transit stop.” It seems that everyone assumes that a bus stop on El Camino Real is a “major transit stop.” However, the Public Resources code, at sections 21155 and at 21064.3 (referred to by section 21155), specifically defines this term.

Section 21155 says, in pertinent part:

(b) For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more

than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

Section 21064.3 says in pertinent part:

“Major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Thus, a “major transit stop” may be at “the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.” It may also be within one-half mile of a “high-quality transit corridor included in the applicable regional transportation plan.”

There are not two bus routes within one-half mile of 5150 that run with the required frequency; 22/522 does, but no other, according to the schedules published by VTA. Thus, as a matter of law, 5150 is not within one-half mile of a major transit stop under the first definition. It fares no better under the second definition. El Camino Real is not a “high-quality transit corridor included in the applicable regional transportation plan.” The Bay Area Regional Transportation Plan, part of the Metropolitan Transportation Agency’s Plan Bay Area, does not include El Camino Real, since the El Camino Real BRT Project failed to obtain the support of Los Altos and its neighbors. No matter how high the quality of El Camino Real and its buses, it

is not included in the “applicable regional transportation plan” and thus does not meet the definition of section 21155.

Because the Density Bonus Law does not provide that this development is entitled to request an alteration of the parking standards, as provided in both the Density Bonus Law and our Municipal Code, it falls into the default parking standards set out above.

For these reasons, I ask that you require that the developer provide the statutory number of parking spaces, including visitor and handicapped spaces: 314.

Attachment 4

29 August 2019

Pierre Bedard
721 Casita Way
Los Altos, CA 94022
To: Los Altos City Safe Streets Commission via Jaime Rodriguez

While I serve as a library commissioner for the City of Los Altos, the views expressed below are my own as a member of the Casita Way Association and a resident of Los Altos.

Commissioners,

Two months ago, I testified before this Commission about the traffic study presented in support of the El Camino 5150 project. I'm here to report that the Developer, Dutchints, and the Planning Department are happily trumpeting your approval of the Traffic Study to the world at large. It is prominent on the brand new Planning Development website, put there for the benefit of the public.

As part of my testimony, I (and others) asked some questions which remain unanswered.

The Casita Way Association, asked that this study be undertaken. We asked that the city to assess the safe routes available to kids going to Almond, Egan, and Los Altos High School in light of this (and other) development on El Camino. ***The point was not to buttress the application of a Developer about to subject the community to over three years of construction.***

Inadequate Due Process. The Commission posted the agenda two days before the meeting. Included in the revised agenda was over 200 pages of detailed pdf. The public had no chance to adequately review the documents. But, even with this very small window for review, the report, especially in the areas of parking, was rebutted in writing by two citizens. This is akin to when the Planning Department reached out to the City Council to fund the preparation of a Negative Declaration. They didn't even assess the need – the focus on the end result tromps on resident rights of review, however legally it's done

Where's Waldo? Where is the traffic hub? Where is the transit center used as the basis for all parking and traffic concessions? The Commission accepted the Dutchints word at face value. Erik Hayden stated that the parking was within state law. Zac Dahl from planning quickly chimed in and seconded it.

To: Los Altos City Safe Streets Commission via Jaime Rodriguez

29 August 2019

Page 2

Did I miss something? What law were you looking at? Was it the law as detailed in Eric Steinle's reasoned memo addressing the issue? Or is it just a subjective, biased assertion meant to justify the density bonus on 5150?

Carnage on Casita. This is why we wanted the Commission's involvement. My son was hit on Casita Way riding to Los Altos High, almost 15 years ago. Anecdotal evidence points to one major incident per month. Where is the incident data on Marich, Distel, and Casita? Do these records not exist?

How many children have been hit on Casita? How many accidents have occurred on Casita? What traffic calming measures have been taken on Casita, Marich, and Distel?

Is this data available to the City, the Commission, and the Planning Department. If so, can you share it before the next Planning Commission meeting on the 5th of September? It seems somehow relevant to the 5150 El Camino discussions.

Thank you.

Sincerely,

Pierre Bedard

For Casita Way Association

650.823.2463

pierre@bedard.com



ECONOMIC INDICATORS

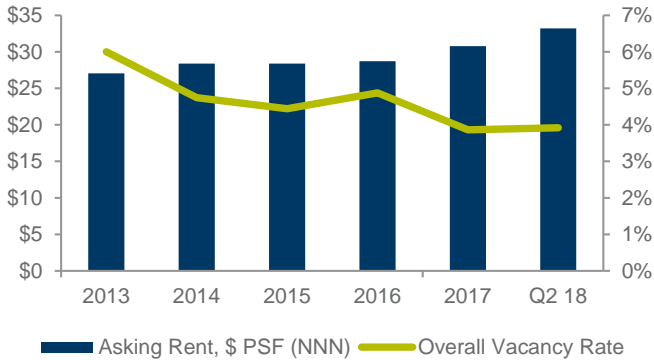
National	Q2 17	Q2 18*	12-Month Forecast**
GDP Growth	2.2%	3.0%	▲
CPI Growth	1.9%	2.8%	▲
Consumer Spending Growth	2.7%	2.5%	▲
Retail Sales Growth	4.3%	5.3%	▲

*Q2 18 Estimates. Values represent year-over-year % change.
 **Forecast by Cushman & Wakefield.

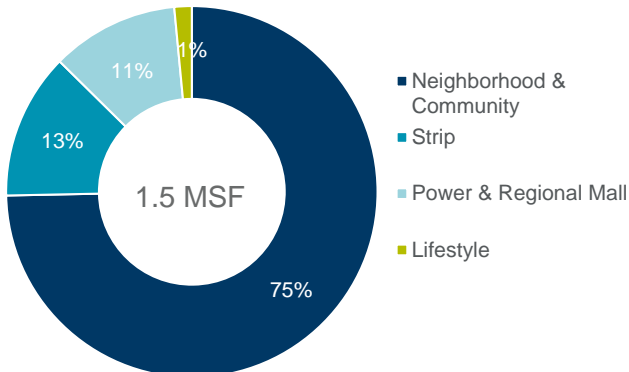
Regional	Q2 17	Q2 18	12-Month Forecast**
Median Household Income	\$113,800	\$118,100	▲
Population Growth	0.4%	0.4%	■
Unemployment	3.5%	2.8%	▼

Source: Moody's Analytics

Rental Rate vs. Overall Vacancy



Availability by Type



Economy

Silicon Valley continued to record employment gains in the second quarter 2018, though at a slower pace due to several factors including a market at full employment, slower in-bound migration (due to the cost of living) and some M&A activities. Nevertheless, tech companies, in particular, are still looking to expand here due to the sheer depth of talent in the Bay Area. According to the State of California Employment Development Department, the unemployment rate in San Jose Metro Area was 2.8% at midyear, a 70-basis-point (bps) decrease from last year's reading of 3.5%. Overall employment rose by +34,800 jobs or 3.2% year-over-year (YoY), which brought the total to over 1.1 million non-farm payroll positions as of May 2018. The median household income in Silicon Valley continued to be the highest in the country at \$118,100, a 3.8% increase YoY. This high record income and employment should boost shopping activity in the area.

Market Overview

Silicon Valley's retail vacancy rate increased slightly to 3.9% in the second quarter of 2018, up 20 bps from 3.7% in the first quarter. However, this is still below the 4.6% rate of one year ago. The current rate translates to 1.5 million square feet (msf) of vacant retail space, an increase from 1.4 msf in the first quarter. Most of the available space, however, was Class B or C product.

Santa Clara recorded the lowest vacancy rate in the region at 1.9%, followed by Palo Alto/Mountain View/Los Altos with 2.6% vacancy rate. Sunnyvale/Cupertino saw an uptick in its vacancy rate from 2.8% last quarter to 3.0% in the second quarter, mainly due to two sublease stores totaling 9,000 sf coming to market: McClellan Square at 10465 South De Anza Boulevard and 1039 Sunnyvale Saratoga Road. San Jose/Campbell/Los Gatos, Milpitas and Morgan Hill/Gilroy recorded 4.3%, 4.4% and 4.9% vacancy rates, respectively.

With almost no new construction deliveries, the increase in vacancy translates to 87,000 square feet (sf) of move-outs in the second quarter. The San Jose/Campbell/Los Gatos submarket saw the greatest volume of negative absorption at over negative 125,000 sf. One significant closure was Sears at Westfield Oakridge in South San Jose, part of the 250 Kmart and Sears stores closure nationwide. Santa Clara, Morgan Hill/Gilroy and Palo Alto, Mountain View/Los Altos recorded positive absorption of 53,000 sf, 22,000 sf and 16,000 sf, respectively.

MARKETBEAT

Silicon Valley

Retail Q2 2018



There was no major shopping center completion in Silicon Valley in the second quarter 2018. Additional new retail space came from the completion of a 2,500-sf building in Silver Oak Plaza in South San Jose. In addition, there is 569,000 sf of retail space under construction, including: CityLine Sunnyvale (previously Sunnyvale Town Center), a 275,000-sf lifestyle center in Sunnyvale and The Village at San Antonio Center Phase 1, a 144,000-sf community center in Mountain View.

THE TOTAL VACANCY RATE OF SHOPPING CENTERS IN SILICON VALLEY WAS 3.9% IN Q2 2018.

Despite uptick in vacancy, asking rents in Silicon Valley continued to increase in the second quarter. The average asking rent in Silicon Valley in the first quarter was \$33.21 per square foot (psf) on an annual triple net basis, up 11.1% from last year's figure of \$29.89 psf. The rental rates ranged from \$23.82 psf in Morgan Hill/Gilroy to \$48.06 psf in Palo Alto/Mountain View/Los Altos. These rates reflect what is currently available in the marketplace, most of which is Class B or C space. Asking rates for small shop space in Class A or newly completed projects are typically topping the \$70.00 psf mark with some projects exceeding \$80.00 psf.

The largest retail sales transaction in the Silicon Valley in the second quarter of 2018 was the 177,000-sf Macy's at 200 West Washington Avenue in Downtown Sunnyvale. San Hill Property sold the two-story building to CityLine, a lead developer of a project aimed at revitalizing downtown Sunnyvale, for \$95 million or \$537 psf.

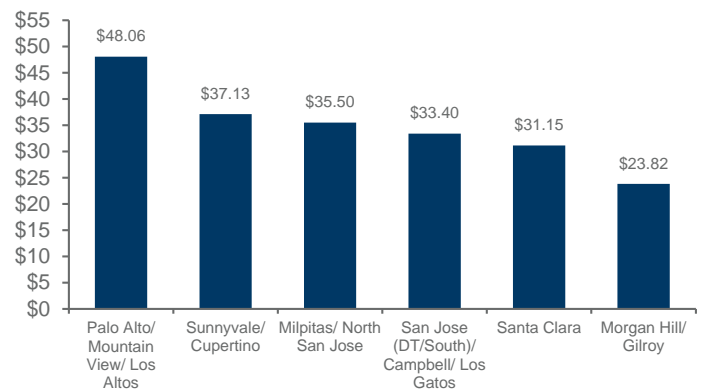
Outlook

- Residential growth, low unemployment and top national income stats will drive significant retailer interest in Silicon Valley.
- Occupancy gains will be concentrated in newly constructed space.
- Demand for Class A retail space will remain strong.
- Rental rates will continue to rise for quality space, while Class B and C will remain competitive.

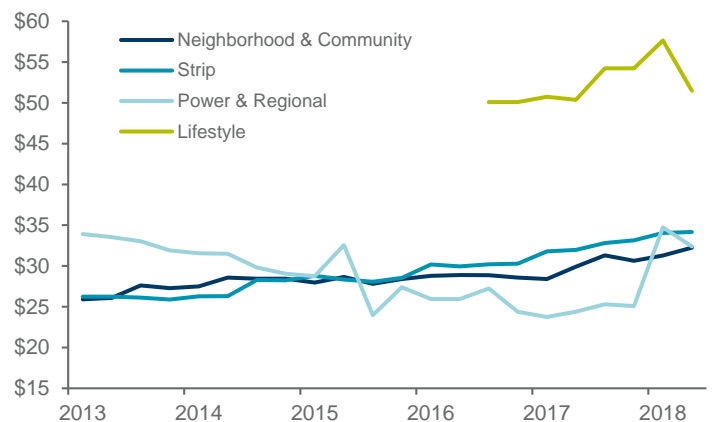
Market Indicators

	Q2 17	Q2 18	% Growth (1 Year)	12-Month Forecast
Overall Vacancy	4.6%	3.9%	-70 BPS	▼
Net Absorption (SF)	71,000	-87,000	-223.2%	▲
Under Construction (SF)	566,000	569,000	0.5%	▼
Average Asking Rent (NNN)	\$29.89	\$33.21	11.1%	■

Average Asking Rent by Market (psf/yr NNN)



Average Asking Rate by Type (psf/yr NNN)



MARKETBEAT

Silicon Valley

Retail Q2 2018



SUBMARKET	TOTAL BLDGS	INVENTORY (SF)	OVERALL VACANCY RATE	OVERALL CURRENT NET ABSORPTION (SF)	OVERALL YTD NET ABSORPTION (SF)	UNDER CNSTR (SF)	OVERALL AVERAGE ASKING RENT (NNN)
San Jose (DT/South)/Campbell/Los Gatos	875	18,353,847	4.3%	-125,743	-54,245	95,130	\$33.40
Sunnyvale/Cupertino	221	4,789,539	3.0%	-8,286	-34,958	275,000	\$37.13
Santa Clara	130	2,705,361	1.9%	52,681	39,364	0	\$31.15
Palo Alto/Mountain View/Los Altos	130	2,629,143	2.6%	15,935	2,129	193,751	\$48.06
Milpitas/North San Jose	246	5,037,942	4.4%	-243	84,123	5,400	\$35.50
Morgan Hill/Gilroy	167	3,949,977	4.9%	22,191	10,293	0	\$23.82

SHOPPING CENTER TYPE	TOTAL BLDGS	INVENTORY (SF)	OVERALL VACANCY RATE	OVERALL CURRENT NET ABSORPTION (SF)	OVERALL YTD NET ABSORPTION (SF)	UNDER CNSTR (SF)	OVERALL AVERAGE ASKING RENT (NNN)
Neighborhood & Community	1,006	25,665,073	4.3%	-41,777	-65,063	212,426	\$32.25
Strip	596	5,651,841	3.3%	-40,316	-25,661	24,704	\$34.17
Power & Regional	153	5,390,313	3.0%	2,145	106,308	57,151	\$32.39
Lifestyle	8	618,058	3.6%	-7,235	-12,596	275,000	\$51.49
SILICON VALLEY RETAIL TOTALS	1,763	37,325,285	3.9%	-87,183	2,988	569,281	\$33.21

*Rental rates reflect NNN asking \$PSF/year

Key Lease Transactions Q2 2018

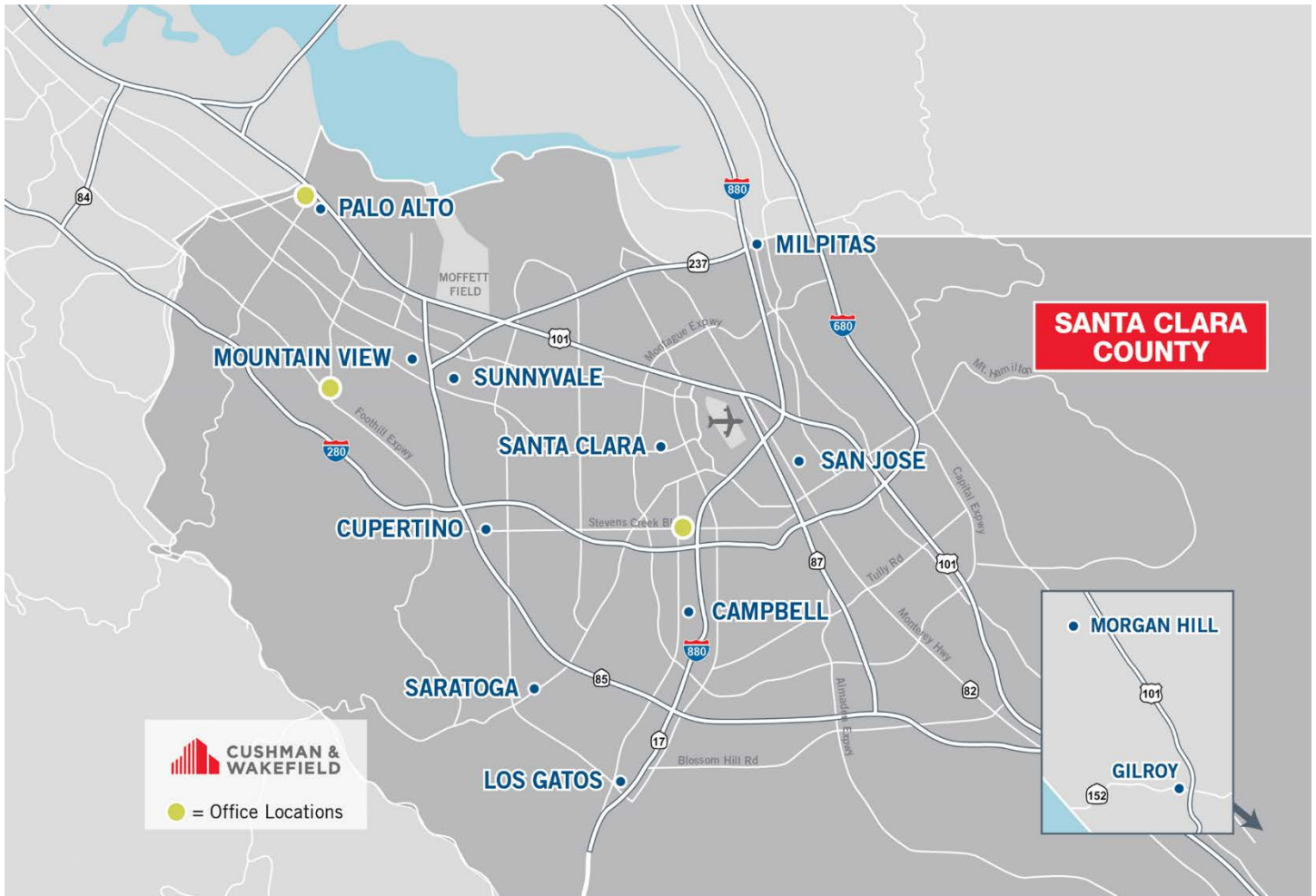
PROPERTY	SF	TENANT	TRANSACTION TYPE	SUBMARKET
2280 South Bascom Avenue	10,200	NC Fit	Lease	Campbell
449-451 Blossom Hill Road (Southgate Shopping Center)	4,000	Western Dental	Lease	San Jose
5377-5399 Prospect Road (Westgate West)	2,800	Happy Lemon	Lease	San Jose
449-451 Blossom Hill Road (Southgate Shopping Center)	2,500	Sprint	Lease	San Jose

Key Sales Transactions Q2 2018

PROPERTY	SF	SELLER/BUYER	PRICE / \$PSF	SUBMARKET
200 West Washington Avenue (Macy's)	177,000	Sand Hill Property Co / SARES-REGIS Group JV Hunter Properties	\$95,000,000 / \$537	Sunnyvale
1388 South Bascom Avenue	63,100	Edwin Tom Yee / Bay West Group	\$37,300,000 / \$591	San Jose
82 East Santa Clara Street (Hank Coca's Downtown Furniture)	43,200	Hank Coca's Downtown Furniture; Henry Coca / Leisure Sport	\$6,500,000 / \$150	San Jose
1954 Old Middlefield Way	16,200	1954 Old Middlefield Way LLC / John Bertolotti	\$6,900,000 / \$422	Mountain View

RETAIL SUBMARKETS

SILICON VALLEY



Cushman & Wakefield
425 Market Street, Suite 2300
San Francisco, CA 94105

For more information, contact:
Soany Gunawan, Senior Analyst
Tel: +1 415 658 3665
soany.gunawan@cushwake.com

About Cushman & Wakefield

Cushman & Wakefield is a leading global real estate services firm with 45,000 employees in more than 70 countries helping occupiers and investors optimize the value of their real estate. Cushman & Wakefield is among the largest commercial real estate services firms with revenue of \$6 billion across core services of agency leasing, asset services, capital markets, facility services (C&W Services), global occupier services, investment & asset management (DTZ Investors), project & development services, tenant representation, and valuation & advisory. To learn more, visit www.cushmanwakefield.com or follow @CushWake on Twitter.

Copyright © 2018 Cushman & Wakefield. All rights reserved. The information contained within this report is gathered from multiple sources considered to be reliable. The information may contain errors or omissions and is presented without any warranty or representations as to its accuracy.

From: [Pierre Bedard](#)
To: [Jon Biggs](#); [Zach Dahl](#)
Subject: Fire dangers to the immediate neighborhood as a result of 5150 construction
Date: Thursday, September 5, 2019 2:01:44 PM

I am writing as a resident and not as a member of the Library Commission.

I'm sending this comment in a separate email to ensure that the issue is addressed in writing as part of the record.

I am one of the leaders of the neighborhood BAT team. As such, I am worried about the immediate proximity of our neighborhood to the proposed 5150 site. I don't want to be an alarmist and I am not implying that there will be a fire. Far from it. But recent history in Santa Clara County accent my fears.

The recent fire in Santa Clara at Scott and El Camino is a case in point. Only 58 units burned, but it happened during construction.

The other fire which needs to be looked at is Santana Row, which started fires in other properties far away.

Both fires occurred during construction, a high risk time. Can these (and other fires) be studied prior to moving forward?

Please forward this concern to the planning commission. We don't need to make Los Altos synonymous with Santa Rosa, just because we didn't think it through. It needs to be considered and addressed. As a safety issue, it will not go away.

--

Pierre Bedard
pierre@bedard.com
650 823 2463
amazon.com/author/pierrebedard

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: 5150 El Camino project submitted by Dutchints
Date: Thursday, September 5, 2019 8:56:39 AM

FYI

From: Andrew Farmer <emanatsuj@gmail.com>
Sent: Wednesday, September 04, 2019 11:00 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: 5150 El Camino project submitted by Dutchints

Dear Planning Commissioners,

Thank you for support and time reviewing the 5150 El Camino project submitted by Dutchints scheduled for your review on Thursday, Sept. 5. As part of the Casita neighborhood, I am concerned about you addressing the following points below in your review.

- Reducing the bulk, cookie-cutter Mountain View condo-style architecture, and step backs on 5th floor
- Treeline height and composition, and design for privacy
- Construction disruption
- Fund Safe Routes to School
- Construction is scheduled in three phases: it needs to be one phase
- No mixed use in the proposed project to support vibrancy of the neighborhood (such as coffee shops, retail or library extension for young adults and children)
- Safety and crew parking during construction is not addressed clearly
- Transformer located towards neighbors and away from 5150 buildings and low frequency noise
- Transit hub definition is incorrectly used in parking requirements

- No clear trash plan, and/or approved plan by Mission Trails
- No passenger loading area on El Camino
- Inadequate parking for the number of units and inadequate guest parking
- Overall neighborhood traffic plan as result of multiple developments in progress along El Camino
- Minimum green space offered by plan

We look forward to working with the City Council and Planning Commission to ensure that Los Altos continues to be a safe and vibrant place to live and work.

Thank you

Andrew Farmer
(Los Altos Resident)

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: 5150 El Camino project
Date: Wednesday, September 4, 2019 1:15:02 PM

FYI

From: claude nagamine <cmnagamin@gmail.com>
Sent: Wednesday, September 04, 2019 12:14 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: 5150 El Camino project

Dear Jon Biggs,

Thank you for reviewing the 5150 El Camino project submitted by Dutchints for the meeting on Thursday, Sept. 5.

As a condo owner at 5100 El Camino, we will be directly impacted by this project. I am specifically concerned about the following and hope you will address them in your review.

- Inadequate parking for the number of units being built. This is critical given that we are already seeing congested parking on Distel Drive during the week. Can they make 2 levels of underground parking?
- Treeline height and composition, and design for privacy especially for the sides facing 5100 ECR and the single level homes on Casita.
- Construction is scheduled in three phases. Could it be reduced to one phase to avoid disruption to neighbors over a prolonged period of time.
- Parking for workers during construction is not addressed. Given that parking on ECR is limited, are they planning to park on Distel Drive?
- Any transformers emitting low frequency noise should be located away from neighbors.

- No clear plan for trash pick up and the accompanying noise. Will this be on ECR or on the lane next to 5100 ECR?
- Minimum green space offered by plan, especially along ECR.

We look forward to working with the City Council and Planning Commission to ensure that Los Altos continues to be a safe and vibrant place to live and work.
Thank you

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: 5150 El Camino Real Development
Date: Wednesday, September 4, 2019 6:40:21 AM

FYI

From: Ellen Dolich <edolich@comcast.net>
Sent: Tuesday, September 03, 2019 9:45 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: 5150 El Camino Real Development

Dear Mr. Biggs,

As Board President of 5100 El Camino Real, a condo community adjacent to the planned 5150 development, I've written several times about our Board's and Owners' concerns about building height, inadequate parking, traffic and other issues regarding this project.

I echo the points that others have written to the planning commission. They reflect our concerns as well.

They are:

- Reducing the bulk, cookie-cutter Mountain View condo-style architecture, and step backs on 5th floor
- Treeline height and composition, and design for privacy
- Construction disruption
- Safe Routes to School
- Construction scheduled in three phases: it needs to be one phase
- No mixed use in neighborhood to support vibrancy, entertainment and shopping (such as coffee shops, retail or library extension for young adults and children)
- Safety and crew parking during construction is not addressed clearly
- Transformer located towards neighbors and away from 5150 buildings and low frequency noise
- Transit hub definition is incorrectly used in parking requirements
- No passenger loading area on El Camino
- Inadequate parking for the number of units and inadequate guest parking
- Overall neighborhood traffic plan as result of multiple developments in progress along El Camino in Mountain View, Palo Alto and Los Altos
- Our neighborhood needs a park—What about 745 Distel as a possible green space/park?

Thank you for your help in making Los Altos a safe and good place to live. I plan to be at the planning

meeting this Thursday night.

Best regards,

Ellen Dolich
5100 ECR

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: 5150 EL Camino
Date: Wednesday, September 4, 2019 6:40:05 AM

FYI

From: Weiyan Farmer <weiyanfarmer@yahoo.com>
Sent: Tuesday, September 03, 2019 8:54 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: 5150 EL Camino

Dear Planning Commissioners,

Thank you for support and time reviewing the 5150 El Camino project submitted by Dutchints scheduled for your review on Thursday, Sept. 5. As part of the Casita neighborhood, I am concerned about you addressing the following points below in your review.

- Reducing the bulk, cookie-cutter Mountain View condo-style architecture, and step backs on 5th floor
- Treeline height and composition, and design for privacy
- Construction disruption
- Fund Safe Routes to School
- Construction is scheduled in three phases: it needs to be one phase
- No mixed use in the proposed project to support vibrancy of the neighborhood (such as coffee shops, retail or library extension for young adults and children)
- Safety and crew parking during construction is not addressed clearly
- Transformer located towards neighbors and away from 5150 buildings and low frequency noise
- Transit hub definition is incorrectly used in parking requirements
- No clear trash plan, and/or approved plan by Mission Trails
- No passenger loading area on El Camino

- Inadequate parking for the number of units and inadequate guest parking
- Overall neighborhood traffic plan as result of multiple developments in progress along El Camino
- Minimum green space offered by plan

We look forward to working with the City Council and Planning Commission to ensure that Los Altos continues to be a safe and vibrant place to live and work.

Thank you

Weiyan

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: 5150 project
Date: Thursday, September 5, 2019 10:37:13 AM

FYI

-----Original Message-----

From: Vivien D'Andrea <mamadoc650@gmail.com>
Sent: Thursday, September 05, 2019 10:30 AM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: 5150 project

Dear John

I know you are hearing from a lot of neighbors about the 5150 project. I won't repeat all the excellent points that Pierre Bedard wrote in his letter though I agree with all of them. I especially am concerned about the extreme height of the building. I drive down Casita Way every day to work and after seeing the story poles I was aghast at how high this building will be, looking directly into our neighbors' yards and homes. How horrible for them.

I am not one who is against change and improvements in our town. I am a 27-year Los Altos and I support most of the downtown improvements and even the requests for 3rd stories there. It is in a retail area, not a neighborhood. But this building is directly affecting our neighborhood and should be scaled to size to fit the neighborhood it directly affects. I am also concerned about the increasing traffic along the El Camino Real corridor. I drive it daily to work and the commute is getting worse and worse with all the condos/apartments built in the past 5 years. We need housing, but have to be cognizant of the density pressure on all of us for years to come.

Thanks so much for listening.

Vivien D'Andrea, MD
LEAD participant 2019

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: Letter to Los Altos Planning Commissioners, 5150 El Camino Real
Date: Wednesday, September 4, 2019 6:39:46 AM

Emails regarding 5150 are arriving.

Jon

From: Edith Huang <kyteusa@yahoo.com>
Sent: Tuesday, September 03, 2019 5:39 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Cc: Phan Truong <phan_truong@yahoo.com>; ed huang <kyteusa@yahoo.com>
Subject: Letter to Los Altos Planning Commissioners, 5150 El Camino Real

Please forward this email to all Planning Commissioners.

Planning Commissioners,

According to the planning commission's study session on August 16, 2018, commissioner McTighe, Bodner, Enander, Samek and Bressack, all had instructed the developer of [5150 El Camino Real](#), to follow certain landscaping recommendations, but so far there have been no modifications.

In our the recent neighborhood meeting with Mr Erik Hayden, who represented the developer on August 13, the subject of landscape was discussed and the request by Casita Way neighbors to provide mature landscape privacy screening was reiterated.

The following points were made by Dutchints:

1. According to "Tree Disposition Plan", all the existing mature 87, includes trees behind Casita Way will be removed and replaced with 24 box-size trees. The implication here is that there are not enough trees, and no mature trees to provide privacy screening.
2. Developer claimed it's within his right of property to do any work regrading of the land, including excavate/grading land immediately adjacent to our fence, and will be cutting into the tree roots of mature trees on our side of the fence. The implication is that this endangers trees on our properties and creates a hazard, and the developer has claimed it's not their problem.
3. Dutchints said the arborist report provided by them stated that all trees behind Casita way are "fair" or worst conditions. The implication is that this is the reason to remove otherwise healthy trees.

Therefore I am asking you, our City Planning Commissioners, to represent us in requesting the

developer to make the following modifications to minimize the impact. We believe this is within reason.

- 1) No grading along property line that puts our trees at risk, and creates hazards from destroying root systems. We believe they can extend existing grading to 20' green buffer zone.
- 2) Revise drainage -- currently drainage is drained into the property line facing Casita Way. That is a lot of volume at peak rain being dumped towards us. We believe they can drain towards green drains to the front and middle of the property.
- 3) Keep all the existing trees (Monetary pine, coast live oak, and privet trees) along Casita Way fence unless it's mutually agreed by both owners.
- 4) Install mature evergreen trees along the buffer zone, capable of providing full privacy screening height (from eye level on Casita Way to roofline of 5150 Condos) within 2-3 years. Trees selection to be mutually agreed with Casita Way residents
- 5) Keep green buffer zone according to its function! No installation of fire hydrants. Transformers must have noise attenuating enclosures or relocate to other sites.
- 6) Have the buffer zone landscape complete prior construction since this construction duration will last several years. The earlier the trees are planted the sooner the trees can get established.
- 7) Based on the story pole installation and current design of the condominiums, to better preserve our family's privacy and that of our neighbors, the balconies should be removed from the south face of the fifth and fourth floors of the condominiums.

Regards,

Charles Fine
Edith Huang
Randall Lowe
Phan Truong
(Residents of Casita Way)

[Sent from Yahoo Mail for iPhone](#)

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: One additional point?
Date: Thursday, September 5, 2019 8:55:54 AM

FYI

From: Andy Dolich <andy.dolich@gmail.com>
Sent: Wednesday, September 04, 2019 6:51 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: Re: One additional point?

Mr. John Biggs

It is my understanding that there is no Environmental Impact Report (EIR) required for the project under consideration at 5150 El Camino Real..

The ongoing construction of residential buildings on the nearby El Camino Real Corridor has forced PGE to schedule residential power interruptions, some lasting all day. This causes a domino effect of disruption, today being an example of no power from 9AM-5PM.

This is just one example that the quality of life (environmental impact) will clearly change for the worse without truly understanding how our neighborhood and the people in it will function in the near future.

Thank You

Andy Dolich
Dolich Consulting

5100 El Camino Real, #208

408-569-3565
andy.dolich@gmail.com

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: Parking and Traffic Issues, and EIR for 5150 El Camino Real
Date: Thursday, September 5, 2019 1:06:00 PM

FYI

From: Christopher Croudace <ccroudace@berklee.edu>
Sent: Thursday, September 05, 2019 12:10 PM
To: Jon Biggs <jbiggs@losaltosca.gov>; City Council <council@losaltosca.gov>
Cc: roger heyder <mrheyderus@yahoo.com>; Roberta Phillips <robertaphillips1@gmail.com>; Pierre Bedard <pierre@bedard.com>
Subject: Parking and Traffic Issues, and EIR for 5150 El Camino Real

Roger Heyder and Chris Croudace, Los Altos residents, state:

Good afternoon Planning Commissioners and Councilmembers.

REQUIRE TWO-CAR ON-SITE PARKING FOR NEW EL CAMINO BUILDINGS, INCLUDING 5150 EL CAMINO

We ask that you propose an ordinance that requires at least two on-site parking spaces for each of the residential units that are planned or proposed for the new buildings on El Camino. This needs to also cover 5150 El Camino. Regardless of what the developers say, many or most of the new residents of these buildings will undoubtedly have two cars, and the current plans allow less than two cars per unit. Allowing less than two on-site spaces per unit will result in cars being parked permanently on many of our adjacent single-family residential streets, which is grossly unfair to the residents of those areas, and is a safety hazard for the children and others who use those streets.

EIR IS REQUIRED FOR 5150 EL CAMINO

We have been informed that a negative declaration is being considered for 5150 El Camino. An EIR is required for that project, and a negative declaration would clearly be inadequate.

An EIR is required under CEQA "whenever it can be fairly argued on the basis of substantial evidence that [a] project may have significant environmental impact." *Friends of 'B' Street v. City of*

Hayward, 106 Cal.App.3d 988 (1980). The lack of parking currently planned for the 5150 El Camino project, and the significant increased parking and traffic that will result on adjacent single-family residential streets from it demands that an EIR be prepared. In addition, the 200-unit, 5-story project is immediately adjacent to single family residences in the rear, with no barriers or adequate distance between them to shield the residences from the noise, loss of privacy and impact of the newly proposed buildings. Finally, the 5150 project is the biggest building project ever proposed in Los Altos. An EIR is legally required for the 5150 project for all these reasons.

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: Planning commission matter
Date: Thursday, September 5, 2019 3:06:17 PM

Another one.

Jon

From: Matt Hershenson <matt.hershenson@gmail.com>
Sent: Thursday, September 05, 2019 2:51 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: Planning commission matter

Mr. Biggs,

I am unable to attend tonight's planning commission meeting in person, but wanted to have my voice heard in an issue, so I'm emailing you.

I live at 682 Casita Way. I am writing regarding the proposed development at 5150 El Camino.

I am not strictly "anti development" and appreciate efforts to provide lower cost housing options as part of new developments.

However I really value the character of Los Altos and the residential street where I live.

I strongly believe the proposed project at 5150 threatens this character and alters Los Altos for me and my neighbors in a significant and permanent way. The development is much taller than the building there now (this isn't a guess, this is clear from the story poles) and from the front door of my house instead of seeing other houses, and sky, I would see the upper floors of the proposed building. This is not good. This is not what we should have in Los Altos.

I'm not suggesting that there shouldn't be building, but just that it's size should be moderated. There's no need to build a five story building in sight of residences.

In addition, they're proposing to provide far less parking than is really realistically needed for the number of residents they propose to have. This will mean that is selling will should over into my neighborhood and make it inconvenient for my neighbors and our guests.

I appreciate your service to the community as a member of the planning commission. Please see the she care of our community and requires the developer to scale back their plans so they don't make the lives of neighbors worse.

Sincerely,
Matt Hershenson

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: Planning Commission Outreach Request - 5150 El Camino Project
Date: Friday, August 30, 2019 1:21:17 PM

FYI

From: Lori Sevcik <loriandshea@mac.com>
Sent: Friday, August 30, 2019 11:35 AM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: Planning Commission Outreach Request - 5150 El Camino Project

Hi Mr. Biggs,

My name is Lori Sevcik and I live in the Casita Way neighborhood of Los Altos. I was reaching out in hopes to be connected to the Planning Commission representatives in order to invite them to walk with a few neighbors to review the project at 5150 now that the story poles are up and the project is on the Planning Commission agenda for Sept. 5.

We had the opportunity to host several city council members and wanted to extend the same invitation to the Planning Commission in hopes that we can have an open conversation about the 5150 El Camino building that is currently moving through the construction process for the City of Los Altos.

We were very encouraged by Mrs. Bruin's recommendation to reach out to the Planning Commission to meet with them individually and we are optimistic for the opportunity.

If you could assist by passing this email to the commissioners we would greatly appreciate it.

Of course if you have any questions or concerns please feel free to reach me via this email or at [650-315-6179](tel:650-315-6179).

Thank you for everything you do for Los Altos.

We look forward to hearing from you.

All the best
Lori Sevcik

Sent from my iPhone

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: Planning Commission Outreach Request - 5150 El Camino Project
Date: Friday, August 30, 2019 1:22:42 PM

FYI

From: Jon Biggs
Sent: Friday, August 30, 2019 1:21 PM
To: Los Altos Planning Commission <PlanningCommission@losaltosca.gov>
Subject: FW: Planning Commission Outreach Request - 5150 El Camino Project

Honorable Chair and Members of the Planning Commission,

I am passing along an invitation from a Citizen that lives in the Casita Way neighborhood to view the story poles that have been put up for the project at 5150 El Camino Real.

Please remember not to hit the reply all button so we avoid a conflict with the Brown Act.

Please feel free to contact me directly if you have any questions.

Jon

From: Lori Sevcik <loriandshea@mac.com>
Sent: Friday, August 30, 2019 11:35 AM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: Planning Commission Outreach Request - 5150 El Camino Project

Hi Mr. Biggs,

My name is Lori Sevcik and I live in the Casita Way neighborhood of Los Altos. I was reaching out in hopes to be connected to the Planning Commission representatives in order to invite them to walk with a few neighbors to review the project at 5150 now that the story poles are up and the project is on the Planning Commission agenda for Sept. 5.

We had the opportunity to host several city council members and wanted to extend the same invitation to the Planning Commission in hopes that we can have an open conversation about the 5150 El Camino building that is currently moving through the construction process for the City of Los Altos.

We were very encouraged by Mrs. Bruin's recommendation to reach out to the Planning Commission to meet with them individually and we are optimistic for the opportunity.

If you could assist by passing this email to the commissioners we would greatly appreciate it.

Of course if you have any questions or concerns please feel free to reach me via this email or at [650-315-6179](tel:650-315-6179).

Thank you for everything you do for Los Altos.

We look forward to hearing from you.

All the best
Lori Sevcik

Sent from my iPhone

From: [Chris Jordan](#)
To: [Jon Biggs](#); [Zach Dahl](#)
Subject: FW: Proposed Development @ 5150 El Camino Real
Date: Tuesday, September 3, 2019 2:37:09 PM

For the record...

From: Debbie Peterson <dpeterson@hotmail.com>
Sent: Tuesday, September 03, 2019 1:22 PM
To: City Council <council@losaltosca.gov>
Subject: Proposed Development @ 5150 El Camino Real

Dear City Council Members,

As I am unable to attend the upcoming meeting on September 5th to voice my concerns regarding the proposed buildings at 5150 El Camino. Please consider the following two issues, which as a resident of Casita Way fully support.

REQUIRE TWO-CAR ON-SITE PARKING FOR NEW EL CAMINO BUILDINGS, INCLUDING 5150 EL CAMINO

I would like the city council to propose an ordinance that requires at least two on-site parking spaces for each of the residential units that are planned or proposed for the new buildings on El Camino, especially 5150 El Camino. Regardless of what the developers say, many or most of the new residents of these buildings will undoubtedly have two cars, and the current plans allow less than two cars per unit. Allowing less than two on-site spaces per unit will result in cars being parked permanently on many of our adjacent single-family residential streets, which is grossly unfair to the residents of those areas, and is a safety hazard for the children and others who use those streets.

EIR IS REQUIRED FOR 5150 EL CAMINO

I have recently been informed that a negative declaration is being considered for 5150 El Camino. An EIR is required for that project, and a negative declaration would clearly be inadequate.

An EIR is required under CEQA "whenever it can be fairly argued on the basis of substantial evidence that [a] project may have significant environmental impact." *Friends of 'B' Street v. City of Hayward*, 106 Cal.App.3d 988 (1980). The lack of parking currently planned for the 5150 El Camino project, and the significant increased parking and traffic that will result on adjacent single-family residential streets from it demands that an EIR be prepared. In addition, the 200-unit, 5-story project is immediately adjacent to single family residences in the rear, with no barriers or adequate distance between them to shield the residences from the noise, loss of privacy and impact of the newly proposed buildings. Finally, the 5150 project is the biggest building project ever proposed in Los Altos. An EIR is legally required for the 5150 project for all these reasons.

Thank you for your consideration.

Best,

Debra Peterson

702 Casita Way Los Altos

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: Review of 5150 El Camino Development on 9/5/19
Date: Thursday, September 5, 2019 8:56:55 AM

FYI

-----Original Message-----

From: Marianne Hawkes <marianne_hawkes@yahoo.com>
Sent: Thursday, September 05, 2019 12:52 AM
To: Jon Biggs <jbiggs@losaltosca.gov>
Cc: marianne_hawkes@yahoo.com
Subject: Review of 5150 El Camino Development on 9/5/19

> Dear Planning Commission,

I am sorry to be out of the area but I want to express my appreciation for recent visits of planning commissioners and city council members to the Casita neighborhood. Thank you for making time to see and hear our concerns about the 5150 El Camino Development which you are discussing this evening. I have two concerns for which I respectfully request your consideration.

A few weeks ago, I watched various news reports as a residential development which was under construction in the city of Santa Clara burned. The conflagration was a serious threat to nearby homes and businesses. This is not the only Bay Area development project to burn during construction in the recent past. In addition, we all watched the heartbreaking fire at Notre Dame Cathedral which was undergoing renovation/construction at the time. Flammable materials and sparks associated with construction at the 5150 site pose a legitimate danger to homes and residents in the Casita neighborhood. Because of the uniquely close proximity of this project to our homes, project managers need to communicate a clear plan to neighbors, their construction crew, and the city about safety measures which will be put in place to prevent construction related dangers for us.

I am also disappointed to learn that the transformers for this project are placed in the rear corners of the development, as far away as possible from new 5150 residents but, unfortunately for us, just across the back fence of some long-time Casita residents. We have been assured that they will be well insulated. Will you, as the planning commission, please review the placement and evaluate the insulation of these units so that "transformer hum" is not the new normal at our back yard barbecues? Thank you for your service to Los Altos and it's

residents.
Hawkes.

Sincerely,
708 Casita Way

Marianne
28 year resident of Los Altos

From: [Jon Biggs](#)
To: [Zach Dahl](#)
Subject: FW: Stop the oversized building please
Date: Thursday, September 5, 2019 8:56:18 AM

FYI

From: Nancy Martin <nancy.martin@mac.com>
Sent: Wednesday, September 04, 2019 10:52 PM
To: Jon Biggs <jbiggs@losaltosca.gov>
Subject: Stop the oversized building please

Dear Planning Commissioners,

Thank you for support and time reviewing the 5150 El Camino project submitted by Dutchints scheduled for your review [on Thursday, Sept. 5](#). As part of the Casita neighborhood, I am concerned about you addressing the following points below in your review.

- Reducing the bulk, cookie-cutter Mountain View condo-style architecture, and step backs on 5th floor
- Treeline height and composition, and design for privacy
- Construction disruption
- Fund Safe Routes to School
- Construction is scheduled in three phases: it needs to be one phase
- No mixed use in the proposed project to support vibrancy of the neighborhood (such as coffee shops, retail or library extension for young adults and children)
- Safety and crew parking during construction is not addressed clearly
- Transformer located towards neighbors and away from 5150 buildings and low frequency noise
- Transit hub definition is incorrectly used in parking requirements
- No clear trash plan, and/or approved plan by Mission Trails
- No passenger loading area on El Camino
- Inadequate parking for the number of units and inadequate guest parking
- Overall neighborhood traffic plan as result of multiple developments in progress along El Camino
- Minimum green space offered by plan

We look forward to working with the City Council and Planning Commission to ensure that Los Altos continues to be a safe and vibrant place to live and work.

Thank you

Brad and Nancy Martin

Los Altos

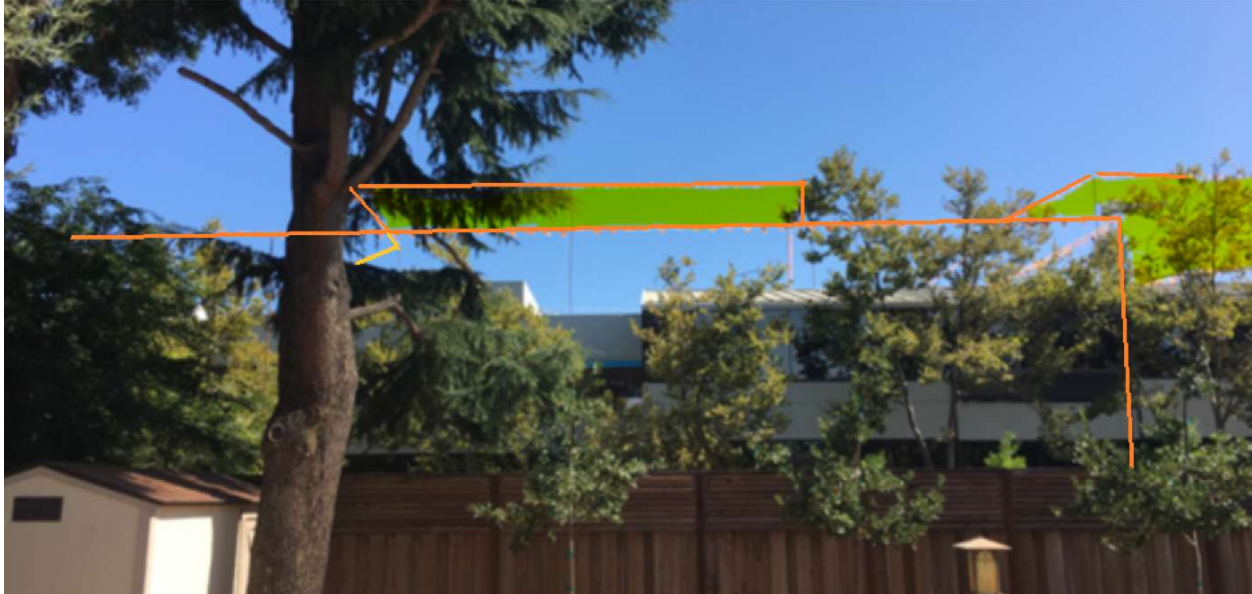
Sept 4, 2019

Dear Planning Commissioners:

Our neighbors had a meeting with Eric Hayes (5150 people) on 8/13/19 to talk about our letter that we sent to him on 8/6/19 regarding the neighborhood's concerns about the 5150 project. He did not care to consider many of our primary concerns on our list, except that he confirms that there will be no rooftop activities on the building, and checking on landscape trees' status.

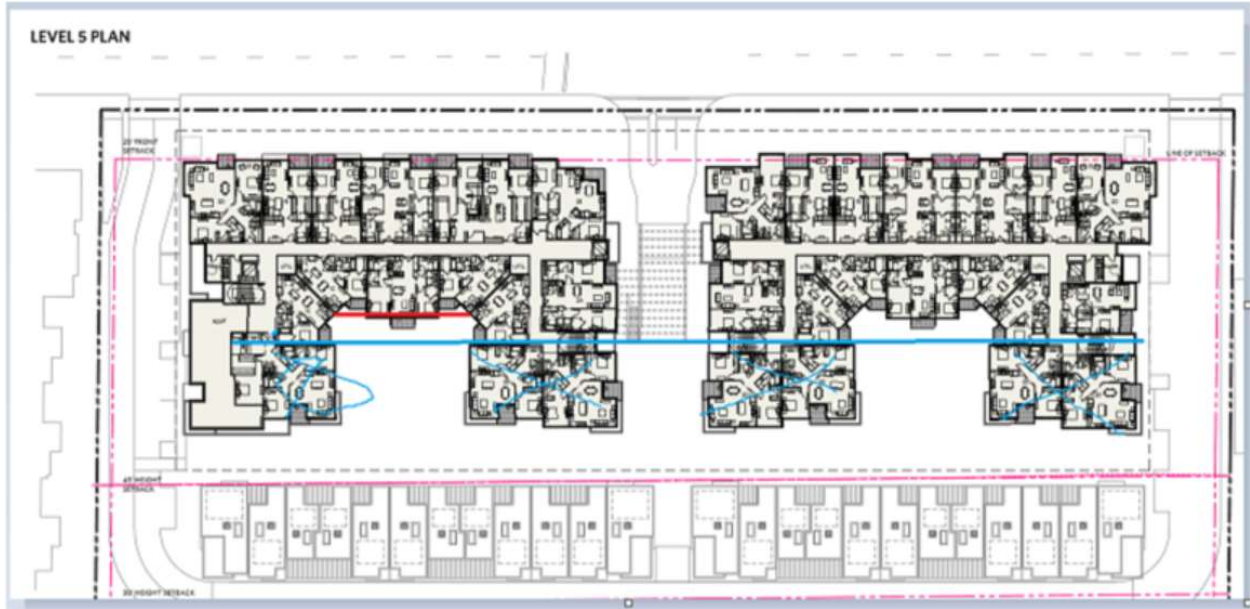
The story poles are currently up on the 5150 property. I took some pictures of my backyard and highlighted the mass of the 5-story being invasive to the privacy of my backyard, and my bedrooms' windows. Although the 3 story townhouses are the same height as the old building, they are moved closer to our fence line, causing them to appear a lot taller and presenting another point of privacy concern to us and our backyards and bedrooms' windows. (1st line of flag is the 3 story townhouse; 2nd line of flag is the 5 story condo)





The request we are asking to Dutchints is that they take out part of 5 story, specifically the rear most units, causing an indent of 40 feet toward to El Camino Real. They have already done a similar accommodation to the 5100 El Camino Real Building. The goal is to have a “stepped-up” building layout, from the 3-story town homes, to a 4-story part of the condo, to the full 5-story condo. However, Eric refused us straight out. From all the meetings with Eric over the past year, I do not think his meetings with us is to be able to hear our concerns, but just to keep the record that he had a meeting with the neighborhood and showing that he is “working” (intentional sarcasm) with the neighborhood surrounding 5150. On the 8/13/19 meeting, he said to the neighborhood that he is more interested on discussing rezoning our R1 resident to something more high density successfully. This shows the intention of the Developers, they are not there for the community or to make affordable housing available, but for their personal profit.

Below are their building plans. As seen in the upper left corner of the condo building, they already took out 2 units on the 5th floor for 5100 per their request. We asked them take out 7 units across the 5th floor to soften the building and give us privacy in our backyards and our bedrooms’ windows (where the blue line is drawn across the 5th floor). I draw the red line on their indented courtyard which will be shown on the story pole picture below.



The red line on the story pole shows the indent of the building for their courtyard. If they take out 7 units of the 5th floor, it will make the building less massive and give us more privacy for our backyards and our bedrooms' windows because the 3 story townhomes may be able to cover the 5th floor condo entirely.





I hope my pictures are able to show our concern of this new massive building looking down to our backyards and our bedrooms' windows. Please follow our neighbor cities like Mountain View in supporting the "stepped-up" method to soften the mass of the building and protect adjacent R1 resident privacy. The city still gets the density bonus: 7 units less on the fifth floor does not make a big difference in "affordable housing" because it is more than likely that these units were never meant to be "affordable", but for our R1 residents, **these seven units means whether the privacy of our backyards and our bedrooms' windows remains or if it is gone forever.** As you see with the current mature trees on the current 5150 property, they are barely tall enough to cover the current 3 story building. How many years do we have to wait for trees to be mature enough to screen out a 5th story building?

Please deny their current plans and request them to take part of the 5th floor out as we requested.

Since this is the first big building project adjacent to R1 residents on the El Camino Real corridor, please make this as a sample for future projects. Please remember the 4880 El Camino Real approval more than 1 year ago. **The City said it will not happen again, but it set the example to other projects following which we as residents alone can not stop.** We do not have time to change our ordinance for "stepped-up" method to protect R1 privacy, but you can use this chance to put a sample for the "stepped-up" method. Please consider our request when you make your review on Sept 5, 2019.

Currently along the fence there are a row of Podocarpus gracilors. They look like a lovely tree and the developers want to keep them. I would like to request to take them out for our health safety, based on a search on Wikipedia, "Podocarpus plant near a bedroom window, can produce symptoms that mimic the cytotoxic side effects of Chemotherapy". All our adjacent residents have our bedrooms on our backyards, and even developer townhouse in the future have their bedrooms facing to those trees. Here is the website provide this information, as well as a screenshot, if you are interested looking into this.

Allergenic potential ^[edit]

Male *Podocarpus* are extremely allergenic, and have an [QPALS](#) allergy scale rating of 10 out of 10. Conversely, completely female *Podocarpus* plants have an OPALS rating of 1, and are considered "allergy-fighting", as they capture pollen while producing none.^[9]

Podocarpus are related to [yews](#), and, as with yews, the stems, leaves, flowers, and pollen of *Podocarpus* are all poisonous. Additionally, the leaves, stems, bark, and pollen are [cytotoxic](#). The male *Podocarpus* blooms and releases this cytotoxic pollen in the spring and early summer. Heavy exposure to the pollen, such as with a male *Podocarpus* planted near a bedroom window, can produce symptoms that mimic the cytotoxic side effects of [chemotherapy](#).^[9]

<https://en.wikipedia.org/wiki/Podocarpus>

Additional resources about the allergenic reaction, specifically with our species (*Podocarpus Gracilior*), can be found here:

<https://www.ncbi.nlm.nih.gov/pubmed/7553249>

In the abstract, it details that thirty-six (36) people were tested to exposure of *Podocarpus Gracilior* in addition to one other tree. Of these thirty-six, seventeen (17) had formed a "positive" reaction, defined as a "weal [sic] area of 9 mm² or more" on their skin. In addition, six (6) more had a positive reaction to both this tree and the other tree that was tested in the study.

The full article can be accessed for Free via the Los Altos Library Online Databases, using the full title of the article as the search keyword.

Thank you very much for all your support.

Phan Truong

PROJECT NARRATIVE

Dutchints Development envisions creating a community enhancing development project. This project will do its part to help solve Los Altos's (and the overall region's) need for more market rate and below market rate housing while taking into account the fabric of the existing neighborhood. The design takes into account special consideration for the single-family property owners to the south of the property and to the projects overall interaction with El Camino Real. The goal is to create a great place to live while promoting sustainability, walkability and the use of mass transit.

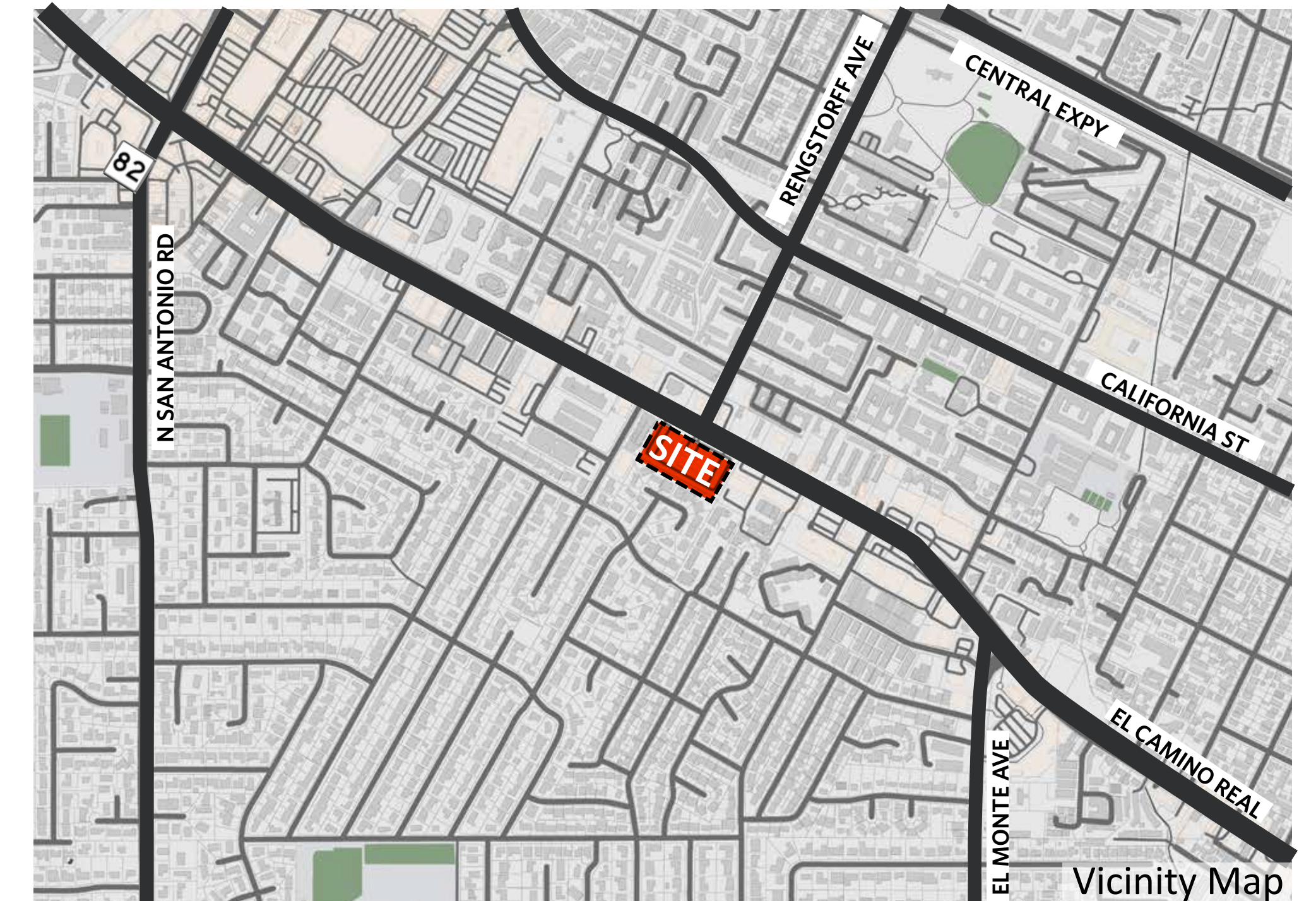
The site is located at 5150 El Camino Real, on the south side of the street at the terminus of Rengstorff Avenue. To the west of the property is a high-density residential development. To the east of the property is the Mountain View, KinderCare and Taekwon Kids facility. To the south are six existing single family homes. The property is located mid-block. Overall, the property is located in a desirable urban area of Silicon Valley. The neighborhood has good transportation linkages to the South Bay and Peninsula as well as the greater Bay Area and is convenient to major employment areas. Residential support services such as schools, recreational areas and shopping are considered above average.

Condo Buildings 1 & 2

Condo Buildings 1 & 2 front El Camino Real and will be the key architectural feature seen by residents. The interaction between Condo Buildings 1 & 2 and El Camino Real is extremely important. Condo Buildings 1 & 2 are 85 and 87 unit five-story buildings, above one level of underground parking that front onto El Camino Real and present a strong modern aesthetic. The buildings consist mostly of one and two bedroom units, with a select number of three bedroom units. The square footage of these units average 829 square feet for one-bedroom units, 1,278 square feet for two-bedroom units and 1,845 square feet for three-bedroom units. For residents' convenience and to further activate the building frontage, there are two main entry lobbies for the residents' common elevators. There will be ample bicycle parking located in the underground parking garage. The strong vertical massing, contrasting rich body colors and materials, along with contemporary architectural detailing articulate and present to the public the desired urban character for this new development in Los Altos.

Townhomes

The townhome component of the project meets the required setbacks and heights described in the zoning designation. These buildings do not exceed 30 feet in height and are located no closer than 40 feet from the rear property line. The townhomes will be built at grade and will each have a two car parking garage. The average square footage for the townhomes is 1,932 square feet.



PROJECT TEAM



Client:
Dutchints Development, LLC
5150 El Camino Real, Suite E20
Los Altos, CA 94022
Contact: Vahe Tashjian
vahe@dutchints.com



Client Representative:
Hayden Land Company, LLC
15732 Los Gatos Blvd. Suite 101
Los Gatos, CA 95032
Contact: Erik Hayden
erik.hayden@haydenlandco.com



Architect:
Studio T-SQ, Inc.
1970 Broadway, Suite 500
Oakland, CA 94612
Contact: Chek Tang
ctang@studiot-sq.com



Landscape Architect:
The Guzzardo Partnership Inc.
181 Greenwich Street
San Francisco CA 94111
Contact: Kurt Culver
kculver@TGP-INC.com



Civil Engineer:
BKF Engineers
1730 N. First Street, Suite 250
San Jose, CA 95112
Contact: Eric Girod
egirod@bkf.com

TABLE OF CONTENTS

G-1.0	Title Page
G-2.0	City Context
SP-1.0	Existing Site Photos
SP-2.0	Site Context
SP-3.0	Preliminary Construction Management Plan
SP-4.0	Fire Access Diagram
A-1.0	Subterranean Level Garage Plan
A-1.1	Street Level Plan
A-1.2	Section Perspective: ECR Frontage
A-1.3	Section Perspective: Paseo
A-1.4	Level 2 Plan
A-1.5	Level 3 Plan
A-1.6	Level 4 Plan / Townhome Roof Plan
A-1.7	Level 5 Plan
A-1.8	Condominium Roof Plan
A-2.0	El Camino Real Streetscape Elevation
A-2.1	Condominium Building I - North Elevation
A-2.2	Condominium Building II - North Elevation
A-2.3	Townhome South Elevation
A-2.4	Townhome North Elevation
A-2.5	West Elevation
A-2.6	East Elevation
A-2.7	Illustrative Building Section
A-2.8	Building Sections A-A, B-B & C-C
A-2.9	Building Sections D-D & E-E
A-3.0	Colors and Materials
A-4.0	Shadow Study
A-5.0	Open Space Calculation
C-0.0	Vesting Tentative Map Cover Sheet
C-1.0	Existing Conditions
C-2.0	Civil Site Plan
C-3.0	Preliminary Grading and Drainage Plan
C-4.0	Preliminary Utility Plan
C-5.0	Preliminary Stormwater Management Plan
C-6.0	Basement Vehicular Truck Turning
C-6.1	Basement Vehicular Truck Turning
L-1.0	Schematic Landscape Plan
L-2.0	Plant Palette and Images
L-3.0	Irrigation Zoning Diagram
L-4.0	Tree Disposition Plan
L-5.0	Schematic Landscape Enlargements

PROJECT DATA

Address: 5150 El Camino Real, Los Altos, CA 94022
Site Area: 3.8 Acres

General Plan Designation: Thoroughfare Commercial (38 du/ac)
Zoning Designation: CT Commercial Thoroughfare District
Current Use: Los Altos Plaza - Approximately 77,000 square feet of office

Entitlements Requested: Vesting Tentative Tract Map, State Density Bonus
Proposed Program: 24 townhomes and 172 condominiums - Total 196 units (52 du/ac)
Affordable Housing: 28 Below Market Rate Units: 12 Moderate Rate Income Units and 16 Very Low Rate Income Units

Construction Type: Four separate buildings: Two buildings of 3-story townhomes at grade, Type V wood-framed construction. Two buildings of 5-story, Type III wood-framed condominiums over one level of underground parking, Type I concrete.
 Max. 30-ft height for townhomes;
 Max. 56-ft height for condominium buildings

PARKING SUMMARY

(PER LOS ALTOS MUNICIPAL CODE 14.28.040 §G2(B))

PARKING TYPE	REQUIREMENT	
CONDO PARKING REQUIRED	.5 PER BED	135
CONDO PARKING PROVIDED-(INCL. 14 EV, 1 ADA, 4 ADA/EV, 2 ADA/VAN/EV/, 44 TANDEM)		236
TOWNHOME PARKING REQUIRED	.5 PER BED	36
TOWNHOME PARKING PROVIDED		48
ADDITIONAL SURFACE PARKING PROVIDED (INCL. 1 ADA VAN SP.)		6
REQUIRED PARKING TOTAL		171
PARKING PROVIDED TOTAL		290

BIKE PARKING SUMMARY

BIKE PARKING TYPE	REQUIREMENT	
BIKE PARKING REQUIRED (CLASS I)	1 PER 3 UNITS	66
BIKE PARKING PROVIDED (CLASS I)		84
BIKE PARKING REQUIRED (CLASS II)	1 PER 15 UNITS	14
BIKE PARKING PROVIDED (CLASS II)		14
BIKE PARKING REQUIRED TOTAL (CLASS I + CLASS II)		80
BIKE PARKING PROVIDED TOTAL (CLASS I + CLASS II)		98

PROJECT SUMMARY

ALL COMBINED

BASE UNIT COUNT	145 UNITS
INCLUDING STATE DENSITY BONUS	196 UNITS
DENSITY	52 DU/AC

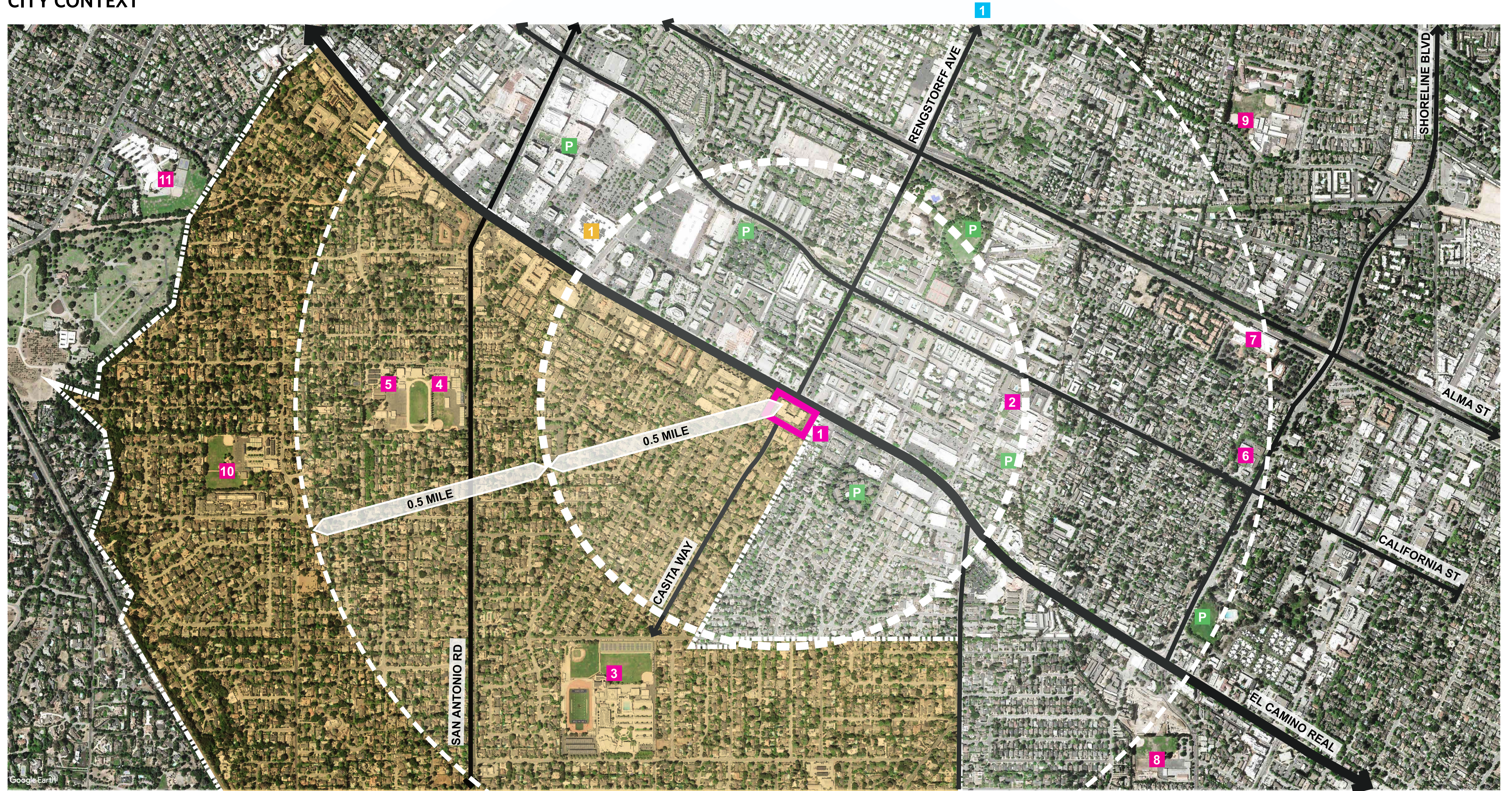
PODIUM CONDOS

UNIT TYPE	QUAN.	AVG. SF	UNIT MIX	SF	PKG RATIO REQUIRED	PARKING REQUIRED
1A	5	816	3%	4,078	0.5 PER BED	3
1B	33	944	19%	31,155	0.5 PER BED	17
1C	38	715	22%	27,170	0.5 PER BED	19
1D	4	773	2%	3,092	0.5 PER BED	2
TOTAL 1-BEDROOM UNITS	80	829	47%	65,495	0.5 PER BED	41
2A	9	1,230	5%	11,070	0.5 PER BED	9
2B	15	1,412	9%	21,180	0.5 PER BED	15
2C	10	1,080	6%	10,800	0.5 PER BED	10
2D	52	1,295	31%	67,320	0.5 PER BED	52
2E	4	1,155	2%	4,620	0.5 PER BED	4
TOTAL 2-BEDROOM UNITS	90	1,278	52%	114,990	0.5 PER BED	90
3A	1	1,895	1%	1,895	0.5 PER BED	2
3B	1	1,795	1%	1,795	0.5 PER BED	2
TOTAL 3-BEDROOM UNITS	2	1,845	1%	3,690	0.5 PER BED	4
TOTAL	172	1,071	100%	184,175		135

TOWNHOME

UNIT TYPE	QUAN.	AVG. SF	UNIT MIX	SF	PKG RATIO REQUIRED	PARKING REQUIRED
TH A-END	4	2,506	17%	10,024	0.5 PER BED	8
TH B	12	1,994	50%	23,928	0.5 PER BED	18
TH C	4	1,737	17%	6,948	0.5 PER BED	6
TH D-TAN	4	1,368	17%	5,472	0.5 PER BED	4
TOTAL	24	1,932	100%	46,372		36

CITY CONTEXT



- | | | | | |
|-------------------------|-----------------------------|----------------------------------|---------------------------|------------------------------|
| PROJECT SITE | SAN ANTONIO SHOPPING CENTER | MOUNTAIN VIEW KINDERCARE | EGAN JUNIOR HIGH SCHOOL | STEVENSON ELEMENTARY SCHOOL |
| LOS ALTOS CITY BOUNDARY | PARK / PLAZA | MARIANO CASTRO ELEMENTARY SCHOOL | MOUNTAIN VIEW ACADEMY | SANTA RITA ELEMENTARY SCHOOL |
| | | LOS ALTOS HIGH SCHOOL | KHAN LAB SCHOOL | ELLEN FLETCHER MIDDLE SCHOOL |
| | | BULLIS CHARTER SCHOOL | ST JOSEPH CATHOLIC SCHOOL | FUTURE GOOGLE CAMPUS |

EXISTING SITE PHOTOS



1. 5100 ECR - LANDSCAPE/SIDEWALK ALONG EL CAMINO REAL



2. VIEW OF EXISTING BUILDINGS AT RENGSTORFF AVE. TERMINUS



3. TREES/ SIDEWALK ALONG EL CAMINO REAL



8. WEST PROPERTY LINE AND 5100 ECR BEYOND

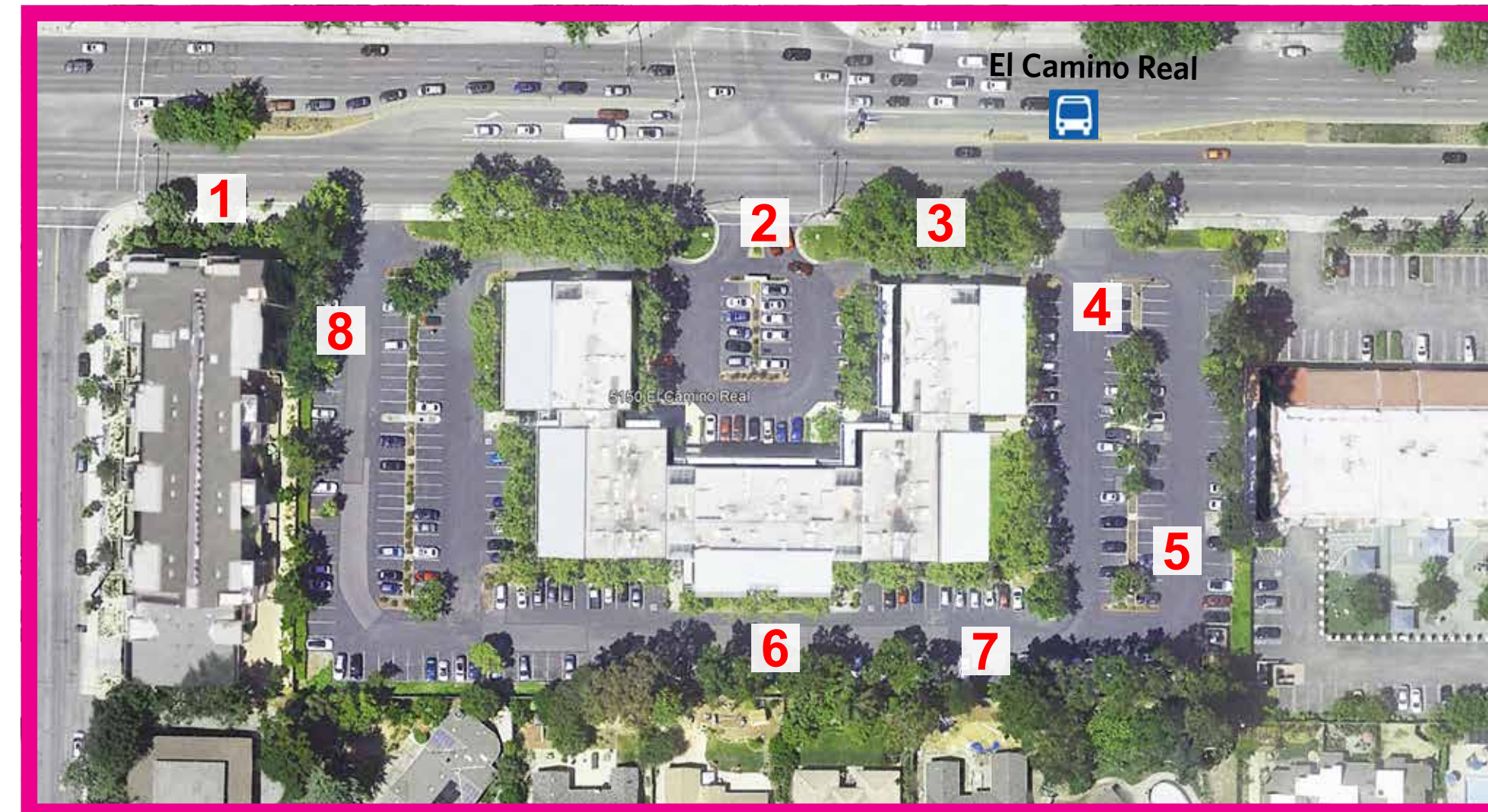


PHOTO KEY MAP



4. ON-GRADE PARKING AT EAST



7. FENCE AND PARKING IN REAR

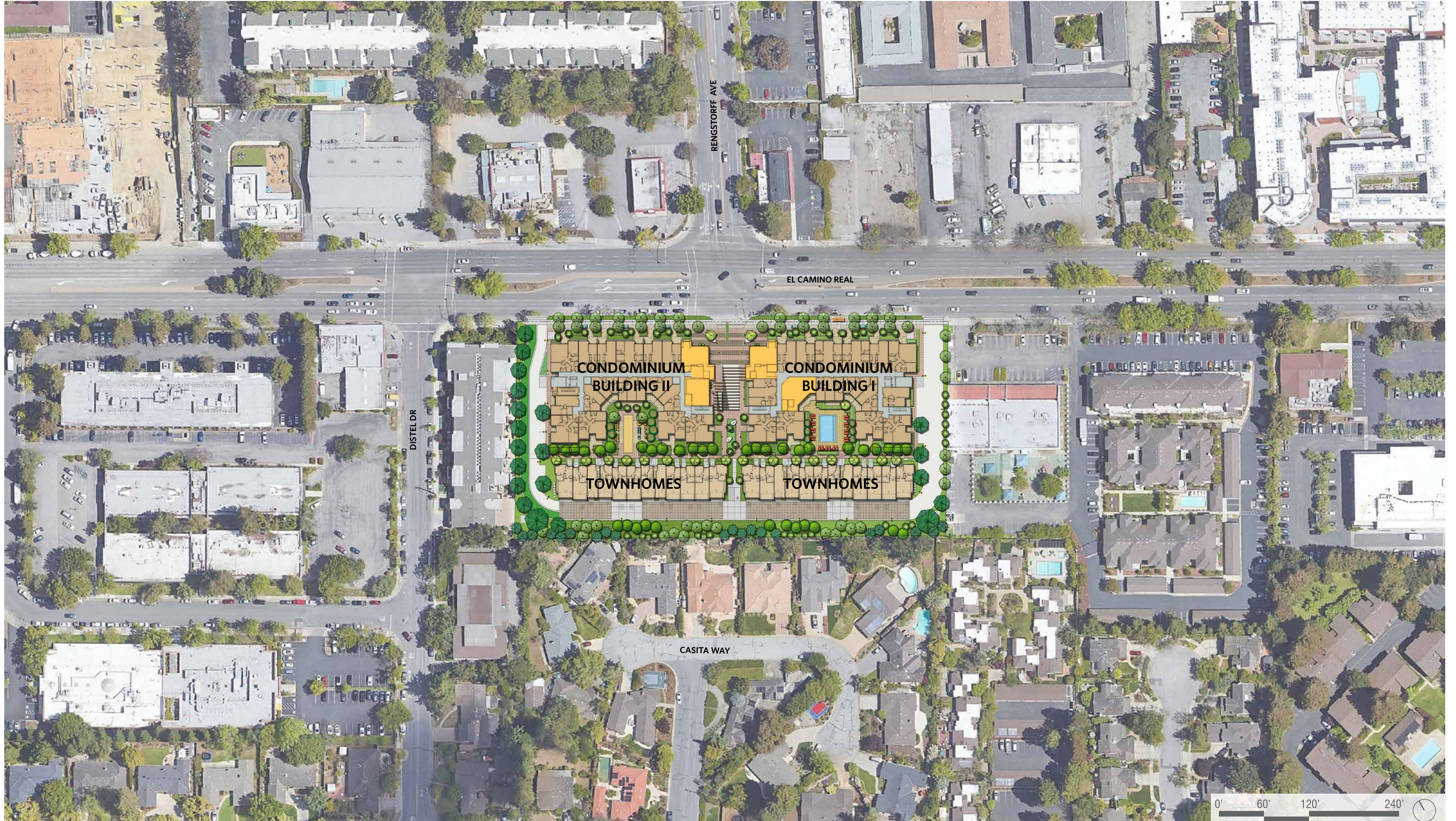


6. FENCE AT REAR PROPERTY LINE



5. PARKING LOT OF SOUTH-EAST CORNER

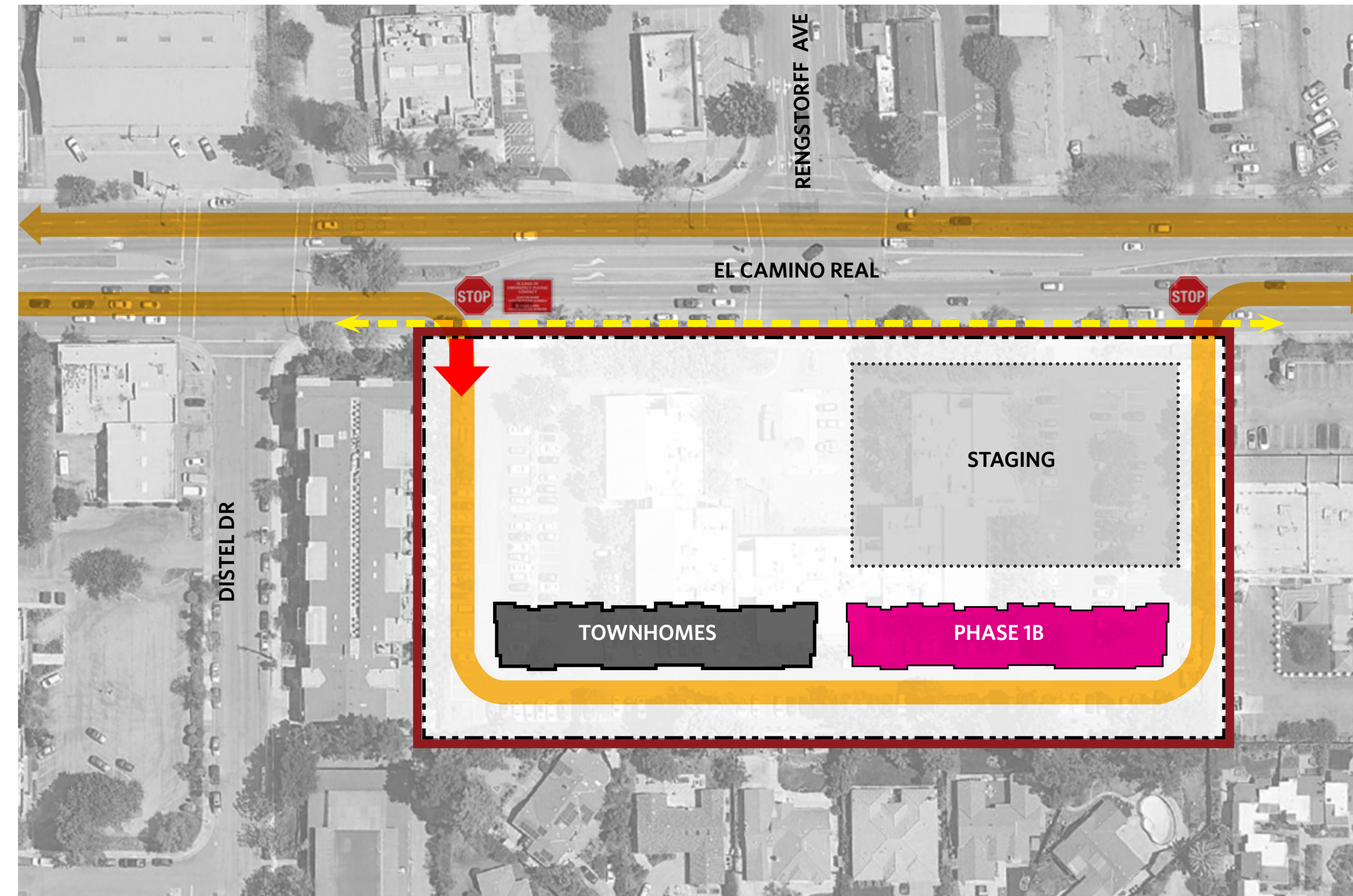
SITE CONTEXT



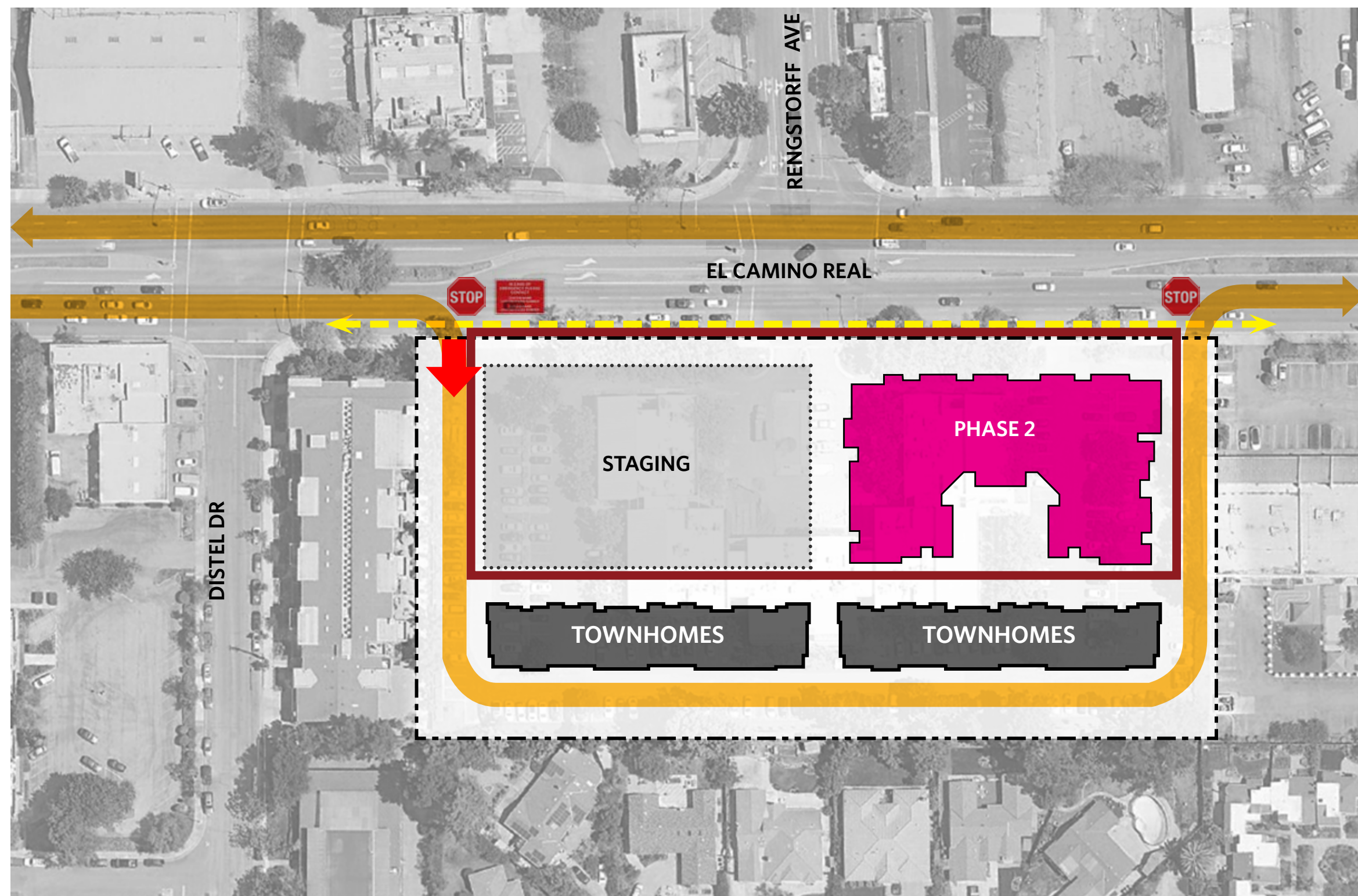
PRELIMINARY CONSTRUCTION MANAGEMENT PLAN



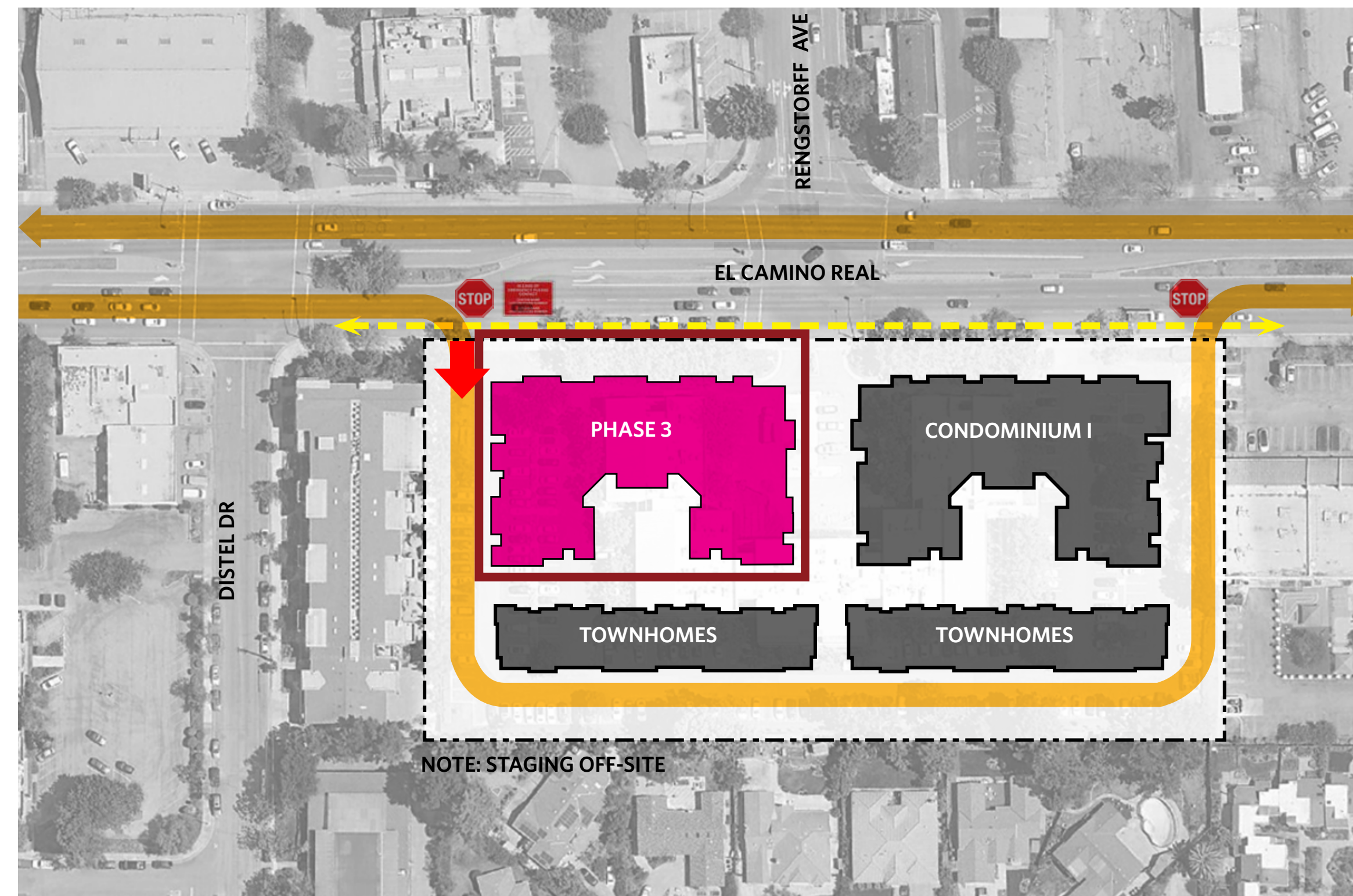
PHASE 1A TOWNHOMES



PHASE 1B TOWNHOMES



PHASE 2 CONDOMINIUM BUILDING I
(UNDERGROUND GARAGE & 5-STORY RESIDENTIAL)



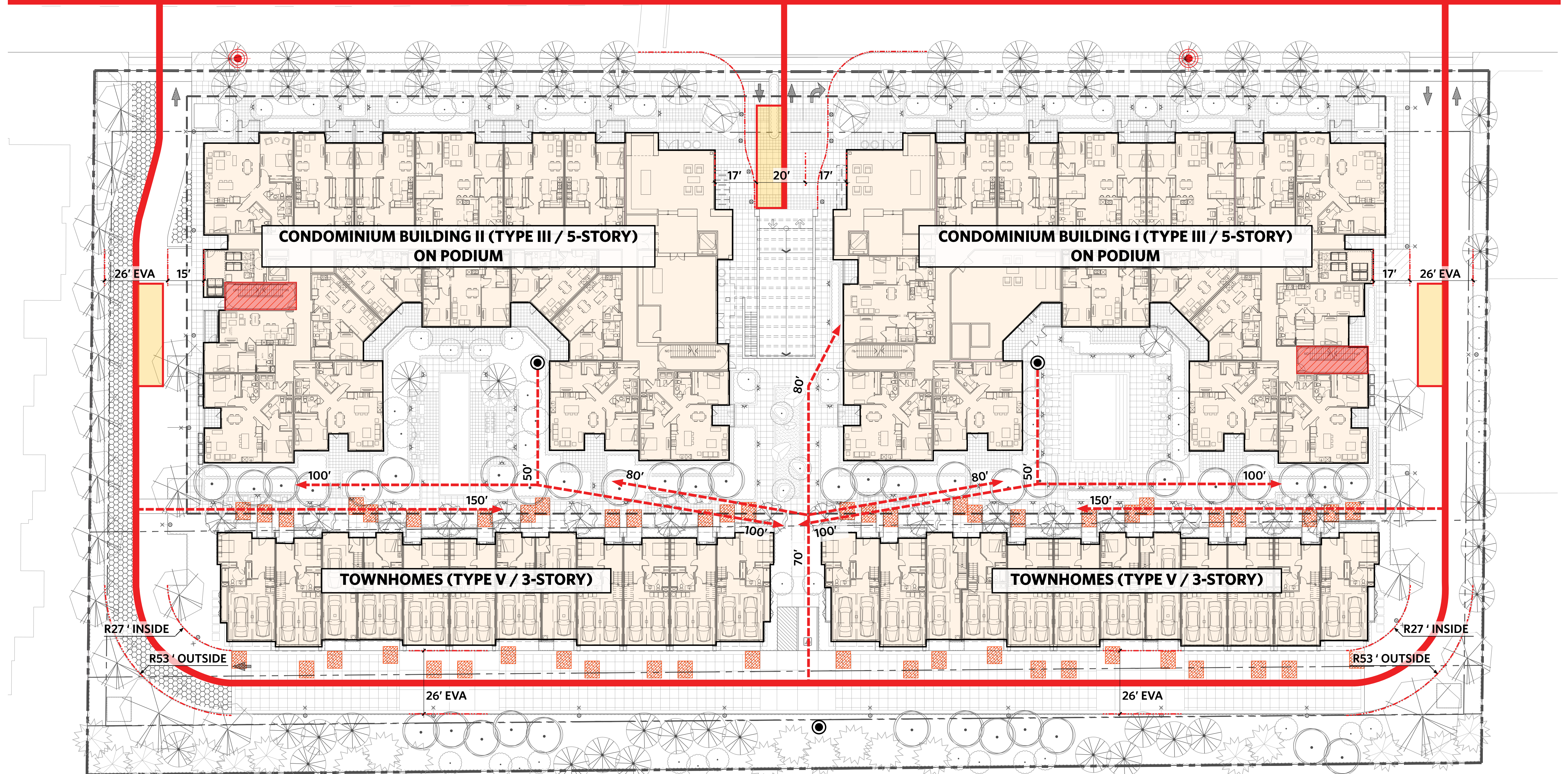
PHASE 3 CONDOMINIUM BUILDING II
(UNDERGROUND GARAGE & 5-STORY RESIDENTIAL)

LEGEND

- PROPERTY LINE
- PROTECTIVE FENCE (8' HEIGHT & K-RAIL)
- TRUCK ROUTE
- PEDESTRIAN PATH
- GATED ENTRY / PEDESTRIAN ENTRY / ROCK ENTRANCE PAD
- STOP
- EMERGENCY CONTACT SIGN



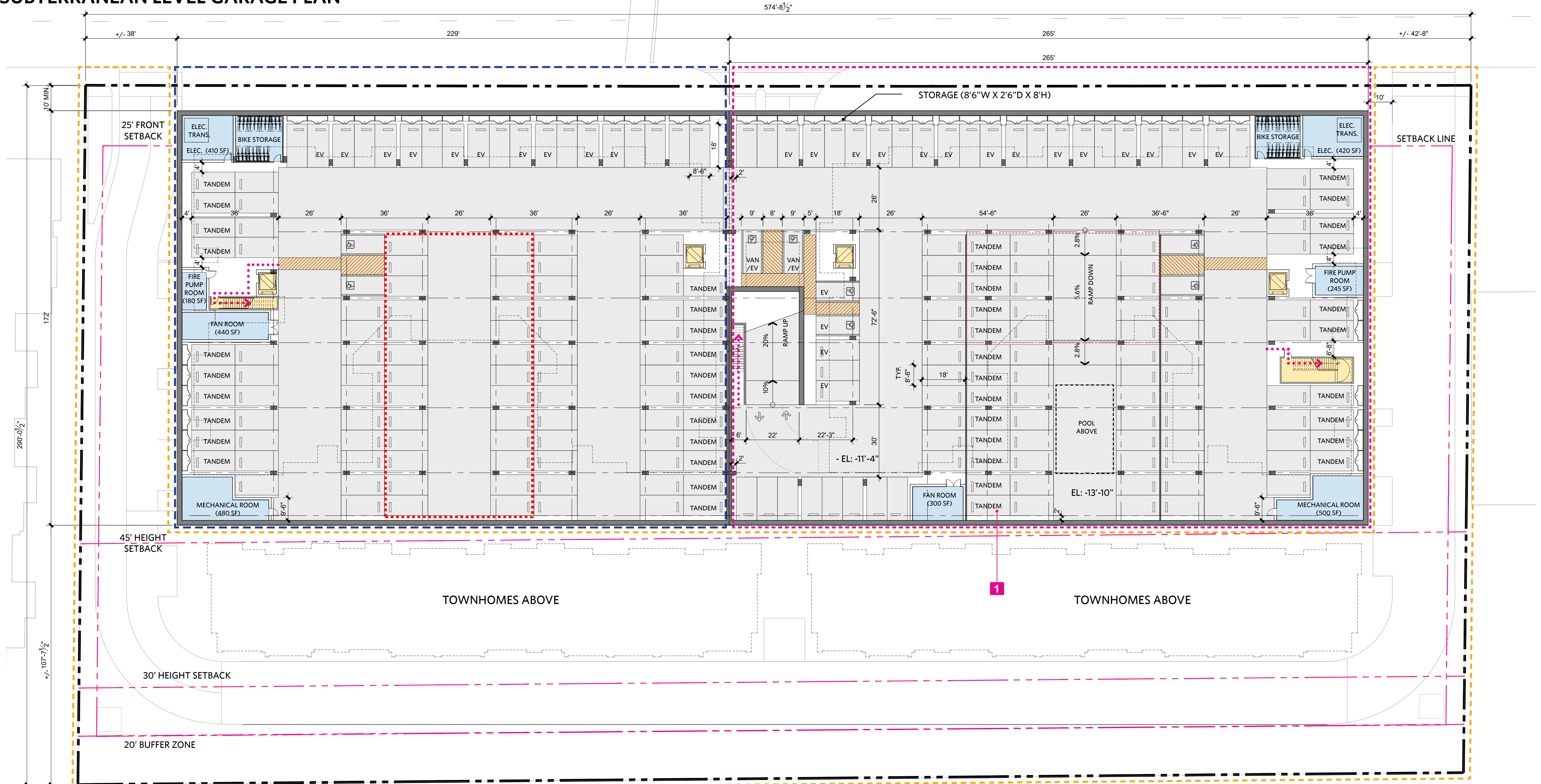
FIRE ACCESS DIAGRAM



LEGEND

- FIRE TRUCK ROUTE
- - - - - FIRE FIGHTER TRAVEL PATH
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- TRUCK STAGING (15' TO 30' DISTANCE FROM BUILDING FACE)
- ROOF ACCESS
- FIRE LADDER PADS

SUBTERRANEAN LEVEL GARAGE PLAN



PARKING SUMMARY

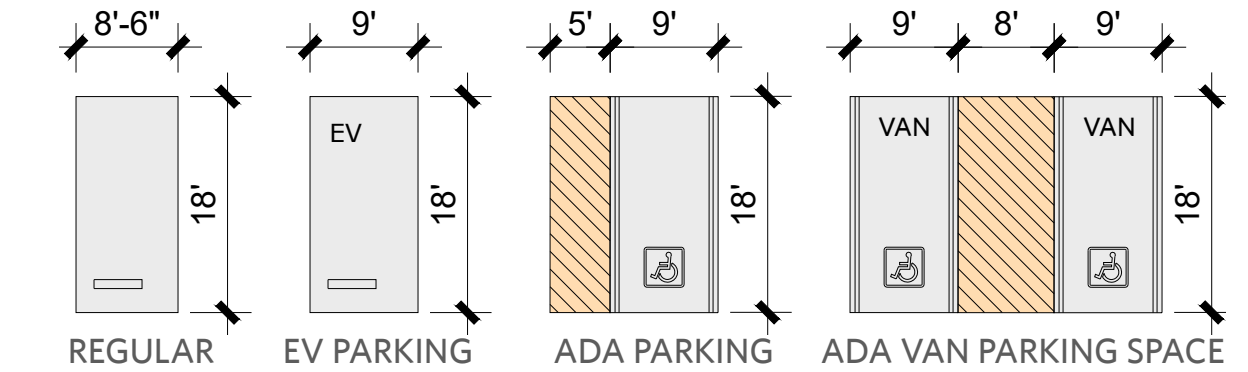
(PER LOS ALTOS MUNICIPAL CODE 14.28.040 §G2(B))

PARKING TYPE	REQUIREMENT	
CONDO PARKING REQUIRED	.5 PER BED	135
CONDO PARKING PROVIDED-(INCL. 14 EV, 1 ADA, 4 ADA/EV, 2 ADA/VAN/EV/, 44 TANDEM)		236
TOWNHOME PARKING REQUIRED	.5 PER BED	36
TOWNHOME PARKING PROVIDED		48
ADDITIONAL SURFACE PARKING PROVIDED (INCL. 1 ADA VAN SP.)		6
REQUIRED PARKING TOTAL		171
PARKING PROVIDED TOTAL		290

BIKE PARKING SUMMARY

BIKE PARKING TYPE	REQUIREMENT	
BIKE PARKING REQUIRED (CLASS I)	1 PER 3 UNITS	66
BIKE PARKING PROVIDED (CLASS I)		84
BIKE PARKING REQUIRED (CLASS II)	1 PER 15 UNITS	14
BIKE PARKING PROVIDED (CLASS II)		14
BIKE PARKING REQUIRED TOTAL (CLASS I + CLASS II)		80
BIKE PARKING PROVIDED TOTAL (CLASS I + CLASS II)		98

TYPICAL PARKING SPACE DIMENSIONS



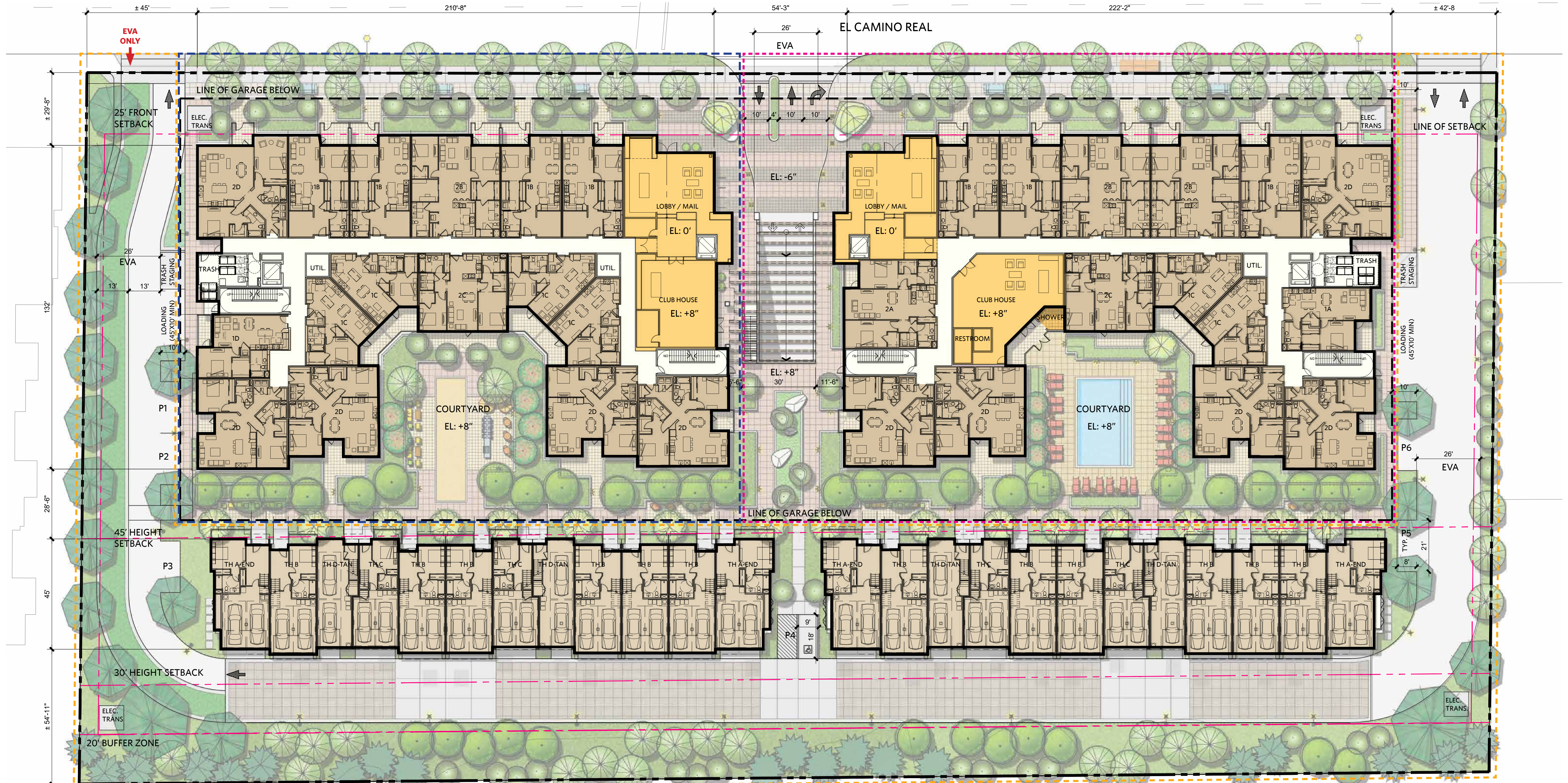
NOTE:

1 TANDEM CONFIGURATION WILL BE ASSIGNED TO THE SAME UNIT

- PHASE 1 (TOWNHOMES)
- PHASE 2 (CONDO BUILDING I)
- PHASE 3 (CONDO BUILDING II)
- EGRESS PATH



STREET LEVEL PLAN



PARKING SUMMARY

(PER LOS ALTOS MUNICIPAL CODE 14.28.040 §G2(B))

PARKING TYPE	REQUIREMENT	
CONDO PARKING REQUIRED	5 PER BED	135
CONDO PARKING PROVIDED-(INCL. 14 EV, 1 ADA, 4 ADA/EV, 2 ADA/VAN/EV, 44 TANDEM)		236
TOWNHOME PARKING REQUIRED	.5 PER BED	36
TOWNHOME PARKING PROVIDED		48
ADDITIONAL SURFACE PARKING PROVIDED (INCL. 1 ADA VAN SP.)		6
REQUIRED PARKING TOTAL		171
PARKING PROVIDED TOTAL		290

BIKE PARKING SUMMARY

BIKE PARKING TYPE	REQUIREMENT	
BIKE PARKING REQUIRED (CLASS I)	1 PER 3 UNITS	66
BIKE PARKING PROVIDED (CLASS I)		84
BIKE PARKING REQUIRED (CLASS II)	1 PER 15 UNITS	14
BIKE PARKING PROVIDED (CLASS II)		14
BIKE PARKING REQUIRED TOTAL (CLASS I + CLASS II)		80
BIKE PARKING PROVIDED TOTAL (CLASS I + CLASS II)		98

- PHASE 1 (TOWNHOMES)
- PHASE 2 (CONDO BUILDING I)
- PHASE 3 (CONDO BUILDING II)



SECTION PERSPECTIVE: EL CAMINO REAL FRONTAGE



- MATERIAL LEGEND**
 (SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)
- 1. PARAPET CORNICE W/ METAL COPING
 - 2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
 - 3. METAL AWNING W/ COMPOSITE WOOD LOUVER
 - 4. PAINTED METAL LOUVER SCREEN
 - 5. EXTERIOR PLASTER
 - 6. FIBER CEMENT SIDING
 - 7. COMPOSITE WOOD SIDING
 - 8. VINYL WINDOW (TYP.)
 - 9. ALUMINUM STORE FRONT
 - 10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
 - 11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
 - 12. METAL PICKET RAILING
 - 13. METAL RAILING W/ COMPOSITE WOOD SIDING
 - 14. METAL RAILING W/ PERFORATED METAL PANELS
 - 15. STANDING SEAM METAL ROOF
 - 16. PAINTED METAL GUARDRAIL

SECTION PERSPECTIVE: PASSEO



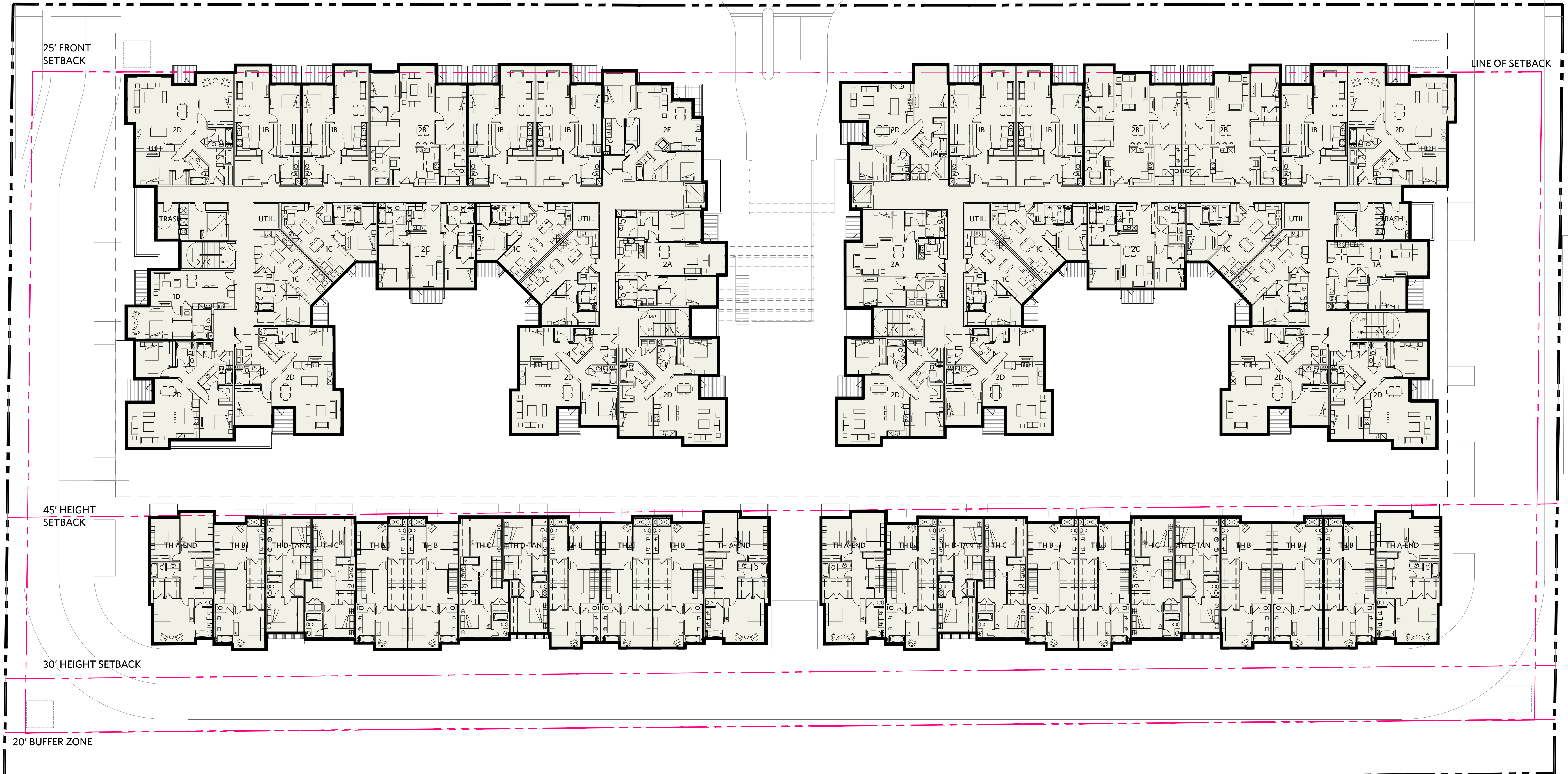
- MATERIAL LEGEND**
 (SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)
- 1. PARAPET CORNICE W/ METAL COPING
 - 2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
 - 3. METAL AWNING W/ COMPOSITE WOOD LOUVER
 - 4. PAINTED METAL LOUVER SCREEN
 - 5. EXTERIOR PLASTER
 - 6. FIBER CEMENT SIDING
 - 7. COMPOSITE WOOD SIDING
 - 8. VINYL WINDOW (TYP.)
 - 9. ALUMINUM STORE FRONT
 - 10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
 - 11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
 - 12. METAL PICKET RAILING
 - 13. METAL RAILING W/ COMPOSITE WOOD SIDING
 - 14. METAL RAILING W/ PERFORATED METAL PANELS
 - 15. STANDING SEAM METAL ROOF
 - 16. PAINTED METAL GUARDRAIL

TOWNHOME | TOWNHOME PATIO | LANDSCAPE | WALK | C3 PLANTER

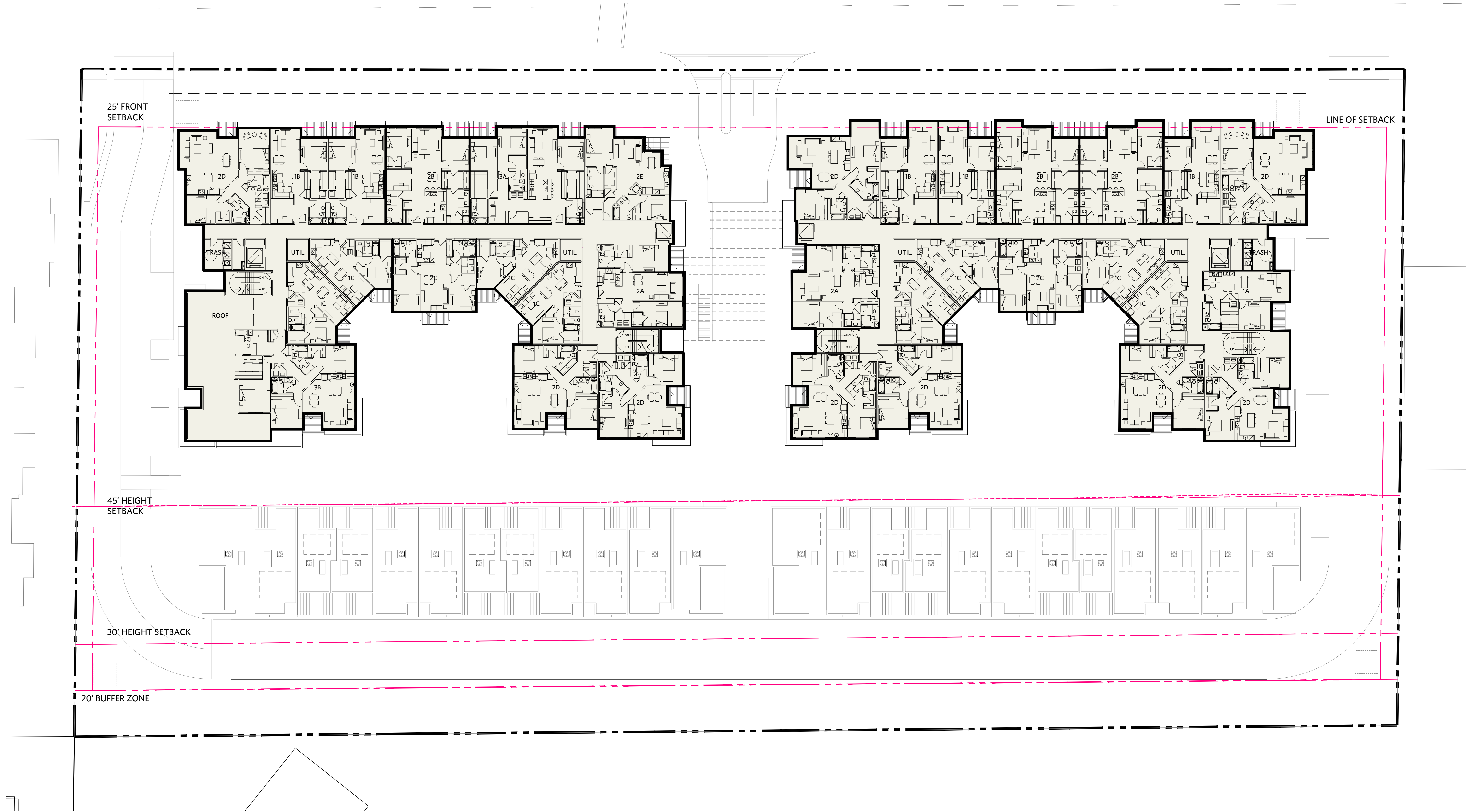
LEVEL 2 PLAN



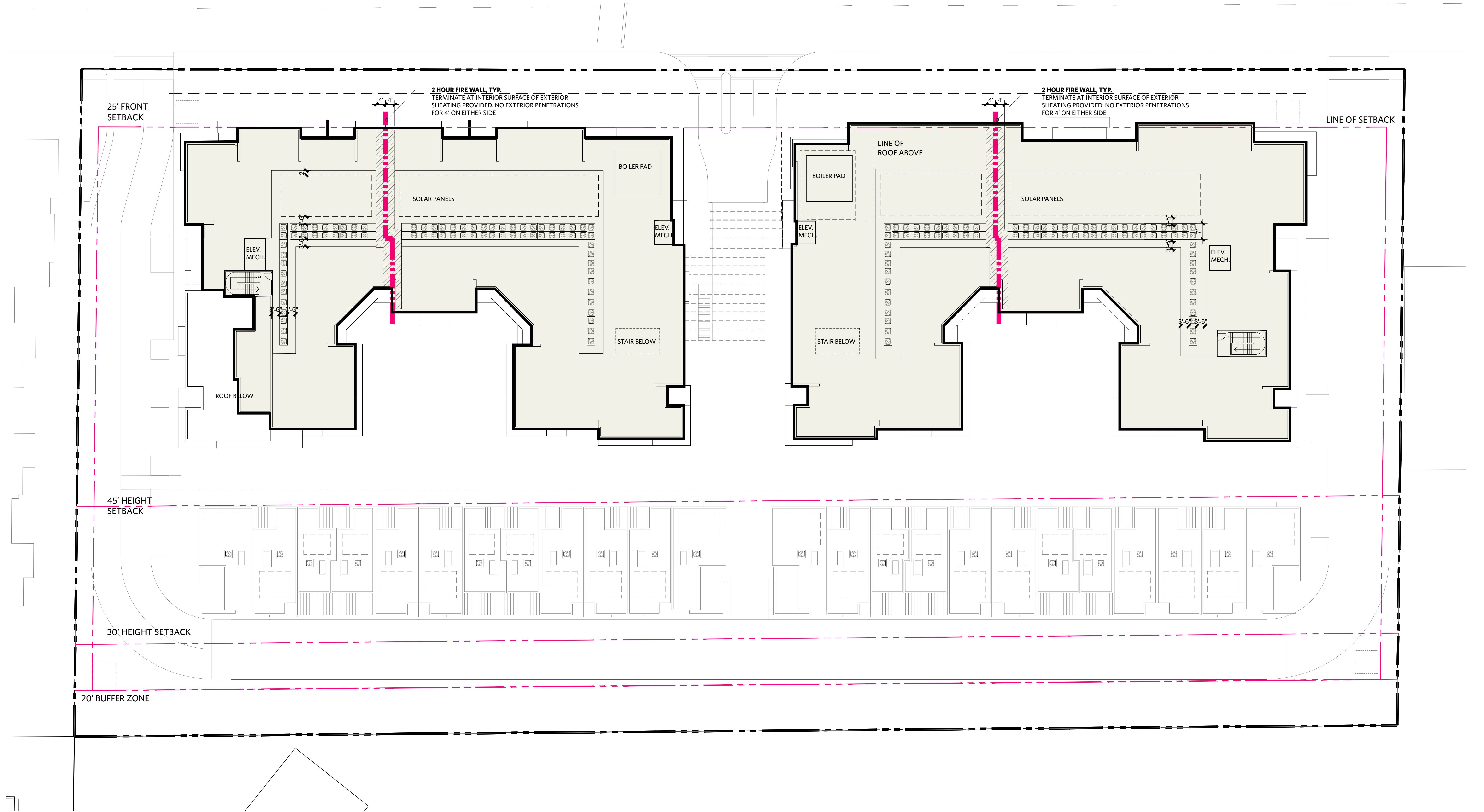
LEVEL 3 PLAN



LEVEL 5 PLAN



CONDOMINIUM ROOF PLAN



EL CAMINO REAL STREETSCAPE ELEVATION



1 | NORTH ELEVATION (EL CAMINO REAL)

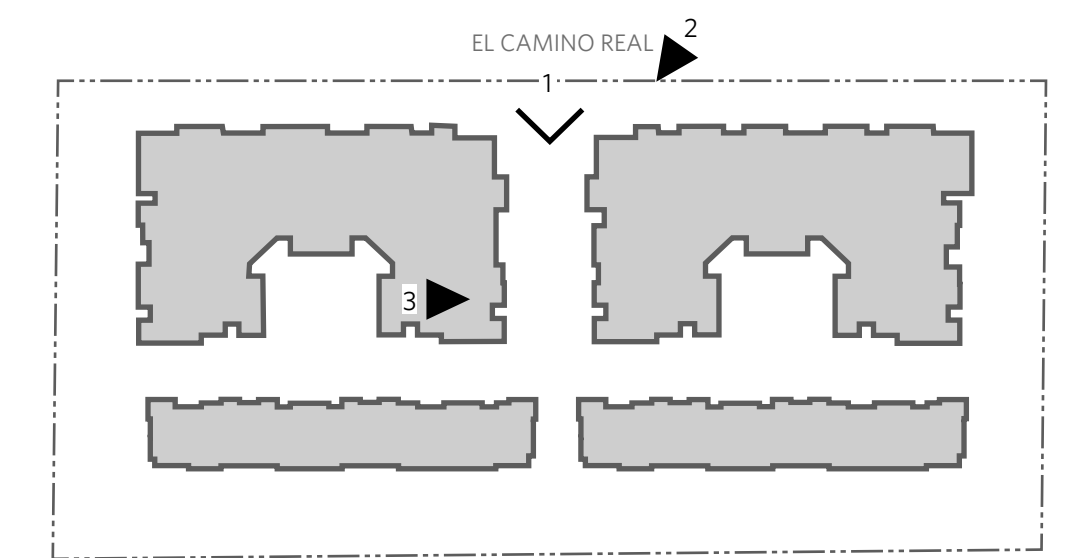
SCALE: 1" = 40'



2 | MID-BLOCK PLAZA



3 | AERIAL VIEW OF MID-BLOCK PLAZA



KEY PLAN

CONDOMINIUM BUILDING I - NORTH (EL CAMINO REAL) ELEVATION



2 | MID-BLOCK PLAZA



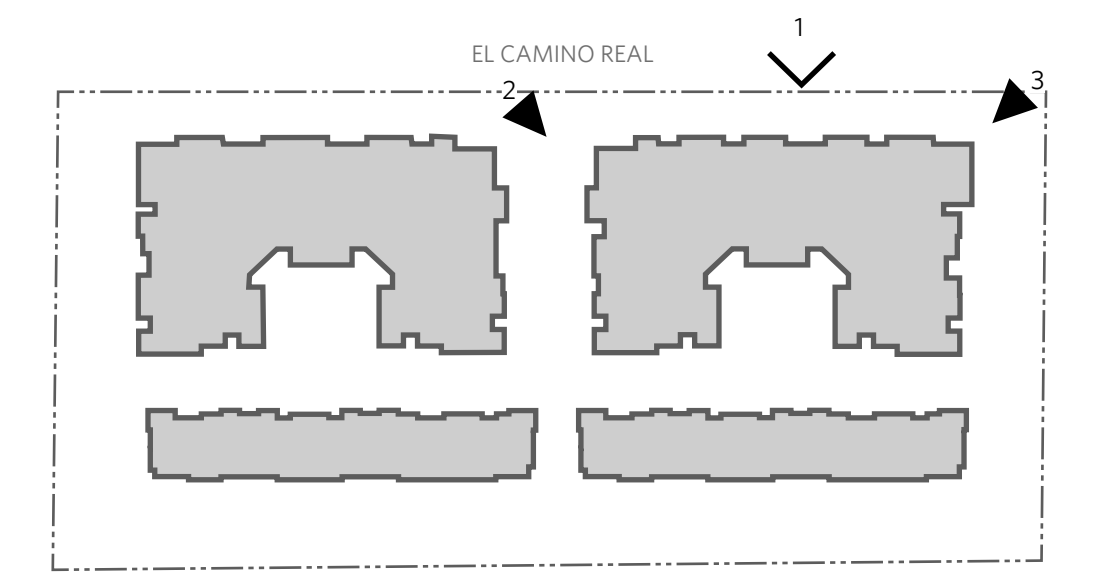
3 | NORTH EAST CORNER



1 | CONDO I NORTH(EL CAMINO REAL) ELEVATION
SCALE: 1" = 30'

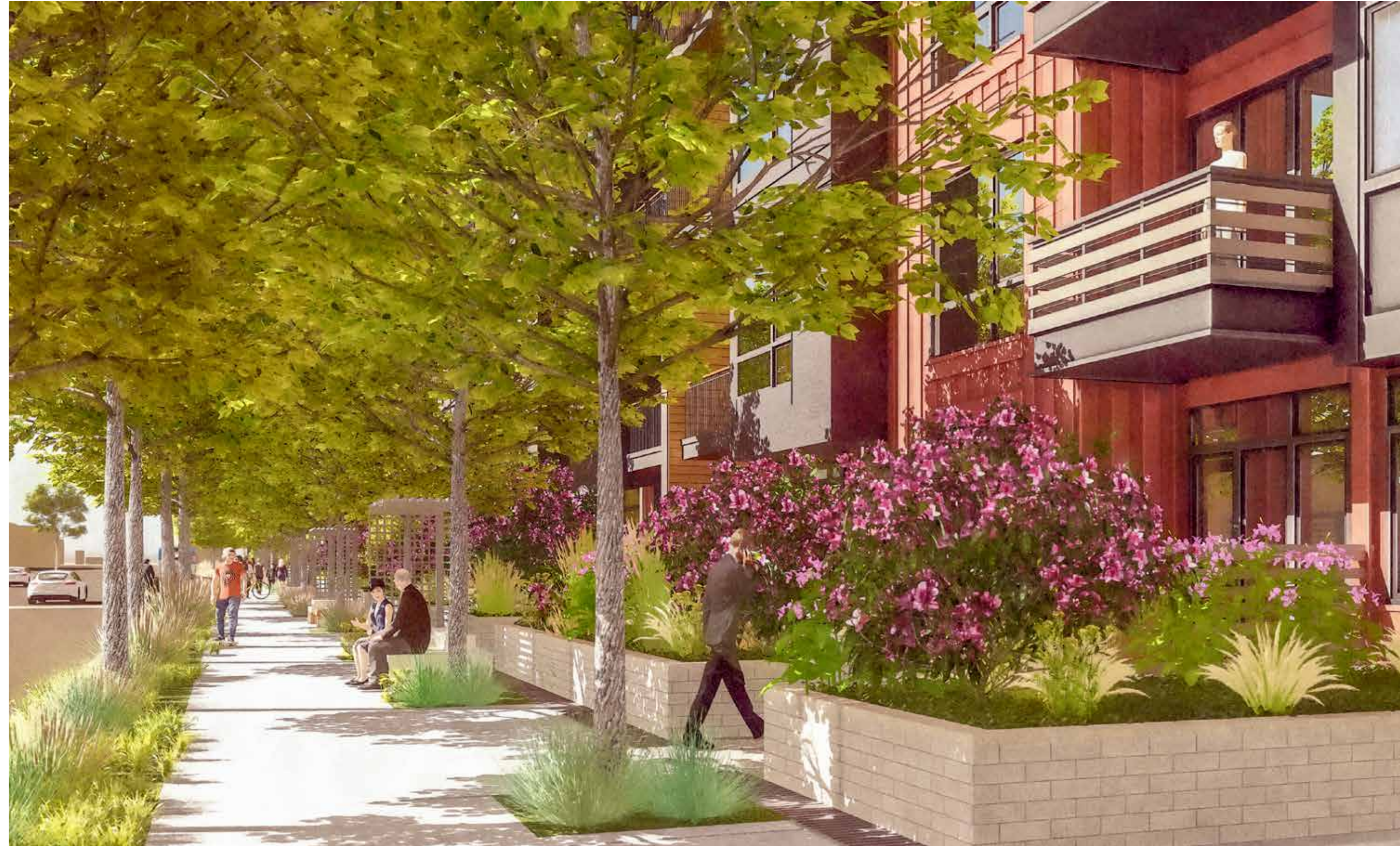
MATERIAL LEGEND (SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

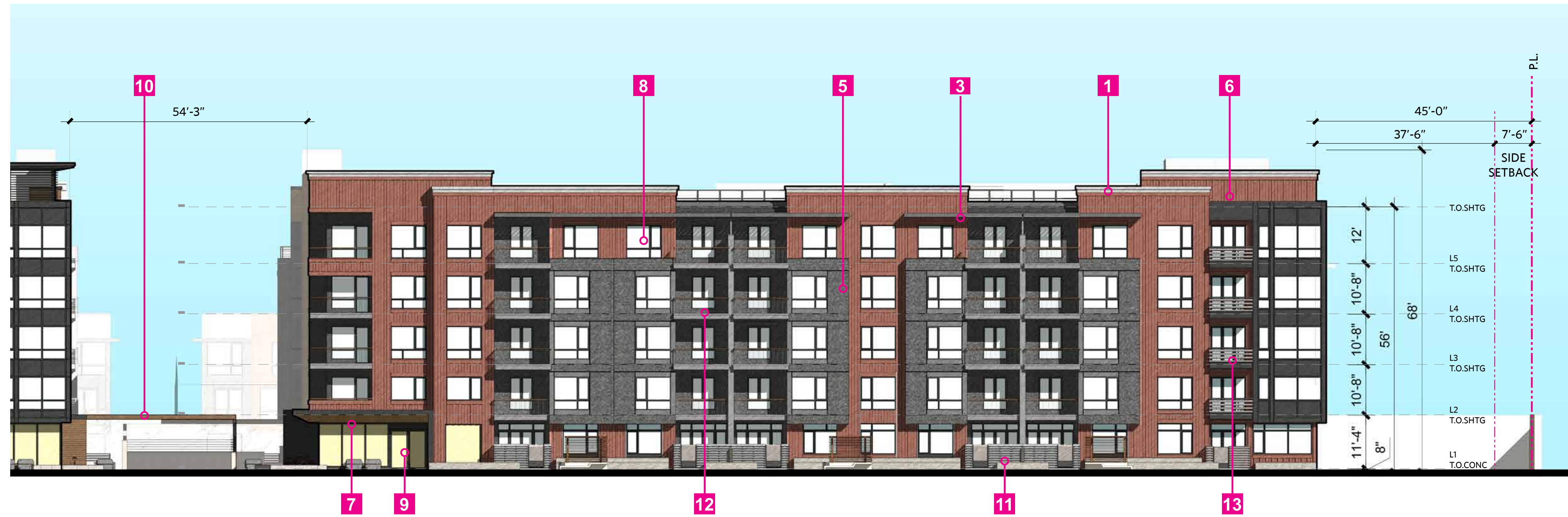
CONDOMINIUM BUILDING II - NORTH (EL CAMINO REAL) ELEVATION



2 | VIEW FROM ECR (EL CAMINO REAL)



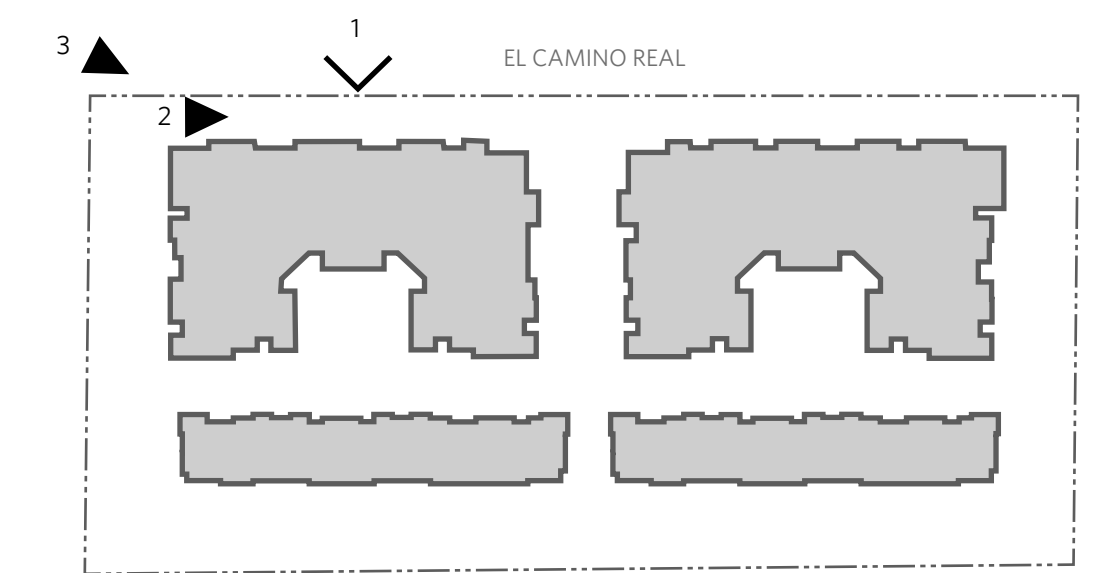
3 | VIEW FROM ECR (EL CAMINO REAL)



MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



1 | CONDO II NORTH (EL CAMINO REAL) ELEVATION

SCALE: 1" = 30'

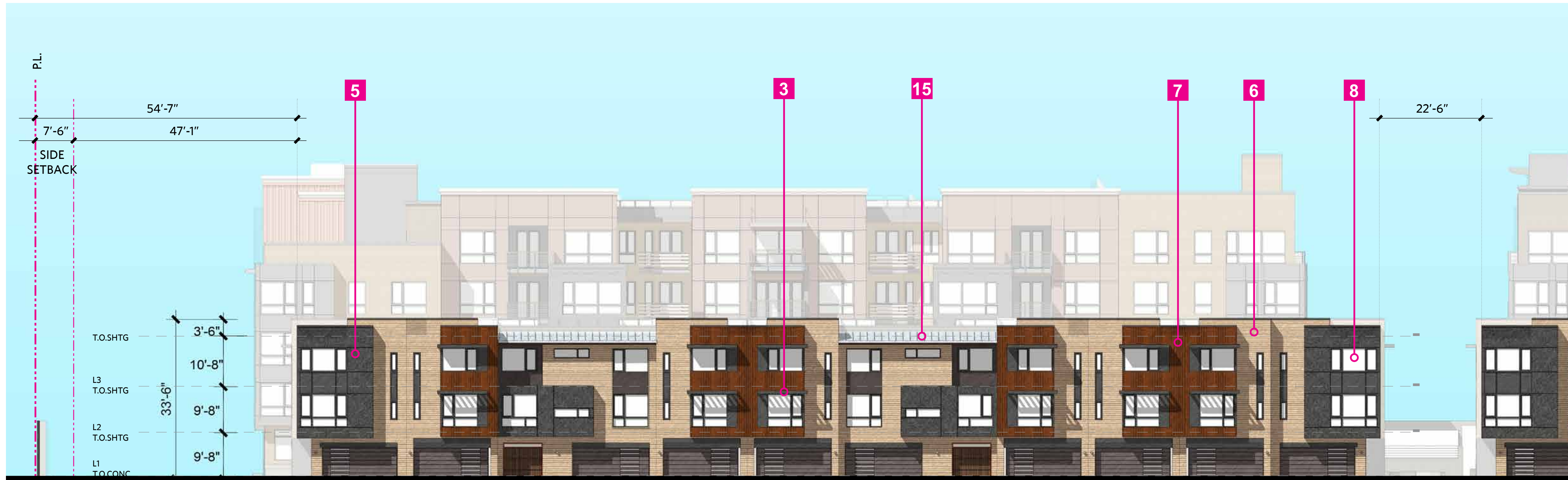
TOWNHOME ELEVATION



2 | TOWNHOME SOUTH FACADE



3 | AERIAL VIEW OF TOWNHOME

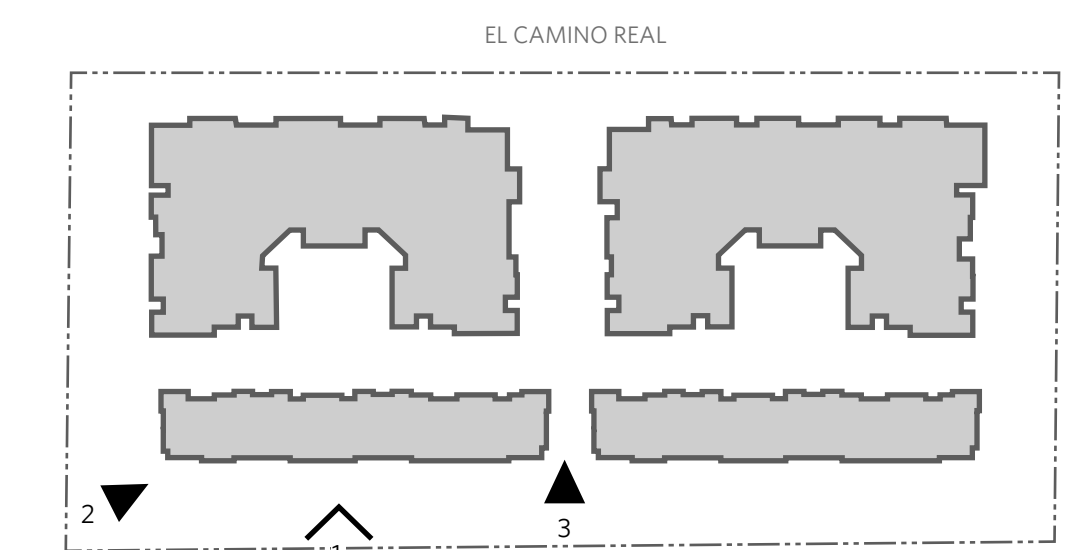


1 | TOWNHOME SOUTH ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

TOWNHOME NORTH ELEVATION



2 | TOWNHOME NORTH FACADE



3 | AERIAL VIEW OF PASEO

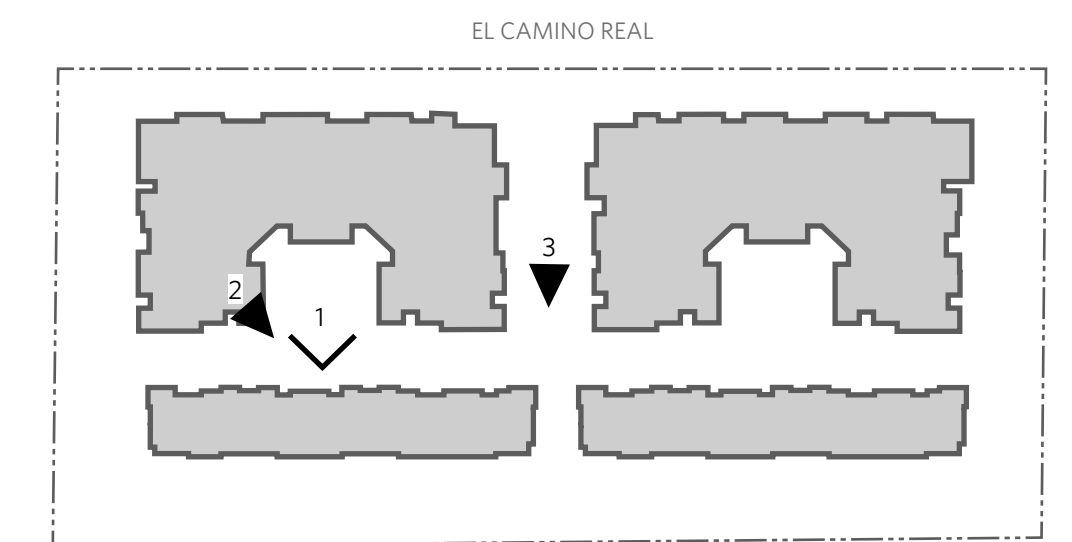


1 | TOWNHOME NORTH ELEVATION

MATERIAL LEGEND

(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



KEY PLAN

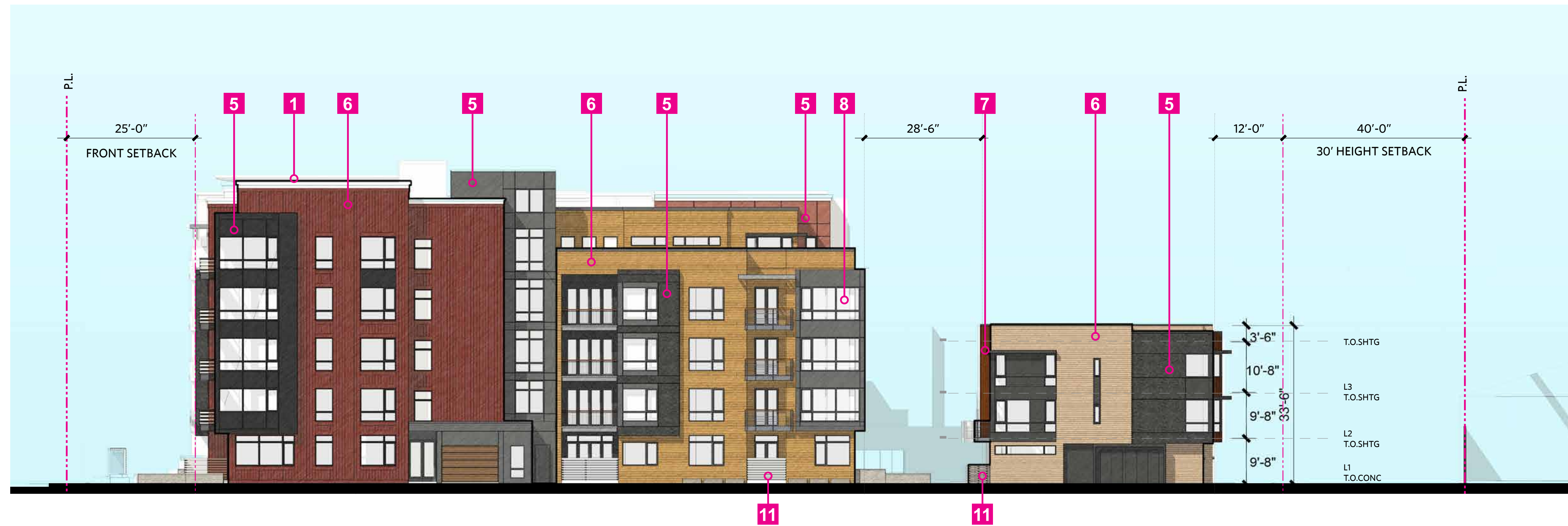
WEST ELEVATION



2 | AERIAL VIEW



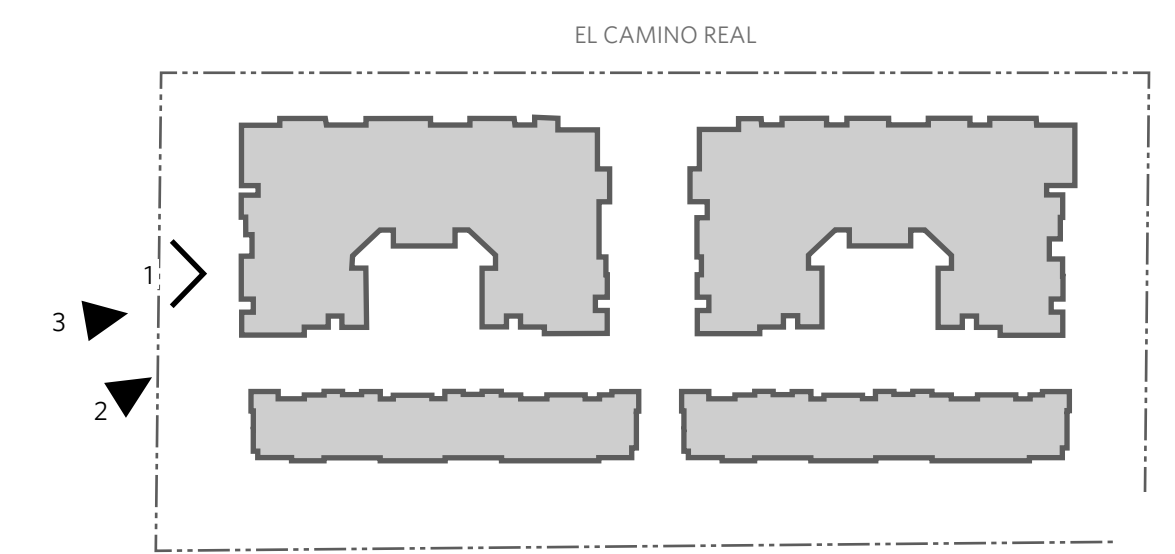
3 | WEST FACADE



1 | WEST ELEVATION

MATERIAL LEGEND
(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL



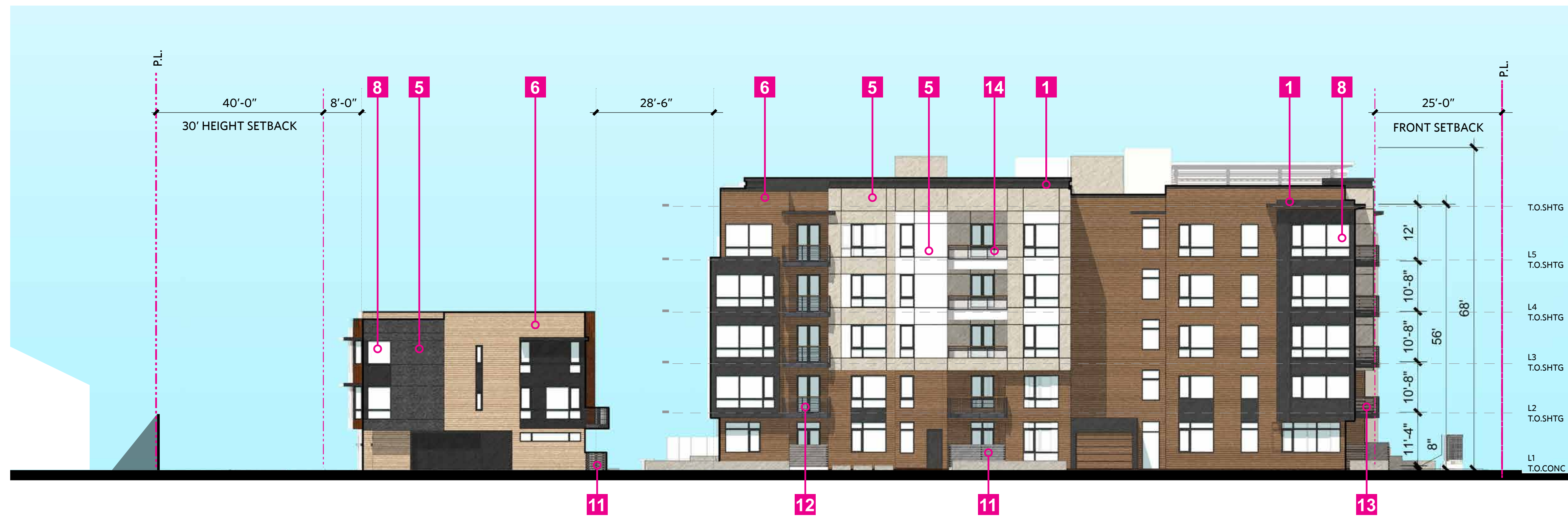
EAST ELEVATION



2 | VIEW OF PASEO AND POOL



3 | VIEW OF PASEO

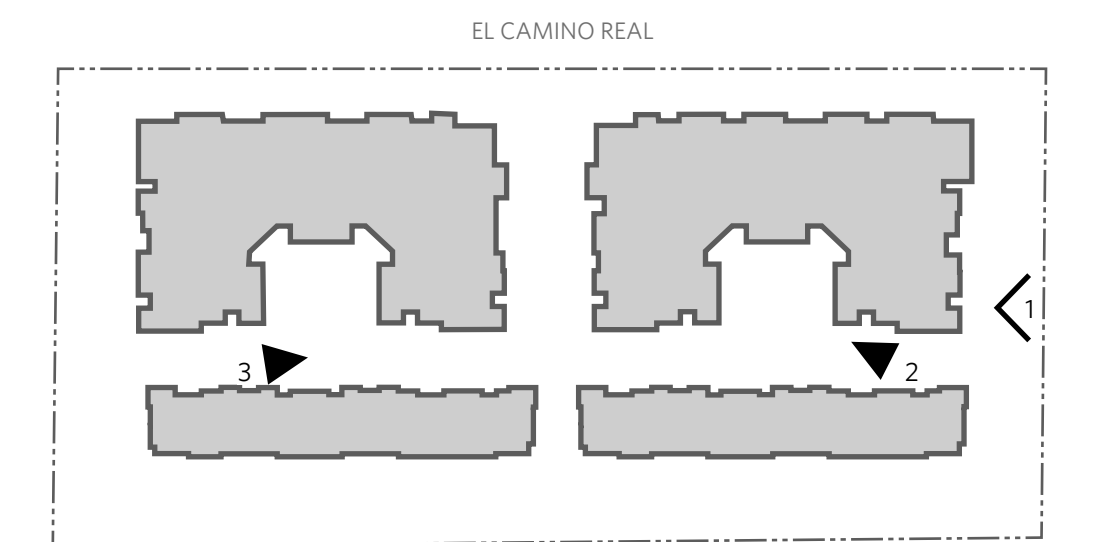


1 | EAST ELEVATION

MATERIAL LEGEND

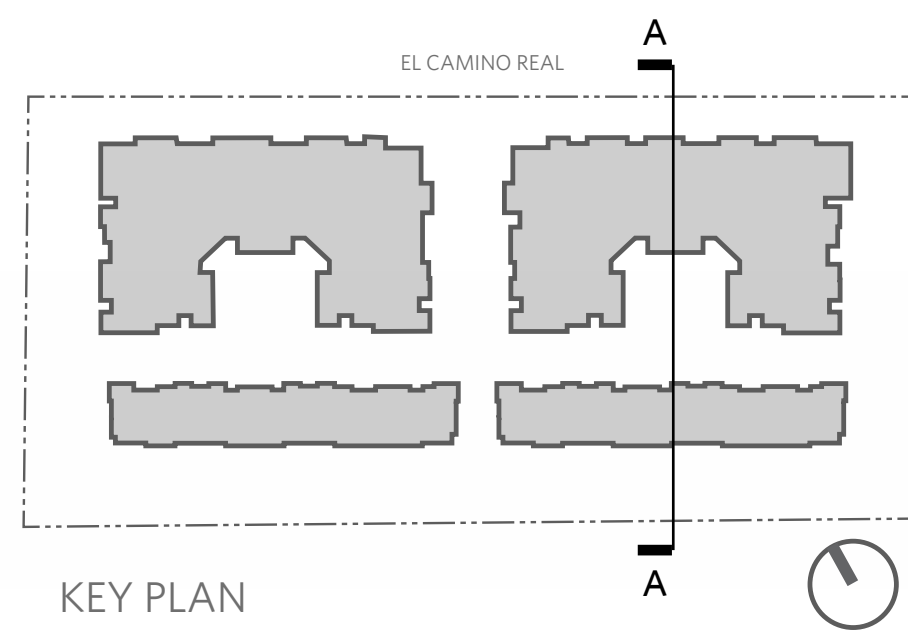
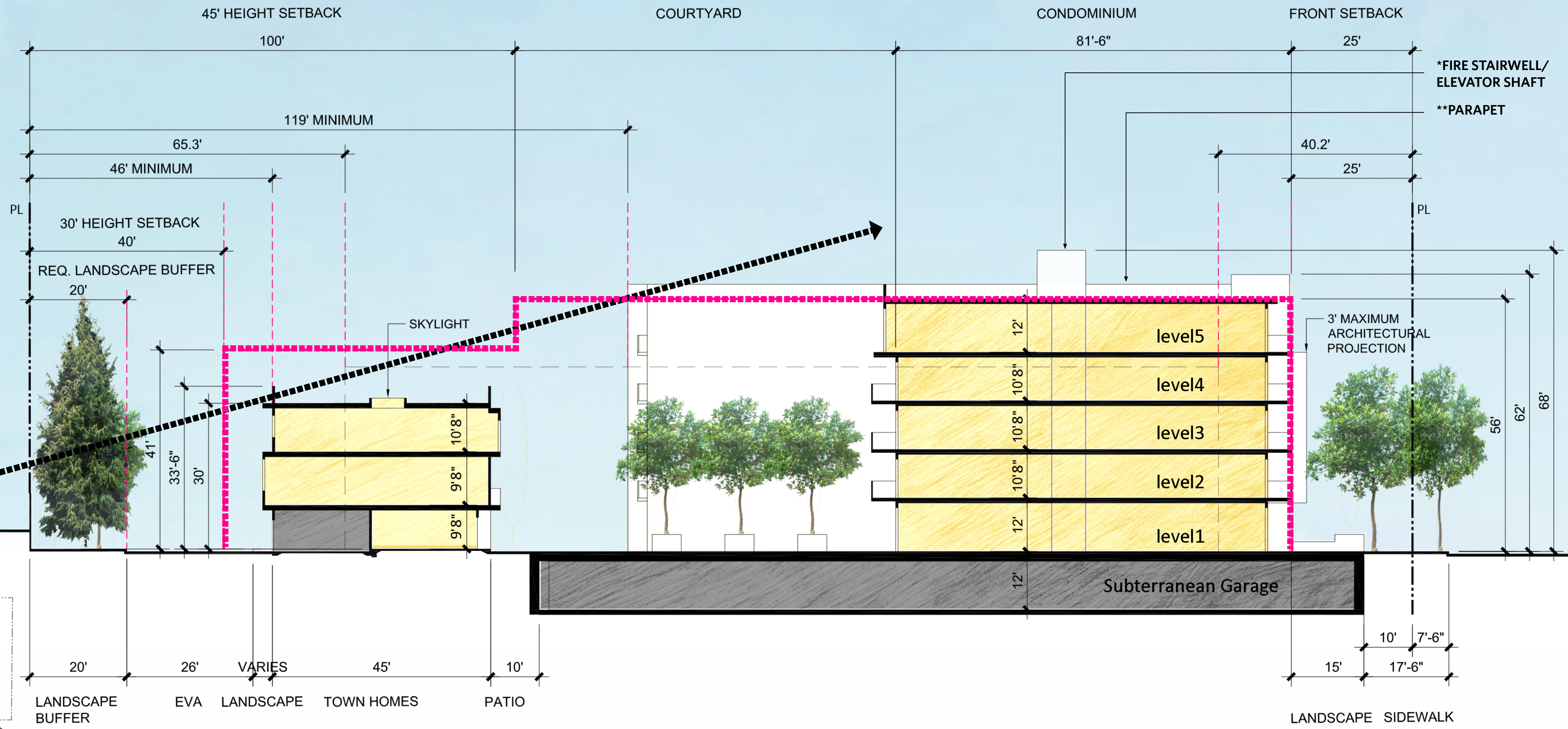
(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL

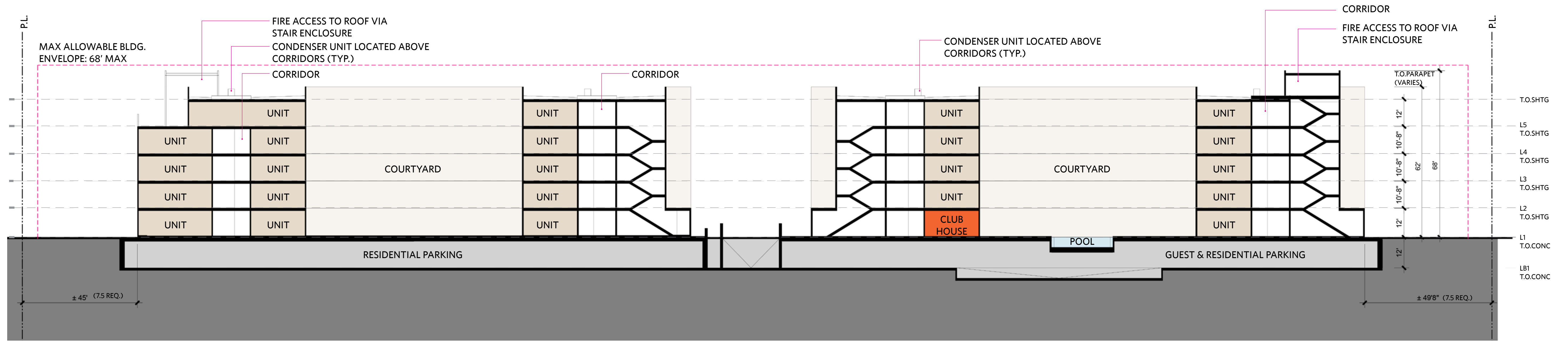


KEY PLAN

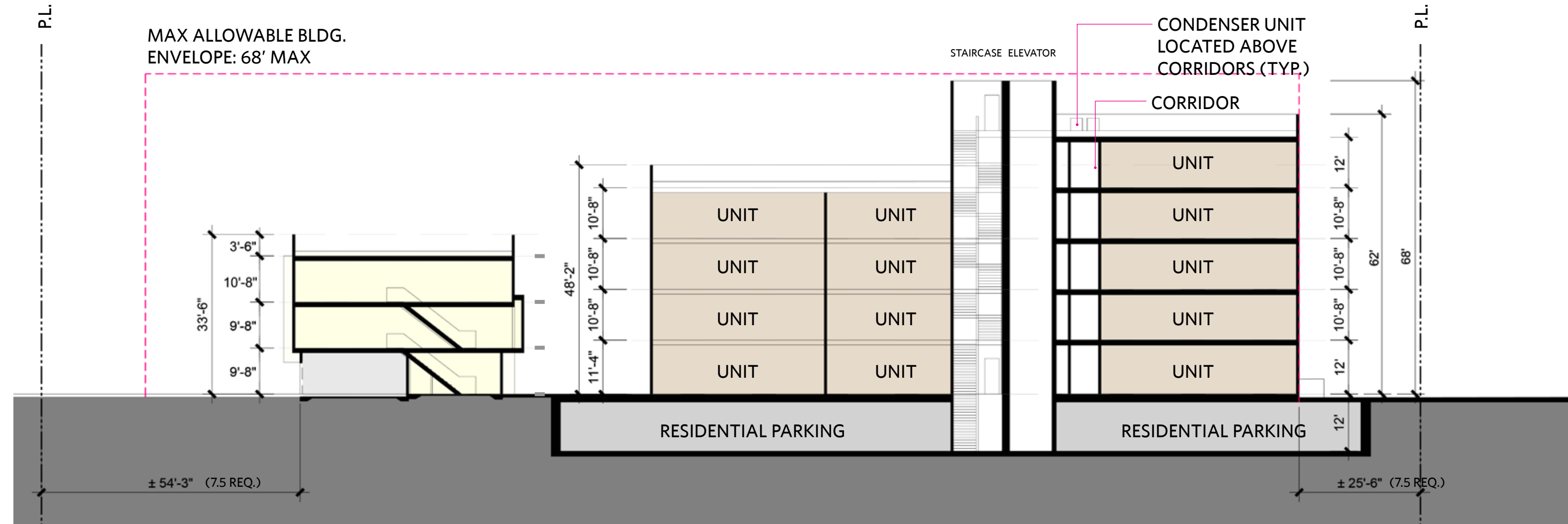
ILLUSTRATIVE BUILDING SECTION



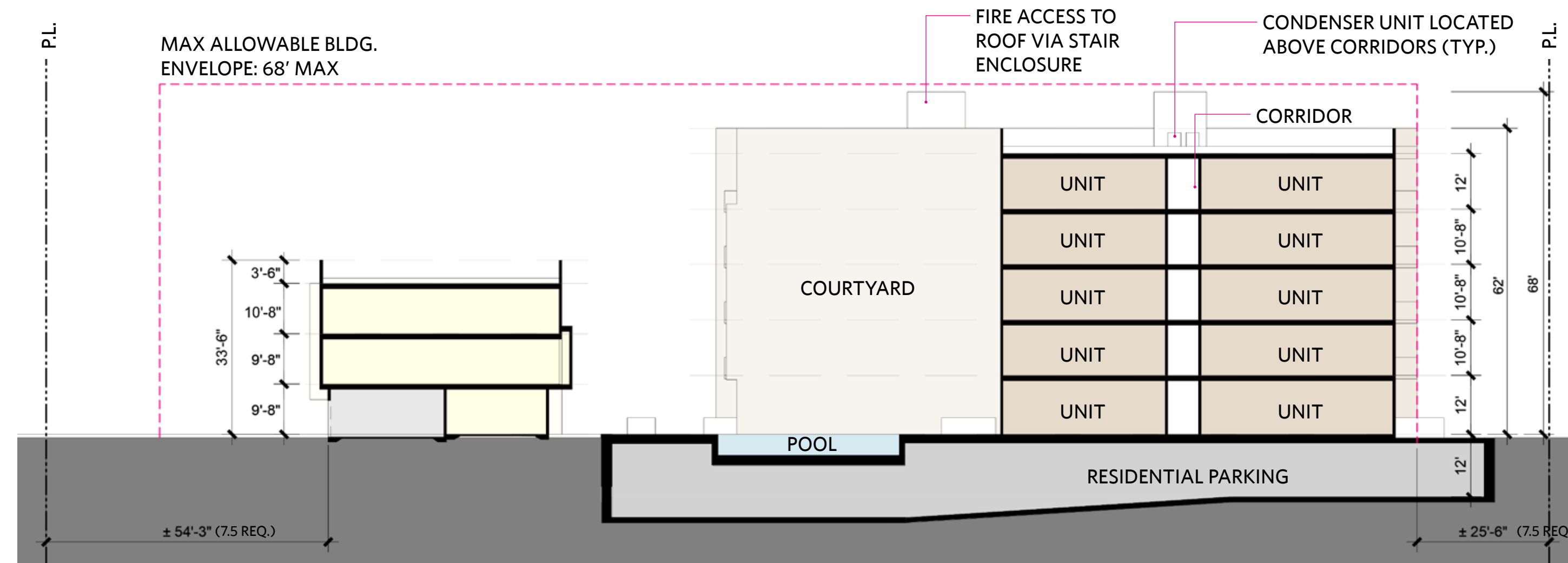
BUILDING SECTION A-A , B-B & C-C



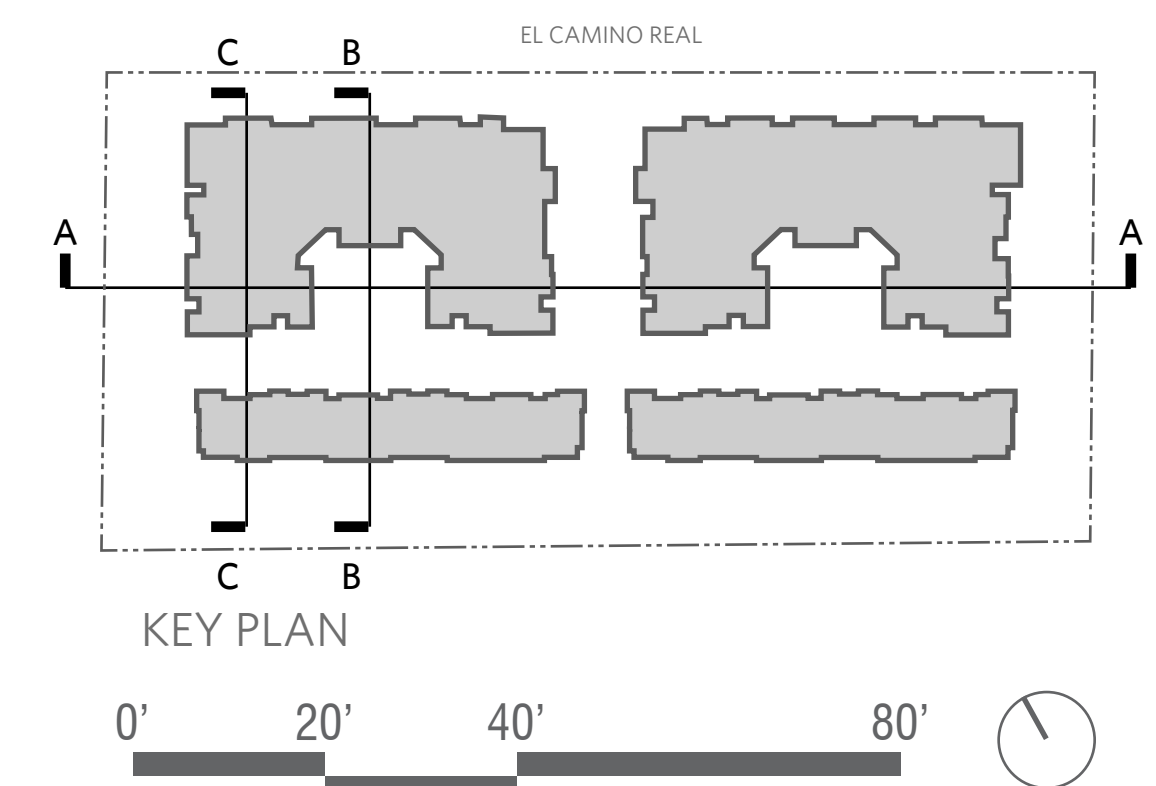
SECTION "A-A"



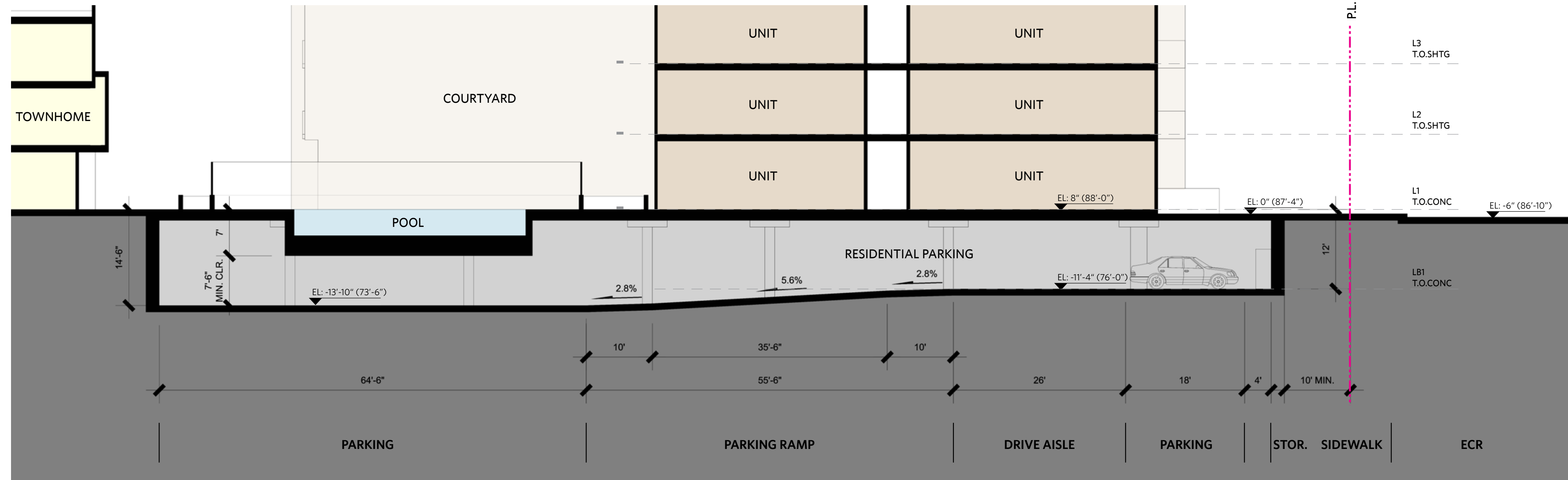
SECTION "B-B"



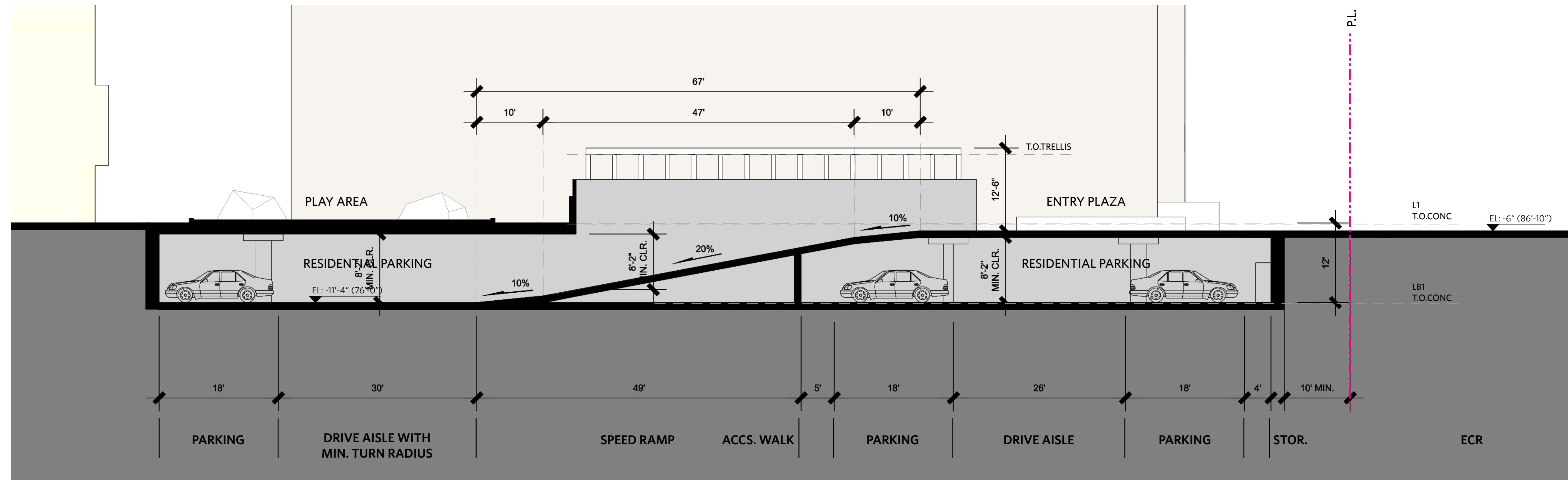
SECTION "C-C"



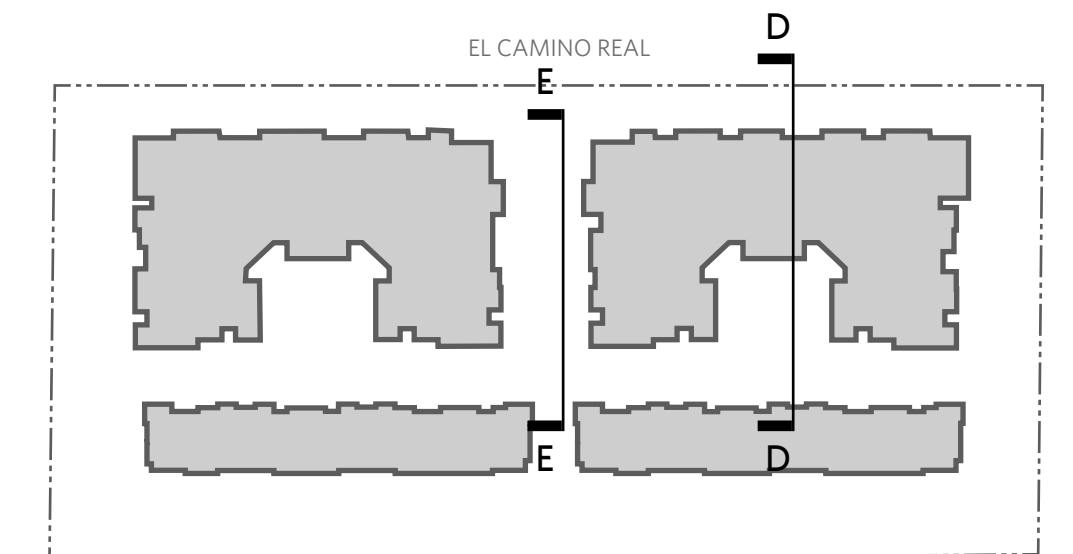
BUILDING SECTION D-D & E-E



SECTION "D-D"



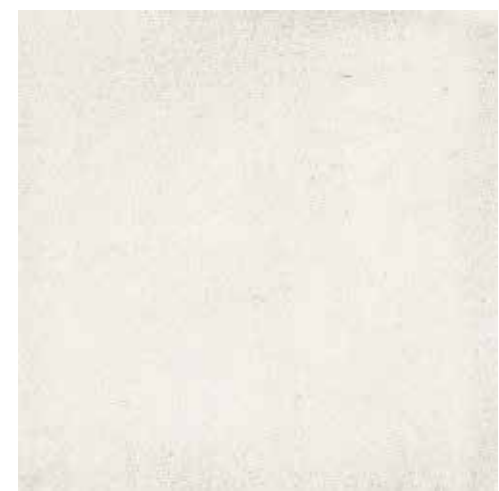
SECTION "E-E"



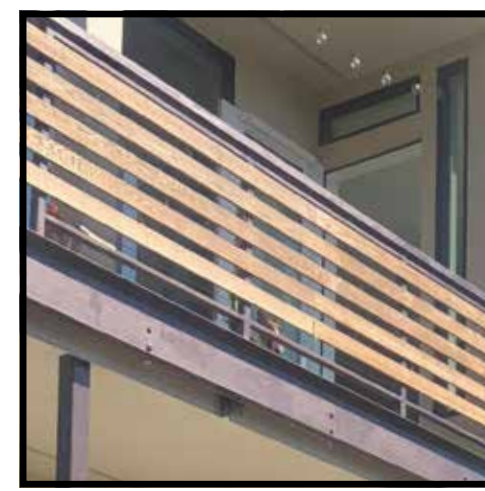
KEY PLAN



COLORS & MATERIALS



**STUCCO COLOR #1
(SMOOTH TROWELED)**



STEEL CABLE RAILING W/ BOARD



BOARD & BATTEN



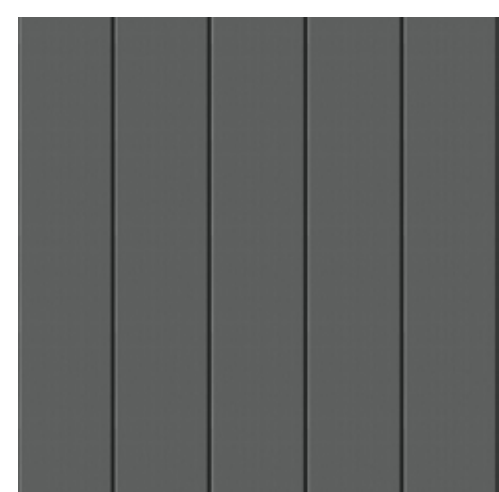
**EXTERIOR PLASTER #2
(SMOOTH TROWELED)**



METAL AWNING



HORIZONTAL SIDING



VERTICAL SIDING



METAL TRELLIS/ CANOPY



METAL RAILING (TYP.)

**MATERIAL LEGEND
(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)**

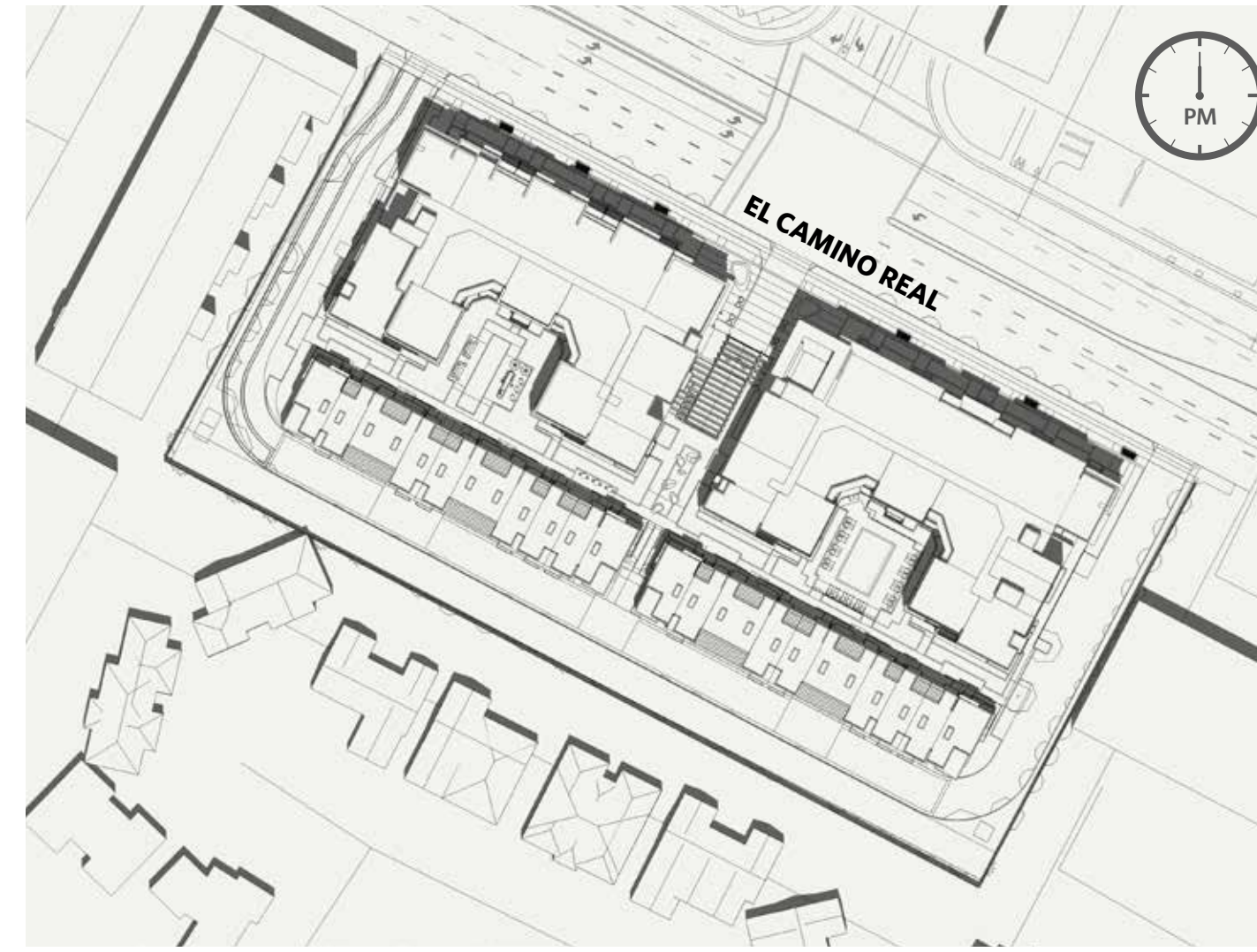
1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP.)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL

SHADOW STUDY

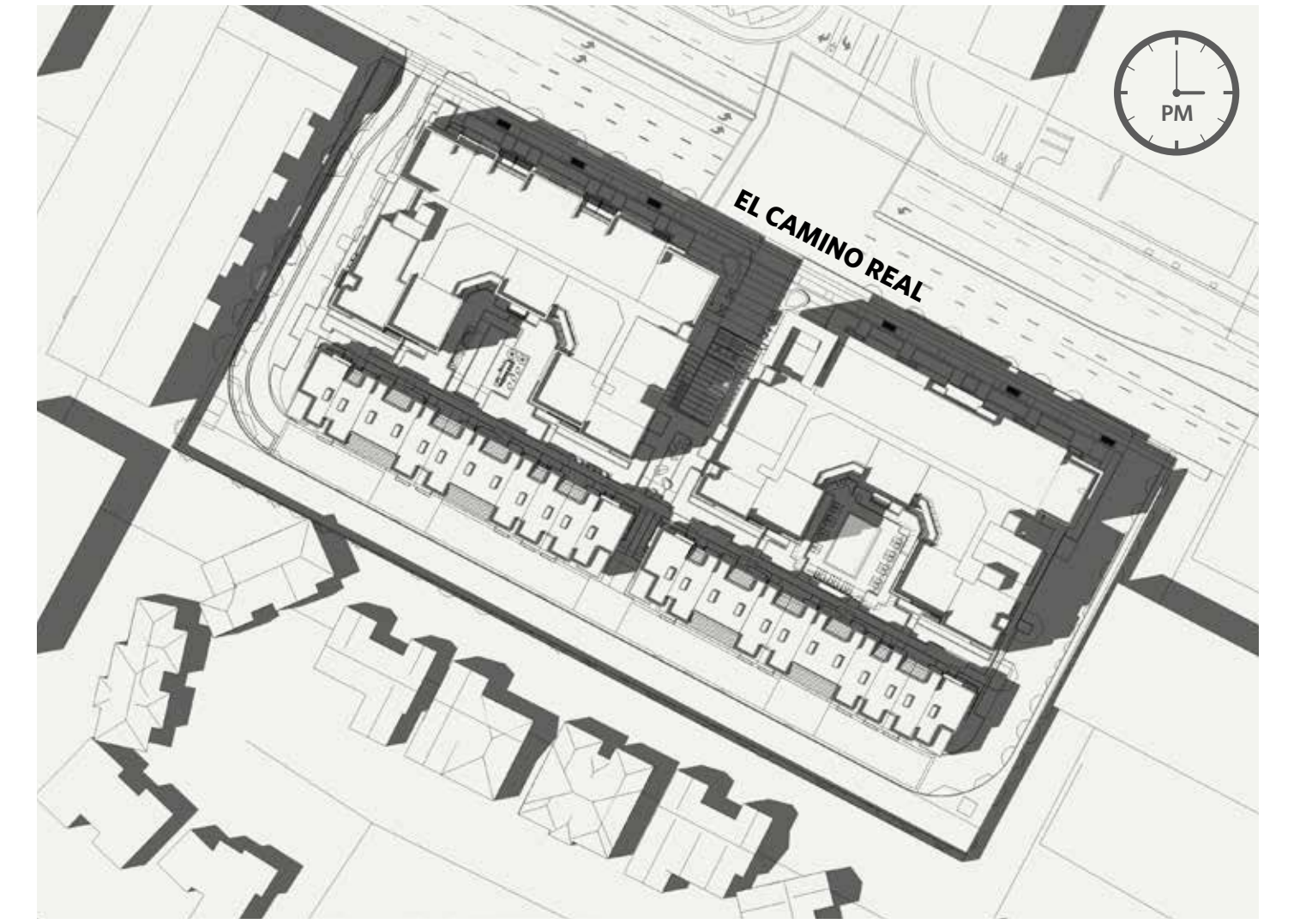
SUMMER SOLSTICE



JUNE 21 AT 9:00 AM



JUNE 21 AT 12:00 PM



JUNE 21 AT 3:00 PM

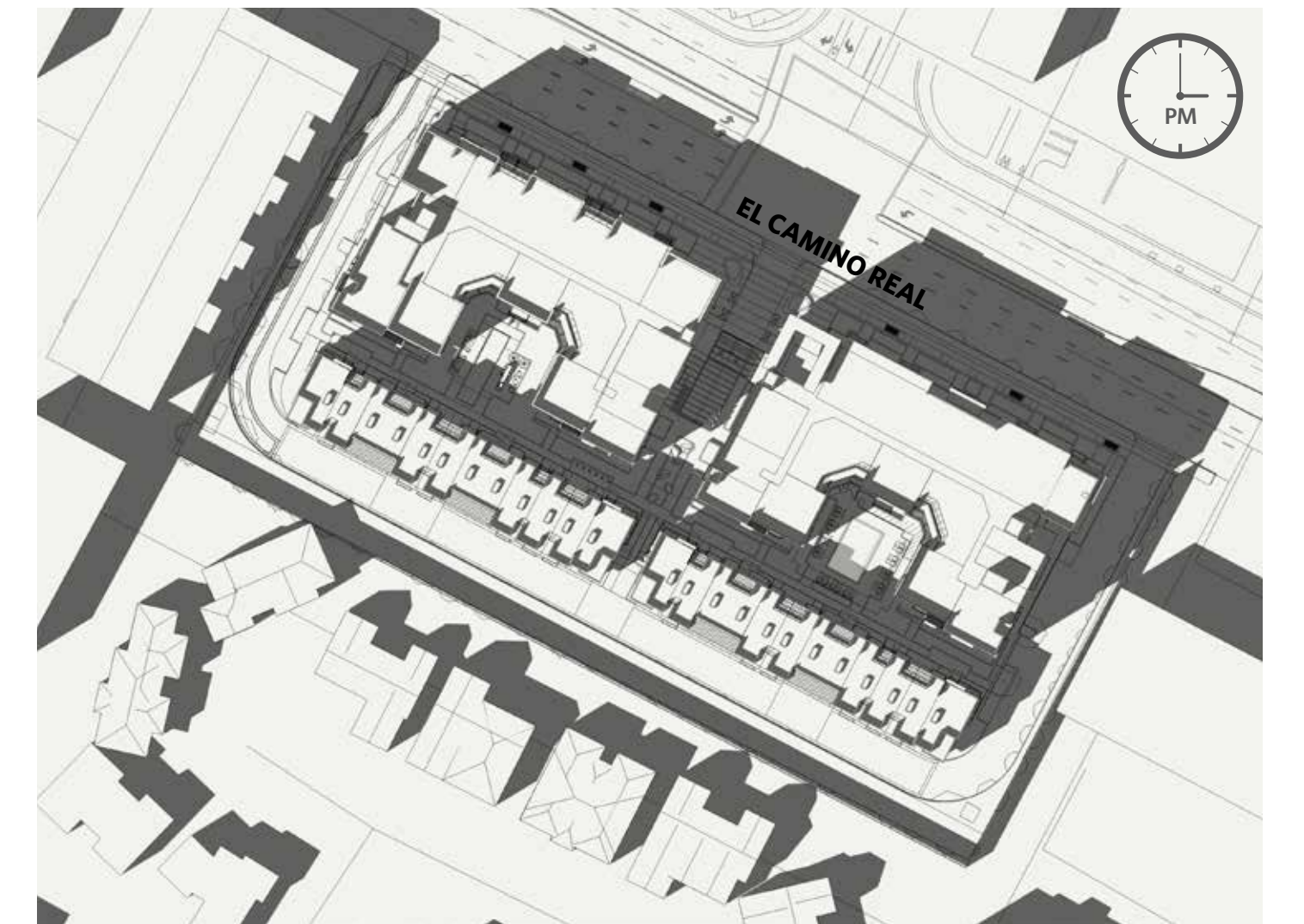
SPRING / FALL EQUINOX



MARCH / SEPTEMBER 21 AT 9:00 AM



MARCH / SEPTEMBER 21 AT 12:00 PM



MARCH / SEPTEMBER 21 AT 3:00 PM

WINTER SOLSTICE



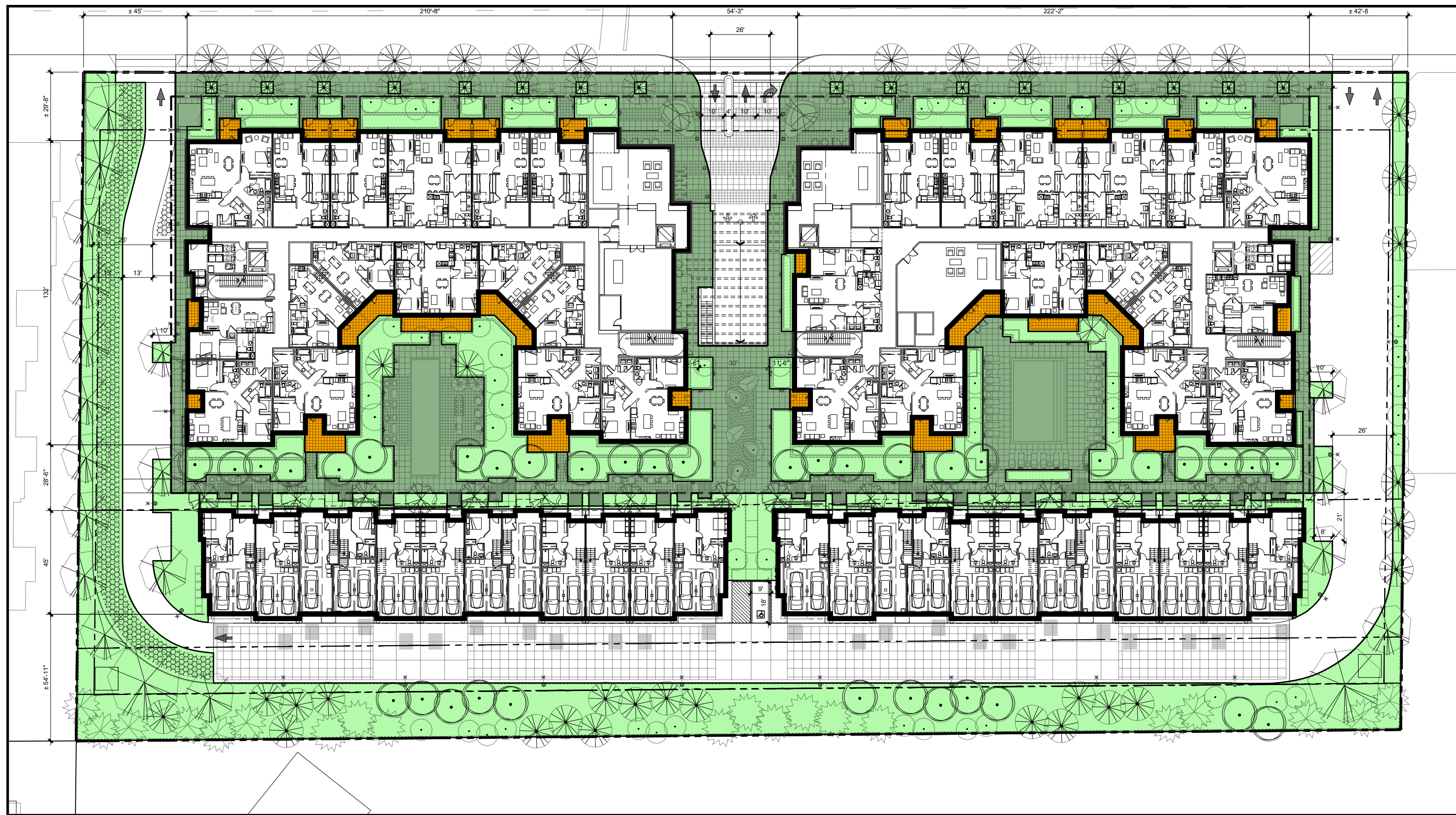
DECEMBER 21 AT 9:00 AM



DECEMBER 21 AT 12:00 PM

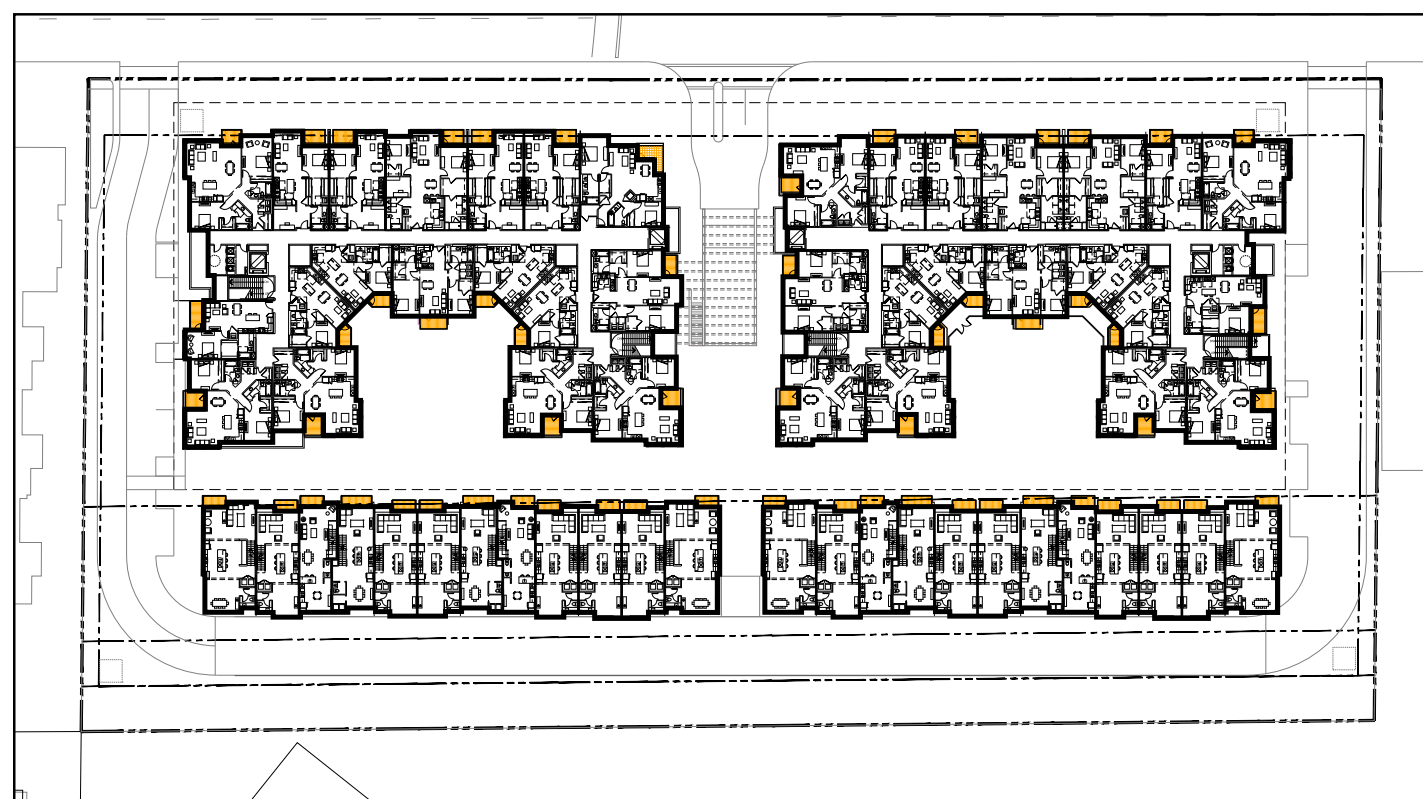


DECEMBER 21 AT 3:00 PM



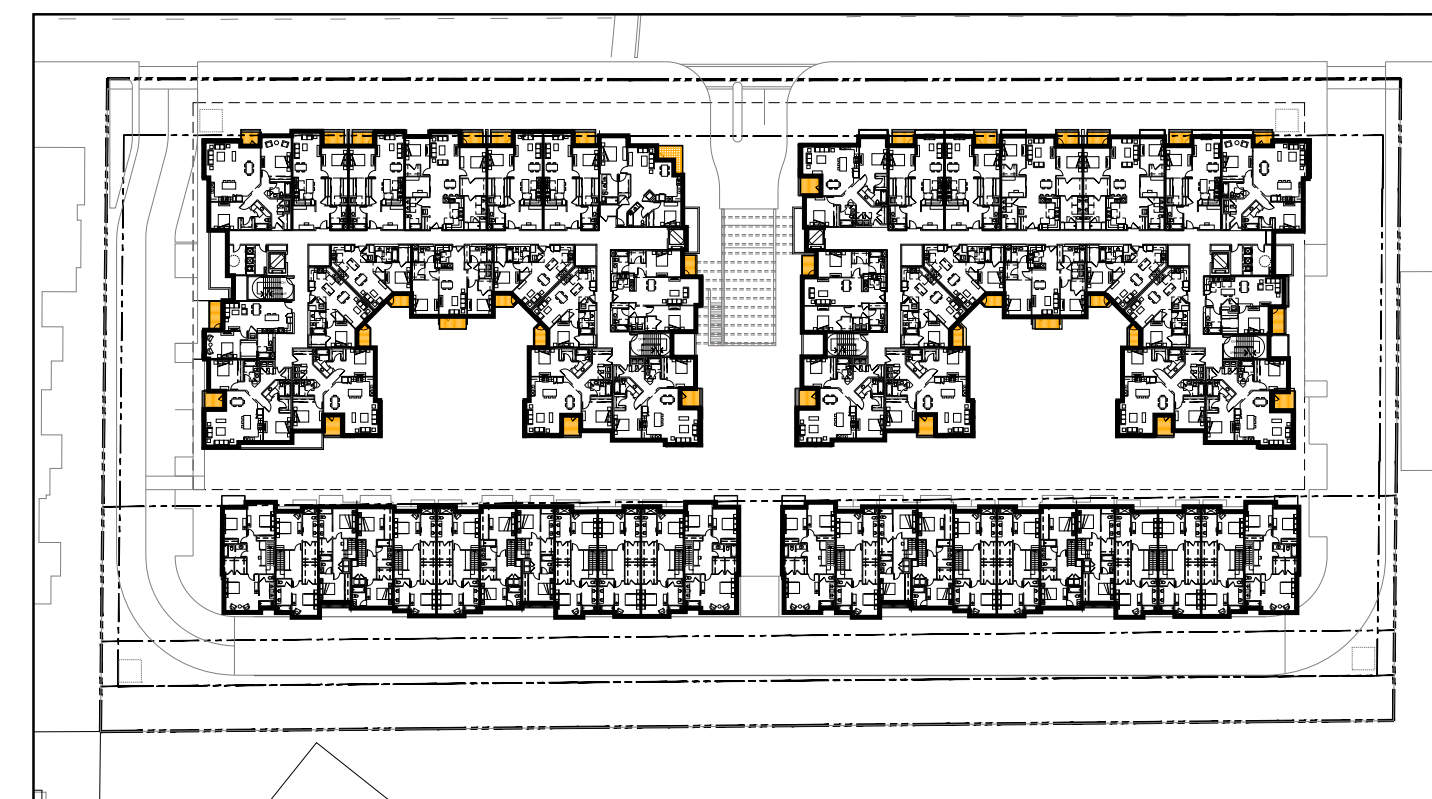
GROUND FLOOR

PRIVATE OPEN SPACE : 3500 SF
COMMON OPEN SPACE : 62880 SF



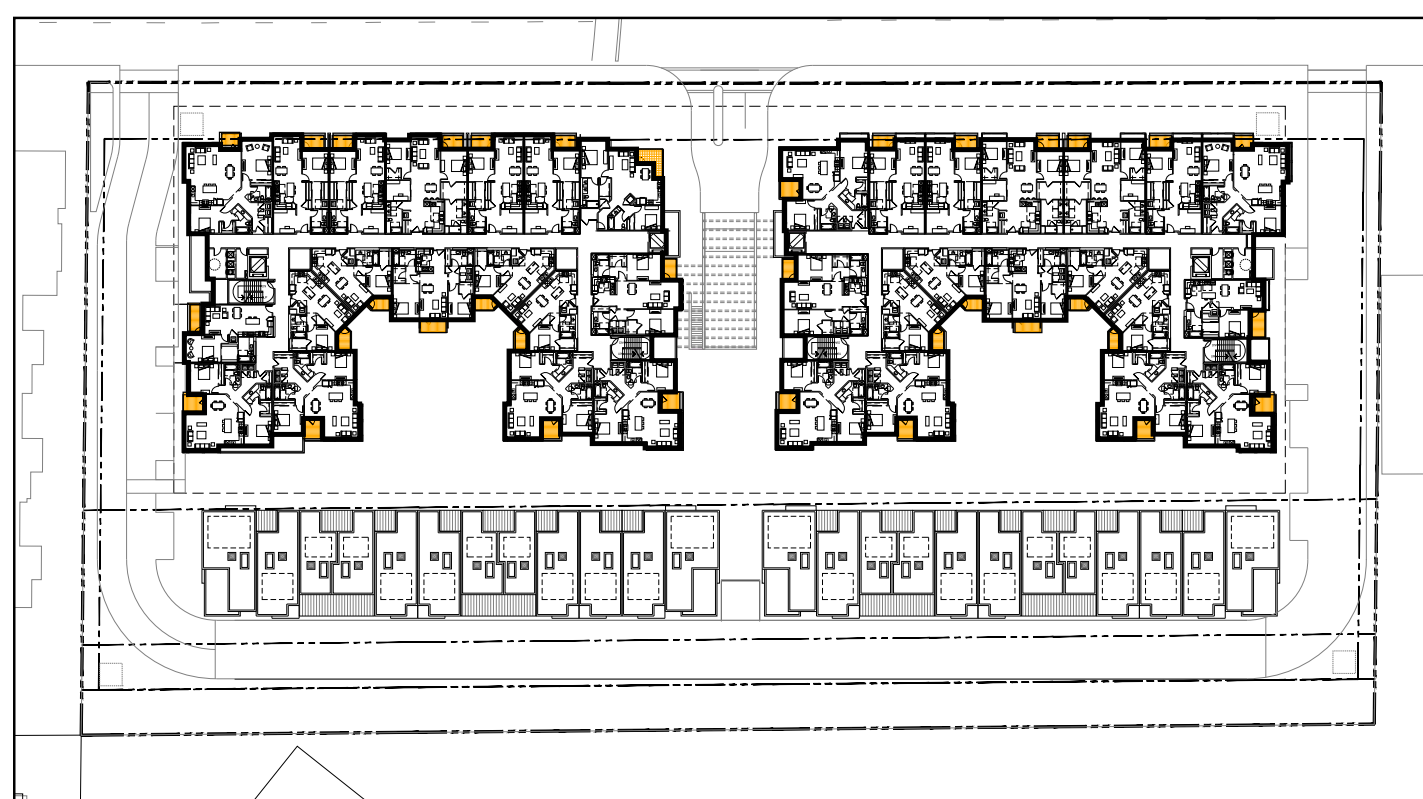
2ND FLOOR

PRIVATE OPEN SPACE : 3350 SF



3RD FLOOR

PRIVATE OPEN SPACE : 2150 SF



4TH FLOOR

PRIVATE OPEN SPACE : 2150 SF



5TH FLOOR

PRIVATE OPEN SPACE : 2000 SF

FRONT SETBACK LANDSCAPE REQUIREMENT

PER LOS ALTOS MUNICIPAL CODE SECTION 14.50.090

	REQUIRED	PROVIDED
15,020 SF		
FRONT SETBACK LANDSCAPE AREA	7,510 SF	5,120 SF



FRONT SETBACK LANDSCAPE REQUIRED

- The minimum front yard depth shall be twenty-five (25) feet, with a minimum of fifty (50) percent of which shall be landscaped

FRONT SETBACK LANDSCAPE PROVIDED

- The total frontyard setback area is 15,020 sf
- The total landscape area is 5,120 sf, which is 34% of this setback area
- Project is not in compliance, but will apply for a waiver.

OPEN SPACE CALCULATION

PER LOS ALTOS MUNICIPAL CODE SECTION 14.50.150 (CT DISTRICTS)

196 UNITS	REQUIRED	PROVIDED	
PRIVATE OPEN SPACE	9,800 SF	13,150 SF	
NON-PERMEABLE SURFACE		23,220 SF	37%
PERMEABLE SURFACE		39,660 SF	63%
COMMON OPEN SPACE	3,200 SF	62,880 SF	100%

PRIVATE OPEN SPACE REQUIRED

- An average of fifty (50) square feet of private open space shall be provided for the total number of dwelling units within a project.
- 196 units X 50 sf = 9,800 sf

PRIVATE OPEN SPACE PROVIDED

- The average private open space per condo unit is 69.5 sf. 172 units X 69.5 sf = 11,950 sf.
- The average private open space per townhome unit is 50 sf. 24 townhomes X 50 sf = 1,200 sf
- The total private open space is 13,150 sf.

COMMON OPEN SPACE REQUIRED

- Fifty-one (51) or more units: a minimum of three thousand two hundred (3,200) square feet of common open space shall be provided.
- Common open space areas shall be surfaced with any practical combination of landscaping, paving, decking, concrete, or other serviceable material with no more than fifty (50) percent of the area at grade level covered with a non-permeable surface.

COMMON OPEN SPACE PROVIDED

- The total non-permeable surface area is 23,220 sf (37%)
- The total permeable surface area is 39,660 sf (63%)
- The total common open space is 62,880 sf

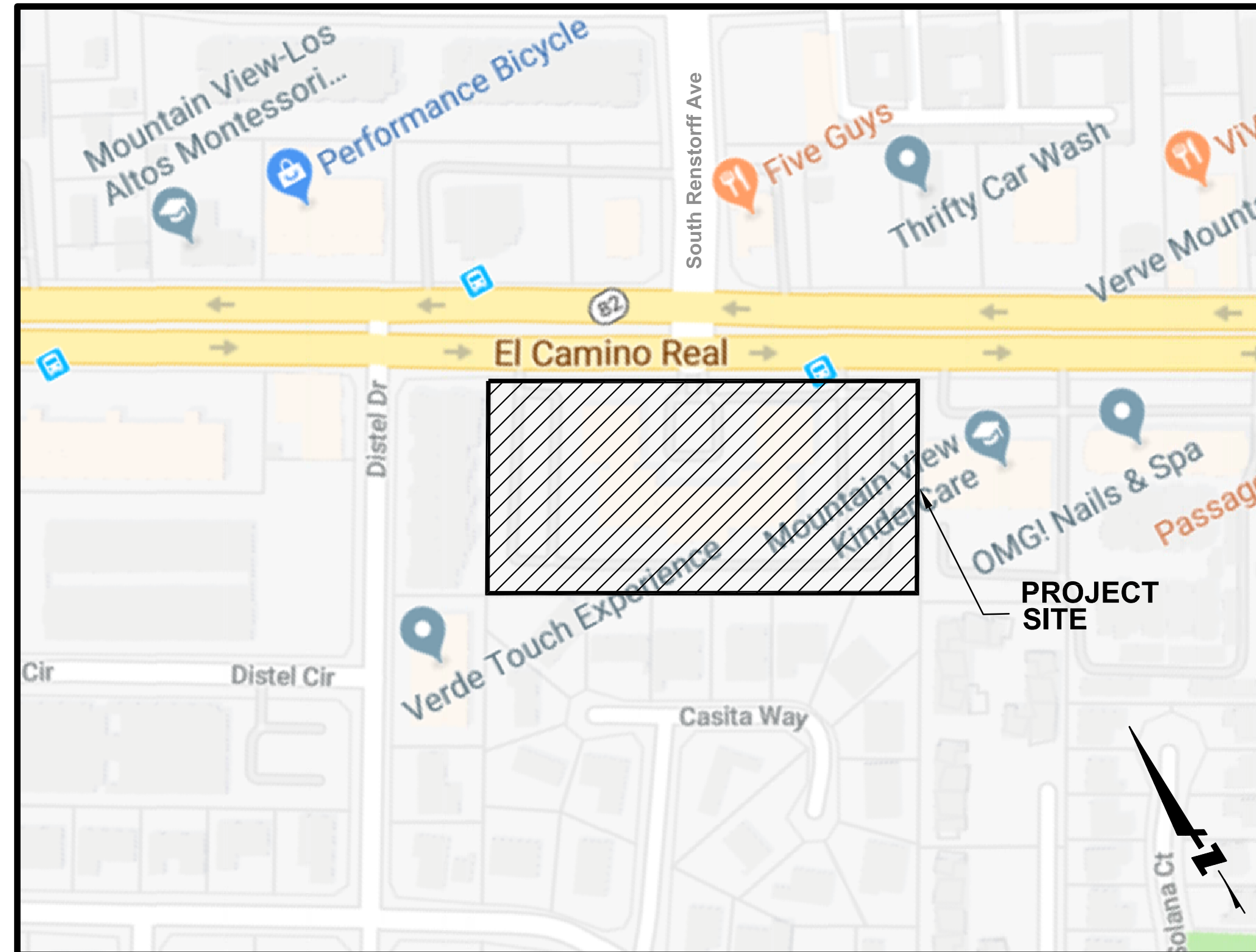
LEGEND

 TOTAL PRIVATE OPEN SPACE	13,150	SF
 COMMON OPEN SPACE (NON-PERMEABLE SURFACE)	23,220	SF
 COMMON OPEN SPACE (PERMEABLE SURFACE)	39,660	SF

VESTING TENTATIVE MAP APPLICATION FOR CONDOMINIUM PURPOSES DUTCHINTS DEVELOPMENT 5150 EL CAMINO REAL CITY OF LOS ALTOS SANTA CLARA COUNTY, CALIFORNIA

GENERAL PROJECT INFORMATION

1. **OWNER/SUBDIVIDER:** DUCHINTS DEVELOPMENT
5150 EL CAMINO REAL
LOS ALTOS, CA 94022
2. **ENGINEER:** BKF ENGINEERS
4670 WILLOW ROAD, SUITE 250
PLEASANTON, CA 94588
TEL (925) 396-7700
FAX (925) 396-7799
3. **SUBDIVIDED AREA:** 165,345 SQ FT (APPROX. 3.80 ACRES)
4. **UTILITIES:**
WATER SUPPLY: CAL WATER
FIRE PROTECTION: SANTA CLARA COUNTY FIRE
SEWAGE DISPOSAL: CITY OF LOS ALTOS
STORM DRAIN: CITY OF LOS ALTOS
GAS & ELECTRIC: PACIFIC GAS & ELECTRIC
TELEPHONE: AT&T
CABLE TELEVISION: COMCAST
5. **APN:** 170-04-066
6. **ZONING:** CT COMMERCIAL THOROUGHFARE
7. **LAND USE:** THOROUGHFARE COMMERCIAL
8. **GENERAL PLAN:** EL CAMINO REAL
9. **FLOOD ZONE DESIGNATION:** ZONE X PER MAP #0685C0038H
AREA OF 0.2% ANNUAL CHANCE FLOODPLANE
10. **NUMBER OF LOTS:** 1
11. **NUMBER OF RESIDENTIAL CONDO UNITS:** 172
12. **NUMBER OF RESIDENTIAL TOWNHOMES:** 24



VICINITY MAP

NTS

TABLE OF CONTENTS

NUMBER	DESCRIPTION
C0.0	COVER SHEET
C1.0	EXISTING CONDITIONS
C2.0	CIVIL SITE PLAN
C3.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C4.0	PRELIMINARY UTILITY MAP
C5.0	PRELIMINARY STORMWATER MANAGEMENT PLAN
C6.0	BASEMENT VEHICULAR TRUCK TURNING
C6.1	BASEMENT VEHICULAR TRUCK TURNING

BENCHMARK

BRASS DISK NEAR THE SOUTHEASTERLY CORNER OF THE NORTHEAST HEADWALL AT CALIFORNIA AVENUE AND PERMANENTE CREEK. CITY OF MOUNTAIN VIEW
ELEVATION = 78.20

BASIS OF BEARINGS

THE BEARING OF NORTH 47°16'42" EAST ALONG THE CENTERLINE OF MURCHISON DRIVE AS SHOWN ON THE SUBDIVISION MAP FILED FOR RECORD ON MAY 5, 1954, IN BOOK 38 OF MAPS AT PAGES 48 & 49, ORIGINAL RECORDS OF SAN MATEO COUNTY, WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS SURVEY.

LEGEND

	PROPOSED	EXISTING
PROPERTY LINE	— — — — —	— — — — —
EASEMENT LINE	— — — — —	— — — — —
STORM DRAIN LINE	— — — — —	— — — — —
SANITARY SEWER LINE	— — — — —	— — — — —
WATER LINE	— — — — —	— — — — —
FIRE LINE	— — — — —	— — — — —
BIORETENTION AREA		
PERVIOUS TURF BLOCK		
FIRE HYDRANT		
FIRE DEPARTMENT CONNECTION		
FIRE WATER BACKFLOW PREVENTER		
DOMESTIC WATER BACKFLOW PREVENTER		
POST INDICATOR VALVE		
WATER BOX (WB)		
WATER VALVE (WV)		
AREA LIGHT		
TRAFFIC SIGNAL (TS)		
TRAFFIC SIGNAL BOX (TSB)		
STREET LIGHT		
STREET LIGHT BOX (SLB)		
ELECTRICAL BOX (EB)		
CURB STORM DRAIN INLET (SDDI)		
STORM DRAIN OVERFLOW INLET		
MANHOLE		
SANITARY SEWER MANHOLE (SSMH)		
STORM DRAIN MANHOLE (SDMH)		
AREA DRAIN		
MONITORING WELL		
CLEAN OUT		

ABBREVIATIONS

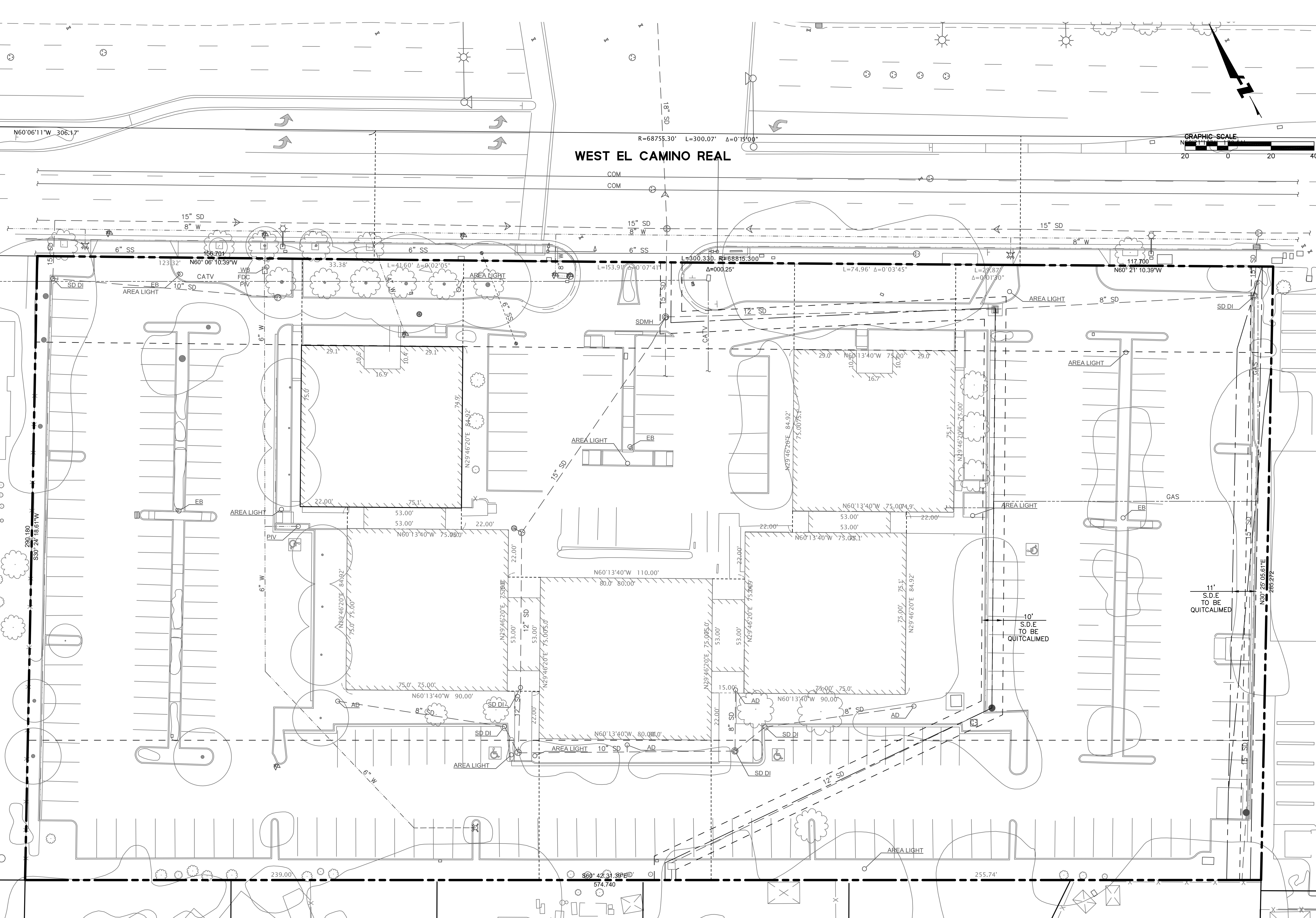
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
APN	ASSESSOR PARCEL NUMBER	HDPE	HIGH DENSITY POLYETHYLENE	SDCB	STORM DRAIN CATCH BASIN
APPROX	APPROXIMATE	HP	HIGH POINT	SDCI	STORM DRAIN CURB INLET
BFP	BACK FLOW PREVENTION DEVICE	INV	INVERT	SDCO	STORM DRAIN CLEANOUT
BLDG	BUILDING	IRR	IRRIGATION	SDE	STORM DRAIN EASEMENT
BW	BACK OF WALK	JP	JOINT POLE	SDJB	STORM DRAIN JUNCTION BOX
C&G	CURB AND GUTTER	JT	JOINT TRENCH	SDMH	STORM DRAIN MANHOLE
CB	CATCH BASIN	LF	LINEAR FOOT	SHT	SHEET
CD	CURB DRAIN	LP	LIP OF GUTTER	SL	STREET LIGHT
CI	CURB INLET	LP	LOW POINT	SQFT	SQUARE FEET
CONC	CONCRETE	MAX	MAXIMUM	SS	SANITARY SEWER
CY	CUBIC YARDS	MIN	MINIMUM	SSCO	SANITARY SEWER CLEANOUT
DEMO	DEMOLITION	MH	MANHOLE	SSMH	SANITARY SEWER MANHOLE
DI	DROP INLET	MON	MONUMENT	SW, S/W	SIDEWALK
DW	DOMESTIC WATER	(N)	NEW	STD	STANDARD
DW, D/W, DWY	DRIVEWAY	NO.	NUMBER	SWE	SIDEWALK EASEMENT
E, ELEC	ELECTRIC	NTS	NOT TO SCALE	TC	TOP OF CURB
(E), EX, EXIST	EXISTING	PG&E	PACIFIC GAS & ELECTRIC	TEL, TELE	TELEPHONE
EB	ELECTRIC BOX	PGE	PG&E EASEMENT	TG	TOP OF GRATE
EG	EXISTING GROUND	PG&E TOWER LINE EASEMENT	PG&E TOWER LINE EASEMENT	THRU	THROUGH
EL, ELEV	ELEVATION	POST INDICATOR VALVE	POST INDICATOR VALVE	TM	TENTATIVE MAP
EP	EDGE OF PAVEMENT	P/L	PROPERTY LINE	TOS	TOP OF SLAB
ESMT	EASEMENT	POC	POINT OF CONNECTION	TRANS	TRANSFORMER
ETW	EDGE OF TRAVELED WAY	PR, PROP	PROPOSED	TS	TRAFFIC SIGNAL
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT	PRV	PRESSURE REDUCING VALVE	TSB/TSPB	TRAFFIC SIGNAL BOX
FC	FACE OF CURB	PSE	PUBLIC SURVEY EASEMENT	TOP OF TREATMENT SOIL	TOP OF TREATMENT SOIL
FDC	FIRE DEPARTMENT CONNECTION	R	RADIUS	TYP	TYPICAL
FF	FINISHED FLOOR	RCP	REINFORCED CONCRETE PIPE	UB	UTILITY BOX
FG	FINISH GRADE	RE	ROADWAY EASEMENT	UE	UTILITY EASEMENT
FH	FIRE HYDRANT	RIM	RIM ELEVATION	USD	UNION SANITARY DISTRICT
FL	FLOW LINE	R/W, R-O-W	RIGHT OF WAY	VCP	VITRIFIED CLAY PIPE
FS	FINISHED SURFACE	RTE	RAIL TRACK EASEMENT	W	WATER
GB	GRADE BREAK	RUE	ROAD UTILITY EASEMENT	WL	WATER LINE
GM	GAS METER	S	SLOPE	WM	WATER METER
HC/HCR	HANDICAP RAMP	SD	STORM DRAIN	WV	WATER VALVE
				W/	WITH

THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2019.

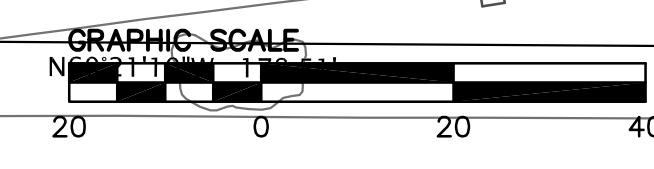
Dutchints Development
 5150 El Camino Real, Los Altos, CA

Sheet Title:
VESTING TENTATIVE MAP COVER SHEET
 Job No. 18002
 Date: 03/25/2019
 Scale: AS SHOWN
 Drawn By: KA

Sheet No:
C0.0



WEST EL CAMINO REAL



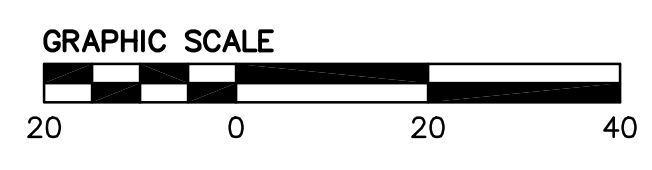
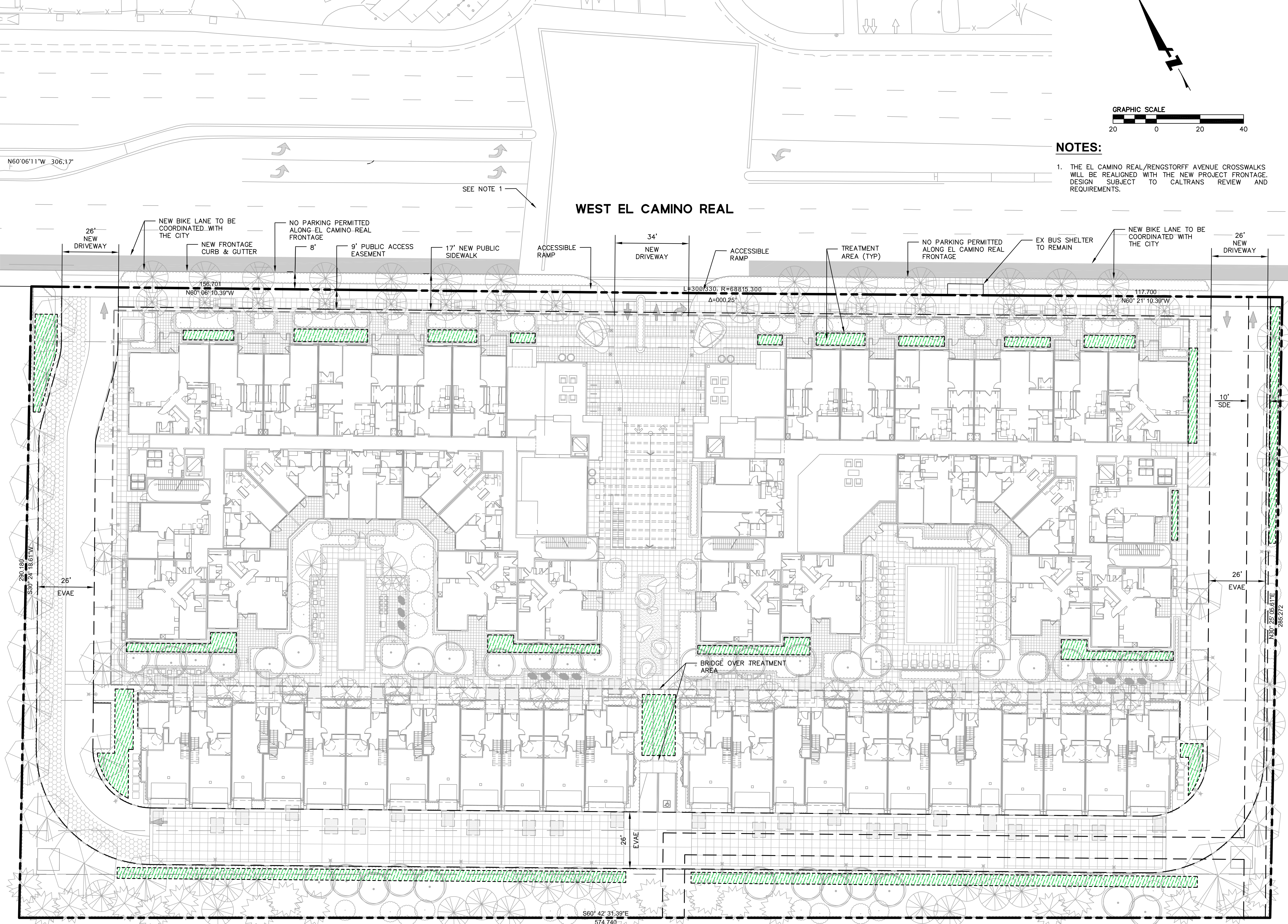
THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2019.

Dutchints Development
5150 El Camino Real, Los Altos, CA

Sheet Title:
EXISTING CONDITIONS

Job No. 18002
Date: 03/25/2019
Scale: AS SHOWN
Drawn By: KA

Sheet No:
C1.0



NOTES:

1. THE EL CAMINO REAL/RENGSTORFF AVENUE CROSSWALKS WILL BE REALIGNED WITH THE NEW PROJECT FRONTAGE. DESIGN SUBJECT TO CALTRANS REVIEW AND REQUIREMENTS.

THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2019.

Dutchints Development
5150 El Camino Real, Los Altos, CA

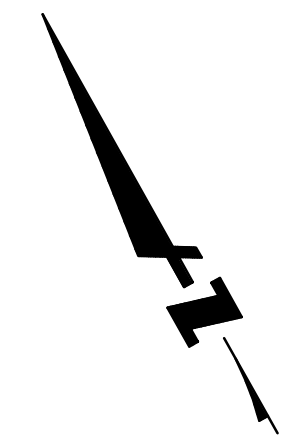
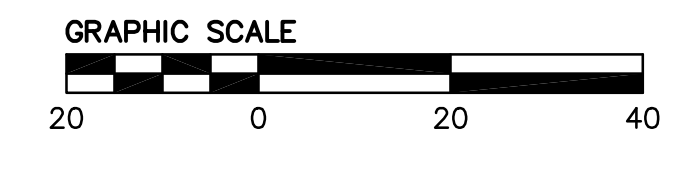
Sheet Title:
CIVIL SITE PLAN

Job No. 18002
Date: 03/25/2019
Scale: AS SHOWN
Drawn By: KA

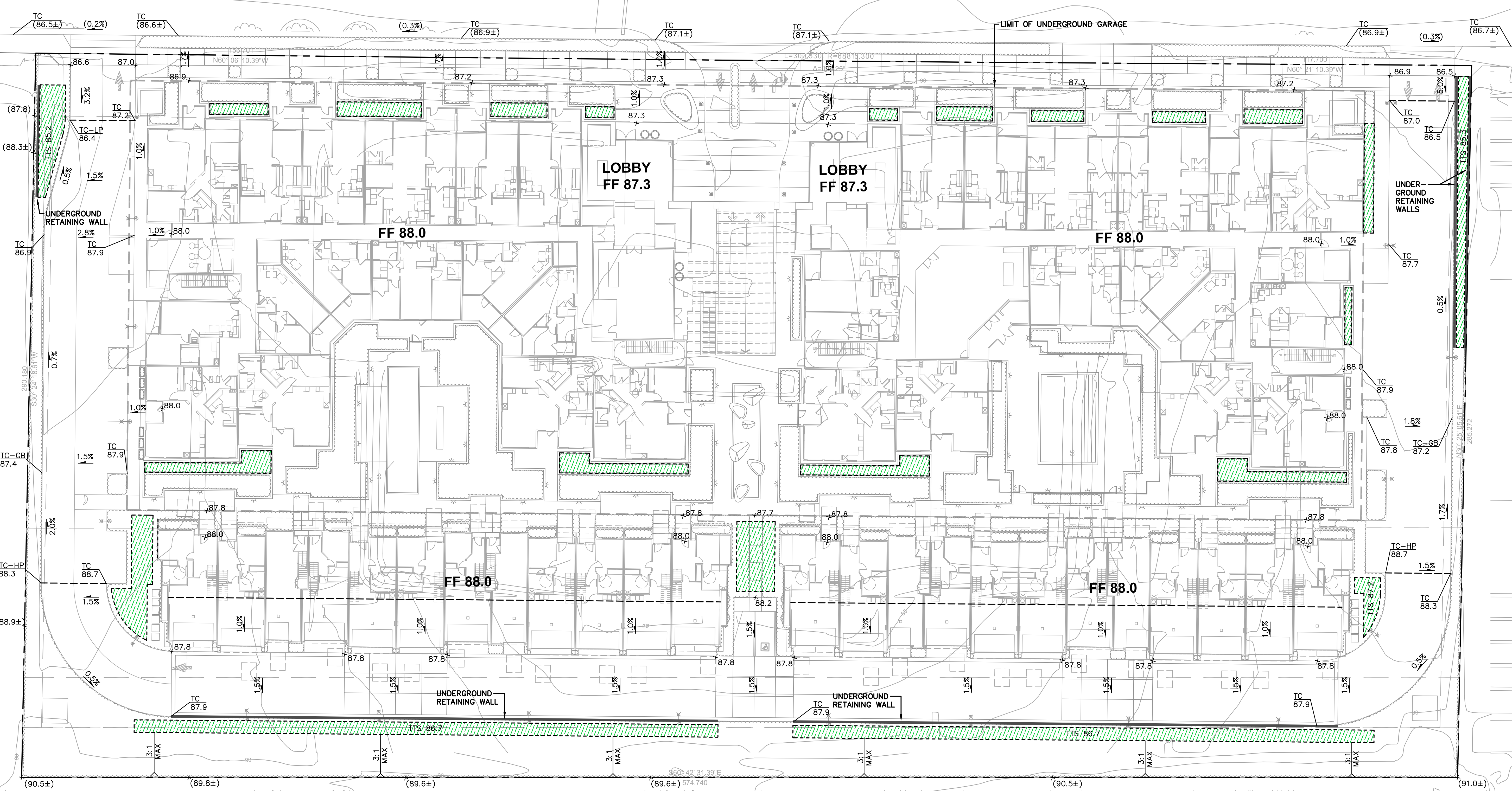
Sheet No:
C2.0

LEGEND:

- PROPERTY BOUNDARY
- UNDERGROUND RETAINING WALL
- GRADE BREAK
- FLOW LINE
- [Green Hatched Box] BIORETENTION AREA
- [Stippled Box] PERVIOUS TURF BLOCK
- PROPOSED FINISH GRADE
- EXISTING FINISH GRADE
- DRAINAGE SLOPE ARROW



WEST EL CAMINO REAL



BKF100+
YEARS
ENGINEERS · SURVEYORS · PLANNERS

4670 WILLOW RD
SUITE 250
PLEASANTON, CA 94568
925-396-7700 (FAX)
925-396-7799

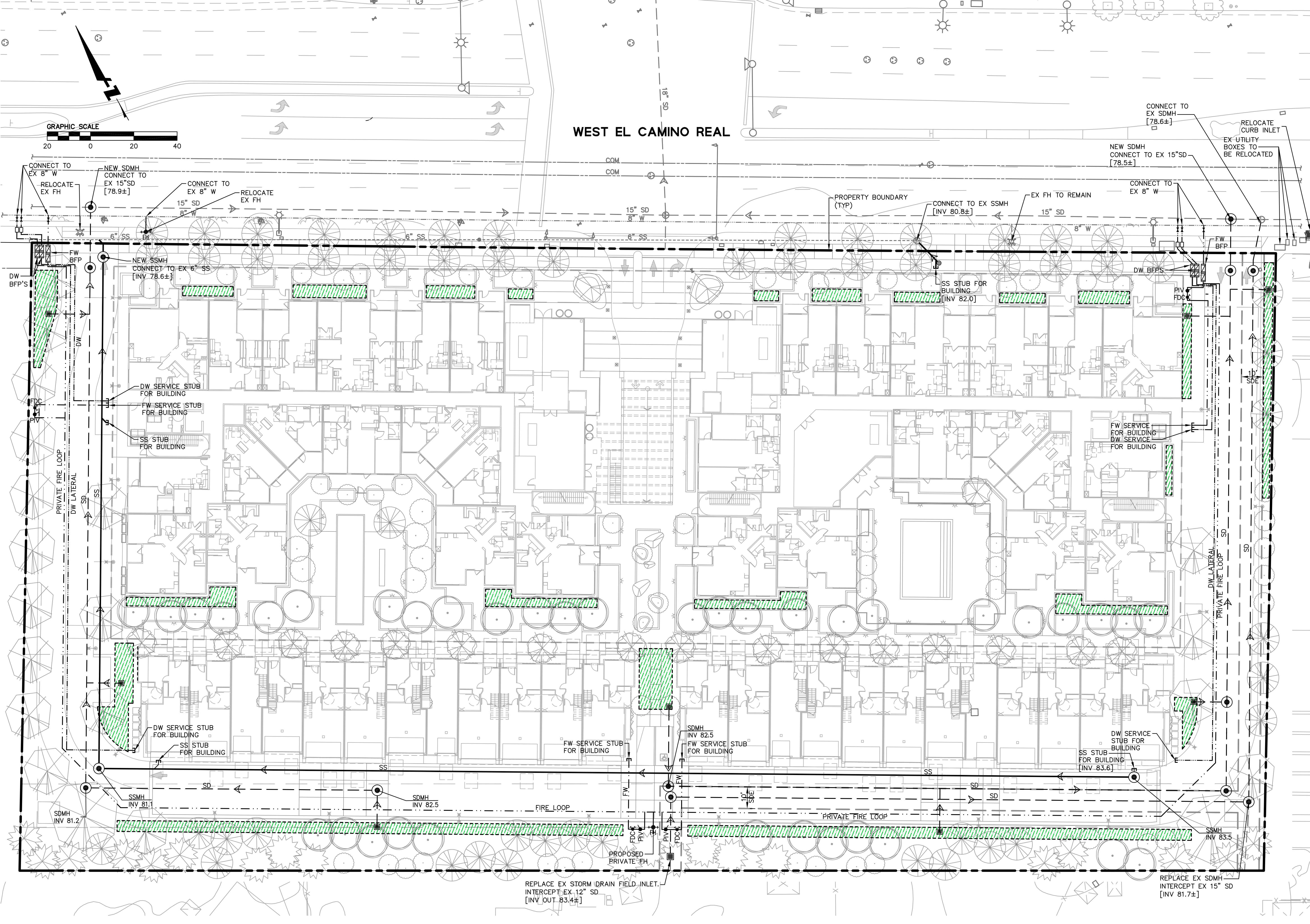
THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2019.

Dutchints Development
5150 El Camino Real, Los Altos, CA

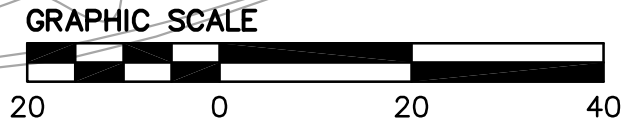
Sheet Title:
PRELIMINARY GRADING AND DRAINAGE PLAN

Job No. 18002
Date: 03/25/2019
Scale: AS SHOWN
Drawn By: KA

Sheet No:
C3.0



WEST EL CAMINO REAL



THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2010.

Dutchints Development
5150 El Camino Real, Los Altos, CA

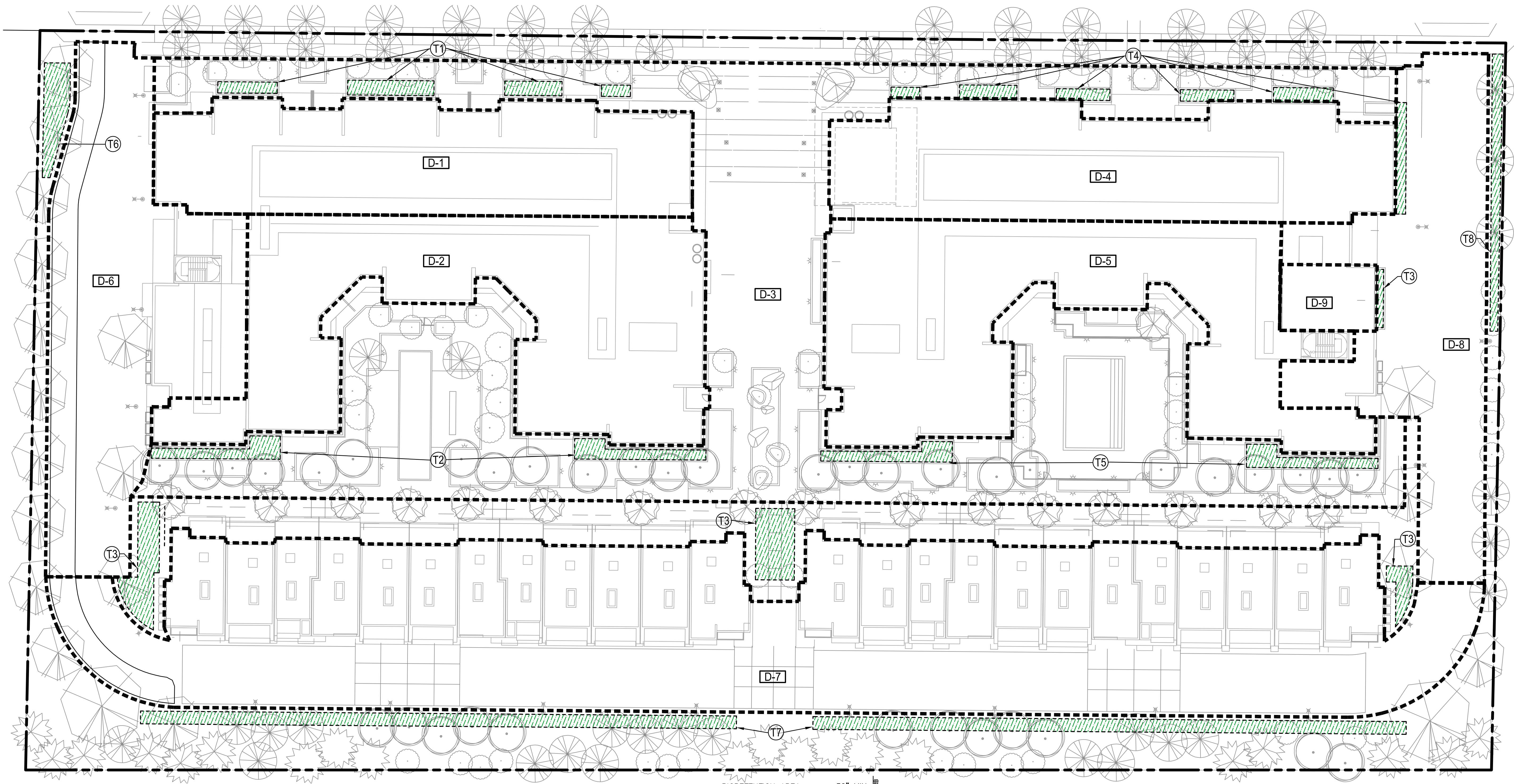
Sheet Title:
**PRELIMINARY
UTILITY PLAN**

Job No. 18002
Date: 03/25/2019
Scale: AS SHOWN
Drawn By: KA

Sheet No:
C4.0

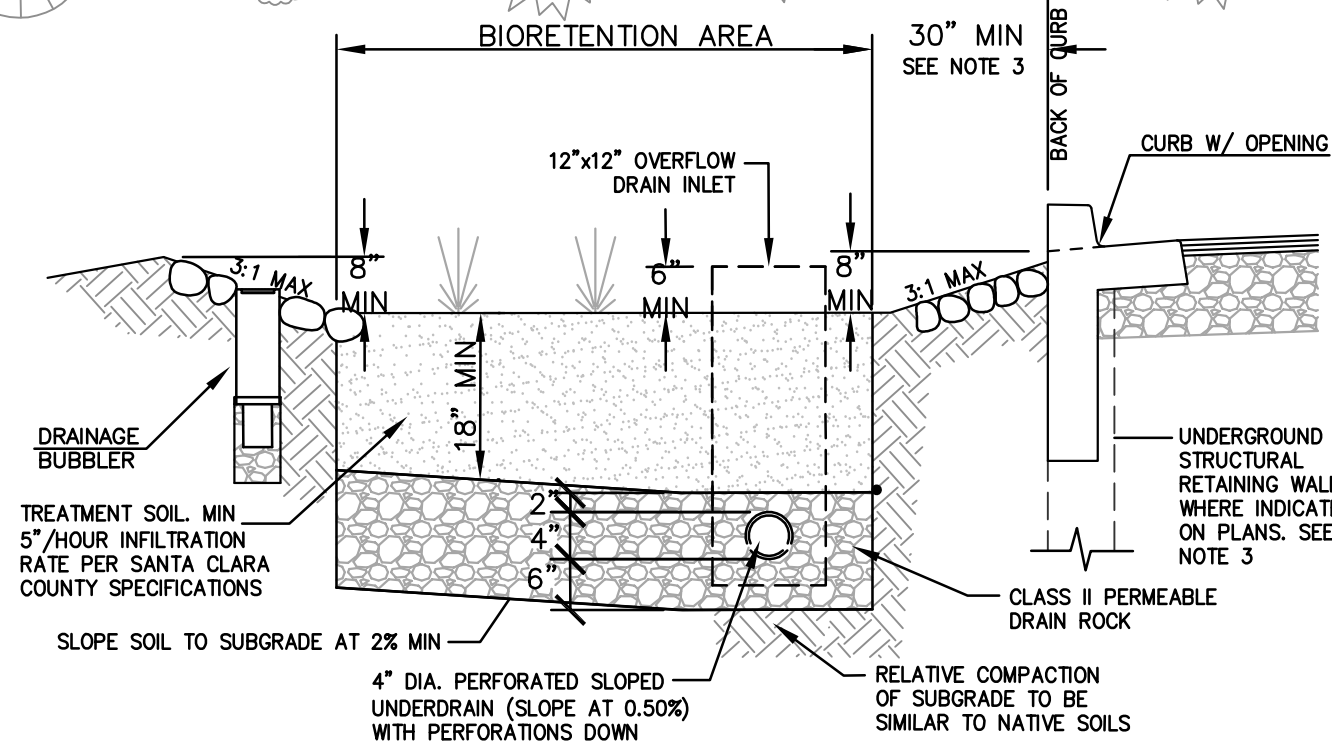
REPLACE EX STORM DRAIN FIELD INLET.
INTERCEPT EX 12" SD
[INV. OUT 83.4±]

REPLACE EX SDMH
INTERCEPT EX 15" SD
[INV 81.7±]



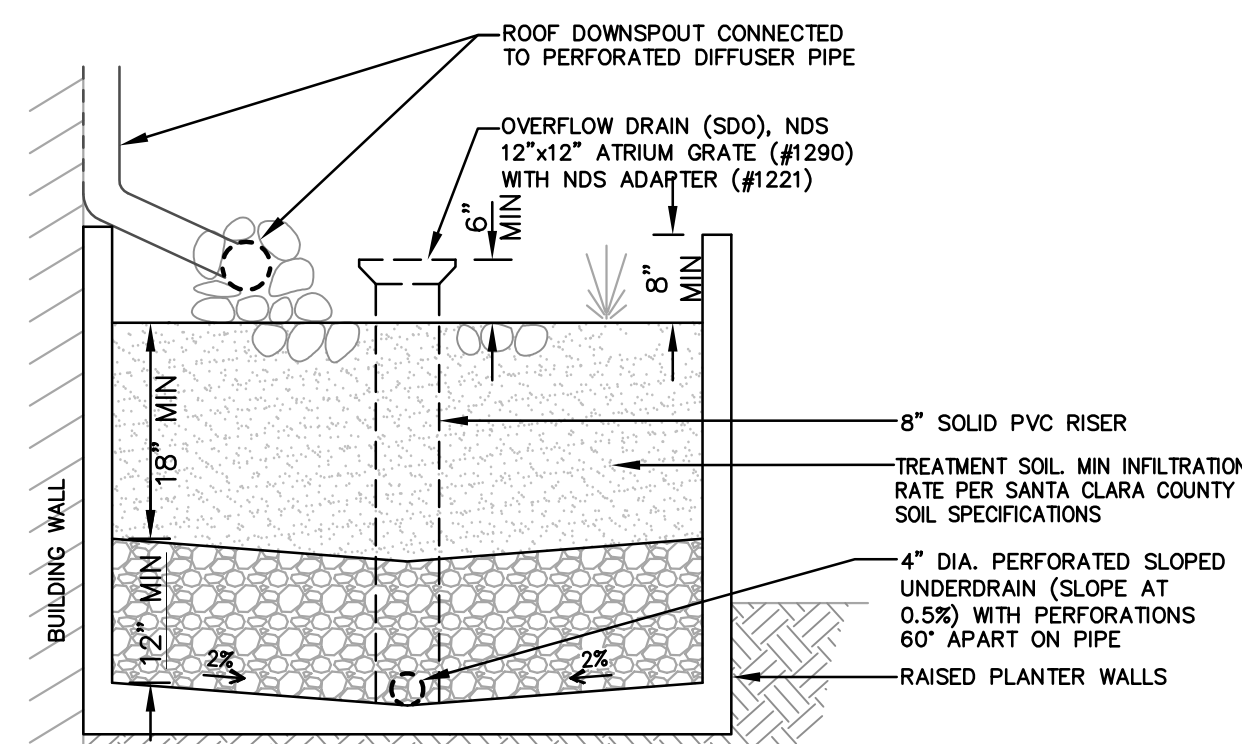
- LEGEND:**
- DRAINAGE AREA BOUNDARY
 - BIORETENTION AREA
 - PERVIOUS TURF BLOCK
 - DRAINAGE MANAGEMENT AREA DESIGNATION
 - BIORETENTION AREA DESIGNATION

STORMWATER MANAGEMENT TABLE							
DRAINAGE AREA DESIGNATION	DRAINAGE AREA (SF)	PERVIOUS AREA (SF)	WEIGHTED CUMULATIVE DRAINAGE AREA (SF)	TREATMENT AREA DESIGNATION	TREATMENT AREA TYPE	REQUIRED TREATMENT AREA (SF)	PROVIDED TREATMENT AREA (SF)
D-1	9,101	0	9,101	T1	FLOW-THRU	364	486
D-2	12,199	0	12,199	T2	FLOW-THRU	488	518
D-3	22,228	0	22,228	T3	BIORETENTION	889	1,023
D-4	9,760	0	9,760	T4	FLOW-THRU	390	509
D-5	12,354	0	12,354	T5	FLOW-THRU	494	520
D-6	10,552	2,087	8,674	T6	BIORETENTION	347	359
D-7	33,923	687	33,305	T7	BIORETENTION	1332	2,331
D-8	8,538	0	8,538	T8	BIORETENTION	342	390
D-9	983	0	983	T9	BIORETENTION	39	63

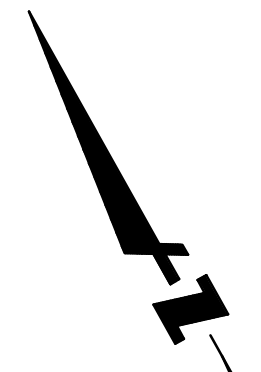


- NOTES:**
- PLACE 4" MIN. DIA. APPROVED NOYO COBBLE (OR APPROVED EQUIVALENT) FLUSH WITH CHANNEL SURFACE AROUND ALL STRUCTURES WITHIN BIORETENTION AREA (DRAINAGE BUBBLERS, OVERFLOW DRAINS, SIGNS, LIGHT POSTS, IRRIGATION BOXES, ETC.), EXTENDING 12" FROM EDGE OF STRUCTURE.
 - TREATMENT SOIL TO BE UNCOMPACTED AT FINAL CONDITION. KEEP HEAVY EQUIPMENT OUT OF TREATMENT AREAS.
 - STRUCTURAL BIORETENTION RETAINING WALL WITH FOOTING OR CROSS-BRACING REQUIRED AT ALL LOCATIONS WHERE BIORETENTION BASINS ARE LESS THAN 3' FROM CURB OR WALL.

1 BIORETENTION AREA
NTS



2 FLOW-THRU PLANTER
NTS



THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2019.

Dutchints Development
5150 El Camino Real, Los Altos, CA

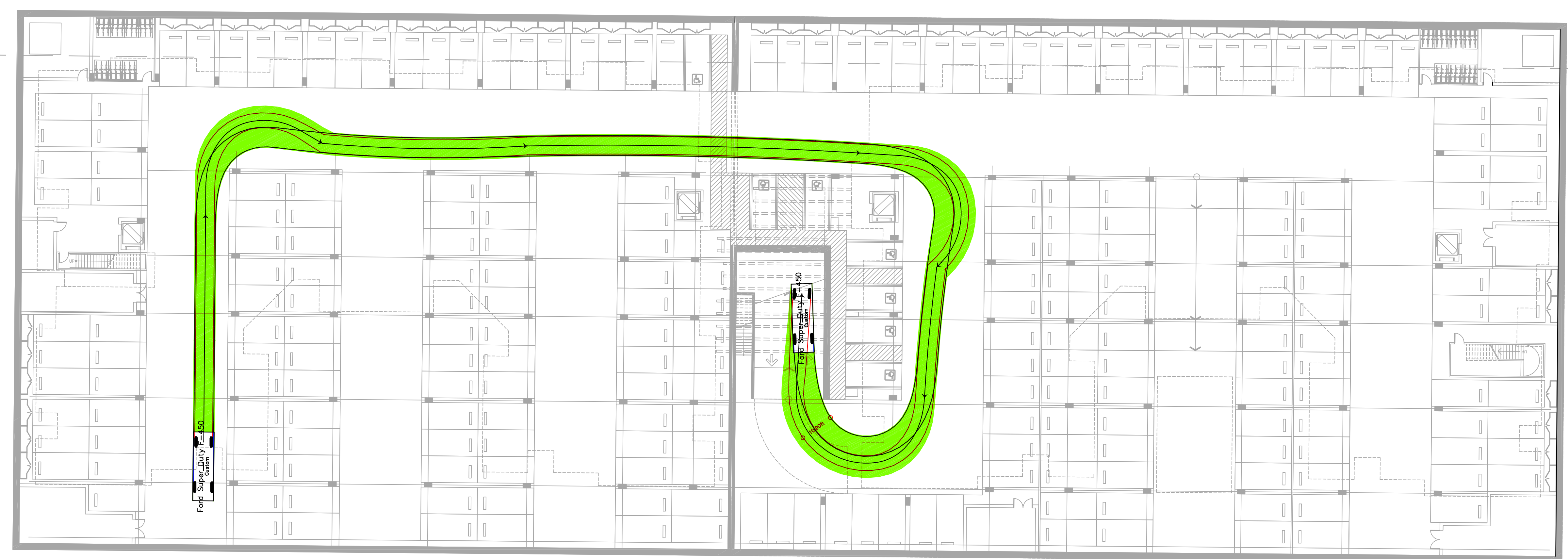
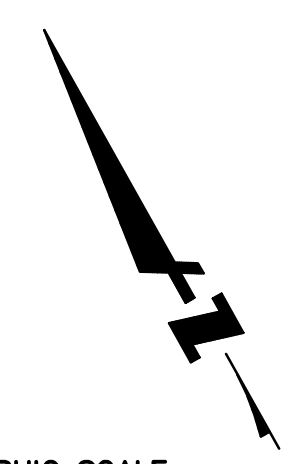
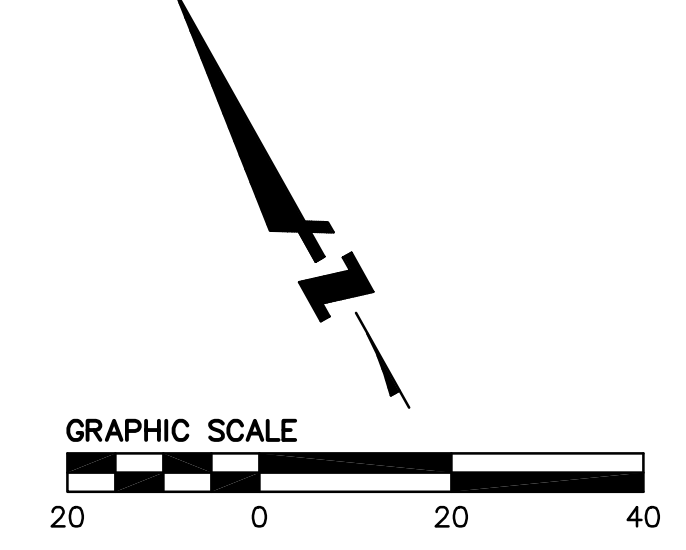
Sheet Title:
PRELIMINARY STORMWATER MANAGEMENT PLAN

Job No. 18002
Date: 03/25/2019
Scale: AS SHOWN
Drawn By: KA

Sheet No:

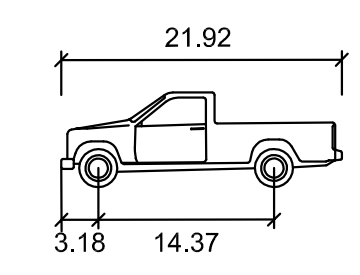
C5.0

**FLOW THRU PLANTERS AND BIORETENTION AREAS ARE SIZED FOR 4% OF THE IMPERVIOUS AREA DRAINING TO THEM PER THE FLOW TREATMENT SIZING METHOD.

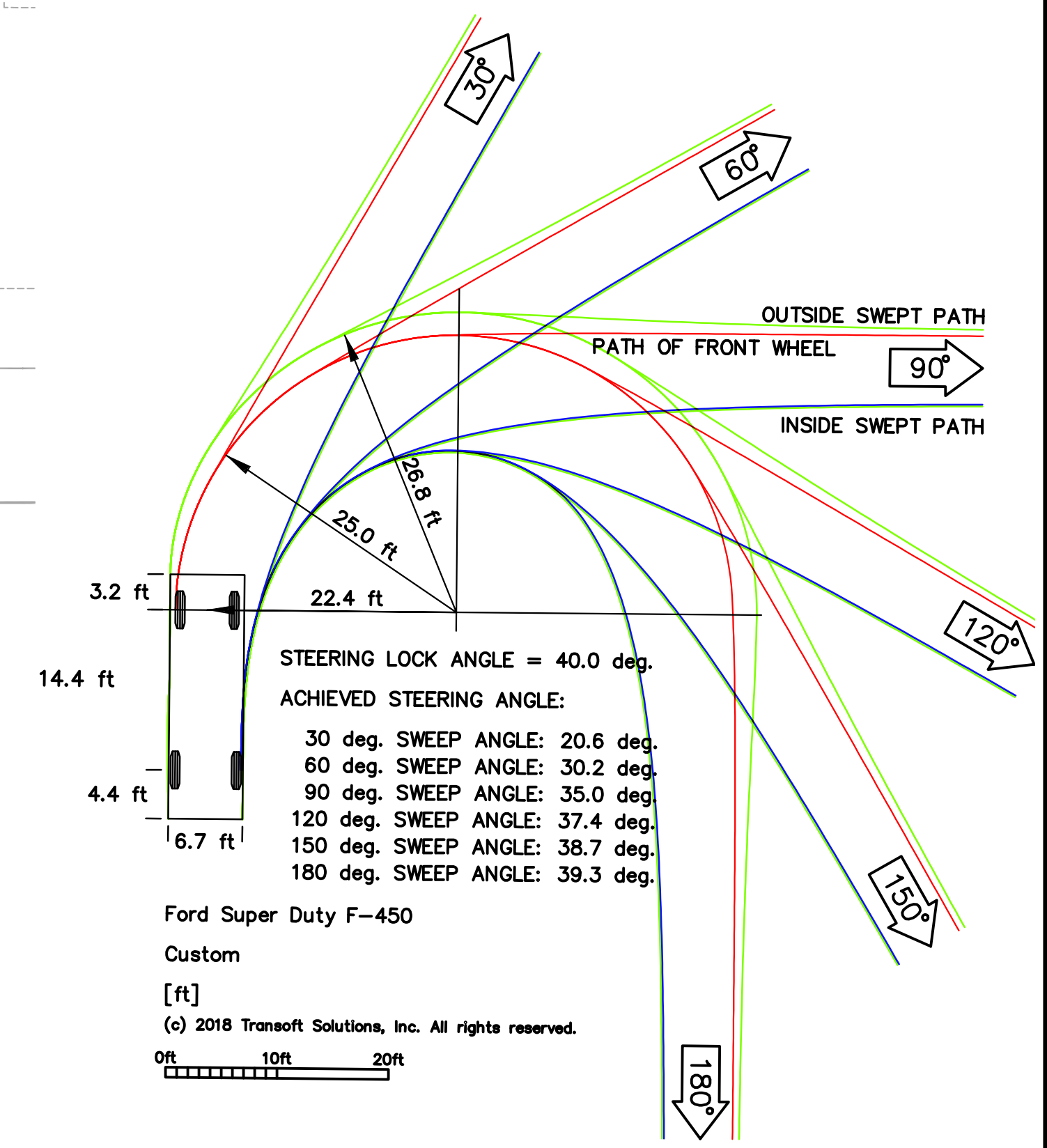


Ford Super Duty F-450
Custom

Ford Super Duty F-450
Custom



Ford Super Duty F-450
feet
Width : 6.66
Track : 6.33
Lock to Lock Time : 6.0
Steering Angle : 40.0

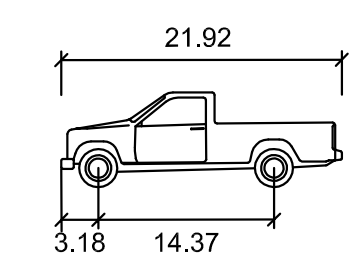
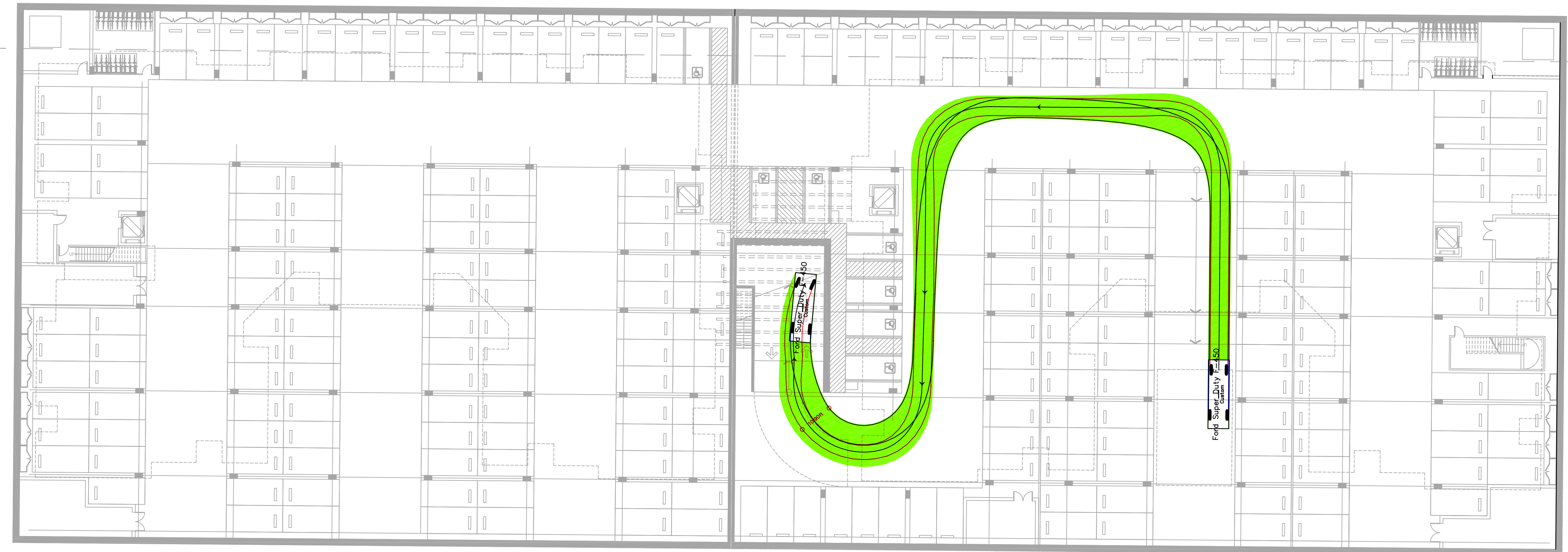
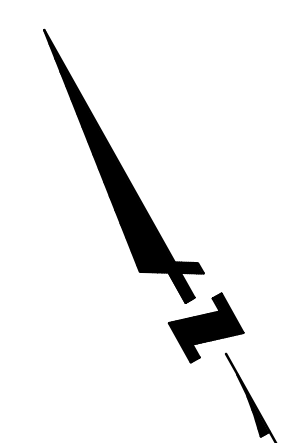
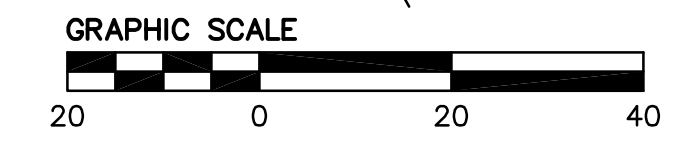


THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2018.

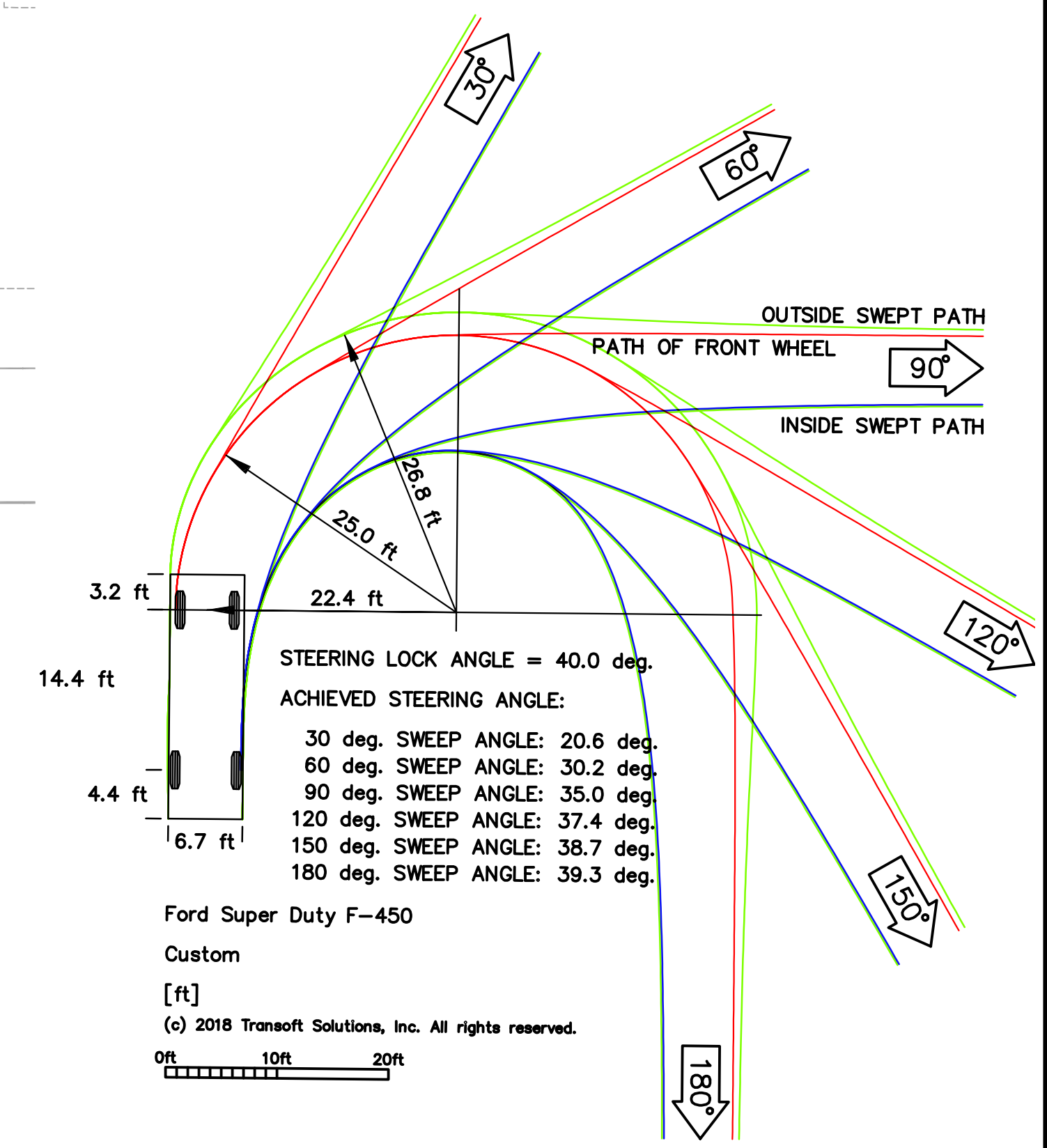
Dutchints Development
5150 El Camino Real, Los Altos, CA

Sheet Title:
BASEMENT VEHICULAR TRUCK TURNING
Job No. 18002
Date: 03/25/2019
Scale: AS SHOWN
Drawn By: KA

Sheet No:
C6.0



Ford Super Duty F-450
 feet
 Width : 6.66
 Track : 6.33
 Lock to Lock Time : 6.0
 Steering Angle : 40.0



THIS DOCUMENT CONTAINS INFORMATION PROPRIETARY TO STUDIO T-SQ, INC. AND IS FURNISHED IN CONFIDENCE FOR THE LIMITED PURPOSE OF EVALUATION OR REVIEW. THIS DOCUMENT OR ITS CONTENTS MAY NOT BE USED FOR ANY OTHER PURPOSE AND MAY NOT BE REPRODUCED OR DISCLOSED TO OTHERS WITHOUT THE PRIOR WRITTEN CONSENT OF STUDIO T-SQ, INC. ALL RIGHTS RESERVED. COPYRIGHT 2018.

Dutchints Development
 5150 El Camino Real, Los Altos, CA

Sheet Title:
BASEMENT VEHICULAR TRUCK TURNING
 Job No. 18002
 Date: 03/25/2019
 Scale: AS SHOWN
 Drawn By: KA

Sheet No:
C6.1

PLANT PALETTE AND IMAGES

EVERGREEN SCREENING TREES



STREET AND SHADE TREES



SHRUBS AND GROUNDCOVERS



PLANT PALETTE

TREES * 24" box standard unless notes otherwise.				
SIZE	BOTANICAL NAME	COMMON NAME	MAT. SIZE	GR. RATE
*	Acer palmatum	Japanese Maple	20'x20'	Slow
*	Acer r. 'Red Sunset'	'Red Sunset' Maple	15'x45'	Fast
*	Arbutus 'Marina'	Strawberry Tree	30'x30'	Slow
*	Calocedrus decurrens	Incense-Cedar	50'x35'	Fast
*	Cornus kousa	Kousa Dogwood	20'x20'	Medium
*	Chamaerops humilis	Med. Fan Palm	20'x15'	Slow
*	Cupressus s 'Stricta'	Italian Cypress	50'x10'	Medium
*	Fraxinus uhdei	Evergreen Ash	60'x40'	Fast
*	Ginkgo b. 'Fairmount'	Maidenhair Tree	40'x20'	Slow
*	Lagerstroemia 'Natchez'	Crepe Myrtle	25'x20'	Fast
*	Laurus 'Saratoga'	Sweet Bay	25'x15'	Slow
*	Lophostemon confertus	Brisbane Box	40'x25'	Fast
*	Magnolia g. 'Little Gem'	Southern Magnolia	20'x15'	Slow
*	Magnolia s. 'Lilliputian'	Saucer Magnolia	18'x15'	Slow
*	Olea e. 'Swan Hill'	Fruitless Olive	25'x25'	Slow
*	Pinus eldarica	Afghan Pine	50'x25'	Fast
*	Pistacia c. 'Keith Davey'	Chinese Pistache	45'x45'	Medium
*	Platanus a. 'Columbia'	London Plane Tree	60'x35'	Fast
*	Podocarpus gracilior	Fern Pine	40'x15'	Slow
*	Quercus f. 'Schmidt'	Hungarian Oak	50'x30'	Fast
*	Quercus virginiana	Southern Live Oak	60'x60'	Slow
*	Washingtonia filifera	California Fan Palm	50'x20'	Fast

SHRUBS		
SIZE	BOTANICAL NAME	COMMON NAME
5 gal	Anigozanthos 'Bush Gold'	Yellow Kangaroo Paw
5 gal	Acacia cognata 'Cousin Itt'	Little River Wattle
5 gal	Asparagus d. 'Meyers'	Myers Asparagus Fern
5 gal	Acanthus mollis	Bears Breech
5 gal	Arctostaphylos 'John Dourley'	Manzanita
5 gal	Buxus s. 'Green Beauty'	Boxwood
5 gal	Callistemon 'Little John'	Dwarf Weeping Bottlebrush
5 gal	Ceanothus 'Concha'	California Lilac
5 gal	Chondropetalum tectorum	Cape Rush
5 gal	Clivia mimata	Kaffir Lily
5 gal	Coleonema p. 'Compacta'	Compact Breath of Heaven
5 gal	Coleonema p. 'Sunset Gold'	Gold Breath of Heaven
5 gal	Dietes bicolor	Fortnight Lily
5 gal	Dianella 'Little Rev'	Dwarf Flax Lily
5 gal	Dianella t. 'Variegata'	Varegated Flax Lily
5 gal	Euphorbia x martini	Euphorbia
5 gal	Elaeagnus p. 'Variegata'	Yellow-Edge Elaeagnus
5 gal	Fatsia j. 'Moseri'	Compact Japanese Aralia
5 gal	Feijoa sellowiana	Pineapple Guava
5 gal	Grevillea rosmarinifolia 'Dwarf'	Grevillea
5 gal	Hypericum moseranum	Gold Flower

SIZE	BOTANICAL NAME	COMMON NAME
15 gal	Juniperus s. 'Cologreen'	Juniper 'Cologreen'
5 gal	Lavatera t. 'Barnsley'	Tree Mallow
5 gal	Leymus c. 'Canyon Prince'	Wild Rye
5 gal	Leonotis leonuris	Lion's Tail
5 gal	Lomandra 'Lime Tuff'	Dwarf Mat Rush
5 gal	Leucadendron 'Pisa'	Leucadendron
5 gal	Nephrolepis cordifolia	Sword Fern
5 gal	Olea e. 'Little Ollie'	Dwarf Olive
5 gal	Pittosporum t. 'Cream de Mint'	Dwarf Tobira
5 gal	Phlomis fruticosa	Sweet Pea Shrub
5 gal	Photinia x f. 'Indian Princess'	Chinese Photinia
15 gal	Podocarpus e. 'Monmal'	Icee Blue Yellow Wood
5 gal	Polygala x dalmaisiana	Sweet Pea Shrub
5 gal	Phormium 'Duet'	New Zealand Flax
5 gal	Phormium 'Firebird'	New Zealand Flax
5 gal	Phormium 'Sea Jade'	New Zealand Flax
5 gal	Phormium 'Yellow Wave'	New Zealand Flax
5 gal	Raphiolepis i. 'Clara'	Indian Hawthorn
5 gal	Raphiolepis u. minor	Yedda Hawthorn
5 gal	Rosa 'White Simplicity'	White Simplicity Rose
5 gal	Rosmarinus 'Tuscan Blue'	Upright Rosemary
5 gal	Salvia m. 'Hot Lips'	Hot Lips Sage
5 gal	Salvia l. 'Santa Barbara'	Mexican Sage
5 gal	Strelitzia reginae	Bird of Paradise

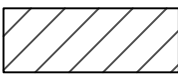
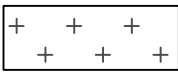

GROUNDCOVER		
SIZE	BOTANICAL NAME	COMMON NAME
1 gal	Agapanthus 'Queen Anne'	Lily of the Nile
5 gal	Arctostaphylos 'Pacific Mist'	Manzanita
1 gal	Bergenia crassifolia	Winter Blooming Bergenia
5 gal	Ceanothus g. h. 'Yankee Point'	Yankee Point Ceanothus
5 gal	Cuphea llavea	Mexican Heather
1 gal	Coprosma x kirkii	Creeping Coprosma
1 gal	Convolvulus mauritanicus	Ground Morning Glory
5 gal	Grevillea 'Fanfare'	Grevillea
5 gal	Lavandula intermedia	Lavender
1 gal	Liriope m. 'Big Blue'	Lily Turf
5 gal	Myrtus c. 'Compacta'	Dwarf Myrtle
5 gal	Mahonia repens	Creeping Mahonia
5 gal	Nandina 'Harbour Dwarf'	Dwarf Heavenly Bamboo
1 gal	Rubus p. 'Emerald Carpet'	No Common Name
5 gal	Rosa 'Flower Carpet Amber'	Amber Carpet Rose

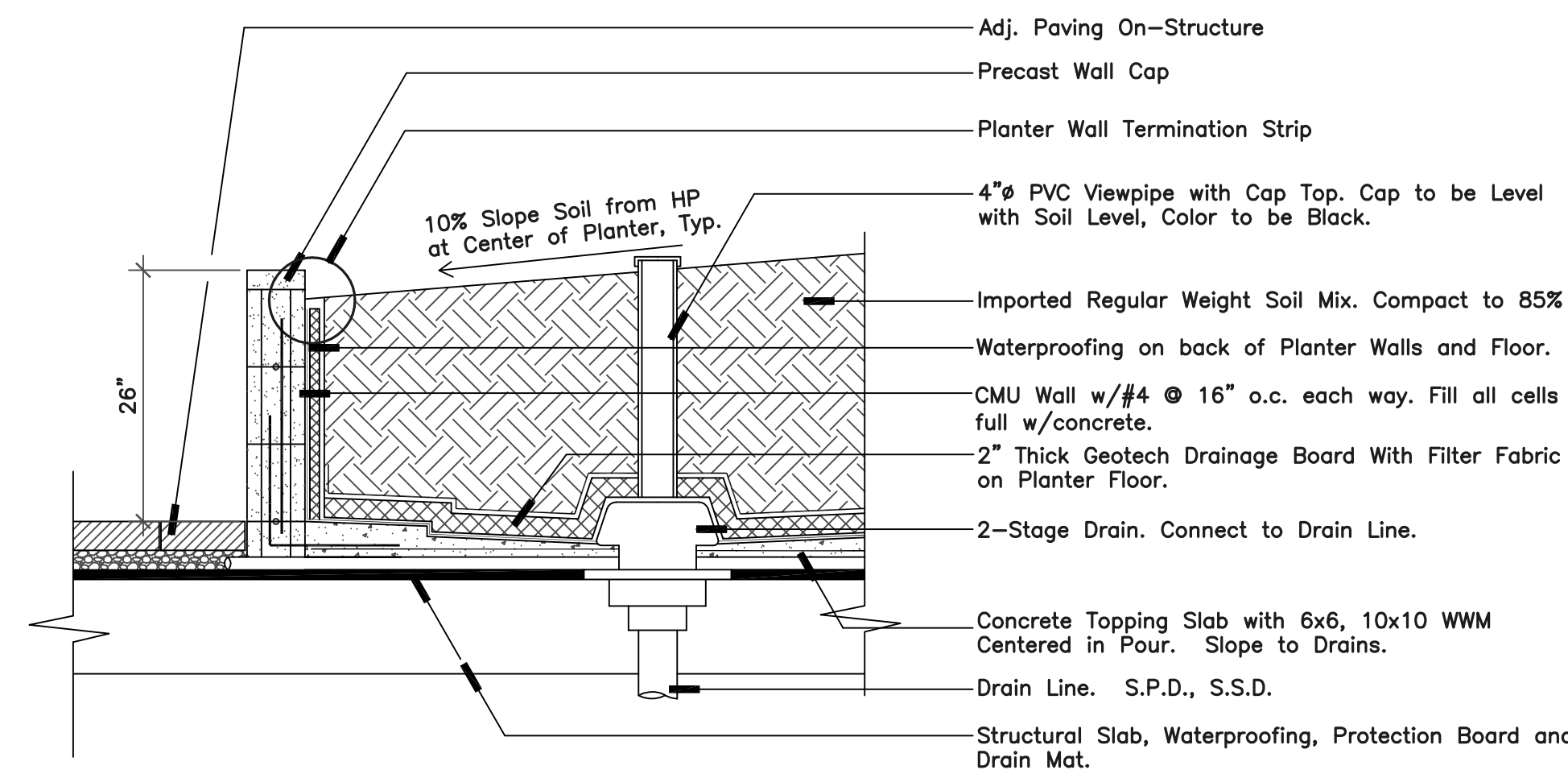
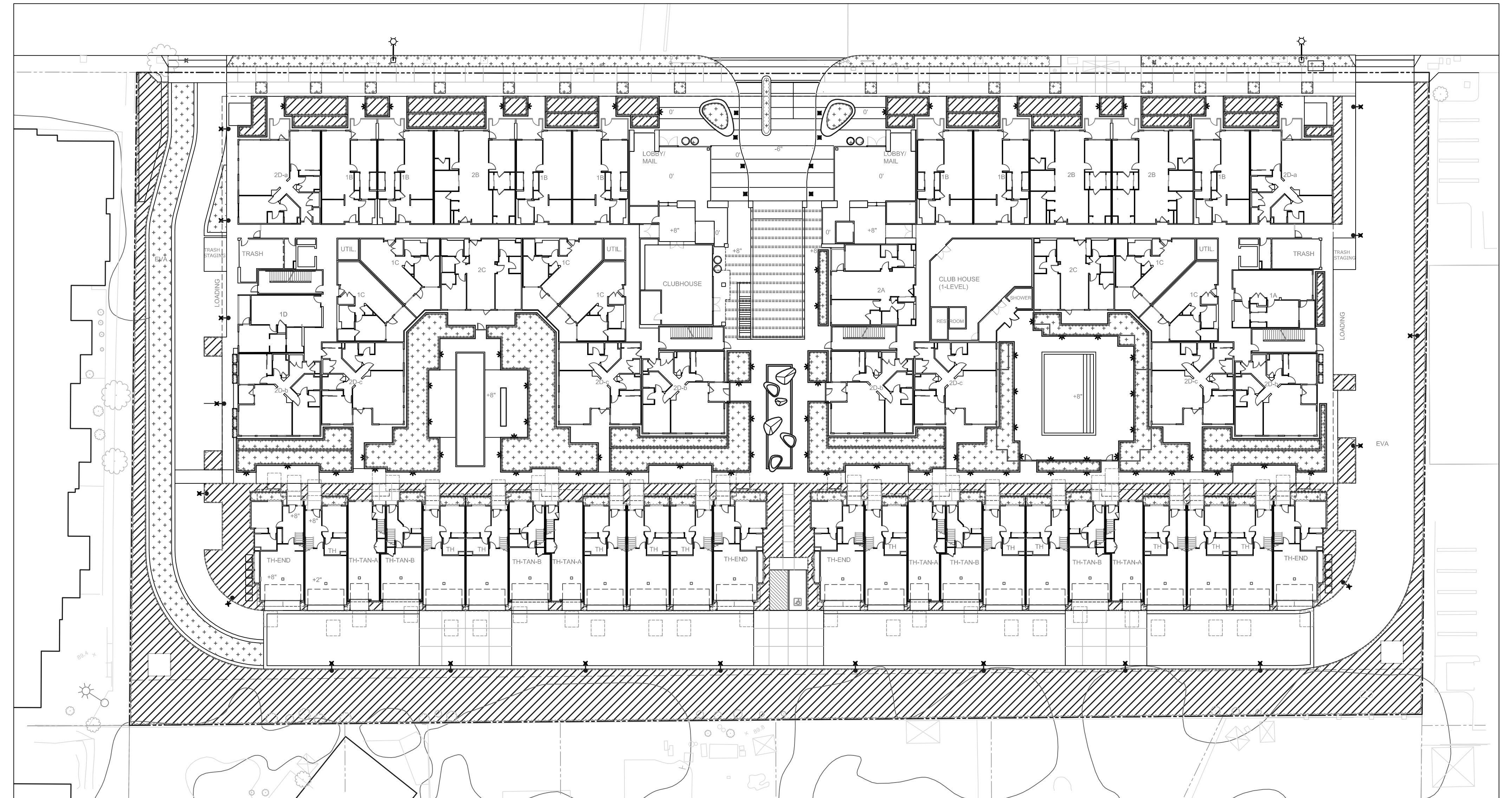
VINES		
SIZE	BOTANICAL NAME	COMMON NAME
5 gal	Clytostoma callistegioides	Violet Trumpet Vine
5 gal	Rosa 'Sally Holmes'	Sally Holmes Rose



IRRIGATION ZONING DIAGRAM

WATER USE LEGEND

Key	Wucols Category	Area
	Low Water Use	24,415 sf
	Medium Water Use	14,456 sf
	High Water Use	00 sf



Planter Wall on Structure

Scale: 3/4" = 1'-0"

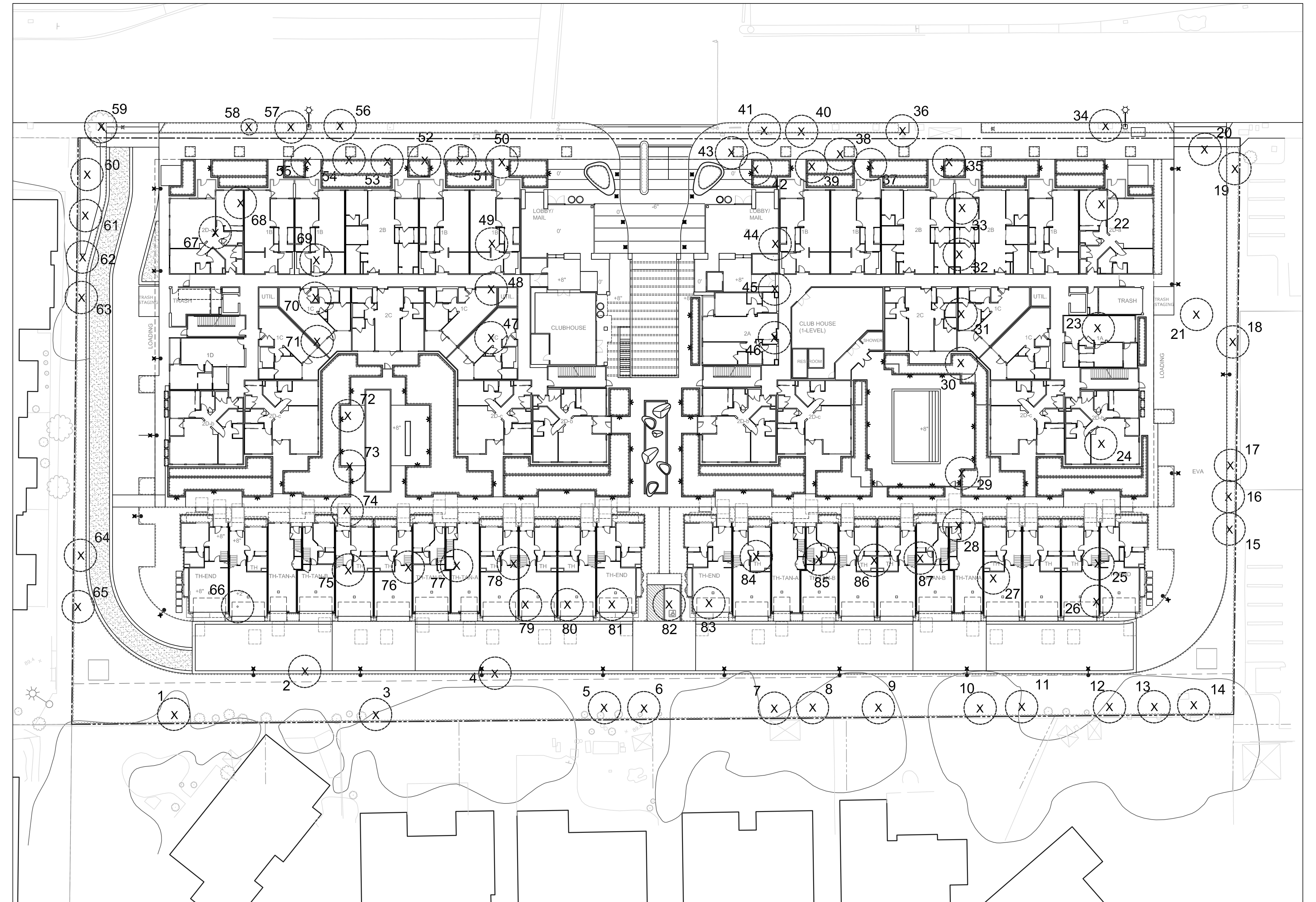


TREE DISPOSITION PLAN

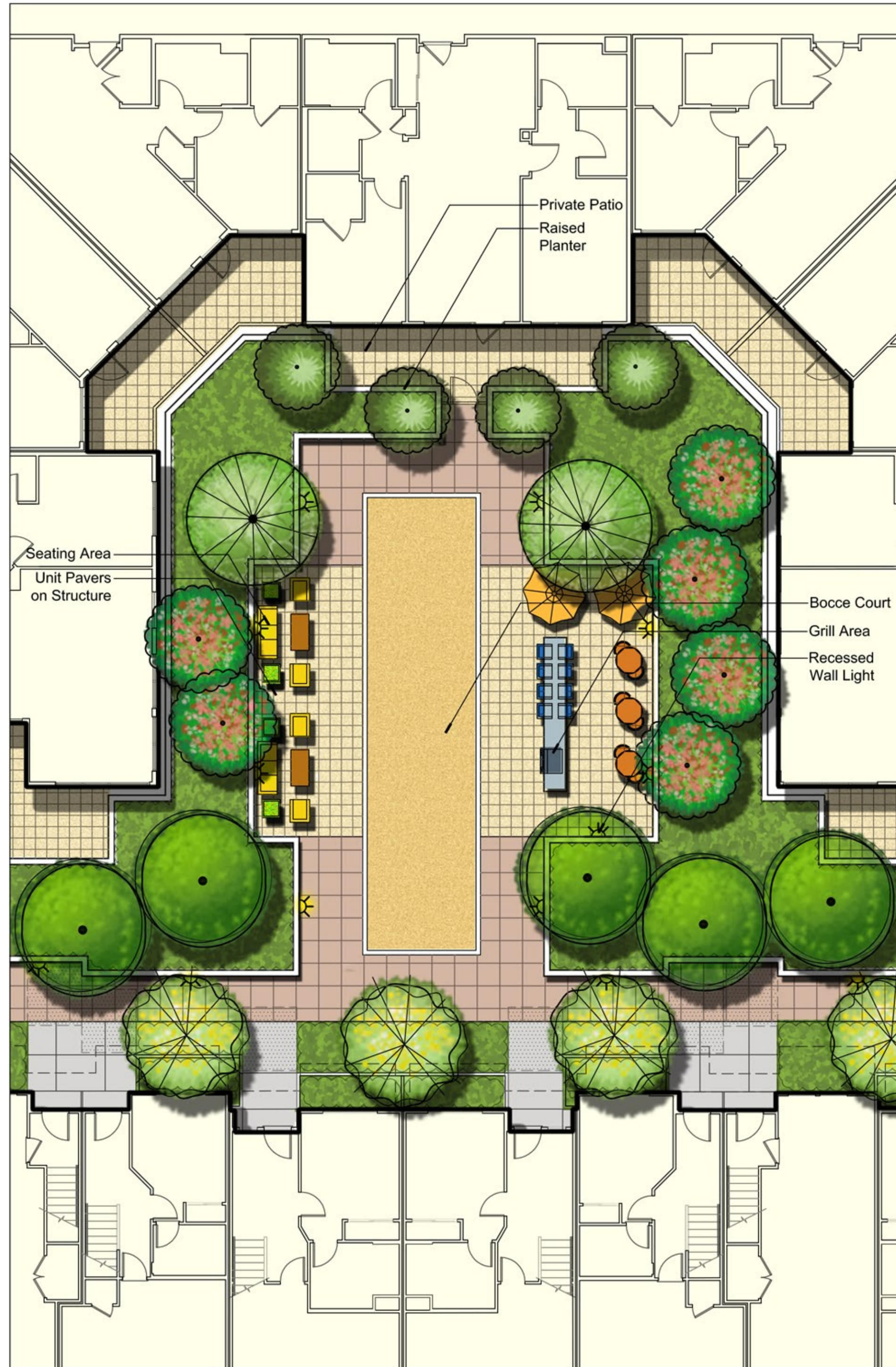
TREE MITIGATION CHART

Total Existing Trees on Site	87
Existing Trees to be Removed	87
Minimum Replacement Trees Required at 1:Unit	196
Total Proposed Trees	203

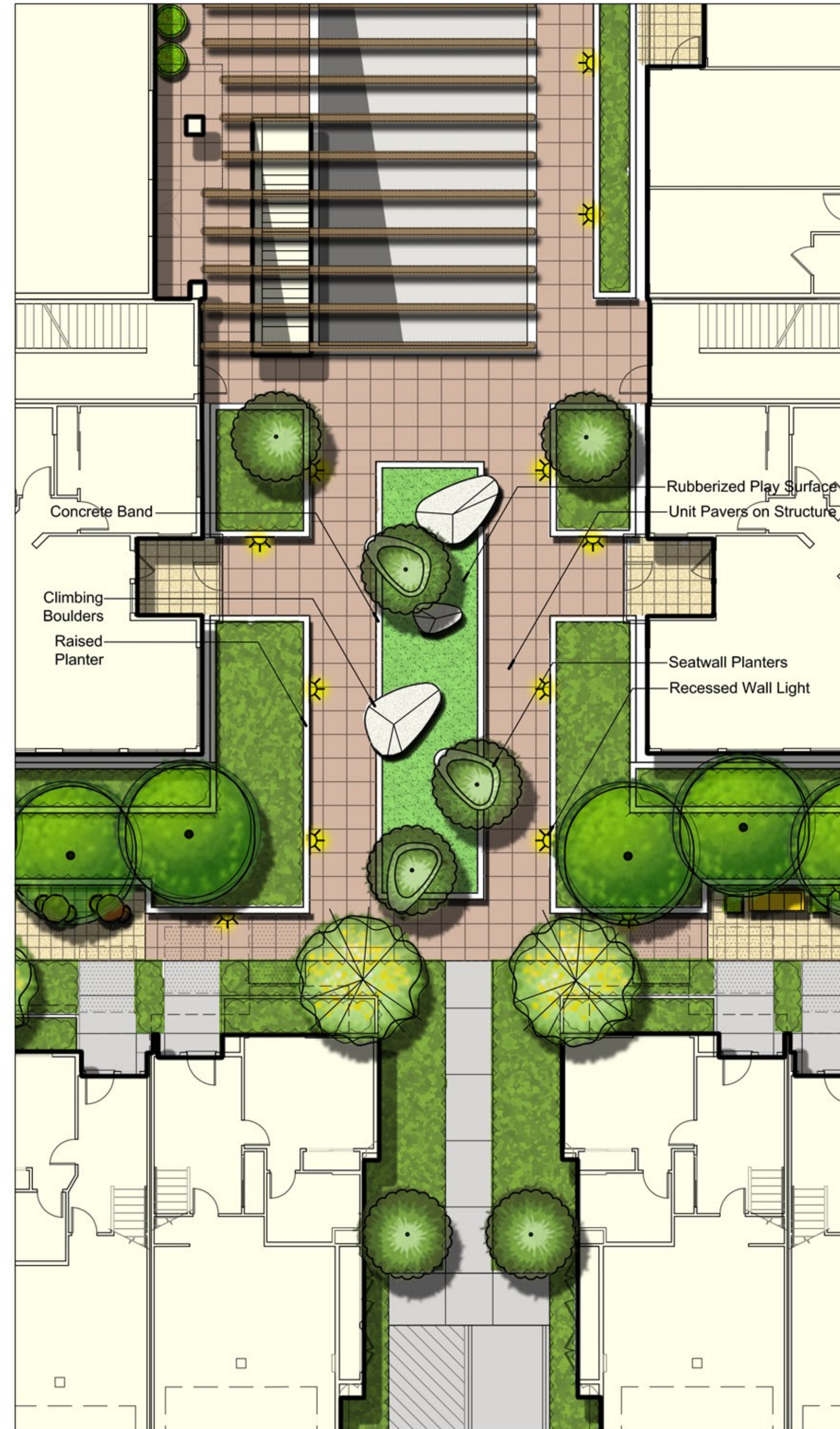
Note: Newly planted, unsurveyed trees along the property line will be saved if proposed site grading strategy allows.



SCHEMATIC LANDSCAPE ENLARGEMENTS



BOCCE COURTYARD



PLAY AREA

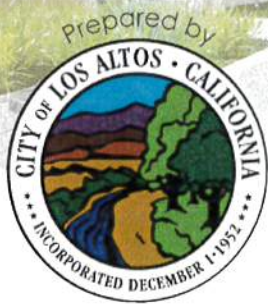


POOL COURTYARD





Initial Study/Mitigated Negative Declaration
5150 El Camino Real Residential Development



In Consultation with
DAVID J. POWERS
& ASSOCIATES, INC.



July 2019



TABLE OF CONTENTS

Section 1.0	Introduction and Purpose	1
Section 2.0	Project Information	2
Section 3.0	Project Description.....	6
Section 4.0	Environmental Setting, Checklist, and Impact Discussion	11
4.1	Aesthetics.....	12
4.2	Agriculture and Forestry Resources	22
4.3	Air Quality	25
4.4	Biological Resources	42
4.5	Cultural Resources.....	48
4.6	Energy.....	54
4.7	Geology and Soils.....	61
4.8	Greenhouse Gas Emissions.....	69
4.9	Hazards and Hazardous Materials	77
4.10	Hydrology and Water Quality	84
4.11	Land Use and Planning.....	93
4.12	Mineral Resources	97
4.13	Noise.....	98
4.14	Population and Housing.....	114
4.15	Public Services.....	117
4.16	Recreation	123
4.17	Transportation.....	125
4.18	Tribal Cultural Resources	138
4.19	Utilities and Service Systems	141
4.20	Wildfire.....	148
4.21	Mandatory Findings of Significance	149
Section 5.0	References.....	152
Section 6.0	Lead Agency and Consultants.....	156

TABLE OF CONTENTS

Figures

Figure 2.4-1: Regional Map	3
Figure 2.4-2: Vicinity Map	4
Figure 2.4-3: Aerial Map and Surrounding Land Uses.....	5
Figure 3.1-1: Site Plan	7
Figure 3.2-1: Landscape Plan	10
Figure 4.3-1: Project Construction Site and Locations of Sensitive Receptors	35
Figure 4.3-2: First and Second Floor Maximum PM _{2.5} Concentrations.....	39
Figure 4.10-1: Preliminary Stormwater Management Plan	90
Figure 4.13-1: Noise Measurement Locations.....	102
Figure 4.17-1: Site Location and Study Intersections.....	129

Photos

Photos 1 & 2.....	14
Photos 3 & 4.....	15
Photos 5 & 6.....	16
Photos 7 & 8.....	17

Tables

Table 4.3-1: BAAQMD Air Quality Significance Thresholds	29
Table 4.3-3: CalEEMod Land Use Inputs by Phase	31
Table 4.3-4: Construction Period Emissions.....	31
Table 4.3-5: Operational Emissions.....	33
Table 4.3-6: Single-Source Impacts from Construction	36
Table 4.3-7: Maximum Health Risk Impacts from El Camino Real Traffic	40
Table 4.3-8: Impact from Combined Sources at Off-Site MEI.....	41
Table 4.6-1: Estimated Annual Energy Use of Existing Development ¹	57
Table 4.6-2: Estimated Annual Energy Use of Proposed Development ¹	58
Table 4.8-1: Annual Project GHG Emissions.....	73
Table 4.8-2: New Development Climate Action Plan Checklist	74
Table 4.13-1: Exterior Noise Limits	101
Table 4.13-2: Short-Term Noise Measurement Data.....	103
Table 4.13-3: Typical Ranges of Construction Noise Levels at 50 Feet, L _{eq} (dBA)	108
Table 4.13-4: Vibration Levels for Construction Equipment at Various Distances	110
Table 4.17-1: Project Trip Generation	132
Table 4.17-2: Existing Plus Project Intersection Levels of Service.....	133
Table 4.17-3: Background Plus Project Intersection Levels of Service.....	133
Table 4.17-4: Parking Demand Analysis	136

Appendices

- Appendix A: Air Quality and Greenhouse Gas Assessment
- Appendix B: Arborist Report
- Appendix C: Geotechnical Investigation
- Appendix D: Phase I Environmental Site Assessment Report
- Appendix E: Noise and Vibration Study
- Appendix F: Traffic Impact Analysis

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of Los Altos, as the Lead Agency, has prepared this Initial Study (IS) and Mitigated Negative Declaration (MND) for the proposed residential project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Los Altos, California.

1.2 PUBLIC REVIEW PERIOD

Publication of this IS and MND marks the beginning of a 30-day public review and comment period. During this period, the IS and MND will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

Zachary Dahl, AICP
City of Los Altos
Community Development Department
One North San Antonio Road
Los Altos, CA 94022

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, the City of Los Altos will consider the adoption of the MND for the project at a regularly scheduled public meeting. The City shall consider the IS and MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, the City of Los Altos will file a Notice of Determination (NOD), which will be available for public inspection and posted at the County Clerk Recorder's Office for 30 days. Filing the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

5150 El Camino Real Residential Development

2.2 LEAD AGENCY CONTACT

Zachary Dahl, AICP
City of Los Altos
Community Development Department
One North San Antonio Road
Los Altos, CA 94022

2.3 PROJECT APPLICANT

Dutchints Development LLC.
289 South San Antonio Road, Suite 204
Los Altos, CA 94022

2.4 PROJECT LOCATION

The project site is located at 5150 El Camino Real, which is on the west side of El Camino Real, opposite Rengstorff Avenue, in northern Los Altos. The project location is shown on the following Regional Map (Figure 2.4-1), Vicinity Map (Figure 2.4-2), and Aerial Photograph and Surrounding Land Uses (Figure 2.4-3) exhibits.

2.5 ASSESSOR'S PARCEL NUMBER

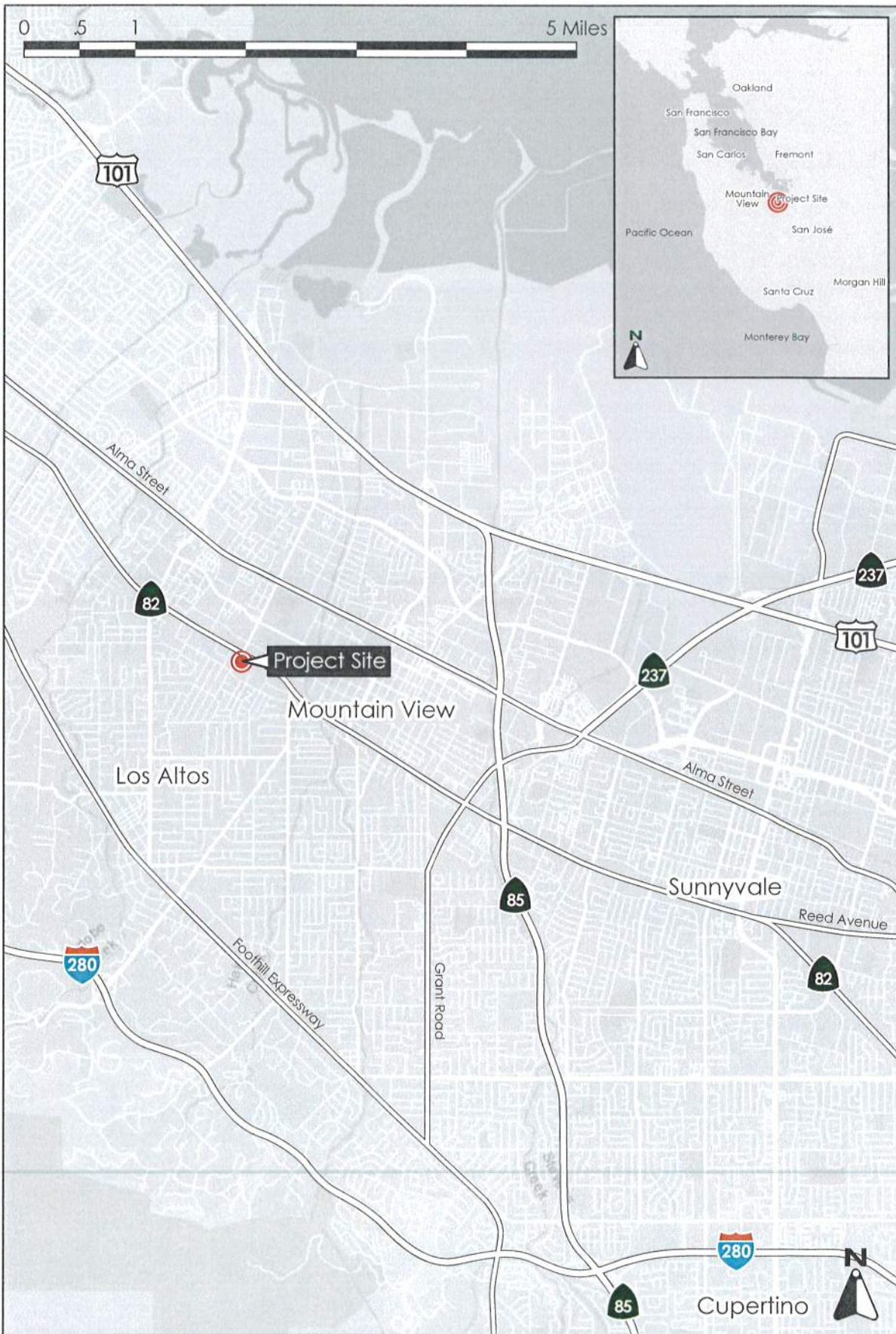
170-04-066

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The project site has a General Plan designation of *Thoroughfare Commercial* and a zoning designation of *CT (Commercial Thoroughfare)*.

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Multiple-Family Design Review
- Conditional Use Permit
- Vesting Tentative Tract Map
- Density Bonus and Development Incentives
- Building Permits



REGIONAL MAP

FIGURE 2.4-1

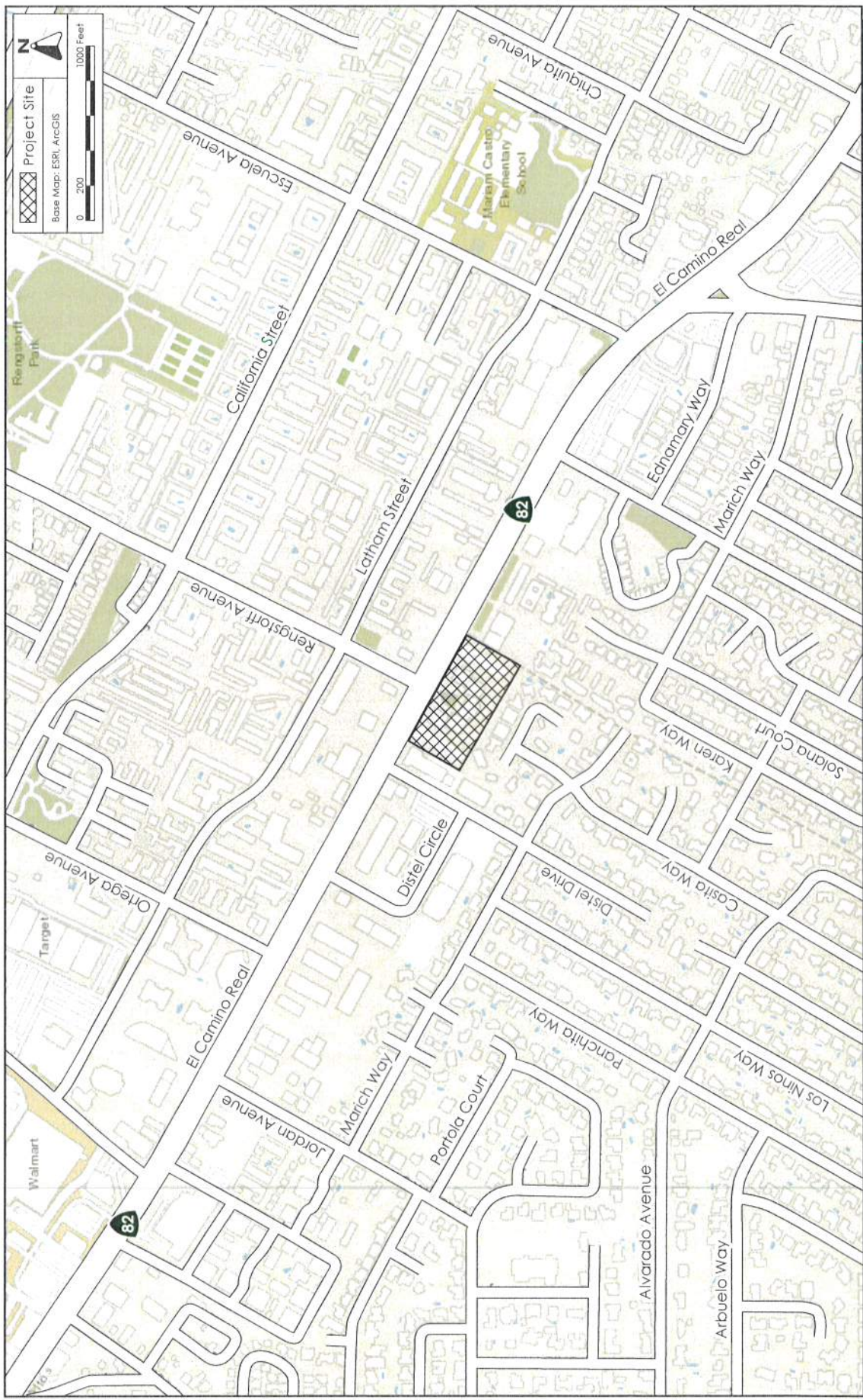


FIGURE 2.4-2

VICINITY MAP



FIGURE 2.4-3

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The approximately 3.8-acre project site is located on the south side of El Camino Real (California State Highway 82), opposite Rengstorff Avenue, in northern Los Altos. The project site is currently developed with an approximately 78,950 square-foot office building and accompanying paved surface parking and landscaping.

The project proposes to demolish the existing office building on-site and redevelop the site with two five-story condominium buildings above one level of below-grade parking, two three-story townhome buildings with individual garages, surface visitor parking, and associated on-site improvements and landscaping. In total, the project would provide 196 residential units. The condominium buildings would provide 172 residential units and contain a mix of one- and two-bedroom units. The condominium buildings would front on El Camino Real along the northern (front) portion of the project site, reaching a maximum height of 56 feet above grade and providing approximately 183,650 square feet of residential space. The townhome buildings would provide 24 residential units and would be located at the southern (rear) portion of the project site. The townhome buildings would reach a maximum height of 30 feet above grade and provide approximately 45,200 square feet of residential space. The site plan for the proposed project is shown on Figure 3.1-1.

3.2 PROJECT DESCRIPTION

On-Site Amenities and Landscaping

The proposed project includes various amenities for residents, including a pool, bocce ball court, club house, outdoor grill area, residential lobbies and courtyards. A landscaped paseo would connect the two condominium buildings and allow for pedestrian circulation throughout the site. A play area with climbing stones and soft surfacing would be located in between the two condominium buildings. Trellised seating areas would be provided at the condominium buildings' frontages on El Camino Real.

Density Bonus

The proposed project would have a density of 52 dwelling units per acre (du/ac), which exceeds the density allowed by the CT Zone District (38 du/ac), which allows for 145 units. The proposed condominium buildings also would have a maximum height of 56 feet, which exceeds the maximum height limit of 45 feet allowed by the CT Zone District. The project includes a total of 28 below market rate (affordable) units: 12 units affordable at the Moderate income level and 16 units affordable at the Very-Low income level. The provision of affordable housing makes the project eligible for the proposed 35 percent density bonus and two incentives/concessions, and additional waivers, under California Government Code 65915 and Los Altos Municipal Code Chapter 14.28 (Multiple-Family Affordable Housing), allowing for the 196 residential units proposed by the project. The two incentives/concessions requested by the project include an increase in the maximum height limit from 45 feet to 56 feet and reduced parking stall widths, from nine feet to 8.5 feet. The project is also requesting a waiver to reduce the 50 percent front yard landscaping requirement to 34 percent.



FIGURE 3.1-1

SITE PLAN

Project Construction

Project construction would be completed in three phases, with an anticipated beginning in January of 2021. Phase I would construct the at-grade, three-story townhomes and would last approximately nine months. Phase II would construct the five-story condominium building on the northeastern end of the project site, and the northeastern half of the below-ground parking garage. Phase II is anticipated to begin in May of 2021 and last approximately 18 months. Phase III would construct the final five-story condominium building at the northwestern end of the site and the northwestern half of the parking garage. Phase III is anticipated to begin in December of 2021 and last approximately 18 months. Overall, project construction is estimated to take approximately 2.5 years to complete.

Parking and Access

Three driveways onto El Camino Real (i.e., a western, central, and eastern driveway) would provide vehicular access to the project site. The western and eastern driveways would connect to the perimeter road, providing access to the townhome building's garages and visitor parking. The eastern driveway (adjacent to the City of Mountain View) would provide both ingress and egress and the western driveway (adjacent to the 5100 El Camino Real) would provide only egress (i.e., only right turn out). The perimeter access road also functions as an emergency vehicle access for the site. The central driveway functions as the southern leg of the Rengstorff Avenue and El Camino Real signalized intersection and would provide access to the below-ground parking structure. The project also proposes to construct a new 17-foot wide public sidewalk on the El Camino frontage.

The project would provide a total of 290 parking spaces. One level of below-grade parking would provide 236 parking spaces for residents of the proposed condominiums. Each townhome would include an attached garage at ground level with two parking spaces, amounting to a total of 48 spaces. Six surface parking spaces would be provided for guests and two larger spaces would be provided for loading and deliveries. The project would also provide a total of 98 bicycle parking spaces, primarily located in the belowground parking garage. The total vehicular parking provided by the project exceeds the 122 parking spaces required by the City of Los Altos Municipal Code for projects that are eligible for a density bonus and incentives (§14.28.040(G)).

Building Architecture

The condominium buildings would reach 56 feet in height and be designed in a modern style with strong vertical massing, contrasting colors and materials, and contemporary details that would articulate the buildings' appearance. The exterior materials and design would differ between the two buildings but would predominantly consist of composite wood and fiber cement sidings, exterior plaster, metal awnings and railings, and vinyl windows. Board and batten siding and horizontal siding would be used to differentiate the two buildings, in addition to the placement of railings, awnings, and parapets. The townhome buildings would reach 30 feet in height and would be designed to be architecturally compatible with the adjacent condominium buildings.

Landscaping

The proposed project would remove most of the 87 trees on the site and replace them with approximately 196 new trees. The recently planted evergreen trees along the southern (rear) property line adjacent to the single-family properties on Casita Way will be preserved to the greatest extent

feasible, with new evergreen trees planted to replace those that have to be removed. Landscape trees and shrubs would be included throughout the entirety of the project site and would distinguish the condominium buildings from El Camino Real, the townhome buildings from the condominium buildings and provide a buffer to the adjacent land uses along the perimeter of the site. Most plants proposed for the new landscape have low and medium water use requirements. Raised, flow-through planters and turf areas would be included as a component of the proposed landscaping plan and function to management stormwater generated on-site. The proposed landscaping plan is shown on Figure 3.2-1.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The project site is an infill site that is located in a transit priority area (TPA). Public Resources Code section 21099 states, “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Therefore, this document discusses aesthetics and parking for informational purposes only. In addition, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion is not considered a significant impact on the environment pursuant to CEQA in TPAs.

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project’s impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS
4.1.1 Environmental Setting
4.1.1.1 *Regulatory Framework*

State

Scenic Highways Program

The California Scenic Highway Program is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. State laws governing the Scenic Highway Program are found in the Streets and Highway Code, Sections 260 through 263.

In Santa Clara County, the one state-designated scenic highway 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.¹ The proposed project is not located near a state scenic highway or County-designated scenic highway.

Local

City of Los Altos General Plan

The following General Plan policies are found in the Community Design and Historic Resources Element and pertain to the aesthetic impacts of the proposed project.

- Policy 1.4:* Promote pride in community and excellence in design in conjunction with attention to and compatibility with existing residential and commercial environments.
- Policy 1.5:* Continue to protect the privacy of neighbors and minimize the appearance of bulk in new homes and additions to existing homes.
- Policy 1.7:* Enhance neighborhood character by promoting architectural design of new homes, additions to existing homes, and residential developments that is compatible in the context of surrounding neighborhoods.
- Policy 1.8:* Consider neighborhood desires regarding the character of future development through the establishment of development or design regulations.
- Policy 1.11:* Develop attractive gateways to the City that emphasize the unique characteristics of Los Altos that distinguish it from surrounding cities, including enhanced landscape.

¹ California Department of Transportation. California Scenic Highway Mapping System, Santa Clara County. Accessed November 29, 2018.

<http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>

Policy 4.2: Evaluate site development and design to ensure consistency in site design.

Policy 4.3: Evaluate development applications to ensure compatibility with residential neighborhoods south of the El Camino Real corridor.

4.1.1.2 Existing Conditions

On-Site

The approximately 3.8-acre project site is in a highly developed area of the City of Los Altos. A 78,950 square-foot office building and paved surface parking lot currently occupy the site. The building setback along the El Camino Real frontage consists of manicured lawns and landscape trees. Trees and shrubs border the entirety of the project site, and the parking lot on-site includes two landscaped parking medians. The existing site is shown in Photos 1 through 8 on the following pages.

Off-Site

Surrounding uses include high-density residential development to the west (5100 El Camino Real), a KinderCare and TaekwonKids (daycare) facility to the east (within Mountain View city limits), and six single-family homes on Casita Way to the south. Across El Camino Real to the north there are a variety of single-story commercial buildings, located within the Mountain View city limits. In both directions along El Camino Real, the land uses consist predominantly of commercial uses, with high-density residential uses intermixed. There is an adjacent multiple-family residential building to the west at 5100 El Camino Real that is approximately 40 feet in height, similar in height to the existing office building on the project site. Single-family residences are the predominant land use to the south of the project site.

The City of Los Altos has not identified scenic view corridors or scenic resources within the City limits; the proposed project is not located in a designated scenic view corridor and is not near any scenic vistas. The San Francisco Bay is not visible from the site. As discussed above, there are no officially designated state scenic highways near the site. Views of the site are limited to immediate surrounding parcels and roadways. The site is not located near a state scenic highway or County-designated highway.² The project site and surrounding area are flat. As a result, existing development in the project area limits views of the site to the immediate vicinity.

² California Department of Transportation. California Scenic Highway Mapping System, Santa Clara County. Accessed November 29, 2018. <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>



Photo 1: Viewing south towards the site from Rengstorff Avenue, opposite the site.



Photo 2: View of the existing office building from the center of the site.

PHOTOS 1 AND 2



Photo 3: Viewing northwest towards the western property line from the rear of the property.

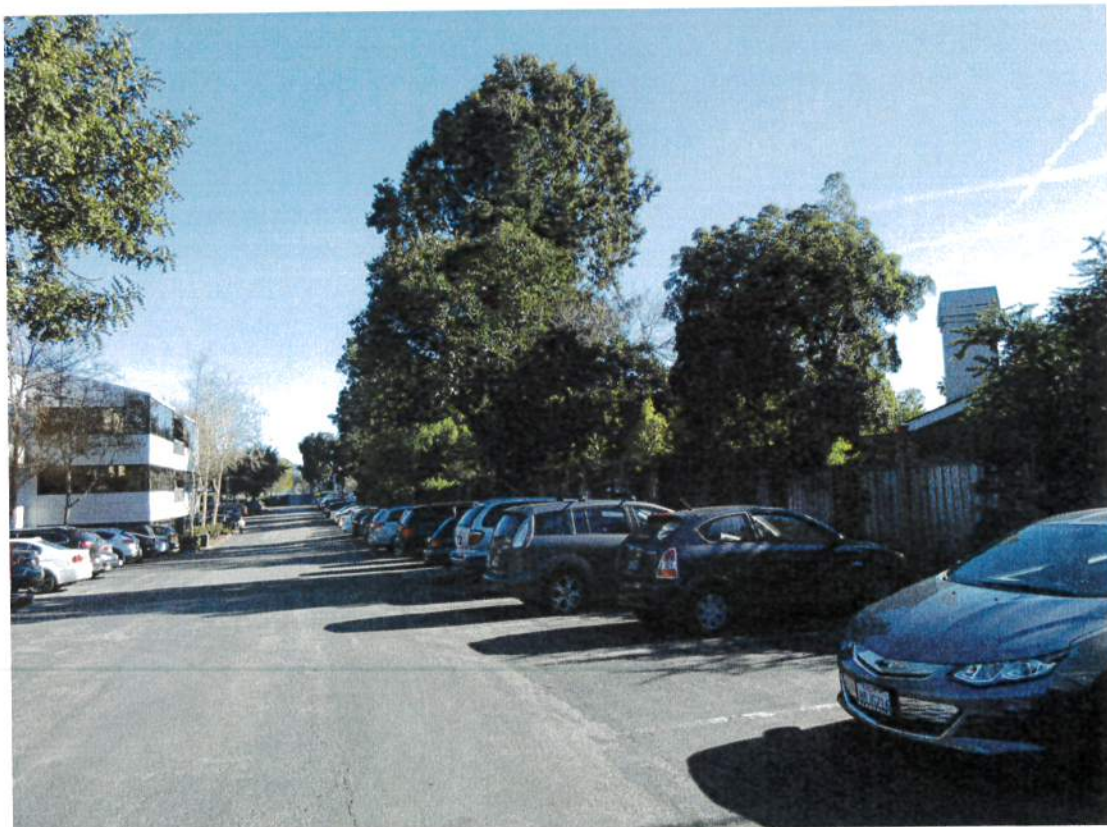


Photo 4: Viewing east along the rear property line.

PHOTOS 3 AND 4



Photo 5: Viewing northwest towards the eastern property line from the rear of the property.



Photo 6: View of the adjacent property to the east of the site.

PHOTOS 5 AND 6



Photo 7: Viewing west along the site frontage on El Camino Real.



Photo 8: Viewing east along the site frontage on El Camino Real.

PHOTOS 7 AND 8

4.1.2 Impact Discussion

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

Note: The project is located on an infill site in a transit priority area (TPA); therefore, evaluation of aesthetic impacts is not required. (Public Resources Code Section 21099). The discussion of aesthetics below is included for informational purposes only.

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. **(No Impact)**

The proposed project is not located within a designated scenic view corridor or scenic vista. The project site is located on relatively flat terrain in the Santa Clara Valley. Implementation of the proposed project will not obstruct or impede the views of any scenic vistas in the vicinity of the project site. **(No Impact)**

Impact AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(No Impact)**

The project site contains 87 trees and is otherwise developed, with no other features present that would be considered scenic resources. Most of the 87 trees would be removed and replaced in accordance with the City’s Tree Protection Ordinance and Municipal Code Chapter 11.08.090 (refer to *Section 4.4, Biological Resources*). Further, the site is not located within a state scenic highway and would not impact scenic resources within one. **(No Impact)**

³ Public views are those that are experienced from publicly accessible vantage points.

Impact AES-3: The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project, which is located in an urbanized area, would not conflict with applicable zoning and other regulations governing scenic quality. **(No Impact)**

The project is located in an urban area and would not conflict with the applicable zoning and other regulations governing scenic quality. Aesthetic values are subjective by nature. Viewpoints as to what constitutes an adverse visual impact will differ among individuals. The discussion below, therefore, focuses on change in visual character and views, without placing value on the aesthetic quality of a condition.

The proposed condominium buildings would front El Camino Real and the townhome buildings would be located to the rear of the site, between the existing single-family residences on Casita Way and the proposed townhome buildings. Although the townhome buildings would result in new on-site development that is approximately 20 feet closer to the single-family residences than the existing office building, the townhomes would be reduced in height (maximum 30 feet) and would be screened from the residences by a 20-foot landscape buffer on the south side, which is consistent with the CT Zone District's requirement. The townhomes would have a setback of at least 45 feet from the property line, whereas a minimum setback of 40 feet is required by the Zoning Code, which would reduce the visual intrusion on nearby residential neighborhoods. The proposed townhomes would provide a transition from the lower density residences on Casita Way to the higher density condominium buildings, which have a height of 56 feet and a setback of at least 119 feet from the property line. The minimum setback required by the Zoning Code for the taller condominium buildings is 100 feet.

Surrounding land uses to the north, east, and west consist primarily of single-story commercial buildings and multiple-family residential development. The proposed project would be generally compatible, in terms of size and scale, with the surrounding uses. The multiple-family residential building immediately west of the site at 5100 El Camino Real has three stories and is approximately 40 feet tall, and there are numerous two-, three-, and four-story buildings within ½ mile of the site in both directions on El Camino Real. Approximately 1/3 mile to the north on El Camino Real, in the City of Mountain View, is a grouping of four buildings that are between six to ten stories tall. While the existing office building on-site would be demolished, the appearance of the site upon project implementation would not differ substantially from what exists currently. Although the project includes the removal of existing landscaping and mature trees, the project includes the planting of many new trees, hedges, shrubs, and groundcovers, which is consistent with the City's landscaping and street tree requirements. For these reasons, the proposed project would not substantially degrade the existing visual character of the site and its surroundings.

The final design of the proposed project would be subject to the City's Multiple-Family Design Review process, which includes compliance with the design controls in the CT District and positive design review findings. While the project would result in minor changes to the visual character of the area, the final building design and exterior materials would be reviewed by the City prior to project approval to ensure that it is consistent with applicable zoning and other regulations governing scenic quality. For these reasons, the proposed project would not result in significant impacts to visual character and quality. **(No Impact)**

Impact AES-4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(No Impact)**

The project would include on-site security lighting, along walkways, driveways, and entrance areas and within the parking garage. The security lighting would be comparable in brightness to the existing ambient lighting on the site and in the surrounding area. Exterior lighting, as required by the Building Code, would be installed at all balcony spaces, and the building interiors would also be lit.

As a condition of approval, the project will be required to demonstrate that all exterior lighting above the ground floor is shielded and/or downward facing to ensure that it does not unnecessarily illuminate or substantially interfere with the use or enjoyment of nearby properties, and respects the privacy of neighbors by avoiding direct and reflected illumination onto adjacent properties. This Zoning Code 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. Therefore, the proposed project would not result in a substantial new source of light and glare. **(No Impact)**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.⁴

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.⁵

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (Cal Fire) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.⁶ Programs such as Cal Fire’s Fire and Resource Assessment Program (FRAP) and are used to identify whether forest land, timberland, or timberland production areas that could be effected are located on or adjacent to a project site.⁷

4.2.1.2 *Existing Conditions*

The project site is in a developed, urban area of Los Altos and is surrounded by residential, office and commercial land uses. The *Santa Clara County Important Farmlands 2016 Map* designates the project site as “Urban and Built-Up Land”, defined as land with at least six structures per 10 acres. Common examples of “Urban and Built-Up Land” are residential, institutional, industrial,

⁴ California Department of Conservation. “Farmland Mapping and Monitoring Program”. <http://www.conservation.ca.gov/dlrp/fimmp/Pages/Index.aspx>.

⁵ California Department of Conservation. “Williamson Act”. <http://www.conservation.ca.gov/dlrp/lca>.

⁶ *Forest land* is land that can support 10 percent native tree cover and allows for management of one or more forest resources, including timber, fish, wildlife, and biodiversity (California Public Resources Code Section 12220(g)); *Timberland* is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing a crop of trees used to produce lumber and other forest products, including Christmas trees (California Public Resources Code Section 4526); and *Timberland Production* is land devoted to and used for growing and harvesting timber and other compatible uses (Government Code Section 51104(g)).

⁷ Cal Fire. “FRAP”. <http://frap.fire.ca.gov/>

commercial, landfill, golf course, airports, and other utility uses.⁸ There are no forest lands on or adjacent to the project site. There are no Williamson Act parcels on or in the vicinity of the project site.⁹

4.2.2 Impact Discussion

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

Impact AG-1: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

The proposed project would redevelop a site that is designated as “Urban and Built-Up Land” on maps prepared by the California Resources Agency for Santa Clara County. Therefore, no farmland would be converted to non-agricultural use as a result of project implementation. **(No Impact)**

⁸ California Natural Resources Agency. *Santa Clara County Important Farmland 2016*. Accessed November 30, 2018. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SantaClara.aspx>

⁹ County of Santa Clara. “Williamson Act and Open Space Easement”. September 17, 2018. Accessed March 21, 2019. <https://www.sccgov.org/sites/dpd/programs/wa/pages/wa.aspx>

Impact AG-2: The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

The project site is zoned *CT (Commercial Thoroughfare)*. The project site is not under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for an agricultural use or a Williamson Act contract. **(No Impact)**

Impact AG-3: The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

The project site is not zoned, or adjacent to land zoned, for forest land, timberland, or Timberland Production. Therefore, the project would not conflict with existing zoning or require rezoning of forest land or timberland uses. **(No Impact)**

Impact AG-4: The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

The project site is in an urbanized area of the City and is developed with an office building. Therefore, no forest land would be lost as a result of the project. **(No Impact)**

Impact AG-5: The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

The proposed residential development would occur in an urban area of the City. The project would not result in impacts to agricultural lands or forest lands in the surrounding region. **(No Impact)**

4.3 AIR QUALITY

The following discussion is based on an air quality emissions assessment prepared for the project by *Illingworth & Rodkin, Inc.* A copy of the report is included in Appendix A of this Initial Study.

4.3.1 Environmental Setting

4.3.1.1 *Regulatory Framework*

Federal and State

Air Quality Overview

Federal, state, and regional agencies regulate air quality in the San Francisco Bay Area Air Basin, within which the proposed project is located. At the federal level, the US Environmental Protection Agency (EPA) is responsible for overseeing implementation of the federal Clean Air Act and its subsequent amendments. The California Air Resources Board (CARB) is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act.

Regional and Local Criteria Pollutants

The federal Clean Air Act requires the EPA to set national ambient air quality standards for six common air pollutants (referred to as “criteria pollutants”): particulate matter (PM); ground-level ozone; carbon monoxide; sulfur oxides; nitrogen oxides; and lead. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate.

Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. “Attainment” status for a pollutant means that a given Air District meets the standard set by the EPA and/or CARB. The Bay Area, as a whole, does not meet state or federal ambient air quality standards for ground level ozone and fine particulate matter (PM_{2.5}), nor does it meet state standards for respirable particulate matter (PM₁₀). The Bay Area is considered in attainment or unclassified for all other pollutants.

Toxic Air Contaminants and Fine Particulate Matter (Local Community Risks)

Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality, usually because they cause cancer. TACs are found in ambient air, especially in urban areas, and are released by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. CARB has adopted regulations for stationary and mobile sources to reduce emissions of diesel exhaust and diesel particulate matter (DPM). Several of these regulatory programs affect medium and heavy-duty diesel trucks, which represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles

are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).¹⁰

Fine Particulate Matter (PM_{2.5}) is a complex mixture of substances that includes elements such as carbon and metals, compounds such as nitrates, organics, and sulfates, and mixtures such as diesel exhaust and wood smoke. Because of their small size (particles are less than 2.5 micrometers in diameter), PM_{2.5} can lodge deeply into the lungs. According to the Bay Area Air Quality Management District (BAAQMD), PM_{2.5} is the air pollutant most harmful to the health of Bay Area residents.

Common stationary sources of TACs and PM_{2.5} include gasoline stations, dry cleaners, and diesel backup generators. The other more significant common mobile source is motor vehicles on roadways and freeways. Unlike regional criteria pollutants, local risks associated with TACs and PM_{2.5} are evaluated on the basis of risk to human health rather than comparison to an ambient air quality standard or emission-based threshold.

Regional

2017 Clean Air Plan

BAAQMD is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards would be met. BAAQMD's most recently adopted plan is the *Bay Area 2017 Clean Air Plan* (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD would continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The City of Los Altos and other jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality Impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

¹⁰ CARB. "Overview: Diesel Exhaust and Health." Accessed: January 10, 2019. Available at: <https://www.arb.ca.gov/research/diesel/diesel-health.htm>.

Local

City of Los Altos Climate Action Plan

The City of Los Altos has developed a *Climate Action Plan* (LA CAP). The LA CAP includes a goal to improve communitywide emissions efficiency by 15 percent over 2005 levels by 2020. The reduction measures included in this plan are a diverse mix of incentives, education, and regulations applicable to both new and existing development. The measures are designed to reduce emissions from each source to avoid relying on any one strategy or sector to achieve the target.

City of Los Altos General Plan

The City of Los Altos General Plan addresses air quality in the Natural Environment and Hazards Element. Policies under Goal 8: Maintain or improve air quality in Los Altos, as listed in the Los Altos General Plan, are designed to achieve desired improvements to air quality through proper planning for land use and transportation. Policies relevant to this project include the following:

- Policy 8.1:* Support the principles of reducing air pollutants through land use, transportation, and energy use planning.
- Policy 8.2:* Encourage transportation modes that minimize contaminant emissions from motor vehicle use.
- Policy 8.3:* Interpret and implement the General Plan to be consistent with the regional Bay Area Air Quality Management Plan, as periodically updated.
- Policy 8.4:* Ensure location and design of development projects so as to conserve air quality and minimize direct and indirect emissions of air contaminants.

4.3.1.2 Existing Conditions

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area relatively high atmospheric potential for pollution.

Sensitive Receptors

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. The nearest sensitive receptors to the project site include the single-family residences south of the site on Casita Way, the multi-family residential building west of the site at 5100 El Camino Real, and the Mountain View KinderCare facility to the east of the site at

2065 West El Camino Real. Additionally, the Mountain View-Los Altos Montessori Children's Center is located approximately 350 feet northwest of the project site at 2246 West El Camino Real.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Result in other emissions (such as odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.2.1 Thresholds of Significance

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Los Altos has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and PM_{2.5}. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-1.

Table 4.3-1: BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Annual Daily Emissions (pounds/year)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust-Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	Single Source	Combined Cumulative Sources	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual PM _{2.5}	0.3 µg/m ³	0.8 µg/m ³ (average)	
Notes: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = coarse particulate matter with a diameter of 10 micrometers (µm) or less, and PM _{2.5} = fine particulate matter with a diameter of 2.5 µm or less.			

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

BAAQMD recommends that the agency approving a project where an air quality plan consistency determination is required analyze the project with respect to the following questions:

- 1) Does the project support the primary goals of the LA CAP?
- 2) Does the project include applicable control measures from the LA CAP?
- 3) Does the project disrupt or hinder the implementation of any LA CAP control measures?

The proposed residential project would support the primary goals of the LA CAP, which are to attain air quality standards, reduce population exposure and protect public health, and reduce greenhouse gas emissions and protect the climate. This is evidenced by the project’s consistency with the BAAQMD thresholds of significance. As discussed below and shown in Tables 4.3-4 and 4.3-5, the project would not exceed the BAAQMD thresholds for ozone precursor pollutant (ROG, NO_x) and exhaust (PM₁₀, PM_{2.5}) emissions during construction or operational periods. In addition, the

implementation of standard dust and exhaust control measures, listed below, would reduce potential air quality impacts to a less than significant level.

The 2017 CAP contains a control strategy intended to complement efforts to improve air quality and protect the climate being made by other partner agencies at the state, regional and local levels. The strategy is based on the following four key priorities and identifies 85 individual control measures to reduce pollutant emissions.

- Reduce emissions of criteria pollutants and TACs from all key sources.
- Reduce emissions of “Super GHGs” such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels.
- Decarbonize our energy system.

The control measures are organized into the following economic sector categories: Stationary Sources; Transportation; Energy; Buildings; Agriculture; Natural and Working Lands; Waste Management; Water; and Super GHG Pollutants. None of the 85 specific control measures are directly applicable to the proposed residential project. The proposed project (i.e., high-density, transit-oriented infill development with bicycle parking, CALGreen energy efficient features and on-site tree planting), however, would be considered consistent with the measures related to bicycle and pedestrian access, land use strategies, green building, reduction of energy demand, urban heat island mitigation, recycling and waste reduction, water conservation and urban tree planting. The project would not cause the disruption of, delay or otherwise hinder the implementation of any of the control measures.

The project would be consistent with certain control measures of the 2017 CAP and with the General Plan by developing a high-density, transit-oriented infill development, installing energy efficient features, and planting trees on-site. The project by itself, therefore, would not result in a significant impact related to consistency with the Bay Area 2017 CAP. In addition, the project would not exceed the BAAQMD thresholds for operational criteria air pollutant emissions, as discussed below. For these reasons, the project would not conflict with or obstruct implementation of the 2017 CAP. **(Less than Significant Impact)**

Impact AIR-2: The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact with Mitigation Incorporated)**

The Bay Area, as a whole, does not meet state or federal ambient air quality standards for ground level ozone (O₃), state standards for PM₁₀, and federal standards for PM_{2.5}. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts.

Construction

Project construction would occur in three phases. Phase I is estimated to last 12 months, Phase II is estimated to last 13 months, and Phase III is estimated to take 12 months. Construction emissions for both on-site and off-site construction activities were modeled using the California Emissions Estimator Model (CalEEMod). The land use inputs used to model construction emissions are shown in Table 4.3-3 below. Phase I is estimated to last 12 months, Phase II is estimated to last 13 months, and Phase III is estimated to take 12 months.

Table 4.3-3: CalEEMod Land Use Inputs by Phase			
	Phase I	Phase II	Phase II
Residential	24 Townhome Units and 46,684 square feet	86 Condominiums and 166,728 square feet	86 Condominiums and 155,446 square feet
Parking	Six parking spaces entered as "Parking Lot"	122 parking spaces entered as "Enclosed Parking with an Elevator"	117 parking spaces entered as "Enclosed Parking with an Elevator"
Other	1.11 acres of "Other Asphalt Surface" to represent driveways that would be constructed during Phase I 79,000 square feet of building demolition 52 one-way trips estimated for pavement hauling during demolition	Construction phases included were grading, trenching, building construction, paving, and architectural coating	Construction phases included were grading, trenching, building construction, paving, and architectural coating

Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Table 4.3-4, below, shows the average daily ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust emissions during all three phases of construction.

Table 4.3-4: Construction Period Emissions				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
2021 Construction Emissions (includes Phase I and Phase II construction)	0.77 tons	3.61 tons	0.17 tons	0.16 tons
2022 Construction Emissions (includes Phase II and Phase III construction)	2.65 tons	3.19 tons	0.15 tons	0.14 tons
Total construction emissions	3.41 tons	6.80 tons	0.32 tons	0.31 tons
Average daily emissions (pounds)	13.55 lbs/day	26.98 lbs/day	1.28 lbs/day	1.21 lbs/day
<i>BAAQMD Thresholds (pounds/day)</i>	54 lbs.	54 lbs.	82 lbs.	54 lbs.

Table 4.3-4: Construction Period Emissions				
Exceed Threshold?	No	No	No	No

As shown in Table 4.3-4, project construction would not exceed the BAAQMD construction thresholds. Although significant construction period emissions would not occur, construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions.

Mitigation Measures: The following mitigation measures would be implemented by the project to reduce construction emissions to a less than significant level:

MM AIR-2: The project shall implement the following measures, in accordance with BAAQMD best management practices:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
- 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;
- All vehicle speeds on unpaved roads shall be limited to 15 mph;
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible;
- Vegetation in disturbed areas shall be planted as quickly as possible;
- Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five 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;
- 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;
- Post a publicly visible sign with the telephone number and person to contact at the City of Los Altos regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the mitigation measures listed above would reduce the potential for air quality and fugitive dust-related impacts to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Operation

Operational air emissions resulting from the proposed project are primarily attributable to automobiles driven by future residents. Evaporative emissions from architectural coatings and maintenance products are also typical emissions from residential uses. CalEEMod was used to estimate emissions from operation. The same land uses as were input into CalEEMod for construction emissions calculations and shown in Table 4.3-3 were used to determine operational emissions. Emissions associated with vehicle travel were based on the earliest possible year the project could be constructed and begin operating (2024). Emissions from vehicle travel to and from the site were calculated using information from the project traffic analysis.

Table 4.3-5, below, shows the net annual emissions resulting from operation of the proposed project.

Table 4.3-5: Operational Emissions				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
2024 Project Operational Emissions (<i>tons/year</i>)	2.05 tons	1.27 tons	1.23 tons	0.35 tons
2024 Existing Use Emissions (<i>tons/year</i>)	0.45 tons	0.48 tons	0.38 tons	0.11 tons
Net Annual Emissions (<i>tons/year</i>)	1.60 tons	0.79 tons	0.85 tons	0.11 tons
<i>BAAQMD Thresholds (tons /year)</i>	<i>10 tons</i>	<i>10 tons</i>	<i>15 tons</i>	<i>10 tons</i>
<i>Exceed Threshold?</i>	No	No	No	No
2021 Project Operational Emissions (<i>lbs/day</i>) ¹	8.75 lbs.	4.34 lbs.	4.66 lbs.	1.34 lbs.
<i>BAAQMD Thresholds (pounds/day)</i>	<i>54 lbs.</i>	<i>54 lbs.</i>	<i>82 lbs.</i>	<i>54 lbs.</i>
<i>Exceed Threshold?</i>	No	No	No	No

Notes: ¹ Assumes 365-day operation.

As shown above, the project would not exceed BAAQMD operational thresholds. Therefore, the project would result in a less than significant operational air quality impact.

(Less than Significant Impact)

Impact AIR-3: The project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

Community Health Risk Impacts from Construction

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC source. While project construction exhaust air pollutant emissions are not expected to contribute substantially to a decline in local or regional air quality conditions, construction exhaust

emissions may still pose community health risks for nearby sensitive receptors, including the residential uses immediately south and west of the project site. Construction of the proposed project would expose nearby sensitive receptors to TACs emitted during demolition, excavation, grading, and construction activities at the project site. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. A health risk assessment of the project construction activities was completed to evaluate possible health effects to nearby sensitive receptors from construction emissions of DPM and PM_{2.5}. This assessment included dispersion modeling to predict the off-site and on-site concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated. The health risk impacts from construction were modelled at four different receptor locations, which are discussed below and shown in Figure 4.3-1. The results of the models run for each of the four locations is shown in Table 4.3-6.

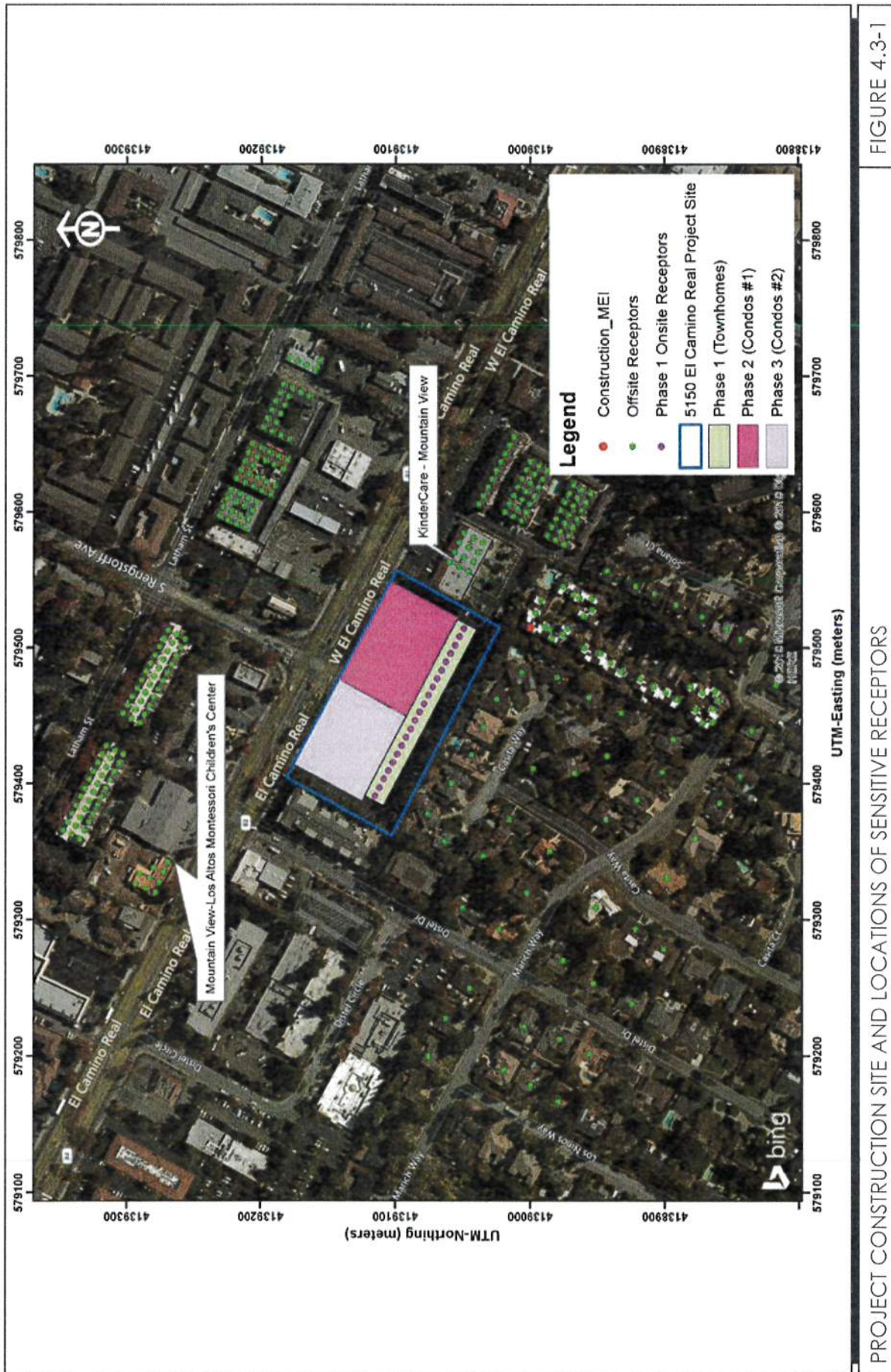


FIGURE 4.3-1

PROJECT CONSTRUCTION SITE AND LOCATIONS OF SENSITIVE RECEPTORS

Table 4.3-6: Single-Source Impacts from Construction			
Maximally Exposed Individual			
Project Construction	Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Unmitigated	148.6 (infant)	0.85	0.13
Mitigated	3.0 (infant)	0.05	<0.01
<i>BAAQMD Single-Source Threshold</i>	>10.0	>0.3	>0.1
Exceed Threshold? (Unmitigated)	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
Exceed Threshold? (Mitigated)	<i>No</i>	<i>No</i>	<i>No</i>
KinderCare Mountain View			
Project Construction	Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Unmitigated	106.2 (infant)	0.65	0.09
Mitigated	2.0 (infant)	0.05	<0.01
<i>BAAQMD Single-Source Threshold</i>	>10.0	>0.3	>0.1
Exceed Threshold? (Unmitigated)	<i>Yes</i>	<i>Yes</i>	<i>No</i>
Exceed Threshold? (Mitigated)	<i>No</i>	<i>No</i>	<i>No</i>
Mountain View-Los Altos Montessori Children's Center			
Project Construction	Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Unmitigated	2.0 (infant)	0.05	0.01
<i>BAAQMD Single-Source Threshold</i>	>10.0	>0.3	>0.1
Exceed Threshold? (Unmitigated)	<i>No</i>	<i>No</i>	<i>No</i>
Phase I Residents (Townhomes)			
Project Construction	Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Unmitigated	161.6 (infant)	1.59	0.20
Mitigated	5.0 (infant)	0.21	0.01
<i>BAAQMD Single-Source Threshold</i>	>10.0	>0.3	>0.1
Exceed Threshold? (Unmitigated)	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>
Exceed Threshold? (Mitigated)	<i>No</i>	<i>No</i>	<i>No</i>

Construction Impacts to the Maximally Exposed Individual

As shown on Figure 4.3-1, the maximum concentrations of DPM and PM_{2.5} would occur on the first floor (1.5-meter receptor breathing height) of an existing apartment residence located adjacent to the

southeast corner of the project site (2800 Marich Way, Apt. 18, Mountain View). The maximum increased cancer risk at the location of the maximally exposed individual (MEI) was calculated using the BAAQMD-recommended methods and the maximum annual modeled DPM concentration. The cancer risk calculations are based on applying the BAAQMD-recommended age sensitivity factors to the TAC concentrations. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Infant and adult exposures were assumed to occur at all residences through the entire construction period. As shown in Table 4.3-6, the maximum cancer risk, PM_{2.5}, and HI would exceed BAAQMD single-source thresholds.

KinderCare Mountain View

The KinderCare Mountain View school is adjacent to the eastern project boundary and approximately 70 feet away. A receptor height of 1.0 meter (3.3 feet) was used to represent the breathing height of the infants and children at the school. The exposure parameters for infants between the ages of zero to two years old were used to calculate the maximum cancer risk. As shown in Table 4.3-6, the cancer risk and maximum PM_{2.5} concentration exceed their respective BAAQMD single-source thresholds at this location.

Mountain View-Los Altos Montessori Children's Center

Mountain View-Los Altos Montessori Children's Center is located approximately 350 feet northwest of the project. The same breathing height was used as for the KinderCare facility, but child exposure parameters were used to calculate the maximum cancer risk instead of infant exposure parameters since the school is for preschoolers and kindergarteners. As shown in Table 4.3-6, risk values would not exceed the BAAQMD single-source significance threshold for annual cancer risk, PM_{2.5} concentration, or HI at this location.

Project Sensitive Receptors

Due to the phased approach to construction, it is assumed that the townhomes constructed in Phase I would be occupied with new sensitive receptors. Therefore, the construction health risks to these on-site receptors during Phase II and III were calculated. The results showed that the maximum cancer risk and PM_{2.5} concentrations would exceed BAAQMD single-source thresholds at the on-site townhomes.

Mitigation Measures: The following mitigation measures would be implemented by the project to reduce construction emissions to a less than significant level.

MM AIR-3 The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 93-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet EPA particulate matter emissions standards for Tier 4 engines. Equipment that is electrically powered or uses non-diesel fuels would meet this requirement.

- Cranes and generators set used during construction should be electrically powered.
- Portable equipment (i.e. air compressors and welders) should also be electrically powered.

Implementation of the above mitigation measures would reduce the exposure of sensitive receptors to substantial concentrations of air pollutants during construction of the project. **(Less than Significant Impact with Mitigation Incorporated)**

Impact AIR-4: The project would not result in other emissions (such as odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

The project is a residential development. The proposed project would not include land uses that are likely to generate a substantial odor that would cause complaints from surrounding uses. Currently, the site is not exposed to substantial odor sources. Localized odors, mainly resulting from diesel exhaust and construction equipment on-site, would be created during the construction phase of the project. These odors would be temporary and not likely be noticed beyond the project site's boundaries. The proposed project would, therefore, result in less than significant odor impacts. **(Less than Significant Impact)**

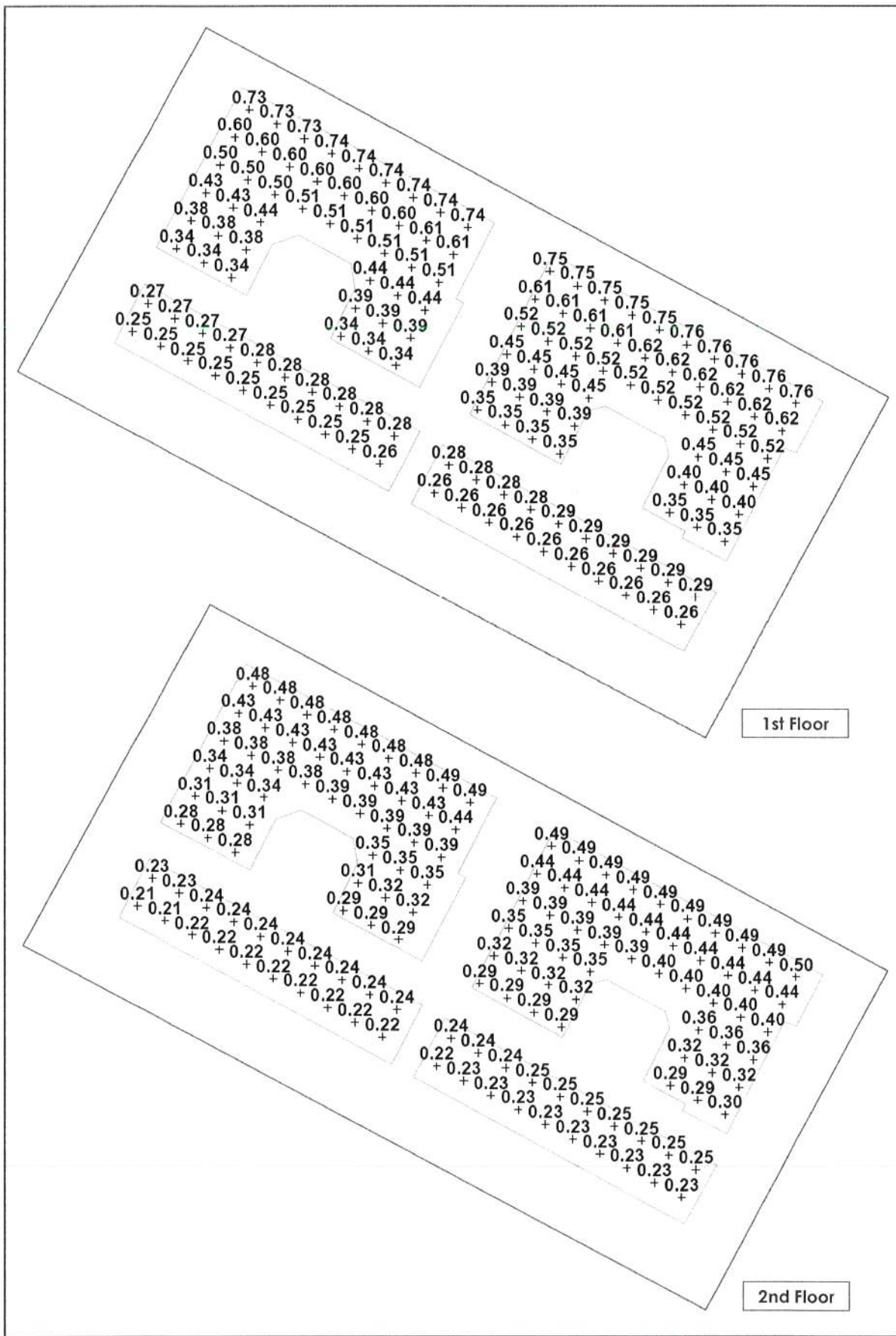
4.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only.

An on-site health risk assessment was completed for the proposed project using BAAQMD screening tools. The level of TACs future residents of the project would be exposed to was calculated and compared to BAAQMD thresholds. No nearby stationary sources of TACs were identified using BAAQMD's *Stationary Source Risk & Hazard Analysis Tool*. Mobile sources of TACs within 1,000 feet of the project site include segments of El Camino Real.

Single-Source Health Risk Assessment

The on-site health risk assessment calculated the maximum increased lifetime cancer risk, annual PM_{2.5} concentrations, and Hazard Index for new residents at the first through third floors, due to vehicle emissions from El Camino Real. The closest receptors to El Camino Real, and most affected, are those at the first floor. The locations of the most affected receptors and their respective PM_{2.5} concentration exposure are shown in Figure 4.3-2, and the results of the health risk assessment are shown in Table 4.3-7.



1st and 2nd Floor Maximum PM_{2.5} Concentrations ($\mu\text{g}/\text{m}^3$) in Residential Areas

FIGURE 4.3-2

Table 4.3-7: Maximum Health Risk Impacts from El Camino Real Traffic			
Source/Receptor Locations	Maximum Cancer Risk (per million)	Maximum Annual PM_{2.5} (µg/m³)	Maximum Hazard Index
1 st Floor Level	3.3	0.76	<0.01
2 nd Floor Level	2.4	0.50	<0.01
3 rd Floor Level and above	1.3	0.25	<0.01
<i>BAAQMD Single-Source Threshold</i>	<i>>10.0</i>	<i>>0.3</i>	<i>>1.0</i>
<i>Significant?</i>	<i>No</i>	<i>Yes</i>	<i>No</i>

As shown in Table 4.3-7, residents on the first and second floors would be exposed to PM_{2.5} concentrations from El Camino Real that exceed BAAQMD single-source thresholds. While not a significant impact resulting from the project, future residents would be exposed to TAC concentrations that pose a health risk. The following Conditions of Approval are recommended for consideration by the City to be implemented by the project to reduce these risks.

Conditions of Approval: The project shall include the following measures to minimize long term TAC and annual PM_{2.5} exposure for new project occupants:

The project shall install air filtration at residential units exposed to annual PM_{2.5} exposure above 0.3 µg/m³. To ensure adequate health protection to sensitive receptors, a ventilation system is proposed to meet the following minimal design standards:

- Install air filtration in residential buildings. Air filtration devices shall be rated MERV13 or higher for portions of the site that have annual PM_{2.5} exposure above 0.3 µg/m³. The ventilation system, whether mechanical or passive, shall filter all fresh air circulated into the dwelling units.
- As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air condition (HVAC) air filtration system shall be required.
- Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

A properly installed and operated ventilation system with MERV13 rated air filtration would achieve an 80 percent reduction in TAC exposure. The maximum annual PM_{2.5} concentration of 0.76 µg/m³ would be reduced to 0.23 µg/m³ upon application of the measures discussed above. This would be below the BAAQMD single-source threshold for PM_{2.5} exposure.

Cumulative Impact on Off-Site Construction MEI

The emissions from construction activities of the project in combination with vehicular traffic on El Camino Real were calculated and compared to BAAQMD cumulative source thresholds. The impacts

were assessed relative to the MEI, an existing apartment residence to the southeast of the site (refer to Figure 4.3-1). The results of the analysis are shown in Table 4.3-8 below.

Table 4.3-8: Impact from Combined Sources at Off-Site MEI				
Source		Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Project Construction	Unmitigated	148.6 (infant)	0.85	0.13
	Mitigated	3.0 (infant)	0.05	<0.01
El Camino Real		11.1	0.11	0.01
Combined Sources	Unmitigated	159.7 (infant)	0.96	0.14
	Mitigated	14.1 (infant)	0.16	<0.02
<i>BAAQMD Cumulative Source Threshold</i>		>100	>0.8	>10.0
<i>Significant?</i>	Unmitigated	Yes	Yes	No
	Mitigated	No	No	No

When considering the combined emissions of TACs from El Camino Real and project construction, BAAQMD cumulative source thresholds would be exceeded. The mitigation measures discussed previously (**MM AIR-3**) would reduce the cumulative risk of air pollutant exposure to the MEI to a less than significant level.

4.4 BIOLOGICAL RESOURCES

The following discussion is based, in part, upon an arborist report prepared for the project site by *Kielty Arborist Services, LLC*. The report is attached to this Initial Study as Appendix B.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Special Status Species

Individual plant and animal species listed as rare, threatened or endangered under state and federal Endangered Species Acts are considered “special status species.” Federal and state “endangered species” legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project will result in the “take” of a species listed as threatened or endangered. To “take” a listed species, as defined by the State of California, is “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill” said species. “Take” is more broadly defined by the federal Endangered Species Act to include “harm” of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Section 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, are considered for environmental review per the CEQA Guidelines. These may include plant species of concern in California listed by the California Native Plant Society and CDFW listed “Species of Special Concern.”

Migratory Bird and Birds of Prey Protections

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior, which in April 2018 issued a memo clarifying that the MBTA applies to only actions taken to intentionally harm protected species. Several states and non-governmental organizations have challenged this interpretation in federal court, and the outcome of the lawsuit is pending. The MBTA’s prohibitions apply to whole birds, parts of birds, and bird nests and eggs. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, which under the 2018 guidance would not result in a violation of the MBTA because any harm would be pursuant to activities, the purpose of which is not to intentionally harm birds. Nesting birds are considered special-status species and are protected by the USFWS.

The CDFW also protects migratory and nesting native and non-game birds under California Fish and Game Code (CFG) Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance. While both the USFWS and CDFW similarly define “take” as to pursue, hunt, shoot, wound kill, trap, capture or collect, the CFGC further states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except as otherwise provided by this code or any regulation made pursuant thereto).

Local

City of Los Altos General Plan

The Los Altos General Plan contains the following biological resource policy, included in the Community Design and Historic Resources Element, which is applicable to the proposed project:

Policy 1.1: Preserve trees, especially heritage and landmark trees, and trees that protect privacy in residential neighborhoods.

Los Altos Municipal Code

The City of Los Altos has adopted a Tree Protection Ordinance in Section 11.08 of the Municipal Code. The Tree Protection Ordinance prescribes 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;
- Any tree which was required by the city to be either saved or planted in conjunction with a development review application.

Trees may be designated as “heritage trees” upon application by the owner of the property on which the tree is located, a study of the proposed tree by the historical commission, and a determination of designation based on the criteria outlined in Section 12.44.030 of the Municipal Code.

4.4.1.2 *Existing Conditions*

The project site is in an urbanized area and is developed with one office building and associated paved surface parking and landscaping. There are no wetlands, streams or riparian habitat on or adjacent to the site. The nearest waterway, Permanente Creek, is located approximately 2,800 feet east of the site.

Habitats in developed areas are extremely low in species diversity. The wildlife species most often associated with developed areas are those that are most tolerant of periodic human disturbances, including several introduced species such as European starlings, rock doves, house mice, and Norway rats. Native species able to utilize these habitats include western fence lizards, American robins, Brewer’s blackbirds, northern mockingbirds, mourning doves, house finches, and squirrels, and some species of bats.

There are no sensitive habitats or wetlands on or adjacent to the project site. 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.

Trees

There are 87 trees on the project site, including Monterey pine, privet, carob, London plane, liquidambar, Chinese pistache, and coast live oak. All on-site trees are non-native except for the one coast live oak. Most trees on-site are in fair to good condition, with the exception of Monterey pines that are afflicted with pine pitch canker and bark beetle. There are 24 trees present on-site that meet the City’s definition of a “protected tree”; no trees on-site have been identified as “heritage trees”.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation)**

Special Status Species

The project site is in an urban area and is developed with an office building, a paved surface parking lot, and landscaping. The site does not contain sensitive habitats or wetlands and is disturbed by human use; therefore, the presence of special status plant or animal species on-site is unlikely. Additionally, the site does not contain abandoned buildings or buildings with structural voids (the spaces between exterior and interior envelopes of a building) or large trees with cavities which could provide roosting habitat for special status bat species.

Nesting Raptors and Migratory Birds

Migratory birds and/or raptors could nest in the mature trees on or near the site. Construction activities during the nesting season (February 1-August 30), including equipment noise and tree removal, may result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment.

Mitigation Measures: The following mitigation measures would be implemented during construction to reduce impacts to nesting birds to a less than significant level:

MM BIO-1.1: Construction activities shall be scheduled to avoid the nesting season. The nesting season for most birds in Santa Clara County extends from February 1st through August 30th). If construction activities are scheduled to take place outside of the nesting season, impacts on nesting birds protected by the MBTA and/or CDFW will be avoided.

MM BIO-1.2: If it is not possible to schedule construction activities between September 1 and January 31, then preconstruction surveys for nesting birds shall be conducted to identify active nests that may be disturbed during project implementation. Projects that commence construction between February 1st and April 30th (inclusive) shall conduct pre-construction surveys for nesting birds within 14 days of construction onset. Projects that commence construction between May 1st and August 31st (inclusive) shall conduct preconstruction surveys within 30 days of construction onset. Pre-construction surveys shall be conducted by a qualified biologist or ornithologist for nesting birds within the on-site trees as well as all mature trees within 250 feet of the site. If the survey does not identify any nesting birds that would be affected by construction activities, no further mitigation is required.

MM BIO-1.3: If an active nest is found in or close enough to the construction area to be disturbed by these activities, the qualified biologist or ornithologist, in consultation with CDFW, shall determine the extent of a construction-free

buffer zone around the nest, typically 250 feet for raptors and 100 feet for non-raptors around the nest, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The buffer shall remain in place until the breeding season has ended or a qualified biologist or ornithologist has determined that the nest is no longer active. The ornithologist/biologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development prior to the issuance of grading permits.

MM BIO-1.4: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (i.e., prior to February 1st).

With implementation of the mitigation measures listed above, the proposed project would not result in significant impacts to sensitive species. **(Less than Significant Impact with Mitigation Incorporated)**

Impact BIO-2: The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

The project site is in an urban area. There are no streams, creeks, waterways, or wetlands located on or adjacent to the project site. The nearest waterway (i.e., Permanente Creek) is located approximately 2,800 feet east of the site. Therefore, the proposed project would not result in substantial impacts to riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. **(No Impact)**

Impact BIO-3: The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

The proposed project would redevelop an existing site in an urbanized area of Los Altos. There are no wetlands on the project site; therefore, the proposed project would not have a significant impact on federally protected wetlands. **(No Impact)**

Impact BIO-4: The project would not 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. **(Less than Significant Impact with Mitigation Incorporated)**

Migratory movements of animal species are most often associated with riparian corridors, and the project site is not located in the vicinity of any streams or waterways. Development of the project, therefore, would not substantially interfere with the movement of any native resident or migratory

fish or wildlife species. Additionally, the site does not contain abandoned buildings or buildings with structural voids (the spaces between exterior and interior envelopes of a building) or large trees with cavities which could provide roosting habitat for bat species. As discussed above, migratory birds and/or raptors could nest in the mature trees on or near the site. Implementation of mitigation measure MM BIO-1 would reduce impacts to nesting birds to a less than significant level. For these reasons, the project would not 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. **(Less than Significant Impact with Mitigation Incorporated)**

Impact BIO-5: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

There are 87 trees on the project site, 24 of which meet the City's definition of a "protected tree" (i.e., measure 48 inches or greater in circumference at 48 inches above grade). All on-site trees would be removed by the project. The City's Tree Protection Ordinance requires a tree removal permit to be obtained prior to removal of protected trees. According to Los Altos Municipal Code (Chapter 11.08.090), tree removal permit conditions of approval may require that replacement trees be planted and the City often uses a 1:1 ratio, but the Code does not specifically mandate a replacement ratio. project proposes to plant approximately 196 new trees on-site. As designed, the project would achieve a tree replacement ratio of approximately 2:1, which would meet or exceed the standards outlined in the City's Tree Preservation Ordinance.

The project would not conflict with General Plan Policy 1.1, the intent of which is to protect privacy in residential neighborhoods by preserving significant trees. The project would remove existing mature trees that are adjacent to apartment and single-family properties; however, none of the proposed trees to be removed are heritage trees, and the existing trees are sparsely distributed along the residential interfaces. The project proposes to plant a significant number of replacement trees with rows of large evergreen species that will provide dense screening along the residential property lines.

Therefore, project tree impacts would be less than significant. **(Less than Significant Impact)**

Impact BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The project site is not located within an approved local, State, or national habitat conservation plan area. Thus, there would be no impact. **(No Impact)**

4.5 CULTURAL RESOURCES

The following discussion is based, in part, on an Archaeological Literature Search conducted for the project by *Holman and Associates*. A copy of the report, dated January 17, 2019, is available for review by qualified persons at the City of Los Altos Planning Department during normal business hours.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 (as amended) is the primary federal law dealing with historic preservation. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consult with the Advisory Council on Historic Preservation to consider the effects of their undertakings on historic properties.

National Register of Historic Places

The National Historic Preservation Act is the primary federal law dealing with historic preservation. The historic significance of a building, structure, object, site, or district for listing is assessed based upon the criteria in the National Register of Historic Places (NRHP). A resource is considered eligible for the NRHP if the quality of significance in American history, architecture, archaeology, engineering, and culture is present and if the resource includes integrity of location, design, setting, materials, workmanship, feeling, and association and:

- Is associated with events that have made a significant contribution to the broad pattern of our history; or
- Is associated with the lives of persons significant to our past; or
- Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possessed high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The Secretary of the Interior Standards for Rehabilitation

The 1995 U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties outlines specific standards and guidelines for the preservation, rehabilitation, restoration, and reconstruction of historic properties. Each set of standards provides specific recommendations for the proper treatment of specific building materials, as well as parts of building construction. CEQA references these standards relative to consideration of the significance of project impacts, or lack thereof, on historic resources.

State

California Register of Historical Resources

The California Register of Historical Resources (CRHR) was created to identify resources deemed worthy of preservation and was modeled closely after the NRHP. The criteria are nearly identical to those of the NRHP, which includes resources of local, state, and regional and/or national levels of significance. A CRHR-eligible resource generally must be greater than 50 years old and significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or important creative individual or possesses high artistic values.
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Properties of local significance designated under a local preservation or identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise.

Cultural and Paleontological Resources

Archaeological, paleontological, and historical sites are protected by several state policies and regulations under the California Public Resources Code, California Code of Regulations (Title 14 Section 1427), and California Health and Safety Code. California Public Resources Code Sections 5097.9-5097.991 require notification of discoveries of Native American remains and provides for the treatment and disposition of human remains and associated grave goods.

Local

City of Los Altos Historical Preservation Ordinance

The City of Los Altos has adopted a Historical Preservation Ordinance (Chapter 12.44 of the Municipal Code) for the primary purposes of ensuring protection of irreplaceable historic resources, enhancing visual character through architectural compatibility, and encouraging appreciation of the City's past. The ordinance identifies the process and qualifications for the designation of a historic resource or landmark.

City of Los Altos General Plan

The City of Los Altos General Plan Community Design and Historic Resources Element contains the following cultural resource policies that are applicable to the proposed project:

Policy 6.3: Work with property owners to preserve historic resources within the community, including the orchard, or representative portion thereof, on the civic center site.

Policy 6.4: Preserve archaeological artifacts and sites found in Los Altos or mitigate disturbances to them, consistent with their intrinsic value.

Policy 6.5: Require an archaeological survey prior to the approval of significant development projects near creeksides or identified archaeological sites.

4.5.1.2 Existing Conditions

Historic Resources

The City of Los Altos contains historic resources from the early twentieth century. There are a variety of historic buildings in the City's Downtown that were constructed prior to 1940. There are also several historic residential structures located between Foothill Expressway and Adobe Creek. The City contains approximately 22 officially designated historic landmarks, located primarily in and around Downtown.^{11 12} The project site is entirely developed, consisting of a three-story, 78,950-square-foot office building with a surface parking lot and landscaping that was constructed in the early 1980s. The project site is not identified in the City of Los Historic Resources Inventory and is technically not eligible for a designation since it was constructed less than 50 years ago.

Historic-era maps of the project area were examined by *Holman and Associates* to identify the potential for historic archaeological resources to be present on the project site. Based on their review of historical land use patterns, it was determined that there is a low potential for specific historic archaeological deposits within the project site.

Prehistoric Resources

In the project area, Native American sites have been identified adjacent to springs or within a half-mile of the two major waterways: Coyote Creek and the Guadalupe River and their major tributaries. Other sensitive locations include the base of the hills near waterways, at the original bayshore, and on terraces adjacent to naturally flowing waterways. The project site is located on a large valley terrace approximately 2,800 feet west of Permanente Creek. The Ohlone and Muwekma Indian tribes previously inhabited several creekside locations in the Los Altos area.

The Archaeological Literature Search conducted for the project by *Holman and Associates* included a records search at the Northwest Information Center of the California Historical Resources Information System (CHRIS). All records of identified archaeological resources within a quarter mile, and all archaeological resources reports for projects within 50 meters of the project site were reviewed.

Two linear studies have been completed near the project site. In 1978, Caltrans completed a study for the widening of El Camino Real widening from four to six lanes in Los Altos and Mountain View. In 2002, field surveys were done for the installation of a buried fiber optic cable system along El Camino Real. No archaeological resources or historic-era buildings were identified within the project site during these studies, and no known cultural resources were identified within the site as part of the CHRIS records search.

¹¹ City of Los Altos. *General Plan – Community Design and Historic Resources Element*. November 2002.

¹² City of Los Altos, Historical Commission. "Historic Inventory". Accessed December 7, 2018.

<https://www.losaltosca.gov/historicalcommission/page/historic-inventory>

Based on the results of the Archaeological Literature Review completed for the project site, the site has low potential for containing subsurface archaeological resources. This is due to the lack of recorded cultural resource studies and the lack of evidence of prehistoric occupation on the project site.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<hr/> Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

The project site is developed with a three-story office building, surface parking lot, and landscaping that was constructed in the early 1980s. The site is not identified in the City of Los Historic Resources Inventory. According to the records search by *Holman and Associates*, no historic resources or properties listed on federal, state or local inventories are located on or adjacent to the project site. A structure would be considered eligible for designation as a historic resource under the City’s Historic Preservation Ordinance if it satisfies each of the three criteria identified in the Ordinance - Age, Determination of Integrity, and Historic Significance. Because the existing building on the site was constructed in 1983, it would not satisfy the Age criterion and would not be eligible as for designation as a historic resource. For these reasons, development of the proposed project would not have an impact on historic resources. **(No Impact)**

Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

Based on the results of the Archaeological Literature Search, *Holman and Associates* concluded that there is a low potential for Native American and historic-era archaeological deposits and cultural materials to be present at the project site. Nevertheless, demolition and construction activities on the site could uncover yet unrecorded subsurface resources.

Mitigation and Avoidance Measures: The following mitigation measures would be implemented during project demolition and construction activities to avoid significant impacts to unknown subsurface cultural resources:

MM CUL-2.1: 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 shall stop, the Director of Community Development shall be notified, and an archaeologist designated by the City shall assess the find and make appropriate recommendations, if warranted. Recommendations could include avoidance, if feasible, preservation in place, or collection, recordation, and analysis of any significant cultural materials. Construction within a radius specified by the archaeologist shall not recommence until the assessment is complete. A report of findings documenting any data recovery would be submitted to the Director of Community Development. The project applicant shall ensure all construction personnel receive cultural resource awareness training that includes information on the possibility of encountering archaeological and/or historical materials during construction.

MM CUL-2.2: Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, 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 shall 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. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to state law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

With implementation of these measures, impacts to unknown subsurface prehistoric and historic archaeological resources would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

Impact CUL-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**

It is possible that construction activities associated with the proposed project could disturb as-yet undiscovered human remains at the project site. The mitigation measures described above (**MM CUL-2.2**) ensure that an appropriate process is followed in the event of accidental discovery of human remains during project construction. By following the process set forth in these mitigation

measures, the proposed project would not result in a significant impact to human remains. (**Less than Significant Impact with Mitigation Incorporated**)

4.6 ENERGY

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal

At the federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

State

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Building Codes

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017.¹³ The 2019 Title 24 updates will go into effect on January 1, 2020. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.¹⁴

The California Green Building Standards Code (CALGreen) establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The 2016 update to CALGreen went into effect on January 1, 2017, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality. The 2019 update to CALGreen goes into effect on January 1, 2020 and covers the same topics.

¹³ California Building Standards Commission. "Welcome to the California Building Standards Commission". Accessed February 20, 2019. <http://www.bsc.ca.gov/>.

¹⁴ California Energy Commission (CEC). "2016 Building Energy Efficiency Standards". Accessed February 20, 2019. <http://www.energy.ca.gov/title24/2016standards/index.html>.

Local

City of Los Altos General Plan

The City of Los Altos General Plan contains several policies pertaining to energy efficiency in new development. The following policies are contained in the 2015-2023 Housing Element and are applicable to the proposed project:

Policy 7.1: The City will encourage energy and water conservation measures to reduce energy and water consumption in residential, governmental, and commercial buildings.

Policy 7.2: The City will continue to implement building and zoning standards to encourage energy and water efficiency.

Los Altos Climate Action Plan

In 2013, the City prepared and adopted the Los Altos Climate Action Plan (CAP) to comprehensively reduce local sources of greenhouse gas emissions. Many of the CAP measures and actions have the added benefit of reducing household transportation and utility costs, thus increasing housing affordability, by promoting programs and incentives to improve energy efficiency or promote alternative modes of travel.¹⁵

4.6.1.2 Existing Conditions

Electricity in Santa Clara County in 2017 was consumed primarily by the commercial sector (76 percent), followed by the residential sector consuming 24 percent. In 2017, a total of approximately 17,190 gigawatt hours (GWh) of electricity was consumed in Santa Clara County.¹⁶

Total energy usage in California was approximately 7,830 trillion Btu in the year 2016, the most recent year for which this data was available. Out of the 50 states, California is ranked 2nd in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,384 trillion Btu) for residential uses, 19 percent (1,477 trillion Btu) for commercial uses, 24 percent (1,853 trillion Btu) for industrial uses, and 40 percent (3,116 trillion Btu) for transportation.¹⁷ This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

The community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Los Altos.¹⁸ SVCE sources the electricity and Pacific Gas and Electric Company delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan, which generates its electricity from 100 percent carbon free sources; with 50 percent from solar and wind sources, and 50 percent from hydroelectric. Customers have the option to enroll in the

¹⁵ City of Los Altos. *Housing Element 2015-2023*. May 2014.

¹⁶ California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed June 3, 2019. <http://ecdms.energy.ca.gov/elecbycounty.aspx>.

¹⁷ United States Energy Information Administration. *State Profile and Energy Estimates, 2016*. Accessed February 20, 2019. <https://www.eia.gov/state/?sid=CA#tabs-2>.

¹⁸ SVCE. "Frequently Asked Questions". Accessed February 21, 2019. <https://www.svcleanenergy.org/faqs>.

GreenPrime plan, which generates its electricity from 100 percent renewable sources, such as wind and solar.

Natural Gas

PG&E provides natural gas services within the City of Los Altos. In 2017, approximately 10 percent of California's natural gas supply came from in-state production, while 90 percent was imported from other western states and Canada.¹⁹ In 2016, residential and commercial customers in California used 29 percent, power plants used 32 percent, and the industrial sector used 37 percent.

Transportation accounted for one percent of natural gas use in California. In 2017, Santa Clara County used approximately 3.5 percent of the state's total consumption of natural gas.²⁰

Fuel for Motor Vehicles

In 2017, 15 billion gallons of gasoline were sold in California.²¹ The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970's to 24.9 mpg in 2018.^{22 23} Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks Model Years 2011 through 2020.^{24,25} In 2012, the federal government raised the fuel economy standard to 54.5 miles per gallon for cars and light-duty trucks by Model Year 2025.²⁶

In 2018, the EPA and the NHTSA proposed to amend certain existing Corporate Average Fuel Economy (CAFE) and greenhouse gas emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026. Compared to maintaining the post-2020 standards now in place, the 2018 proposal would increase U.S. fuel consumption by about half a million barrels per day (2–3 percent of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100.²⁷ California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries

¹⁹ California Gas and Electric Utilities. 2017 California Gas Report. Accessed February 21, 2019. https://www.socalgas.com/regulatory/documents/cgr/2017_California_Gas_Report_Supplement_63017.pdf

²⁰ CEC. "Natural Gas Consumption by County". Accessed February 21, 2019. <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

²¹ California Department of Tax and Fee Administration. Net Taxable Gasoline Gallons. Accessed February 21, 2019. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.

²² U.S. EPA. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Accessed March 22, 2019. <https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles>.

²³ U.S. EPA. "Highlights of the Automotive Trends Report". Accessed May 30, 2019. <https://www.epa.gov/automotive-trends/highlights-automotive-trends-report>

²⁴ U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed February 21, 2019. <http://www.afdc.energy.gov/laws/eisa>.

²⁵ Public Law 110–140—December 19, 2007. Energy Independence & Security Act of 2007. Accessed February 21, 2019. <http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf>.

²⁶ National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards*. August 28, 2012. Accessed February 21, 2019. <http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards>.

²⁷ EPA Federal Register, Vol. 83, No. 165, August 24, 2018. <https://www.govinfo.gov/content/pkg/FR-2018-08-24/pdf/2018-16820.pdf>. Accessed May 22, 2019.

to implement global climate change initiatives. Thus, the timing and consequences of the 2018 federal proposal are speculative at this time.

Energy Use of Existing Development

The estimated annual amounts of electricity and natural gas used by the existing office building on the site are shown in Table 4.6-1.

Table 4.6-1: Estimated Annual Energy Use of Existing Development¹		
Development	Electricity Use (kWh)	Natural Gas Use (kBtu)
General Office Building – 79,000 square feet	1,372,910	1,260,490
Notes: ¹ Illingworth & Rodkin, Inc. <i>5150 El Camino Real Air Quality and Greenhouse Gas Assessment</i> . March 6, 2019.		

As shown in the table above, the existing office building on-site uses approximately 1,372,910 kWh of electricity per year and 1,260,490 kBtu of natural gas per year.

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation.
(Less than Significant Impact)

Operational Energy Demand

The project would demolish the existing 78,950 square-foot office building and construct a 196-unit condo/townhouse residential project with surface and below-ground parking. The proposed project would intensify of use of the site by introducing residential uses and increasing the size and scale of development. In doing so, the project would increase energy demand at the project site and in the City as a whole. The project proposes four multi-family residential buildings, which inherently would place less demand per capita on the grid when compared to a single-family home. Additionally, the proposed project is an infill development and would require less energy than development of a

greenfield site. While the nature of the project as an infill residential development contributes to a reduction of its overall energy usage compared to a single-family home, the project would still result in a net increase in energy usage relative to the existing use of the site. It is assumed that the project would be built out over a period of 40 months (in three phases). Operation of the proposed project would consume energy (in the form of electricity and natural gas) primarily for building heating and cooling, lighting, cooking, and water heating. Energy would also be consumed in the form of gasoline from residential vehicle trips. Table 4.6-2 below shows the estimated annual energy use of the proposed development.

Table 4.6-2: Estimated Annual Energy Use of Proposed Development¹		
Development	Electricity Use (kWh)	Natural Gas Use (kBtu)
Condo/Townhouse - 196 units and 368,858 square feet of floor surface area	988,904	3,669,712
Enclosed Parking with Elevator – 236 spaces and 95,600 square feet of floor surface area	560,216	0
Parking Lot – six spaces and 2,400 square feet of floor surface area	840	0
Total:	1,549,960	3,669,712
Notes: ¹ Illingworth & Rodkin, Inc. <i>5150 El Camino Real Air Quality and Greenhouse Gas Assessment</i> . March 6, 2019.		

The project would result in a net increase in electricity use of 177,050 kWh, and a net increase in gas use of 2,409,222 kBtu. Using the EPA fuel economy estimates, the gross annual gasoline consumption as a result of the project is estimated to be approximately 129,416 gallons.²⁸

The energy use increase is likely overstated because the estimates for energy use do not take into account the efficiency measures incorporated into the project. The project would be built to the most recent CALGreen requirements and Title 24 energy efficiency standards, which would improve the efficiency of the overall project. Additionally, the community-owned Silicon Valley Clean Energy (SVCE) is the electricity provider for the City of Los Altos.²⁹ SVCE sources the electricity and the Pacific Gas and Electric Company delivers it to customers over their existing utility lines. Customers are automatically enrolled in the GreenStart plan, which generates its electricity from 100 percent carbon free sources; with 50 percent from solar.

Due to population increases, it is estimated that future demand in California for electricity will grow at approximately one percent each year through 2027, and that 319,256 GWh of electricity would be utilized in the State in 2027.³⁰ The proposed project would increase annual electricity use by approximately 177,050 kWh and would not result in a substantial increase in demand on electrical energy resources. In 2017, California used approximately 2,110,829 million cubic feet³¹

²⁸ 3,222,456 annual vehicle miles traveled/24.9 miles per gallon = 129,416 gallons

²⁹ SVCE. "Frequently Asked Questions". Accessed May 23, 2019. <https://www.svcleanenergy.org/faqs>.

³⁰ California Energy Commission. California Energy Demand Updated Forecast, 2017-2027. Accessed: February 6, 2019. Available at: http://docketpublic.energy.ca.gov/PublicDocuments/16-IEPR05/TN214635_20161205T142341_California_Energy_Demand_Updated_Forecast.pdf.

³¹ U.S. EIA. "Natural Gas." Accessed: May 23, 2019. Available at: https://www.eia.gov/dnav/ng/ng_sum_lsum_dcua.htm.

(2,110,829,000 kBtu) of natural gas.³² Based on the relatively small increase in natural gas demand from the project (3,669,712 kBtu annually) compared to the growth trends in natural gas supply and the existing available supply in California, the proposed project would not result in a substantial increase in natural gas demand relative to projected supplies.

Implementation of the project would result in a gross increase in annual gasoline demand of approximately 129,416 gallons. New automobiles purchased by future occupants of the proposed project would be subject to fuel economy and efficiency standards applied throughout the state of California, which means that over time the fuel efficiency of vehicles associated with the project site would improve. The project site is located within a designated Transit Priority Area as delineated in the Plan Bay Area 2040, with the nearest bus stops located along and across the street from the project frontage on El Camino Real, allowing easy access to transit for the future occupants. The proposed project would comply with all applicable General Plan policies intended to promote the use of transit and non-vehicular modes of travel (bicycling and walking). As a result, implementation of the proposed project would not result in a substantial increase on transportation-related energy uses. **(Less than Significant Impact)**

Energy Efficiency

Construction

The anticipated construction schedule assumes that the project would be built over a period of approximately 40 months. The project would require demolition, site preparation, grading, trenching, building construction, paving, and building interior. The overall construction schedule and process is designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel would not be used wastefully on the site because of the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for future efficiency gains during construction are limited. The project does, however, include several measures that would improve the efficiency of the construction process. Implementation of the mitigation measures detailed in *Section 4.3, Air Quality*, would restrict equipment idling times to five minutes or less and would require the applicant to post signs on the project site reminding workers to shut off idle equipment.

Energy is consumed during construction because the use of fuels and building materials are fundamental to construction of new buildings. However, energy would not be wasted or used inefficiently by construction equipment and waste from idling would be reduced with implementation of the Mitigation Measures AIR-2 outlined in *Section 4.3, Air Quality*. The project would be required to prepare a Construction and Demolition Waste Plan to recycle and/or reuse construction waste, which would further reduce energy expenditures during the construction phase. Therefore, construction of the proposed project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. **(Less than Significant Impact)**

³² Kyle's Converter. "Convert Cubic Feet of Natural Gas to British Thermal Units." Accessed: February 6, 2019. Available at: <http://www.kylesconverter.com/energy,-work,-and-heat/cubic-feet-of-natural-gas-to-british-thermal-units#2110829>

Operation

The project would be built to the most recent CALGreen requirements, which includes insulation and design provisions to minimize wasteful energy consumption. The project proposes photovoltaic panels on the roofs of the townhome and condominium buildings which would marginally reduce the expected energy demand of the project.

The City does not have its own requirements for on-site bicycle parking, but instead relies on the VTA's Bicycle Technical Guidelines to set a recommended threshold. For this project, the Guidelines recommend a minimum of 80 bicycle parking spaces (66 Class I and 14 Class II). The project is proposing to provide at least 98 bicycle spaces (84 Class I and 14 Class II), thus exceeding the minimum recommended by the Guidelines. The inclusion of bicycle parking and proximity to transit would incentivize the use of alternative methods of transportation to and from the site, which could result in a reduction of fuel consumption.

The project includes extensive landscaping, including the planting of approximately 196 trees along the perimeter of the site and within the open space interior areas. This will have the effect of providing shade and reducing the heat island effect, thus reducing the energy demand of the proposed buildings. The use of accent pavers in pedestrian walkways and open space areas and turfblock for the proposed EVA lane (versus traditional concrete and asphalt paving materials) would further contribute to the reduction in heat island effect. Therefore, operation of the proposed project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. **(Less than Significant Impact)**

Impact EN-2: The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

The Los Altos Climate Action Plan (CAP) includes several focus areas where GHG emissions reductions can be achieved. Each focus area includes specific reduction measures, which are a diverse mix of incentives, education, and regulations applicable to both new and existing development. One focus area in the CAP is energy; reduction measures in this focus area include promoting effective energy conservation strategies (Measure 2.1), increasing energy efficiency (Measure 2.2), and increasing renewable energy (Measure 2.3). Each reduction measure in the CAP is accompanied by implementing actions to support it.

While the CAP is primarily focused on reducing GHG emissions, it serves the dual purpose of promoting energy conservation and renewable energy availability in the City. The proposed residential project would not conflict with the CAP. Measure 2.1 would primarily be implemented by the City through outreach and education programs for renewable energy and conservation programs. The proposed project would comply with the 2019 CALGreen Code, thereby ensuring that it satisfies Measure 2.2. The proposed project includes photovoltaic panels on the roofs of both condominium buildings and the townhomes, thereby ensuring that it satisfies Measure 2.3. The project would, therefore, not conflict with renewable energy and energy efficiency measures included in the CAP. **Less than Significant Impact)**

4.7 GEOLOGY AND SOILS

The following is based, in part, on a preliminary geotechnical report prepared for the project site by *ENGEEO, Inc.* The report, dated March 9, 2018, is included in this Initial Study as Appendix C.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act ensures public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction.

Seismic Hazards Mapping Act

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed. The SHMA directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and requires the inclusion of measures to reduce earthquake-related hazards.

California Building Standards Code

The California Building Standards Code (CBC) contains the regulations that govern the construction of buildings in California and prescribes standards for constructing safer buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared by a licensed professional for proposed developments to evaluate seismic and geologic conditions that may affect a project, such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years; the current version is the 2016 CBC. The CBC is in the process of being updated and the 2019 CBC will take effect on January 1, 2020.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Paleontological Resources Regulations

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. The California Public Resources Code (Section 5097.5) specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it will disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of Los Altos General Plan

The City of Los Altos General Plan addresses geologic hazards in its Natural Environment and Hazards Element. The following General Plan policies related to geology and soils are applicable to the proposed project:

- Policy 1.2:* Avoid placement of critical facilities and high occupancy structures in areas known to be prone to ground failure during an earthquake.
- Policy 1.3:* Require soil analysis and erosion mitigation for all development proposed on sites known to be prone to erosion or ground failure.

4.7.1.2 Existing Conditions

Geology and Soils

The project site is located within the Coast Ranges geomorphic province of California, an area characterized by a series of northwest-trending mountain ranges that have been folded and faulted by tectonic activity. The project site is in the broad, north-south trending, alluvial-filled Santa Clara Valley. The Santa Clara Valley was formed when sediments derived from the surrounding mountain ranges were exposed by tectonic uplift and regression of the inland seas which previously inundated the area.

The project site is underlain by Pleistocene-age alluvial fan and fluvial deposits. Near-surface soil samples indicate that the upper 20 feet of the site is underlain by clay and silty clay with relatively thin intermittent layers of sand and silty sand. The site is further underlain with interbedded layers of medium dense to dense sand, and stiff clay to the bottom of exploratory borings at 45 feet below ground surface (bgs). The soils underlying the project site have a moderate to high expansion potential.³³ Expansive soils have a high shrink-swell potential and can impact the structural integrity of buildings. Expansive soils swell when the water content is increased and shrink when it decreases. This shrink-swell action can rupture utility lines, damage building foundations, and result in structural instability.

³³ Engeo. *5150 El Camino Real, Los Altos, California – Preliminary Geotechnical Exploration*. March 9, 2018.

Liquefaction

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. Soils generally most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands that lie within roughly 50 feet of the ground surface. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Liquefaction can result in adverse impacts to human and building safety and must be addressed in the project design. Lateral spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as a steep bank of a stream channel. The project site is located on relatively flat, stable terrain. The site is not located within a liquefaction hazard zone, a compressible soil hazard zone, or a landslide hazard zone.³⁴

Seismicity and Seismic Hazards

The project site is located within the seismically-active San Francisco Bay Area. The site is approximately 3.3 miles east of the Monte-Vista Shannon Fault, 5.9 miles east of the North San Andreas Fault, 13.2 miles south of the Hayward-Rodgers Creek Fault, 16.5 miles west of the Calaveras Fault, and 17.6 miles east of the San Gregorio Fault. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone and no known surface expression of active faults is believed to exist within the site.

The U.S. Geological Survey's 2014 Working Group on California Earthquake Probabilities has compiled the earthquake fault research for the San Francisco Bay Area in order to estimate the probability of fault segment rupture. They have determined that the overall probability of a magnitude 6.7 or greater earthquake occurring in the San Francisco Region during the next 30 years (starting from 2014) is 72 percent. The highest probabilities are assigned to the Hayward Fault, Calaveras Fault, and the northern segment of the San Andreas Fault. These probabilities are 14.3, 7.4, and 6.4 percent, respectively. During a major earthquake on a segment of one of the nearby faults, strong to very strong ground shaking is expected to occur at the project site. The ground shaking intensity felt at the project site will depend on the size of the earthquake (magnitude), the distance from the site to the fault source, the directivity (focusing of earthquake energy along the fault in the direction of the rupture), and the site-specific soil conditions.

Groundwater

A preliminary geotechnical exploration performed by *ENGEO* in 2018 did not encounter groundwater within the maximum depth explored of 45 feet bgs. However, previous subsurface investigations conducted at the project site encountered groundwater at a depth of approximately 35 to 47 feet bgs.³⁵ Groundwater levels at the site may fluctuate with time due to seasonal conditions, rainfall, and irrigation practices.

³⁴ Santa Clara County. *Santa Clara County Geologic Hazard Zones Map*. October 2012.

³⁵ Partner Engineering and Science, Inc. *Phase I Environmental Site Assessment Report, Los Altos Plaza*. February 22, 2018.

4.7.2

Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<hr/> Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact GEO-1: The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides.
(No Impact)

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no active faults are known to cross the site, making fault rupture at the site unlikely. While existing faults are located within approximately 10 miles of the site (Monte-Vista Shannon and North San Andreas Faults), the proposed project is outside of the fault rupture zones of these faults, and significant impacts from fault ruptures are not anticipated to occur. **(No Impact)**

Seismic Ground Shaking

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.

The project would be required to adhere to the 2016 California Building Code and recommendations in the site-specific geotechnical report prepared for the project, prior to permit issuance. Additionally, the project would be required to utilize standard engineering techniques to increase the likelihood that the project could withstand minor earthquakes without damage and major earthquakes without collapse. In this manner, the proposed project would not expose people or property to impacts associated with seismically-induced ground failures or other geologic conditions on-site. The project also would not directly or indirectly cause seismic ground shaking. **(No Impact)**

Liquefaction and Lateral Spreading

The project site was analyzed for its liquefaction potential in the preliminary geotechnical investigation prepared by *ENGEO*. The analysis indicated that there are layers of medium dense sand and clay that will settle to approximately two inches due to liquefaction and cyclic softening. Methods to account for differential settlement of structures include the use of post-tensioned or traditional reinforced mat foundations. The project would be required by the City to adhere to the 2016 California Building Code and recommendations in the site-specific geotechnical report prepared for the project, prior to permit issuance. The site-specific geotechnical report would refine the liquefaction analysis and expand on the recommendations of the preliminary geotechnical investigation using additional subsurface geotechnical data. Adhering to the recommendations of the design-level geotechnical report would ensure that liquefaction hazards on the project are adequately addressed. The project site is not located in the vicinity of any open faces or steep embankments that indicate a risk of lateral spreading. The project would not directly or indirectly cause liquefaction or lateral spreading. Therefore, the proposed project would have no impact in relation to liquefaction and lateral spreading. **(No Impact)**

Landslides

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. The project also would not directly or indirectly cause landslides. Therefore, the project would have no impacts related to landslides. **(No Impact)**

Impact GEO-2: The project would not result in substantial erosion or the loss of topsoil. **(Less than Significant Impact)**

Ground disturbance on the project site would result from the demolition of the existing three-story office building, excavation to construct the below-grade parking garage, trenching for utilities, and construction of the four proposed buildings. 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. The following erosion control measures required under Provision C.3 of the Municipal Regional Stormwater Permit and will reduce potential construction-related erosion impacts:

- All excavation and grading work would be scheduled in dry weather months or construction sites would be weatherized³⁶ to withstand or avoid erosion;
- Stockpiles and excavated soils would be covered with secured tarps or plastic sheeting;
- 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. **(Less than Significant Impact)**

Impact GEO-3: The project would not 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. **(Less than Significant Impact)**

The preliminary geotechnical investigation completed for the project site indicates that non-engineered fill and liquefaction hazards are present at the site.

Disturbed native and non-engineered fills can undergo excessive settlement, especially under new fill or building loads. Non-engineered soils are prone to settlement under new structural loads or may exhibit volume loss when compacted during grading. To address these concerns, it is recommended that the non-engineered fill materials are removed and recompacted. Specific recommendations for fill compaction are included in the preliminary geotechnical report and should be adhered to in order to mitigate the risk of building or structural settlement.

As mentioned previously, medium dense sand and clay layers underlying the project site are prone to settlement of approximately two inches due to cyclic softening and liquefaction. The required design-level geotechnical investigation will prescribe appropriate measures to be incorporated into the final building and site design that address the potential for settlement of underlying soils. These measures could include the use of post-tensioned or traditional reinforced mat foundations. Adherence to the recommendations of the design-level geotechnical report would ensure that the risk of liquefaction occurring on-site is mitigated to an acceptable level. **(Less than Significant Impact)**

³⁶ Weatherized refers to measures that would protect exposed soils from rain and stormwater runoff.

Impact GEO-4: The project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

The preliminary geotechnical exploration performed at the project site indicates that underlying soils have a moderate to high expansion potential. Expansive soils can be addressed by tailoring fill placement specifications to the expansive characteristics of the soil and/or use of a mat foundation. A design-level geotechnical investigation would be prepared for the proposed project which would provide foundation recommendations based on subsurface geotechnical data and the building layout and type. Conformance to the recommendations of the design-level geotechnical investigation would ensure that the proposed project is designed and built to reduce hazards from expansive soils underlying the site. **(Less than Significant Impact)**

Impact GEO-5: The project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. **(No Impact)**

The project site is located within an urban area of Los Altos where sanitary sewer systems are available to dispose of wastewater from the project site. Therefore, the project site would not need to support septic tanks or alternative wastewater disposal systems. **(No Impact)**

Impact GEO-6: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact)**

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 two three-story townhome buildings and two five-story condominium buildings above one level 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.

Standard Measures

The following standard measures, in accordance with City regulatory programs, would avoid and/or reduce potential construction-related paleontological resources impacts to a less than significant level.

- 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.

- 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.

Because the proposed project would comply with the applicable City policies and regulatory programs related to paleontological resources, including the standard measures above, implementation of the proposed project would have a less than significant paleontological resources impact. **(Less than Significant Impact)**

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based in part on a greenhouse gas emissions assessment prepared for the proposed project by *Illingworth & Rodkin, Inc.* The report, dated March 2019, is included in Attachment A to this Initial Study.

4.8.1 Environmental Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO₂ and N₂O are byproducts of fossil fuel combustion.
- N₂O is associated with agricultural operations such as fertilization of crops.
- CH₄ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO₂ being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO₂ equivalents (CO₂e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.1 *Regulatory Framework*

State

Global Warming Solutions Act

Under the California Global Warming Solution Act, also known as Assembly Bill (AB) 32, the California Air Resources Board (CARB) established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive

plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, Senate Bill (SB) 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of carbon dioxide equivalent (MMTCO_{2e}). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO_{2e}.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035, as compared to 2005 emissions levels. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission partnered with the Association of Bay Area Governments, BAAQMD, and Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area. Plan Bay Area establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs) and Transit Priority Areas (TPAs). The project site is not located within a PDA but is located in a TPA.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.³⁷

Regional

Bay Area 2017 Clean Air Plan

Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards would be met. BAAQMD's most recently adopted plan is the *Bay Area 2017 Clean Air Plan* (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-

³⁷ CARB. "The Advanced Clean Cars Program". Accessed January 10, 2019.
<https://www.arb.ca.gov/msprog/acc/acc.htm>.

GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The City of Los Altos and other jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

City of Los Altos Climate Action Plan

The *City of Los Altos Climate Action Plan* (LA CAP) was adopted in 2013. The LA CAP outlines the strategy for reducing the community's greenhouse gas emissions and is consistent with AB 32, which directed public agencies in California to support the statewide goal of reducing GHG emissions to 1990 levels by 2020. It is anticipated that the City will update the LA CAP in the next 12 to 18 months to address emission reductions beyond 2020 and the setting of a 2030 reduction target.

The LA CAP includes a range of incentives, education, and regulations within five focus areas, Transportation, Energy, Resource Conservation, Green Community and Municipal Operations, to achieve GHG emission reductions. The LA CAP's reduction measures are applicable to new and existing development. Most emissions reductions come from the Transportation and Energy focus areas, which correspond to the City's largest sources of emissions. Implementation of the reduction measures contained in the LA CAP would reduce the City's 2020 emissions by 15,640 metric tons of CO₂e, which would help the City achieve a 17 percent reduction in GHG emissions by 2020. The LA CAP also requires development projects to demonstrate compliance with all applicable best management practices contained in the Plan.

4.8.1.2 Existing Conditions

The existing office development on the site contributes greenhouse gases to the regional environment, as a result of energy consumption, solid waste generation, water usage, and vehicle trips to and from the site. In total, the existing on-site office development is estimated to generate 839 metric tons of CO₂e annually.

4.8.2

Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod was used to predict GHG emissions from operation of the site assuming full build-out of the project. The project land use types and size and other project-specific information were input to the model.

Construction Emissions

GHG emissions associated with construction were computed to be 1,158 MT of CO₂e for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. As shown in Table 4.8-1, below, annual net emissions resulting from operation of the proposed project are predicted to be 899 MT of CO₂e for the year 2024 and 739 MT of CO₂e for the year 2030. The 2030 emissions would exceed the 2030 “Substantial Progress” threshold of 660 MT of CO₂e/yr. The Service Population Emissions for the year 2024 would be 2.6 MT CO₂e/year/service population and 2.3 MT CO₂e/year/service population for the year 2030. To be considered significant, the project

must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. Neither the 2024 nor the 2030 Service Population Emissions exceeded the “Substantial Progress” efficiency metric of 2.6 MT CO_{2e}/year/service population. Therefore, the project would have a less than significant impact regarding GHG emissions. **(Less than Significant Impact)**

Table 4.8-1: Annual Project GHG Emissions			
Source Category	Existing in 2024	Proposed Project in 2024	Proposed Project in 2030
Area	<1	18	18
Energy Consumption*	88	218	218
Mobile	368	1,113	953
Solid Waste Generation	37	45	45
Water Usage	22	21	21
Total	516	1,415	1,255
Net New Emissions		899 MT CO_{2e}/year	739 MT CO_{2e}/year
<i>Significance Threshold</i>			<i>660 MT CO_{2e}/year</i>
Service Population Emissions (MT CO _{2e} /year/service population)		2.6	2.3
<i>Significance Threshold</i>			<i>2.8 in 2030</i>
<i>Significant (Exceeds both thresholds)?</i>		<i>No</i>	<i>No</i>
<i>*Assumes SVCE carbon-free electricity with 10 percent opt out for PG&E provided electricity</i>			

Impact GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

City of Los Altos Climate Action Plan

The LA CAP outlines the strategy for reducing the community’s greenhouse gas emissions and is consistent with AB 32, which directed public agencies in California to support the statewide goal of reducing GHG emissions to 1990 levels by 2020. While the construction and operation of this project would not be completed prior to 2020, the project would comply with all applicable best management practices required by the City to ensure project consistency with the LA CAP.

To be considered consistent with the LA CAP, a proposed project must be consistent with the Los Altos General Plan, must be anticipated within the GHG emissions forecasts identified in Chapter 2 of the LA CAP, and must incorporate all BMPs identified in the checklist applicable to the project type based on proposed land use, size, location, and other factors. The project’s compliance with applicable LA CAP BMPs is shown in Table 4.8-2, below.

Table 4.8-2: New Development Climate Action Plan Checklist

Best Management Practice	Applicable To	Project Compliance
1.3 Provide Alternative-Fuel Vehicle Infrastructure		
Comply with parking standards for electric vehicle (EV) pre-wiring and/or charging stations.	New and substantially remodeled residential units. Nonresidential projects greater than 10,000 square feet.	The project would meet, and likely exceed, the 2016 CALGreen Code requirement of three percent of the total number of parking spaces (nine spaces) to be electric vehicle charging spaces capable of supporting future electric vehicle supply equipment.
2.2 Increase Energy Efficiency		
Install higher-efficiency appliances.	All new construction	<i>Consistent.</i> The project would incorporate high-efficiency appliances where applicable. The project will be constructed in accordance with 2016 CALGreen and the most recent building energy efficiency standards. The project will also include photovoltaic panels on the condominium and townhome building rooftops, which would increase the overall energy efficiency of the project by generating electricity on-site.
Install high-efficiency outdoor lights.	All new construction	<i>Consistent.</i> All outdoor lighting would be high-efficiency fixtures. Light pollution would be controlled through the selection and placement of site lighting fixtures.
Comply with the Green Building Ordinance.	All new construction	<i>Consistent.</i> The project would be constructed to meet the 2016 CALGreen standards.
3.1 Reduce and Divert Waste		
Develop and implement a Construction and Demolition (C&D) waste plan.	All new projects	<i>Consistent.</i> The project would be required to adhere to the City’s Solid Waste Collection and Recycling Ordinance and Municipal Code Chapter 6.14. Compliance with these policies would ensure that at least 75% of construction waste would be recycled and/or reused.
3.2 Conserve Water		
Reduce turf area and increase native plant landscaping.	All new projects	<i>Consistent.</i> The project includes water efficient landscaping and would be required to comply with the City’s Water Efficient Landscape Ordinance.
3.3 Use Carbon-Efficient Construction Equipment		

Table 4.8-2: New Development Climate Action Plan Checklist		
Best Management Practice	Applicable To	Project Compliance
Implement applicable BAAQMD construction site and equipment best management practices.	All new projects	<i>Consistent.</i> As discussed in <i>Section 4.3, Air Quality</i> , the proposed project would implement the BAAQMD Basic Construction Mitigation Measures as a standard measure and, as described under mitigation measure MM AIR-1 , the project would develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 93-percent reduction in DPM exhaust emissions or greater.
4.1 Sustain a Green Infrastructure System and Sequester Carbon		
Create or restore vegetated common space.	Projects over 10,000 square feet	<i>Consistent.</i> The proposed project would include open space areas for residents and vegetation throughout the site.
Establish a carbon sequestration project or similar off-site mitigation strategy.	Projects over 10,000 square feet	<i>Consistent.</i> The project does not have a GHG impact that requires off-site mitigation, such as the purchase of carbon credits.
Plant at least one well-placed shade tree per dwelling unit.	New residential projects	<i>Consistent.</i> The project proposes approximately 196 new trees, which is the same number of trees as dwelling units proposed (196).

Source: City of Los Altos, 2014.

The City of Los Altos updated its Water Efficient Landscape Ordinance in December 2015 to increase water efficiency standards for new and rebuilt landscapes through more efficient irrigation systems, encourage the use of greywater systems and on-site storm water capture, and to limit the amount of new turf area installed. The proposed project will be required to comply with this Ordinance and will be required to submit a landscape documentation package to the City during building permit review to verify compliance.

Overall, the project would be consistent with the requirements of the LA CAP and would not prevent the City from meeting its GHG reduction goals through 2020.

Association of Bay Area Governments Final Plan Bay Area 2040

ABAG's Plan Bay Area is the RTP/SCS for the San Francisco Bay Area. Plan Bay Area establishes GHG emissions goals for automobiles and light-duty trucks, a potent source of GHG emissions attributable to land use development. As previously described, ABAG was tasked by CARB to achieve a seven percent per capita reduction in mobile-source GHG emissions compared to 2005 vehicle emissions by 2020 and a 15 percent per capita reduction by 2035. Plan Bay Area 2013-2040 establishes an overall mechanism to achieve these GHG targets for the project region consistent with

both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of SB 32. CARB has confirmed the project region will achieve its GHG reduction targets by implementing Plan Bay Area (CARB 2014).

The RTP/SCS identifies 200 “Priority Development Areas,” which are areas focused for growth and development. Priority Development Areas are defined by the RTP/SCS as existing neighborhoods that are served by public transit and have been identified as appropriate for additional, compact development. While the project site is located just outside of a Priority Development Area, it is located in a Transit Priority Area along a high-quality transit corridor (El Camino Real) in the vicinity of local and regional transit connections. Furthermore, the project is a modernization of land uses within a built environment (infill development), resulting in an increase of land use densification on the project site. The project would increase density in the vicinity over current conditions. Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services.

For these reasons, the project is consistent with Plan Bay Area and it can be assumed that regional mobile emissions will decrease in line with the goals of Plan Bay Area with implementation of the proposed project. Implementing ABAG’s RTP/SCS will greatly reduce the regional GHG emissions from transportation, and the proposed project will not obstruct the achievement of Plan Bay Area’s emission reduction targets.

In addition, the proposed project would not result in a substantial increase in GHG emissions. Therefore, the proposed project would not conflict with the City’s CAP. The proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions.
(Less than Significant Impact)

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based in part on a Phase I Environmental Site Assessment (Phase I ESA) prepared for the project site by *Partner Engineering and Science, Inc.* The report, dated February 2018, is attached to this Initial Study as Appendix D.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Federal and State

Hazardous Materials Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA). In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies including the Santa Clara County Fire District have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Cortese List (Government Code Section 65962.5)

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.

Asbestos-Containing Material and Lead Paint Regulations

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl asbestos floor tiles, and transite siding made with cement. Use of friable asbestos products was banned in 1978. National Emission Standards for

Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodel that may disturb the ACMs.

The U.S. Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

4.9.1.2 Existing Conditions

The 3.8-acre project site is in an urbanized area developed with a mix of residential and commercial uses, and is developed with a 78,950-square foot, two- and three-story office building, paved surfaced parking, paved walkways, and landscaping. Adjacent uses consist of commercial properties to the northeast across El Camino Real, commercial property to the southeast, residential condominiums to the northwest, and commercial and residential properties to the southwest.

Site History

According to available historical resources, the project site was undeveloped as early as 1897. Residential and/or commercial buildings occupied the site between 1948 and 1953, multiple buildings associated with an auto dealership occupied the site between 1956 and 1982, and the site was developed with the existing office building in 1983.

Environmental Conditions

On-site

The Phase I ESA did not identify any recognized environmental conditions (REC) on the site. A REC refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property; due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

The Phase I ESA also did not identify any control recognized environmental conditions (CREC) on the site. A CREC refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

The Phase I ESA identified that the former use of the project site as an auto dealership, and the associated past storage of petroleum waste products in one 1,000-gallon gasoline underground storage tank (UST), one 500-gallon UST, and three waste oil USTs of unknown capacity on-site, qualifies it for consideration as a historical recognized environmental condition (HREC). A HREC refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The USTs on-site were reportedly removed, and their previous locations are occupied by building footings and an existing storm water trench drain. A soil and

groundwater investigation was completed in 1989 to assess the potential for tanks to be present and determine if any contamination resulted from the tanks. The results of a laboratory analysis of groundwater and soil samples determined that no detectable concentrations of petroleum hydrocarbons were present at the project site. Further, a geophysical survey conducted at the project site in 1995 did not identify any existing tanks on-site.

Partner Engineering and Science, Inc. identified two environmental issues at the project site in the Phase I ESA. Environmental issues are environmental concerns that, while not qualifying as RECs, warrant further discussion. The environmental issues identified at the project site are discussed below.

- The project site is equipped with one dual sump pump located under a cabinet inside the kitchenette of Suite A-20 in the existing building on-site. This sump pump is utilized to pump stormwater into the municipal sanitary sewer system. The sump pump was installed in the early 1990s and is automatically engaged by an electronic control system. Based on the nature of use, the dual sump pump is not expected to represent a significant environmental concern.
- Four test wells are located throughout the project site. The test wells are related to the subsurface investigation completed in 1989.

Off-site

An adjacent property reconnaissance was completed during the Phase I ESA, which consisted of observing the adjacent properties from the premises of the project site. No items of environmental concern were identified on the adjacent properties during the Phase I ESA, including hazardous substances, petroleum products, ASTs, USTs, evidence of releases, PCBs, strong or noxious odors, pools of liquids, sumps or clarifiers, pits or lagoons, stressed vegetation, or any other potential environmental hazards.

A review of relevant databases was conducted to determine potential storage, disposal, or release of hazardous materials in the vicinity of the project site. The results of the review indicate two properties which are listed on hazardous materials regulatory databases. The two properties are discussed below.

- The property located at 2080 El Camino Real is located adjacent to the project site, northeast across El Camino Real, and is used as a car wash. That property is included on the RCRA-SQG (Small-Quantity Generator), FINDS (Facility Index System), and ECHO (Enforcement and Compliance History Online) databases. The adjacent property is permitted to operate as a generator of small quantities of hazardous waste from at least 1996 and is historically reported as a large quantity generator circa 1985. The property is not identified in any other regulatory government database listing indicative of any violations or releases. The property is located hydrologically cross- to down-gradient of the project site. Due to the nature of the adjacent property's listing, expected direction of groundwater flow, lack of documentation, and no reported violations or releases, this listing is not expected to represent a significant environmental concern.

- The property located at 1710 Villa Street is located approximately 0.72-mile to the northeast of the project site, across El Camino Real, and is included on the NPL (Superfund – National Priorities List), SEMS (Superfund Enterprise Management System), RCRA-SQG, US ENG CONTROLS (Institutional and Engineering Controls Summary), US INST CONTROL, ROD (Reporting Obligations Database), and PRP (Potentially Responsible Parties) databases. The property is located hydrologically down-gradient of the project site.

Based on available information, the property at 1710 Villa Street has formulated chemical products on-site since 1976. In 1983, the Regional Water Quality Control Board was alerted to potential dumping of solvents occurring at the property and required that groundwater be monitored at the property to determine potential levels of contamination. Groundwater and soil were found to be contaminated at the property, potentially as a result of an underground tank farm, two dry wells used for disposal of stormwater run-off from the roof and paved portions of the site, and a drain that discharges surface run-off at the rear of the site. Regulatory actions have been taken at the property to determine the extent of contamination and prevent further migration of existing contaminants. The regulatory status of the site is reported as ‘currently on the Final NPL. This regulatory status indicates preparation of the Final Close Out Report is underway (which precedes the Notice of Intent to Delete), as discussed in the EPA’s 2011 guidance *Close Out Procedures for National Priorities List Sites*.³⁸

Due to the regulatory status of the property, the expected direction of groundwater flow, and distance to the project site, this listing is not expected to represent a significant environmental concern to the project site. The project would not have any direct or indirect impact on the 1710 Villa Street property related to hazardous substances.

Wildland Fires

The project site is not located within an identified Very High Fire Hazard Severity Zone in a State Responsibility Area (SRA) or a Local Responsibility (LRA).^{39 40} The project site is not adjacent to any wildlands that could present a fire hazard.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

³⁸ U.S. EPA. Office of Superfund Remediation and Technology Innovation. *Close Out Procedures for National Priorities List Sites*. May 2011.

³⁹ CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – State Responsibility Area*. November 2007.

⁴⁰ CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – Local Responsibility Area*. October 2008.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

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. **(Less than Significant Impact)**

Impact HAZ-2: The project would not 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. **(Less than Significant Impact with Mitigation)**

As discussed above, the project site is not a source of hazardous material contamination, and off-site hazardous material use is not expected to have contaminated the soil or groundwater beneath the site. The existing office building on-site was constructed in 1983. The U.S. Consumer Product Safety Commission banned the use of friable asbestos and lead paint in building materials in 1978; however, use of these materials continued for several years after the ban. It is also possible that the fluorescent light fixtures within the existing office building may include PCB-containing ballasts.

Mitigation Measures: The following mitigation measures would be implemented by the project to reduce impacts related to ACMs, lead-based paint, and PCB containing ballasts:

MM HAZ-2.1: All PCB-containing ballasts shall be removed and disposed of in accordance with state and local laws.

MM HAZ-2.2: 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.

MM HAZ-2.3: 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.

MM HAZ-2.4: 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.

Demolition of the existing on-site office development and construction of the proposed residential development, with implementation of the mitigation measures MM 2.1 through MM 2.4, would not 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. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(No Impact)**

There are no schools within a 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 Almond Elementary School (0.7 miles south of the site), Los Altos High School (0.7 miles southwest of the site), and Egan Junior High School (0.8 miles west of the site). **(No Impact)**

Impact HAZ-4: 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. **(No Impact)**

As discussed previously, the project site is not listed on any regulatory databases for hazardous materials. Therefore, the proposed project would not create a significant hazard to the public or the environment as a result of being listed on a hazardous material site. **(No Impact)**

Impact HAZ-5: The project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(No Impact)**

The project site is not located within an airport land use plan. Moffett Federal Airfield, a joint civil-military airport, is located approximately three miles east of the project site. Palo Alto Airport, a general aviation facility, is located approximately 4.2 miles north of the project site. Norman Y. Mineta San José International Airport is located approximately 10 miles east of the project site. Therefore, the proposed project would not result in safety hazard or noise impacts due to airport activities. **(No Impact)**

Impact HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

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 would not impair implementation of or physically interfere with the Emergency Preparedness Plan. **(Less than Significant Impact)**

Impact HAZ-7: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. **(No Impact)**

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. For these reasons, implementation of the proposed project would not expose people or structures to wildland fires. **(No Impact)**

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal, State, and Regional

Water Quality Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards. The project site is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan or "Basin Plan". The Basin Plan lists the beneficial uses that the RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Statewide Construction General Permit

The SWRCB has implemented a NPDES Construction General Permit for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit (MRP) that covers the project area. Under provisions of the MRP, redevelopment projects that create or replace 10,000 square feet or more of impervious surface area 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.

In addition to water quality controls, the MRP requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration. Such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. Projects may be deemed exempt from the permit requirements if they do not meet the size threshold, drain into tidally influenced areas or directly into the Bay, drain into hardened channels, or are infill projects in subwatersheds or catchments areas that are greater than or equal to 65 percent impervious. The project is located within a subwatershed or catchment area that is greater than or equal to 65 percent impervious.⁴¹

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) in order to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRM) that identify Special Flood Hazard Areas (SFHA). An SFHA is an area that will be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Dam Safety

Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail.⁴² Because dam failure that results in downstream flooding may affect life and property, dam safety is regulated at both the federal and state level. In accordance with the state Dam Safety Act, dams are inspected regularly, and detailed evacuation procedures have been prepared for each dam.

Local

City of Los Altos General Plan

The following General Plan hydrology and water quality policies are contained in the Infrastructure and Waste Disposal Element and are applicable to the proposed project:

- Policy 3.1:* Control surface runoff water discharges into the stormwater system to comply with the National Pollutant Discharge Elimination System Permit and the receiving water limitations assigned by the California Regional Water Quality Control Board.
- Policy 3.3:* Minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and where feasible maximize on-site infiltration of storm water runoff.

⁴¹ Santa Clara Valley Urban Runoff Pollution Prevention Program. *HMP Applicability Map - Cities of Los Altos and Los Altos Hills*. November 2010.

⁴² State of California. *2013 State Hazards Mitigation Plan*. 2013. Accessed October 30, 2018. http://hazardmitigation.calema.ca.gov/plan/state_multi-hazard_mitigation_plan_shmp.

Policy 3.4: Implement pollution prevention methods supplemented by pollutant source controls and treatment. Use small collection strategies located at, or as close as possible to the source (i.e., the point where water initially meets the ground) to minimize the transport of urban runoff and pollutants offsite.

4.10.1.2 Existing Conditions

The project site is predominantly covered by impervious surfaces in the form of buildings and paved parking areas. Pervious areas on-site consist of landscaping located in parking lot planters and at the site frontage and perimeter. The project site is estimated to be 79 percent impervious.

Hydrology and Drainage

Four creeks are located within the City of Los Altos, including Adobe Creek, Stevens Creek, Permanente Creek, and Hale Creek. The closest creek to the project site is Permanente Creek, located approximately one half-mile to the east. The approximately 3.8-acre project site is in the Adobe drainage basin, an approximately 1.8 square mile area which drains to Adobe Creek via a network of connecting stormwater pipes.⁴³

Stormwater from the project site is untreated and collected by on-site catchment basins and drop inlets and conveyed to a 15-inch storm drain in El Camino Real. Stormwater is then conveyed through the City's drainage system to a point north of the project site, where it is discharged into Adobe Creek. Adobe Creek flows to the San Francisco Bay.

Flooding and Other Hazards

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.⁴⁴

The project site is not located within a dam failure inundation zone.⁴⁵ 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.

⁴³ City of Los Altos. *Stormwater Master Plan*. April 2016.

⁴⁴ Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06085C0038H*. May 18, 2009.

⁴⁵ Santa Clara County of Emergency Services. *Annex to 2010 Association of Bay Area Government Local Hazard Mitigation Plan*. December 2011.

4.10.2

Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

Construction Phase

Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in adjacent 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 3.8 acres,

which is above the one-acre of disturbance threshold requiring compliance with the State of California Construction General Permit (Construction General Permit). In order to obtain coverage under the Construction General Permit, a Notice of Intent (NOI) must be filed with the RWQCB, and Storm Water Pollution Prevention Plan (SWPPP) must be developed by a certified Qualified SWPPP Developer (QSD) prior to commencement of construction.⁴⁶ The following standard measures (based on RWQCB recommendations) will be included as a condition of project approval to further reduce potential construction-related water quality impacts:

Standard Measures

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains. Silt sacks shall also be installed at all catch basins.
- Earthmoving or other dust-producing activities would be suspended during periods of high winds.
- All exposed or disturbed soil surfaces would be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind would be watered or covered.
- All trucks hauling soil, sand, and other loose materials would be covered and all trucks would be required to maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites would be swept daily (with water sweepers).
- Vegetation in disturbed areas would be replanted as quickly as possible.
- A construction entrance shall be installed and maintained at all times to prevent sediment tracking.

With implementation of the identified construction measures and compliance with the Construction General Permit, construction of the proposed project would have a less than significant impact on water quality. **(Less than Significant Impact)**

Post-Construction Phase

As stated above, the project would add or replace more than 10,000 square feet of impervious surface area, thus requiring conformance with Provision C.3 of the MRP. A Stormwater Management Plan (SMP) has been prepared for the project that includes appropriate source control and LID-based treatment control measures to meet Provision C.3 requirements. The SMP will require third-party verification by a qualified stormwater consultant prior to implementation of the project. In addition, the project will be required to maintain all post-construction treatment control measures, as outlined below, throughout the life of the project.

⁴⁶ State Water Resources Control Board, "Construction Storm Water Program," https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, accessed December 14, 2019.

Standard Measures

The following standard measures, based on the RWQCB Best Management Practices (BMPs), will be included in the proposed project as a condition of approval to ensure compliance with NPDES permit requirements to reduce post-construction water quality impacts:

- When the construction phase is complete, a Notice of Termination (NOT) for the Construction General Permit will be filed with the RWQCB. The NOT shall document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the project site.
- All post-construction treatment control measures shall be installed, operated, and maintained by qualified personnel. On-site inlets will be cleaned out at a minimum of once per year, prior to the wet season.
- The property owner/site manager shall keep a maintenance and inspection schedule and record to ensure the Treatment Control Measures continue to operate effectively for the life of the project.

The proposed treatment control measures consist of flow-through planters and bioretention areas located throughout the project site (refer to Figure 4.10-1 for the Preliminary Stormwater Management Plan). The flow-through planters are adjacent to the buildings, below the downspout locations, and are designed to treat roof runoff from the building roofs. The bioretention areas are located within the perimeter landscaping and treat runoff from hardscape and paved ground surfaces. 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 applicant would be required to implement and monitor the project's Stormwater Control Plan (SWCP) to ensure compliance with the MRP requirements for reduction of post-construction water quality impacts. Therefore, by installing and maintaining the proposed stormwater treatment systems, the proposed project would have a less than significant impact on water quality. **(Less than Significant Impact)**

Impact HYD-2: The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

A subsurface investigation conducted at the project site encountered groundwater at a depth of approximately 35 to 47 feet below bgs. Groundwater flows beneath the project site towards the northeast, consistent with the topographic gradient. Groundwater levels at the project site may fluctuate with time due to seasonal conditions, rainfall, and irrigation practices.

Development of the proposed project would include excavation to establish a one-level, below-ground parking structure to provide parking for future residents, as well as trenching for new utility connections. The excavation required to establish the parking structure would likely not require

dewatering of groundwater; however, if groundwater is encountered during excavation, any construction dewatering that occurs would be required to follow local and regional requirements for safe transport and disposal of dewatered groundwater. Any construction dewatering that would occur would be temporary in nature and would not substantially reduce groundwater supplies or affect groundwater quality in the area.

The project site is not located within or adjacent to any groundwater recharge facilities used by the Santa Clara Valley Water District (SCVWD).⁴⁷ 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.⁴⁸ The project, as designed, would reduce the overall amount of impervious surface area on the site from approximately 79 percent to approximately 72 percent, thereby slightly reducing the amount of runoff and increasing the infiltration potential of the site. The project proposes to incorporate bioretention 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. Therefore, the project would not impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

Impact HYD-3: 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. **(Less than Significant Impact)**

As previously stated, the proposed project would incrementally reduce the overall imperviousness of the site. 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 project, as planned, would reduce runoff volumes when compared to the current development on the site and, therefore, is not expected to impact the capacity of the existing public storm drain system. The City's 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.

⁴⁷ SCVWD. *2016 Groundwater Management Plan*. Figure 1-3. 2016.

⁴⁸ Valley Water. "Groundwater Supply". <https://www.valleywater.org/your-water/where-your-water-comes-from/groundwater/groundwater-supply>. Accessed June 4, 2019.

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. In this manner, the proposed project would not result in significant storm drainage impacts. **(Less than Significant Impact)**

Impact HYD-4: The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

The project site is in a Flood Zone X, indicating an area of minimal flood hazard. The project site is not located within a dam failure inundation zones and is not proximate to bodies of water that could inundate the project in the event of a tsunami or seiche. Therefore, the proposed project does not risk release of pollutants due to inundation. **(Less than Significant Impact)**

Impact HYD-5: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

The SCVWD 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 the SCVWD 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 the SCVWD 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. As discussed under HYD-2, the project site is not located in proximity to any recharge ponds or creeks managed by the SCVWD. Therefore, the proposed project would not preclude the implementation of the GMP. **(Less than Significant Impact)**

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Local

City of Los Altos General Plan

The City of Los Altos General Plan was adopted in November of 2002 and serves as the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life within the City. Implementation of the General Plan ensures future development is consistent with the community's goals and that adequate urban services are available to meet the needs of new development. The General Plan is divided into eight different elements, each of which provide issues, goals, and policies related to the element topic. The eight elements include Community Design and Historic Resources, Land Use, Housing, Economic Development, Open Space, Conservation and Community Facilities, Circulation, Natural Environment and Hazards, and Infrastructure and Waste Disposal.

The Los Altos General Plan contains several policies that support the City's land use goals, including the following Land Use Element policies, which are applicable to the El Camino Real corridor and the proposed project:

Policy 4.1: Discourage projects, which are exclusively office use.

Policy 4.2: Encourage mixed-use projects with retail, housing, and/or lodging in addition to retail and office uses.

Policy 4.3: Encourage residential development on appropriate sites within the El Camino Real corridor.

Policy 4.4: Encourage the development of affordable housing.

Policy 4.6: Continue to review development proposals to ensure a balance between development rights and impact on surrounding residential neighborhoods.

City of Los Altos Municipal Code

The City of Los Altos Municipal Code contains provisions and laws adopted by the City Council to maintain a healthy and safe community and to preserve the quality of life in Los Altos. Included in the Code are Zoning and Building regulations as well as administrative regulations.

Title 14 of the Municipal Code contains the Zoning Code, where standards for growth and development in the City are codified. The Zoning Code is the primary tool for implementing the policies of the General Plan and addressing physical development standards and criteria for the City. Government Code Section 65860 requires municipalities to maintain consistency between their zoning ordinance and their adopted General Plan. One of the purposes of zoning is to implement the land use designations set forth in the General Plan. Although the two are distinct documents, the Los

Altos General Plan and Zoning Code are closely related, and state law mandates that zoning regulations be consistent with the General Plan maps and policies.

4.11.1.2 Existing Conditions

The existing General Plan land use designation of the project site is *Thoroughfare Commercial*. This designation provides for retail, service and office uses that typically rely on automobile traffic and attract customers from a citywide and/or regional trade area. The City allows commercial mixed-use with housing or residential-only development within this land use designation.⁴⁹ High-density all residential land uses that provide affordable housing are also encouraged within this designation.

The project site is zoned *CT (Commercial Thoroughfare)*. Specific purposes of the *CT District* include encouraging a variety of residential developments (including affordable housing), promoting the economic and commercial success of Los Altos, buffering the impacts of commercial and multi-family land uses on neighboring residential properties and allowing for mixed-uses of commercial and residential. Multiple-family housing and single-room occupancy housing projects are conditional uses in this district. The maximum permitted residential density in the *CT District* is 38 dwelling units per net acre of land.

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Cause a 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact LU-1: The project would not physically divide an established community. **(Less than Significant Impact)**

The proposed project would redevelop the project site with multiple-family residential housing in the form of two condominium buildings and two townhome buildings. In total, the project would provide 196 residential units. Parking for the proposed project would be provided by a below-ground parking structure for residents of the condominiums and by two-car garages for residents of the townhomes. The surrounding land uses include single-family residences to the south along Casita Way, commercial uses across El Camino Real to the north in the City of Mountain View, a multiple-family residential building to the west at 5100 El Camino Real, and a daycare/preschool building to the east in the City of Mountain View. The use of the project site would change from office to residential upon implementation of the proposed project (both are allowed within the existing land use and zoning designations). However, this change would not involve the construction of substantial infrastructure, such as highways, freeways, or major arterial streets that would physically divide an

⁴⁹ City of Los Altos. *Draft 2015-2023 Housing Element*. 2015.

existing community. Movement of residents to and from the project area would not be inhibited by the proposed project. **(Less than Significant Impact)**

Impact LU-2: The project would not cause a 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. **(Less than Significant Impact)**

The proposed project would redevelop and intensify the land uses on the project site by providing high density housing on a site currently used for commercial purposes. The project site is located on the El Camino Real, a transportation corridor which has been identified in the General Plan Land Use Element as an area where redevelopment can be focused and where affordable housing can be provided. The proposed project would not conflict with General Plan goals or policies intended to avoid or mitigate environmental impacts, specifically regarding land use compatibility.

The project site has a General Plan land use designation of *Thoroughfare Commercial*, in which high-density residential land uses are encouraged. The project is entitled to a State Density Bonus (35 percent), in accordance with California Government Code 65915, for restricting 11 percent of its base density (16 units) to a price that is affordable to families making a very-low income. The project will also restrict 12 additional units to a price that is affordable to families making a moderate income. This will result in 19.3 percent of the project's base density (145 units) being designated as affordable, which will exceed the City's Affordable Housing Ordinance requirement of at least 15 percent.

The Zoning Code permits a maximum density of 38 dwelling units per acre, which results in an allowable base density of 145 units. But as noted above, the project is entitled to a 35 percent density bonus, resulting in the maximum density permitted on the project site being 52 dwelling units per acre (196 units), which is what the project proposes. The project requires a Conditional Use Permit (CUP) for multiple-family housing in the *CT District*. Obtaining a CUP is requisite for consistency with the current zoning. The project applicant has applied for a CUP as part of the development application that is under consideration.

The condominium buildings along El Camino Real would reach a maximum height of 56 feet and the townhomes near the rear property line would reach a maximum height of 30 feet.⁵⁰ The proposed height of 56 feet for the condominium buildings exceeds the CT District's allowable building height limit of 45 feet; therefore, 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.

Besides the two requested incentives and one waiver, 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 Multiple-Family Residential developments would ensure that the final

⁵⁰ These heights are per the City's Zoning Code, which measures to the top of a building's roof deck. Rooftop mechanical equipment, PV panels, elevator overrun towers and parapet screening walls are allowed to exceed this height.

design and site layout of the project is consistent with all applicable design findings and *CT District's* design controls.

The proposed residential use would be compatible with the adjacent multiple-family residential, single-family residential, and childcare uses, as well as nearby retail and office uses. The project would provide adequate vehicle access from the surrounding roadways and on-site parking in conformance with City standards. A landscape buffer containing evergreen tree plantings would separate the project from the adjacent properties. The project will be designed to comply with the City's noise regulations, as described in *Section 4.12 Noise and Vibration*. Therefore, implementation of the proposed project would be consistent with established local and regional plans and policies. **(Less than Significant Impact)**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Existing Conditions*

The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Mount Hamilton-Diablo Range were exposed by continuous tectonic uplift and regression of the inland sea that had previously inundated the area. As a result of this process, the topography of the project area is relatively flat and there are no significant mineral resources. The project site is not located in an area containing known mineral resources.

4.12.2 Impact Discussion

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

Impact MIN-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

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. **(No Impact)**

Impact MIN-2: The project would not result in the loss of availability of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **(No Impact)**

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 a 78,950-square foot office building, 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. **(No Impact)**

4.13 NOISE

The following discussion is based on a noise assessment prepared for the project site by *Illingworth & Rodkin, Inc.* A copy of the report, dated February 7, 2019, is attached to this Initial Study as Appendix E.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the period of exposure to the sound, the frequencies involved, and the fluctuation in the noise level during exposure. Noise is measured on a “decibel” scale which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a wide range of intensities. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are almost always expressed using one of several noise averaging methods, such as L_{eq} , DNL, or CNEL.⁵¹ Using one of these descriptors is a way for a location’s overall noise exposure to be measured, given that there are specific moments when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In the *Illingworth & Rodkin* report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction-generated vibration for building damage and human complaints.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost

⁵¹ L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 p.m. and 10:00 p.m. As a general rule of thumb where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq} .

exclusively to assess the potential of vibration to cause damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as: 1) cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; 2) minor, including limited surface cracking; or 3) major, that may threaten the structural integrity of the building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

4.13.1.2 *Regulatory Framework*

State

California Building Standards Code

The California Building Standards Code (CBC) establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 dBA DNL or CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, industrial source or fixed-guideway noise source.

Local

Los Altos General Plan

The Natural Environment & Hazards Element of the City of Los Altos' General Plan contains Noise and Land Use Compatibility Standards policies that are applicable to the project. Residential land uses are considered "normally acceptable" when sites are exposed to noise levels below 60 dBA L_{dn} , "conditionally acceptable" when exposed to noise levels between 60 and 70 dBA L_{dn} , "normally unacceptable" when exposed to noise levels of between 70 and 75 dBA L_{dn} and "clearly unacceptable" when exposed to noise levels above 75 dBA L_{dn} .

The Natural Environment and Hazards Element of the General Plan also contains goals and policies that seek to minimize the amount of noise to which the community is exposed, and the amount of noise created by future development and urban activities. The following policies from the Natural Environment and Hazards Element are applicable to the proposed project:

Policy 7.1: Ensure that new development can be made compatible with the noise environment by utilizing noise/land use compatibility standards and the Noise Contours Map as a guide for future development decisions.

Policy 7.2: Enforce the following maximum acceptable noise levels for new construction of various noise-sensitive uses in an existing noise environment.

- 60 dBA CNEL is the maximum acceptable outdoor noise exposure level for single-family residential areas.
- 65 dBA CNEL is the maximum acceptable outdoor noise exposure level for multiple-family residential areas.
- 70 dBA CNEL is the maximum acceptable outdoor noise exposure level for schools (public and private), libraries, churches, hospitals, nursing homes, parks, commercial, and recreation areas. Excepted from these standards are golf courses, stables, water recreation, and cemeteries.

Policy 7.3: Work to achieve indoor noise levels not exceeding 45 dBA CNEL in the event that outdoor acceptable noise exposure levels cannot be achieved by various noise attenuation mitigation measures.

Policy 7.6: Consider noise attenuation measures to reduce noise levels to City-adopted acceptable levels for any development along roadways.

Policy 7.7: Require the inclusion of design features in development and reuse/revitalization projects to reduce the impact of noise on residential development.

Policy 7.8: Require an acoustical analysis for new construction and in areas with higher than established noise levels.

Policy 7.9: Minimize stationary noise sources and noise emanating from construction activities.

Policy 7.10: Publicize and enforce local noise regulations to reduce nuisance noises related to private developments and residences.

City of Los Altos Municipal Code

The City's Noise Control Ordinance (Chapter 6.16) was adopted to control unnecessary, excessive, and annoying noise and vibration within the city. Specifically, Chapter 6.16.50 of the Los Altos Municipal Code establishes exterior noise limits for various zoning districts, as shown on Table 4.13-1.

Table 4.13-1: Exterior Noise Limits (levels not to be exceeded more than 30 minutes in any hour)		
Receiving Land Use Category	Time Period	Noise Level (dBA)
All R1 Zoning Districts	10:00 p.m. – 7:00 a.m.	45
	7:00 a.m. – 10:00 p.m.	55
All R3 Zoning Districts	10:00 p.m. – 7:00 a.m.	50
	7:00 a.m. – 10:00 p.m.	55
All OA Zoning Districts	10:00 p.m. – 7:00 a.m.	55
	7:00 a.m. – 10:00 p.m.	60
All C Zoning Districts	10:00 p.m. – 7:00 a.m.	60
	7:00 a.m. – 10:00 p.m.	65
<i>Source: City of Los Altos, 2017</i>		

The Municipal Code prohibits the production of noise on one property that would (i) exceed the noise standard on any other property for a cumulative period of more than thirty minutes in any hour; (ii) exceed the noise standard plus five dB on any other property for a cumulative period of more than fifteen minutes in any hour; (iii) exceed the noise standard plus 10 dB on any other property for a cumulative period of more than five minutes in any hour; (iv) exceed the noise standard plus 15 dB on any other property for a cumulative period of more than one minute in any hour; or (vi) exceed the noise standard plus 20 dB or the maximum measured ambient on any other property for any period of time.

If the measured ambient level exceeds that permissible within any of the first four noise limit categories, the allowable noise exposure standard shall be increased in five dB increments in each category as appropriate to encompass or reflect such ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. If the noise measurement occurs on a property adjacent to a zone boundary, the noise level limit applicable to the lower noise zone, plus five dB is the applicable noise limit.

To ensure that unnecessary or excessive noise disturbances from specific activities and equipment are avoided, the Noise Control Ordinance sets noise thresholds for musical instruments, loudspeakers, loading and unloading, construction and demolition, and air-conditioning equipment (Section 6.16.070). Exceeding those thresholds is considered a prohibited act and would constitute a violation of the Ordinance.

4.13.1.3 Existing Conditions

The project site is in an urbanized area developed with a mix of residential and commercial uses and is developed with an office building. A noise monitoring survey was performed to quantify and characterize noise levels at the site and in the project vicinity between Tuesday, January 22nd, 2019 and Friday, January 25th, 2019. The monitoring survey included two long-term noise measurements (LT-1 and LT-2) and three short-term noise measurements (ST-1, ST-2, and ST-3). The primary noise source at the site and in the vicinity is vehicular traffic on El Camino Real. The noise measurement locations are shown on Figure 4.13-1.



FIGURE 4.13-1

NOISE MEASUREMENT LOCATIONS

Long-term noise measurement LT-1 was made at the southwest corner of the project site, approximately 330 feet from the center of El Camino Real. Hourly average noise levels at this location, generated primarily from vehicular traffic on El Camino Real, typically ranged from 53 to 60 dBA L_{eq} during the day and from 46 to 57 dBA L_{eq} at night. The day-night average noise level at LT-1 was 59 dBA Ldn.

Long-term noise measurement LT-2 was made in front of 4906 El Camino Real, approximately 50 feet from the center of El Camino Real. This location was selected to quantify noise levels generated by traffic along El Camino Real. Long-term monitoring along El Camino Real at the project site was avoided due to local construction activity, which affected the noise environment. Hourly average noise levels at this location ranged from 71 to 75 dBA L_{eq} during the day and from 61 to 72 dBA L_{eq} at night. The day-night average noise level at LT-2 was 75 dBA Ldn.

Short-term measurement locations were selected to quantify ambient noise levels throughout the site. ST-1 was made at the front of 5150 El Camino Real, at a distance of about 45 feet from the edge of El Camino Real. The 10-minute average noise level measured at this location was 70 dBA L_{eq} . Short-term noise measurement ST-2 was made in the parking lot to the southeast of the existing on-site building, approximately 30 feet from the edge of El Camino Real. The 10-minute average noise level measured at this location was 73 dBA L_{eq} . Measurement ST-3 was made in the southeastern portion of the site and resulted in a 10-minute average noise level of 55 dBA L_{eq} . Table 4.13-2 summarizes the results of the short-term measurements.

Table 4.13-2: Short-Term Noise Measurement Data		
<i>Noise Measurement Location</i>	<i>Measured L_{eq}</i>	<i>Calculated L_{dn}¹</i>
ST-1: 45 feet from edge of El Camino Real (2:10 p.m. – 2:20 p.m.)	70	71
ST-2: 30 feet from edge of El Camino Real (3:20 p.m. – 3:30 p.m.)	73	74
ST-3: Southeast corner of site (3:50 p.m. – 4:00 p.m.)	55	59

¹Based on comparison of short-term and long-term noise monitoring results.

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) 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 applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
3) 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, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.2.1 Significance Criteria

The following criteria were used to evaluate the significance of environmental noise and vibration resulting from the project:

Temporary or Permanent Noise Increases in Excess of Established Standards

A significant impact would be identified if project construction or operations would result in a substantial temporary or permanent increase in ambient noise levels at sensitive receivers in excess of the local noise standards contained in the Los Altos General Plan or Municipal Code, as follows:

- **Operational Noise in Excess of Standards.** A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code. The City of Los Altos limits sound levels generated by air-conditioning or air-handling equipment to 50 dBA at residential property lines. Other operational noise sources are limited to the levels specified in Table 4.13-1.
- **Permanent Noise Increase.** A significant impact would be identified if traffic or school activity noise generated by the project would substantially increase noise levels at sensitive receivers in the vicinity. A substantial increase would occur if: a) the noise level increase is five dBA L_{dn} or greater, with a future noise level of less than 60 dBA L_{dn} , or b) the noise level increase is three dBA L_{dn} or greater, with a future noise level of 60 dBA L_{dn} or greater.
- **Temporary Noise Increase.** A significant temporary noise impact would be identified if construction would occur outside of the hours specified in the Municipal Code or if construction noise levels were to exceed the City's construction noise limits at adjacent noise sensitive land uses. Construction occurring during allowable hours is limited to 75 dBA in single-family residential areas, 80 dBA in multi-family residential areas, and 85 dBA in commercial areas.

Generation of Excessive Groundborne Vibration

A significant impact would be identified if the construction of the project would generate excessive vibration levels. Groundborne vibration levels exceeding 0.3 in/sec PPV would be considered excessive as such levels would have the potential to result in cosmetic damage to buildings.

4.13.2.2 *Noise Impacts*

Impact NOI-1: The project would not result in 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 applicable standards of other agencies. (Less than Significant Impact with Mitigation Incorporated)

Operational Noise

Parking

Most 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. Noise associated with on-site circulation and parking for the townhomes would be similar to levels generated by use of the current parking lot and below noise levels generated by vehicular traffic traveling along El Camino Real, and would not be considered significant.

Mechanical Equipment

The proposed project would include mechanical equipment such as heating, ventilation, and air conditioning systems (HVAC) in an enclosed room within the underground garage. The buildings' condenser, exhaust fans, and boilers would be located on the rooftop. The most substantial noise-generating mechanical equipment proposed for the project is anticipated to be exhaust fans and building air conditioning units. Equipment such as the air conditioning units, located inside or in a fully enclosed room with a roof would not be anticipated to be audible at off-site locations. 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 residential property lines and 45 dBA at residential patios and building façades. 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} .

Existing single-family residences are located as close as about 55 feet from the closest proposed project building. Assuming a credible worst-case scenario with unshielded equipment, or equipment that is only visually screened, placed in the center of the townhome building that is nearest to residences to the southwest, exhaust fan noise could reach noise levels as high as 49 to 59 dBA L_{eq} at residences to the southwest and would exceed the 50 dBA L_{eq} limit at the property line and 45 dBA at outdoor patios facing the project site. However, the City requires mechanical equipment to be screened from public view and for the screening to be consistent with the building architecture in form, material and detailing. Mechanical equipment located 150 feet or further from residential property lines or in shielded areas would be anticipated to meet the 50 dBA L_{eq} limit. This is a potentially significant impact.

Mitigation Measures: Implementation of the following mitigation measure would ensure that City requirements are met and noise impacts at adjacent residential properties would be less than significant:

MM NOI-1.1: Prior to the issuance of building permits, 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 50 dBA L_{eq} residential noise limit at the shared property lines, and with the 45 dBA L_{eq} noise limit at residential patios adjoining the site. 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.

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 residential noise limits.

Project 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.

The Traffic Impact Analysis provided by *Hexagon Transportation Consultants, Inc.* was reviewed to calculate potential traffic noise level increases attributable to the project. Traffic volumes were provided for El Camino Real, Rengstorff Avenue, Distel Road, and Clark Avenue. To determine the project-generated traffic noise increase, peak hour volumes for the existing scenario are compared to existing plus project conditions. Based on this comparison, traffic noise levels are calculated to increase by less than one dBA L_{eq} along the roadway network in the project vicinity during peak hour traffic conditions. Traffic noise increases resulting from the proposed project would not result in noise increases of three dBA CNEL or more on the surrounding roadway network; therefore, project-generated traffic would result in a less than significant permanent noise impact.

Construction Noise

Chapter 6.16.070 of the City's Municipal Code establishes allowable hours of construction within residentially zoned properties. In these areas, construction is permitted between 7:00 a.m. and 5:30 p.m. Monday through Friday and between 9:00 a.m. and 3:00 p.m. on Saturdays. Construction in all other zoning districts (excluding single-family districts) is permissible between 7:00 a.m. and 7:00

p.m. Monday through Friday and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction activities are not permitted on Sundays or the City observed holidays of New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day. The project site is in a commercially zoned area. In addition, where technically and economically feasible, maximum noise levels from construction activities should not exceed those listed in Tables 3 and 4 in Chapter 6.16.070 of the City's Municipal Code.

The City also provides recommended maximum noise level limits, where economically and technically feasible, for mobile construction equipment used on an intermittent basis for less than 10 days and for stationary sources associated with construction when there is long-term, scheduled construction activities. This analysis applies the applicable noise limits to project construction (i.e., the mobile limits to mobile sources that would operate on an intermittent basis for less than ten days and the stationary source limits for long-term stationary sources used during construction). Construction occurring during allowable daytime hours is limited to 75 dBA in the R1 zoning districts, 80 dBA in the PCF and R3 zoning districts, and 85 dBA in all OA and C zoning districts. The project site is in a "C" zoning district. This code is not explicit in terms of the acoustical descriptor associated with the noise level limit. The City has interpreted this standard as an hourly average L_{eq} .

Construction of the proposed project is estimated to take 2.5 years to complete and would include demolition of existing on-site structures and pavement, site preparation, grading and excavation, trenching and foundations, building erection, and paving. Construction is anticipated to occur in three phases, beginning in 2021. Phase I would construct the at-grade, three-story townhomes at the southern end (rear) of the project site. Phase II would construct the five-story condominium building on the northeastern end of the project site and the northeastern half of the below-ground parking garage. Phase III would construct the final five-story condominium building at the northwestern end of the site and the northwestern half of the parking garage. Pile driving is not anticipated as a method of construction.

Noise impacts resulting from construction 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. Table 4.13-3 shows typical ranges of construction noise levels at 50 feet.

Table 4.13-3: Typical Ranges of Construction Noise Levels at 50 Feet, L_{eq} (dBA)								
	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Recreation s, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84
I - All pertinent equipment present at site.								
II - Minimum required equipment present at site.								

Source: USEPA, Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

As shown in Table 4.13-3 above, noise levels during construction would range from 65 to 88 dBA and, therefore, would exceed noise level standards set forth by the City for “C” zoning districts. Additionally, construction noise would exceed noise level standards for residential areas when located within 50 feet of the shared property line with the single-family dwellings to the south and multiple-family dwellings to the west. This would constitute a significant temporary noise impact.

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

MM NOI-2.1:

Modification, placement, and operation of construction equipment are possible means for minimizing the impact of construction noise on existing sensitive receptors. 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.

Implementation of the above best management practices would reduce construction noise levels emanating from the site, limit construction hours beyond what is required in the Municipal Code, and thus minimize disruption and annoyance. With implementation of these measures and recognizing that noise generated by construction activities would occur over a temporary period, the project would result in a less than significant construction noise impact. **(Less than Significant Impact with Mitigation Incorporated)**

4.13.2.3 *Vibration Impacts*

Impact NOI-2: The project would not result in generation of, excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact with Mitigation Incorporated)**

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.

Project construction may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction would occur in three phases over a period of 2.5 years. Construction activities would include demolition, site preparation, grading and excavation, trenching and foundation, building (exterior), interior/ architectural coating and paving. Building construction activities would not occur along the property lines. Pile driving is not required to construct the proposed project.

Table 4.13-4, below, shows typical vibration levels from construction equipment at various distances. Vibration levels would depend on soil conditions, construction methods, and equipment used.

Table 4.13-4: Vibration Levels for Construction Equipment at Various Distances						
Equipment		PPV at 10 ft. (in/sec)	PPV at 20 ft. (in/sec)	PPV at 25 ft. (in/sec)	PPV at 35 ft. (in/sec)	PPV at 60 ft. (in/sec)
Clam shovel drop		0.553	0.25	0.202	0.140	0.077
Hydromill (slurry wall)	in soil	0.022	0.010	0.003	0.006	0.002
	in rock	0.047	0.022	0.006	0.012	0.004
Vibratory Roller		0.575	0.268	0.210	0.145	0.080
Hoe Ram		0.244	0.114	0.089	0.061	0.034
Large bulldozer		0.244	0.114	0.089	0.061	0.034
Caisson drilling		0.244	0.114	0.089	0.061	0.034
Loaded trucks		0.208	0.097	0.076	0.052	0.029
Jackhammer		0.096	0.045	0.035	0.024	0.013
Small bulldozer		0.008	0.004	0.003	0.002	0.001
Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, October 2018 as modified by Illingworth & Rodkin, Inc., January 2019.						

Project construction activities could generate vibration levels exceeding the threshold of 0.3 in/sec PPV at the adjoining commercial structure to the southeast when clam shovel drops or vibratory rolling are located within ten feet of the shared property line. Such vibration levels would be unlikely

to cause cosmetic, major, or minor structural damage, but are conservatively identified as significant to provide the ultimate level of protection from construction vibration. Project-generated vibration levels would fall below the 0.3 in/sec PPV threshold at structures located 20 feet or further from construction. The existing apartment building to the west, a single-family residence to the southwest, and a commercial building to the southeast would be within 20 feet of the site where heavy construction activities may occur. Heavy construction located within 10 feet of the shared property line would have the potential to exceed the 0.3 in/sec PPV threshold at the nearest structures located approximately 10 feet from the shared property line. Vibration levels at all other buildings in the vicinity are calculated to be below the 0.3 in/sec PPV threshold and would not be anticipated to be impacted by project construction generated vibration.

Mitigation Measures: Implementation of the following mitigation measure would reduce potential construction vibration impacts to a less than significant level at structures located within 20 feet of the west, south, and east property lines of the project:

MM NOI-3.1: A construction vibration-monitoring plan shall be implemented to document conditions at the structure located within 20 feet of 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 within 20 feet of construction.
- Performance of a photo survey, elevation survey, and crack monitoring survey for the structure located within 20 feet of 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.

Implementation of the mitigation measures described above would reduce construction vibration impacts to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

4.13.2.4 *Airport Impacts*

Impact NOI-3: The project would not be 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. The project would not expose people residing or working in the project area to excessive noise levels. **(No Impact)**

There are no airports near the project site that would expose people residing or working in the project area to excessive noise levels. Moffett Federal Airfield, a joint civil-military airport, is located approximately three miles east of the project site. Palo Alto Airport, a general aviation facility, is located approximately 4.2 miles north of the project site. Norman Y. Mineta San José International Airport is located approximately 10 miles east of the project site. **(No Impact)**

4.13.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of Los Altos has policies that address existing noise conditions affecting a proposed project.

The City of Los Altos sets an acceptable exterior noise level objective of 60 dBA L_{dn} or less for residential uses and a conditionally acceptable exterior noise level objective of 65 dBA L_{dn} . The General Plan also states that 65 dBA CNEL is the maximum acceptable outdoor noise exposure level for multiple-family residential areas. The City's acceptable interior noise level is 45 dBA L_{dn} for habitable space in a residential use.

Exterior Noise

The primary source of noise affecting the project site is vehicular traffic on El Camino Real, which is a highly trafficked regional roadway. With full build out of the City's General Plan, traffic noise is expected to increase by one dBA L_{dn} along El Camino Real. The proposed project includes outdoor amenities for residences, such as a pool, play area, and bocce ball court, which would be exposed to noise from surrounding roadways. Based on the project site plans, these areas would be setback and well shielded from El Camino Real and, as a result, exposed to noise levels below 60 dBA L_{dn} , which is considered "normally acceptable" by the City.

Interior Noise

As mentioned, residential facades of the condominium buildings facing El Camino Real would be exposed to exterior noise levels of up to 75 dBA L_{dn} . The southwest-facing units (i.e., units facing away from El Camino Real) and the townhome buildings to the rear of the site would be exposed to exterior noise levels below 60 dBA L_{dn} . Interior noise levels would depend upon the design of the buildings and the selected construction materials and methods. Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately

20 to 25 dBA of exterior-to-interior noise reduction. Standard construction methods would reduce interior noise levels at the townhomes and southwest-facing condominium units to the City's acceptable noise level of 45 dBA. Where exterior noise levels range from 60 to 70 dBA L_{dn} the inclusion of adequate forced-air mechanical ventilation can reduce interior noise levels to acceptable levels by allowing occupants the option of closing the windows to control noise. In noise environments of 70 dBA L_{dn} or greater, a combination of forced-air mechanical ventilation and sound-rated construction methods is often required to meet the interior noise level limit. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

Conditions of Approval: For consistency with General Plan noise policies, the following Conditions of Approval are recommended for consideration by the City.

- When refining the project's site plan, locate outdoor use areas away from El Camino Real and continue to shield noise-sensitive outdoor spaces with buildings or noise barriers where feasible.
- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential buildings, so that windows can be kept closed to control noise.
- Provide sound-rated windows to northeast, northwest, and southeast facing condominium units to maintain interior noise levels at acceptable levels. Preliminary calculations show that sound-rated windows with minimum STC Rating of 33 to 34 would be satisfactory for units fronting El Camino Real and windows with minimum STC Rating of 28 to 29 would be satisfactory for northwest and southeast facing condominium units to achieve acceptable interior noise levels, assuming a wall construction with STC 46 or greater and 40 percent windows or less. The specific determination of what noise insulation treatments are necessary shall be conducted on a unit-by-unit basis during final design of the project once final building plans and elevations are available.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

In order to attain the state housing goal, cities must make sufficient suitable land available for residential development, as documented in an inventory, to accommodate their share of regional housing needs. California's Housing Element Law requires all cities to: 1) zone adequate lands to accommodate its Regional Housing Needs Allocation (RHNA); 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis. The City of Los Altos Housing Element and related land use policies were last updated in 2014.

Regional

The Association of Bay Area Governments (ABAG) allocates regional housing needs to each city and county within the nine-county Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, Metropolitan Transportation Commission, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population and Housing (upon which Plan Bay Area is based), which is an integrated land use and transportation plan looking out to the year 2040 for the nine-county San Francisco Bay Area.

Plan Bay Area is a state-mandated, integrated long-range transportation, land-use and housing plan intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs) and Transit Priority Areas (TPAs). One of the Plan Bay Area policies that supports this objective is to reduce the cost of building in PDAs and TPAs through eased parking minimums and streamlined environmental clearance. Another objective is to increase the share of affordable housing in PDAs, TPAs, or high-opportunity areas to 15 percent. The project site is not located within a PDA but is located in a TPA.

4.14.1.2 *Existing Conditions*

As of July of 2017, the City of Los Altos had a total population of approximately 30,743 residents.⁵² In 2040 it is estimated that the City will have approximately 32,800 residents.⁵³

The City of Los Altos had an estimated 1.28 jobs for every employed resident in 2010. Although the General Plan focuses on increased housing and the placement of housing near employment, the overall jobs/employed residents ratio is expected to increase to 1.36 by 2040. Some employees who

⁵² U.S. Census Bureau. "QuickFacts". Accessed December 6, 2018.
<https://www.census.gov/quickfacts/losaltoscitycalifornia>

⁵³ City of Los Altos. *City of Los Altos 2015-2023 Housing Element*. May 26, 2014.

work within the City are, and still would be, required to seek housing outside the community with full implementation of the General Plan.

The project site is currently used for commercial purposes and provides no housing.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). (Less than Significant Impact)

A project can induce substantial population growth by proposing new housing beyond projected or planned development levels, generating demand for housing as a result of new businesses, extending roads or other infrastructure to previously undeveloped areas, or removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The project site is currently developed with a 78,950 square-foot office building. The project proposes to demolish the existing office building and construct two residential condominium buildings and two townhome buildings. The four buildings proposed for the site would provide 196 residential units in total. In 2018, it was estimated that the number of persons per household in Los Altos was 2.77.⁵⁴ Using this metric, and assuming full occupancy, the proposed project would increase the local population by an estimated 543 persons. While the local population would be permanently increased by the project, the increase would not be substantial. The project is consistent with the site General Plan designation and, therefore, is consistent with planned growth set forth in the City’s General Plan.

In its 2015-2023 Housing Element, the City estimated that a total of 190 single-family residential units and 552 multi-family residential units would be added through January of 2023. These

⁵⁴ State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018*. Sacramento, California, May 2018.

estimates are based on several factors, including historical production, current market forces, pending Zoning Ordinance Amendments, City housing programs, and state laws and guidelines for density bonuses. The project proposes to provide 196 multi-family residential units, which is included within the expected growth in housing detailed in the Housing Element.

The Department of Housing and Community Development establishes housing production targets, known as regional housing needs assessment (RHNA) targets, for each jurisdiction to ensure each jurisdiction is doing its fair share to house Californians. According to the City’s Annual Housing Report, provided to the City Council on March 26, 2019, the City has made the following progress towards meeting its RHNA targets for 2023:

	Permits	RHNA Targets
Extremely-Low Income	0	84
Very-Low Income	4	85
Low Income	30	99
Moderate Income	2	112
Above Moderate Income	427	97
Total	463	477

The project would help the City meet its RHNA target for Very-Low Income and Moderate Income units by developing 16 Very-Low Income units and 12 Moderate Income units.

The site is served by existing infrastructure and would not extend roads or other infrastructure to undeveloped or unserved areas. For this reason, and those discussed above, the project would not induce substantial unplanned growth in Los Altos. **(Less than Significant Impact)**

Impact POP-2: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

The existing project site is developed with an office building and provides no housing. Therefore, the project would not displace existing housing or people or require replacement housing to be constructed, and there would be no impact. **(No Impact)**

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Quimby Act – Parks

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. This legislation was in response to California's increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California's growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions, single-family and multiple-family, to dedicate park land, pay an in-lieu fee, or perform a combination of the two.

School 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.

Local

City of Los Altos General Plan

The City of Los Altos General Plan Open Space, Conservation, and Community Facilities Element includes the following public services policies that are applicable to the proposed project:

- Policy 1.4:* Require park dedication, public open space, or require fees in lieu thereof, for all new subdivisions and multi-family residential development in Los Altos.
- Policy 4.1:* Provide adequate level of maintenance for City parks, open space, and public property to ensure safety, aesthetics, and recreational enjoyment for Los Altos residents.
- Policy 6.1:* Promote community order by preventing criminal activity, enforcing laws, and meeting community service demands.

- Policy 6.2:* Provide community-oriented policing services that are responsive to citizen needs.
- Policy 6.3:* Provide response times for police and fire protection services emergencies that are comparable to similar jurisdictions in Santa Clara County.
- Policy 9.2:* Work with private developers to offer cultural activities within the community, such as a community theater and cinema.
- Policy 11.4:* Encourage private sector provision of facilities and/or services.

Parkland Dedication Ordinance

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.

Los Altos Parks Plan

The Los Altos Parks Plan, adopted in May of 2012, is intended to create a clear set of goals, policies, and objectives that will provide direction to the City Council and City staff for the development, improvement, and enhancement of the City's park system for the next twenty to thirty years. The Parks Plan was designed to parallel the General Plan's Open Space, Conservation, and Facilities Element by providing specific direction and recommendations related to parks in Los Altos.

4.15.1.2 Existing Conditions

Fire and Police Protection Services

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 one mile southwest of the site.

Police protection services for the project site are provided by the Los Altos Police Department, headquartered at 1 North San Antonio Road, approximately 1.1 miles southwest of the site. The Department has 30 sworn officers, five reserve officers, and 17 professional civilian staff.

Schools

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 Almond Elementary School, located approximately 0.7 miles south 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 southwest of the project site.⁵⁵

⁵⁵ Los Altos School District. <http://www.myschoollocation.com/losaltosd/> Accessed December 7, 2018.

Parks

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.

The closest public park is Gemello Park, in the City of Mountain View, which is located approximately 0.2 miles southeast of the site. The nearest public parks within the City of Los Altos are the Hillview Community Center Campus, approximately 1.5 miles southwest of the site, and Lincoln Park, approximately 2 miles southwest of the site. Other public park facilities in the vicinity include Rengstorff Park, approximately one-half mile north of the site, Klein Park, approximately one-half mile to the northwest, and Castro Park, approximately one-half mile east of the site; all three of which are located outside of the Los Altos city limits, in the City of Mountain View.

Libraries

The City of Los Altos is served by the Santa Clara County Library District. The closest libraries to the project site include Los Altos Library, located approximately 1.5 miles southwest of the site, and Mountain View Public Library, located approximately one mile east of the site.

Community Centers

There are two community centers located in Los Altos: Hillview Community Center at 97 Hillview Avenue and Grant Park Community Center, located at 1575 Holt Avenue. The Hillview Community Center is located approximately 1.5 miles southwest of the project site.

4.15.2 Impact Discussion

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

Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. **(Less than Significant Impact)**

The project proposes to construct four new residential buildings on the site that would provide a total of 196 residential units. Using the 2018 estimated residential occupancy rate of 2.77 persons per household, the project would result in a permanent population increase of 543 persons. As discussed in *Section 4.13, Population and Housing*, the proposed development is included within planned development levels through the year 2023, per the Housing Element. The project would incrementally increase the local population and associated demand on fire protection services. The incremental increase in demand, however, 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. For these reasons, the project would not significantly impact fire protection services. **(Less than Significant Impact)**

Impact PS-2: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. **(Less than Significant Impact)**

As mentioned, the project would increase the permanent population of the area by approximately 543 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. For these reasons, the project would not significantly impact police protection services. **(Less than Significant Impact)**

Impact PS-3: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. **(Less than Significant Impact)**

The proposed project would introduce an additional 45 students to the area.⁵⁶ Students from the proposed project would attend schools in the Los Altos School District and the Mountain View Los Altos Union High School District. 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. In accordance with California Government Code Section 65996, the project applicant shall pay applicable school impact fees to offset the increased demand on school facilities generated by the project. For these reasons, the proposed project would not result in a significant impact on school facilities. **(Less than Significant Impact)**

Impact PS-4: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. **(Less than Significant Impact)**

The project would increase the residential population in the project area by 543 persons. The new residents could reasonably be expected to use existing parks and recreational facilities in Los Altos and in adjacent cities. This incremental increase in demand, however, 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. 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. 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. For these reasons, the proposed project would not result in a significant impact on parks. **(Less than Significant Impact)**

Impact PS-5: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. **(Less than Significant Impact)**

Libraries and community centers are located within 1.5 miles of the project site that could reasonably be expected to be used by future residents of the proposed project. The Hillview Community Center is currently undergoing redevelopment, with completion of the new community center anticipated by the end of 2020, which means that the new community center will be completed prior to occupancy of the proposed project. While the project would incrementally increase the demand on these 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. For these reasons, the

⁵⁶ Hexagon Transportation Consultants, Inc. *5150 El Camino Real Residential Development – Traffic Impact Analysis*. May 24, 2019.

proposed project would not result in significant impacts to libraries, community centers, or other public facilities. **(Less than Significant Impact)**

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

City of Los Altos General Plan

The Open Space, Conservation, and Community Facilities Element of the City of Los Altos General Plan contains the following recreation policies applicable to the proposed project:

Policy 1.4: Require park dedication, public open space, or require fees in lieu thereof, for all new subdivisions and multi-family residential development in Los Altos.

Policy 4.1: Provide adequate level of maintenance for City parks, open space, and public property to ensure safety, aesthetics, and recreational enjoyment for Los Altos residents.

Parkland Dedication Ordinance

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.

Los Altos Parks Plan

The Los Altos Parks Plan, adopted in May of 2012, is intended to create a clear set of goals, policies, and objectives that will provide direction to the City Council and City staff for the development, improvement, and enhancement of the City's park system for the next twenty to thirty years. The Parks Plan was designed to parallel the General Plan's Open Space, Conservation, and Facilities Element by providing specific direction and recommendations related to parks in Los Altos.

4.16.1.2 *Existing Conditions*

The City of Los Altos' Department of Recreation and Community Services is responsible for maintaining various parks and recreation facilities, as well as managing special interest programs and classes, senior programs, and community events. Overall, the City maintains a total of 19 parks, nature preserves, gyms, youth centers, and community centers that serve the community.

Near the project site, there are several public parks, including: Gemello Park, approximately 0.2 miles southeast of the site, Rengstorff Park, approximately one-half mile north of the site, Klein Park, approximately one-half mile to the northwest, and Castro Park, approximately one-half mile east of the site; all of which are located outside of the Los Altos city limits, in the City of Mountain View. The nearest public parks within the City of Los Altos are the Hillview Community Center, approximately 1.5 miles southwest of the site, and Lincoln Park, approximately two miles southwest of the site.

4.16.2 Impact Discussion

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

Impact REC-1: The project would not increase in 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. **(Less than Significant Impact)**

The proposed project would incrementally increase the population in the project area. The incremental increase in population and associated demand upon recreational facilities is consistent with and planned for in the City’s General Plan (see *Section 4.14, Population and Housing*). 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. Additionally, the proposed residential project would provide on-site recreational facilities including a pool, bocce ball court, play area, outdoor grill area, and club house. For these reasons, 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. **(Less than Significant Impact)**

Impact REC-2: The project would include recreational facilities and would not require the construction of expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

As mentioned above, the proposed project includes various on-site recreational amenities including a pool, bocce ball court, play area, outdoor grill area, and club house. The on-site recreational amenities would be built to code and subject to review by the City prior to issuance of building permits. The impacts of the proposed project on the physical environment, including the proposed on-site facilities, are evaluated in this Initial Study. Use of these facilities would be limited to residents of the project and would not result in unintended impacts related to traffic and circulation, energy, or air quality. For these reasons, the proposed project would not require the construction or expansion of recreational facilities to accommodate the needs of new residents, nor would the recreational amenities included as part of the project result in significant environmental impacts. **(Less than Significant Impact)**

4.17 TRANSPORTATION

The following discussion is based on a Transportation Impact Analysis and parking study prepared by *Hexagon Transportation Consultants, Inc.* The report, dated May 2019, is attached to this Initial Study as Appendix F.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

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). The Governor's Office of Planning and Research (OPR) incorporated this requirement into its *Updates to the CEQA Guidelines* in November 2017. Pursuant to the newly established guidelines, transit-oriented development projects located within one-half mile of an existing major transit stop would have a less than significant impact on VMT.

The proposed project is located along El Camino Real near local bus routes 22 and 522. The nearest bus stop, which serves bus route 22, is located at the El Camino/Rengstorff intersection adjacent to the site. The nearest major bus stop is located at the El Camino Real/Showers Drive intersection, one-half mile west of the project site. The proposed project, therefore, qualifies as a transit-oriented development project and would be exempt from VMT analysis under SB 743. In addition, under SB 743, parking issues would not be considered CEQA impacts.

Regional

Regional Transportation Planning

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes the region's Sustainable Communities Strategy (integrating transportation, land use, and housing to meet GHG reduction targets set by CARB) and Regional Transportation Plan (including a regional transportation investment strategy for revenues from federal, state, regional and local sources over the next 24 years).

Congestion Management Program

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.

Local

City of Los Altos General Plan

The City of Los Altos has established transportation policies in its General Plan that guide continued development of the circulation system and support planned growth. The following policies, contained in the City's Circulation Element, are applicable to the proposed residential project:

- Policy 2.2:* Make the most use of existing major streets and roads, minimize the need for additional right-of-way and street widening.
- Policy 2.4:* Require development projects to mitigate their respective traffic and parking impacts by implementing practical and feasible street improvements.
- Policy 2.5:* Ensure that new development or redevelopment projects provide adequate property dedication to accommodate future roadway improvements at key intersections and other problem areas.
- Policy 2.6:* Implement and require developers to implement street improvements that accommodate and encourage the use of non-automobile travel modes including walking, bicycling, and transit.
- Policy 2.8:* Cooperate with adjacent communities to maintain adequate service levels at shared intersections.
- Policy 2.17:* Maintain adequate emergency access for all land uses.
- Policy 2.20:* Enhance driving safety in the community.
- Policy 3.1:* Promote expansion of regional public transportation service and usage to provide alternative means of transportation and help reduce air pollution generated by automobiles.
- Policy 4.2:* Provide for safe and convenient pedestrian connections to and between Downtown, other commercial districts, neighborhoods and major activity centers within the City, as well as with surrounding jurisdictions.
- Policy 4.8:* Work with neighboring cities and other jurisdictions to provide safe and adequate pedestrian and bicyclist crossings along major roadways to minimize impediments caused by vehicular traffic, especially along major roadways such as El Camino Real, Foothill Expressway, and San Antonio Road.
- Policy 5.1:* Continue to encourage off-street parking in residential areas.

Policy 5.3: Reduce the amount of on-street parking in single-family residential neighborhoods caused by adjacent non-residential and multi-family residential uses.

Los Altos Bicycle Transportation Plan

In 2002, the City of Los Altos prepared a Bicycle Transportation Plan that recommended a variety of improvements to complete and enhance bicycle and multi-use bicycle pedestrian paths throughout the City. The Bicycle Transportation Plan was updated by the City in 2012 to present new strategies to improve bicycling conditions and increase bicycling rates in Los Altos. The Bicycle Transportation Plan works to fulfill the City's General Plan Policy 4.1, which calls for the City to develop and maintain a comprehensive and integrated bikeway network.

Los Altos Pedestrian Master Plan

In 2015, the City of Los Altos prepared a Pedestrian Master Plan, which reinforced the City's goals of becoming a more walkable, livable, and healthy city. The Pedestrian Master Plan outlines a broad vision, strategies, and actions for improving the pedestrian environment in Los Altos.

Neighborhood Traffic Management

In 1999, the City of Los Altos established a comprehensive neighborhood traffic management program (NTMP), which has been periodically updated since then. The NTMP specifies a process for implementing traffic calming measures designed to reduce or manage volumes and travel speeds on local streets.

4.17.1.2 Existing Conditions

Roadway Network

Regional access to the project site is provided via El Camino Real. Local access to the project site is provided via Rengstorff Avenue, Distel Drive, and Clark Avenue. These roadways are described below.

El Camino Real (SR 82) is a six-lane state arterial that extends from Santa Clara County northerly to San Mateo County. El Camino Real is oriented in an east-west direction in the project vicinity. Near the project site, El Camino Real has a raised, landscaped median with left-turn pockets provided at intersections. The posted speed limit on El Camino Real is 35 mph in the vicinity of the project site.

Rengstorff Avenue is a four-lane arterial that extends between US 101 and El Camino Real. Rengstorff Avenue is oriented in a north-south direction in the project vicinity. There are bike lanes and sidewalks present on both sides of the street. The project driveway is the southern leg of the Rengstorff Avenue and El Camino Real intersection. The posted speed limit on Rengstorff Avenue is 35 mph.

Distel Drive is a two-lane local street that extends between Jardin Drive and El Camino Real. Distel Drive is oriented in a north-south direction in the project vicinity. Distel Drive is a designated bike route from Marich Way to El Camino Real. Distel Drive has discontinuous sidewalks present on both sides of the street south of El Camino Real. The default speed limit on Distel Drive is 25 mph.

Clark Avenue is a two-lane local street that extends between Almond Avenue and El Camino Real. Clark Avenue is oriented in a north-south direction in the project vicinity. There are sidewalks present on both sides of the street from Jardin Drive to El Camino Real and no sidewalks present from Almond Avenue to Jardin Drive. Northbound Clark Avenue allows only right turns when approaching El Camino Real. There are speed bumps, chokers, and a traffic circle along Clark Avenue. Clark Avenue provides access to Almond Elementary School and has a posted speed limit of 25 mph.

Existing Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) operates both bus routes in the project vicinity. Bus routes 22 and 522 provide transit connections along El Camino Real. Local route 22 provides service along El Camino Real between the Palo Alto Transit Center to the Eastridge Transit Center in San Jose, with 15- to 20-minute commute hour headways on weekdays and weekends. Express route 522 provides service between the Palo Alto Transit Center and the Eastridge Transit Center, with 10- to 15-minute commute hour headways on weekdays and 20-minute headways on weekends. Bus stops are located on both sides of El Camino Real in the vicinity of the project site, with the nearest bus stop at the El Camino Real/Rengstorff intersection adjacent to the project site. The nearest major bus stop is located one-half mile west of the site, at the El Camino Real/Showers Drive intersection. The San Antonio Caltrain station is located approximately one-mile northwest of the site. The site is considered to have good transit access.

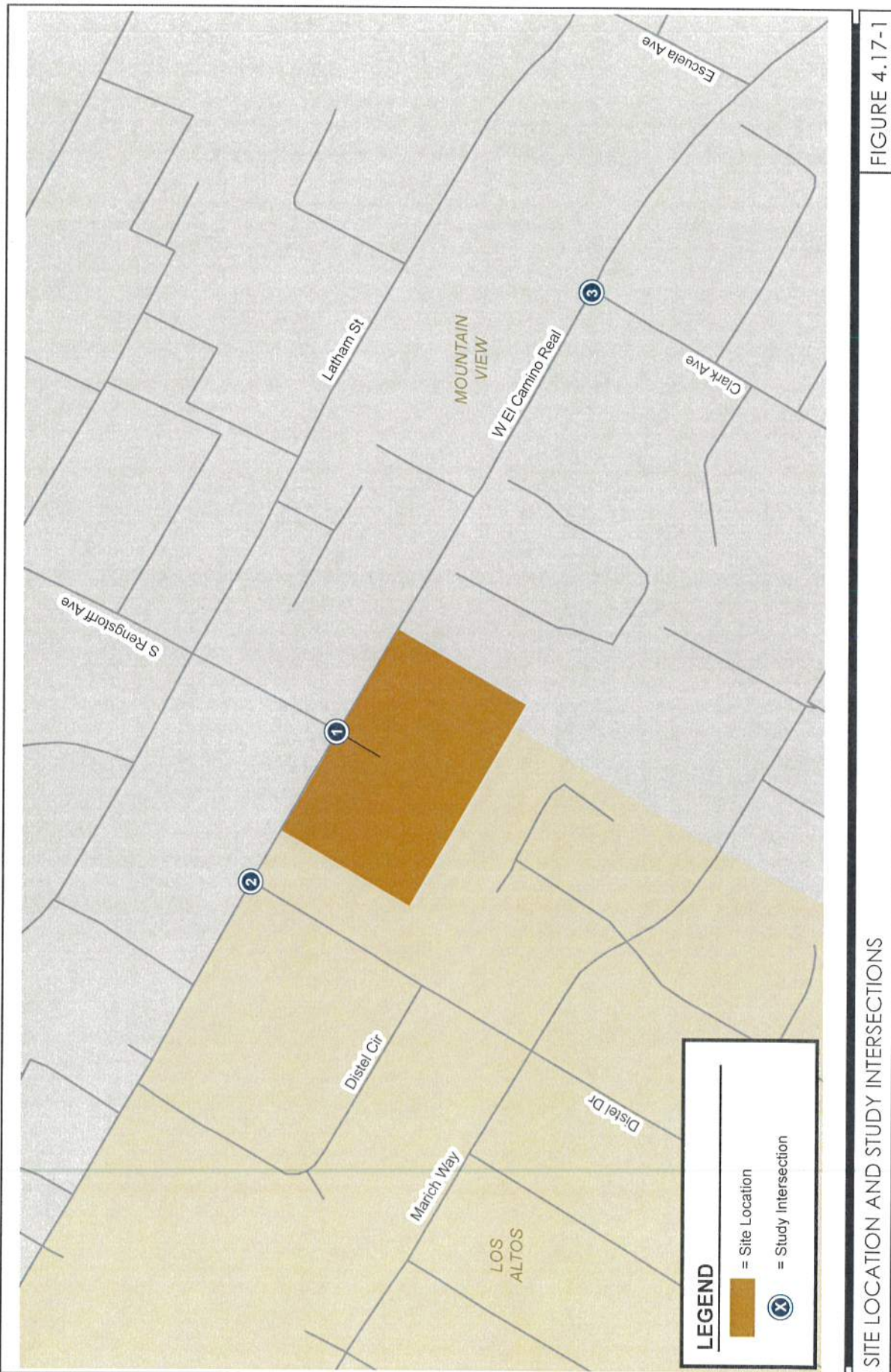
Existing Pedestrian and Bicycle Facilities

Pedestrian facilities in the vicinity of the project site are provided via sidewalks and signalized crossings. Sidewalks are found on both sides of the three study intersections included in the traffic impact analysis. Crosswalks with pedestrian signal heads and push buttons are located at all the study intersections.

Bicycle facilities in the vicinity of the project site include bike lanes and a bike route. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing rights-of-way that accommodate bicycles but are not separate from the existing travel lanes. Routes are typically designated only with signs or pavement markers. Bike lanes (Class II bikeway) are provided on Rengstorff Avenue, and Distel Avenue is a designated bike route (Class III bikeway) marked with “sharrows”.

4.17.1.3 Study Methodology

A Transportation Impact Analysis was prepared for the project by *Hexagon Transportation Consultants, Inc.* 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. Three study intersection were included in the analysis and evaluated for weekday AM and PM peak hour traffic conditions using TRAFFIX software to determine existing and project levels of service. The AM peak hour of adjacent street traffic is generally between 7:00 and 9:00 AM, and the PM peak hour of adjacent traffic is generally between 4:00 and 6:00 PM. On an average weekday, it is during these times that the most congested traffic conditions occur. The intersections analyzed within the traffic impact study to determine General Plan and CMP consistency are listed below and shown in Figure 4.17-1.



SITE LOCATION AND STUDY INTERSECTIONS

FIGURE 4.17-1

- 1) El Camino Real and Rengstorff Avenue (CMP designated intersection)
- 2) Distel Drive and El Camino Real
- 3) Clark Avenue and El Camino Real

Traffic conditions at each of the study intersections were evaluated under the following scenarios:

Scenario 1: Existing Conditions. Existing AM and PM peak hour traffic volumes were based on new traffic counts collected in October and November 2018. Existing PM peak hour traffic volumes at the CMP intersection were obtained from the 2016 CMP Annual Monitoring Report.

Scenario 2: Existing Plus Project Conditions. Existing plus project conditions reflect the projected traffic volumes on the existing roadway network with completion of the project. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. The estimated traffic generated by the proposed project was evaluated relative to existing traffic conditions to determine consistency with LOS standards in the General Plan and CMP.

Scenario 3: Background Conditions. Background traffic conditions are represented by background traffic volumes on the planned roadway network. Background traffic volumes were estimated by adding to existing traffic counts the additional traffic generated by approved but not yet constructed developments in the area. The study uses a conservatively high growth factor of two percent per year until the project opening date to represent traffic growth on El Camino Real.

Scenario 4: Background Plus Project Conditions. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the proposed project. Background plus project conditions were evaluated relative to background conditions in order to determine consistency with LOS standards in the General Plan and CMP.

Data required for the analysis was obtained from new traffic counts, field observations, the City of Los Altos, the CMP Annual Monitoring Report, and previous traffic studies. These sources provided the data used to determine intersection traffic volumes, intersection lane configurations, and intersection signal timing and phasing.

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) For a land use project, conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17.2.1 Thresholds of Significance

The traffic impacts of the project are evaluated against the above-listed criteria to determine whether the impacts are significant. For criterion (2), the CEQA Guidelines provide that projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor (i.e., in a TPA) should be presumed to cause a less than significant transportation impact.

City of Los Altos General Plan Consistency

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.

CMP Consistency

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.

4.17.2.2 *Transportation Impacts*

Impact TRN-1: The project would not conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths. **(Less than Significant Impact)**

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 – Low-Rise land use were used for this project to estimate total trips generated by the four proposed multi-family housing buildings. Total trips generated by the proposed project were then evaluated against estimated trips generated by the existing businesses on-site. Trips generated by the existing businesses were estimated based on driveway counts conducted in October and November 2018. Project trip generation estimates are shown in Table 4.17-1 below.

Table 4.17-1: Project Trip Generation											
		AM Peak Hour Trips				PM Peak Hour Trips				Daily Rate	Daily Trips
Land Use	Size	Rate	In	Out	Total	Rate	In	Out	Total		
Proposed Condominiums/ Townhomes ¹	196 units	0.46	21	69	90	0.56	69	41	110	7.32	1,435
Existing Office Building ²	78,950 s.f.	-	53	4	57	-	105	60	165	-	1,110
Net Project Trip Generation			-32	65	33		-36	-19	-55		325

Notes:

¹ Low-Rise Multifamily Housing (Land Use 220). ITE Trip Generation Manual, 10th Edition (2017), average rates for General Urban/Suburban settings are used.

² Existing use trips based on peak-hour driveway counts conducted on 10/18/18 and 11/13/18. Daily traffic estimated based on peak hours.

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 three 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. The traffic study used a conservatively high growth factor of two percent per year through the year 2023 to represent background traffic growth on El Camino Real. The project was then evaluated using the City's LOS standards for its contributions to traffic volumes under background conditions.

As shown in Tables 4.17-2 and 4.17-3 below, the three signalized study intersections would continue to operate at acceptable levels of service under both existing plus project and background plus project conditions. In some instances, the average delay would decline at an intersection because the proposed project would result in a reduction of traffic volumes at an intersection relative to the traffic generated by the existing office use of the site.

Table 4.17-2: Existing Plus Project Intersection Levels of Service					
Intersections	Peak Hour	Existing		Existing + Project	
		Average Delay (sec)	LOS	Average Delay (sec)	LOS
1. Rengstorff Avenue & El Camino Real*	AM	30.9	C	31.4	C
	PM	24.0	C	23.1	C
2. Distel Drive & El Camino Real	AM	31.3	C	31.5	C
	PM	20.8	C	20.7	C
3. Clark Avenue & El Camino Real	AM	28.4	C	28.3	C
	PM	19.0	B	18.9	B

Note: * Denotes the CMP designated intersection.

Table 4.17-3: Background Plus Project Intersection Levels of Service					
Intersections	Peak Hour	Background		Background + Project	
		Average Delay (sec)	LOS	Average Delay (sec)	LOS
1. Rengstorff Avenue & El Camino Real	AM	31.9	C	32.4	C
	PM	24.5	C	23.6	C
2. Distel Drive & El Camino Real	AM	32.6	C	32.7	C
	PM	21.2	C	21.1	C
3. Clark Avenue & El Camino Real	AM	29.6	C	29.4	C
	PM	19.7	B	19.6	B

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. Traffic volumes at the one CMP-designated intersection, Rengstorff Avenue and El Camino Real, would not be increased beyond the acceptable standards set forth by the CMP. Therefore, traffic generated by the proposed project would be consistent with the General Plan and the CMP. **(Less than Significant Impact)**

Pedestrian Facilities

The proposed project would provide sidewalks along the El Camino Real frontage and includes landscaped paseos and walking pathways throughout the interior of the site and connecting to the sidewalks on El Camino Real. Existing pedestrian facilities in the project area are sufficient to serve the project. For these reasons, pedestrian circulation would not be inhibited by the proposed project and the project would not conflict with the Los Altos Pedestrian Master Plan. 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. 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. **(Less than Significant Impact)**

Bicycle Facilities

The proposed project would provide 84 long-term and 14 short-term bicycle parking spaces, located on the basement floor of the below-ground parking garage. In addition, the project proposes new bicycle lanes along the project frontage on El Camino Real. The addition of bicycle lanes would improve bicycle circulation throughout the surrounding areas

The City of Mountain View's El Camino Real Streetscape Plan proposes to implement bicycle lanes along El Camino Real west of Calderon Avenue, which would replace the existing on-street parking. While the City of Los Altos does not have a Streetscape Plan, the proposed bicycle lanes are expected to begin just south of the project site and that the City of Mountain View will require their continuation to the intersection at Distel Drive to create a logical transition. The proposed project is consistent with the Streetscape Plan and would not interfere with planned bicycle facilities in the area. The proposed project 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. **(Less than Significant Impact)**

Transit Facilities

The project site is proximate to bus stops for VTA routes 22 and 522, with the nearest bus stop located at the El Camino Real/Rengstorff Avenue intersection. The site is considered to have good transit access and the project would not conflict with Los Altos General Plan policies encouraging the use of public transit. The project would not cause substantial transit delays. **(Less than Significant Impact)**

Impact TRN-2: The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). **(Less than Significant Impact)**

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 Guidelines state that generally projects within ½-mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact.

The proposed project site is located along El Camino Real, a highly traveled transit corridor which extends from Santa Clara County to San Mateo County. The site is proximate to VTA bus routes 22 and 522. Bus stops are located on both sides of El Camino Real with the nearest stop at the El Camino Real/Showers Drive intersection, ½ mile west of the project site. The proposed project, therefore, qualifies as a transit-oriented development project and would have a less than significant transportation impact per CEQA Guidelines Section 15064.3. **(Less than Significant Impact)**

Impact TRN-3: The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

On-site circulation was evaluated for the project driveways and underground parking garage. Three driveways onto El Camino Real (i.e., a western, central, and eastern driveway) would provide vehicular access to the project site. The western and eastern driveways would connect to the perimeter road, providing access to the townhome building's garages and visitor parking. The eastern driveway would provide both ingress and egress and the western driveway would provide only egress (i.e., only right turn out). The central driveway functions as the southern leg of the Rengstorff Avenue and El Camino Real signalized intersection and would provide access to the below-ground parking structure. All driveways meet the City's driveway width standards (26 feet and 12 feet for two-way and one-way driveways, respectively) and Caltrans' site distance requirements. The project would provide 90-degree parking spaces throughout the garage, and the driveway would be adequately sized per City standards. The site is surrounded by residential and commercial development. For these reasons, the proposed project would not substantially increase hazards due to a geometric design feature or due to incompatible uses. **(Less than Significant Impact)**

Impact TRN-4: The project would not result in inadequate emergency access. **(Less than Significant Impact)**

The perimeter access road is designed to provide on-site emergency vehicle access. The perimeter road would provide a minimum 26-foot wide emergency vehicle access to the western, southern, and eastern sides of the proposed residential development. The perimeter road would provide adequate emergency vehicles access to both the condominiums and townhomes. **(Less than Significant Impact)**

4.17.3 Operational Transportation Issues Not Required Under CEQA

The following information is not required under CEQA but is provided here to help the public and the decision-makers in their consideration of the project.

Parking

Parking is typically considered a non-CEQA issue and parking issues are not CEQA impacts in TPAs; however, City policy may direct development projects to analyze whether there is adequate parking provided during the development review process. The proposed project is eligible for reduced parking requirements due to the provision of affordable housing units per Municipal Code Section 14.28.040 (G). Reduced on-site parking can sometimes lead to restricted site access and overflow into adjacent neighborhoods and commercial parking lots, which would conflict with Policy 5.3 of the City’s Circulation Element. The following discussion analyzes whether on-site parking, as provided by the project, is sufficient to meet demand.

The project proposes to provide 236 parking spaces in the underground parking garage (including 88 tandem spaces), 48 townhome parking spaces, and six surface guest parking spaces for the townhomes. In total, the project would provide 290 on-site parking spaces. The proposed parking supply was evaluated *Hexagon Transportation Consultants* as part of the transportation impact analysis completed for the project (refer to Appendix F). The evaluation is based on a parking supply study completed by *Fehr & Peers* that determined the average parking demand rates for similar multiple-family residential developments in Mountain View, Palo Alto, Sunnyvale, and Santa Clara, including 14 market rate and three affordable housing developments. The *Fehr & Peers* parking supply study is included as Appendix D to the transportation impact analysis. Based on the parking supply study, the parking demand for affordable housing developments was found to be 0.65 spaces per bedroom and the parking demand for market rate developments was found to be 0.70 spaces per bedroom. Using these parking rates, the proposed project should provide a total of 236 parking spaces, as shown in Table 4.17-4, below.

Table 4.17-4: Parking Demand Analysis						
<i>Proposed Unit Types</i>		<i>Number of Units</i>	<i>Bedrooms</i>	<i>Study Rate (per bedroom)</i>	<i>Parking Demand (Spaces)</i>	<i>Parking Provided</i>
Condominiums						
Affordable	1-bedroom	12	12	0.65	8	
	2-bedroom	13	26	0.65	17	
Market Rate	1-bedroom	68	68	0.70	48	
	2-bedroom	77	154	0.70	108	
	3-bedroom	2	6	0.70	4	
Total		172			185	236
Townhomes						
Affordable	2-bedroom	2	4	0.65	3	
	3-bedroom	1	3	0.65	2	
Market Rate	2-bedroom	2	4	0.70	3	
	3-bedroom	15	45	0.70	32	
	4-bedroom	4	16	0.70	11	
Total		24			51	54
Total					236	290

As shown in the table, the proposed project would provide adequate parking to meet the demand of future residents and guests. Therefore, the project would be consistent with Policies 5.1 and 5.3 of the City's Circulation Element.

4.18 TRIBAL CULTURAL RESOURCES

The follow discussion is based, in part, on an archaeological literature search prepared for the project site by *Holman & Associates*. The report, dated January 17, 2019, is available for review at the Los Altos Planning Department by qualified personnel during regular business hours.

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill (AB) 52, effective July of 2015, established a new category of resources for consideration by public agencies when approving discretionary projects under CEQA, called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
 - Included or determined to be eligible for inclusion in the California Register of Historic Resources⁵⁷
 - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- A resource determined by the lead agency to be a TCR.

No tribes have contacted the City of Los Altos requesting notification per AB 52.

Local

Los Altos General Plan

The City of Los Altos General Plan contains the following policies in its Community Design and Historic Resources Element which relate to tribal cultural resources and the proposed project.

Policy 6.4: Preserve archaeological artifacts and sites found in Los Altos or mitigate disturbances to them, consistent with their intrinsic value.

⁵⁷ See Public Resources Code section 5024.1. The State Historical Resources Commission oversees the administration of the CRHR and is a nine-member state review board that is appointed by the Governor, with responsibilities for the identification, registration, and preservation of California's cultural heritage. The CRHR "shall include historical resources determined by the commission, according adopted procedures, to be significant and to meet the criteria in subdivision (c) (Public Resources Code, Section 5024.1 (a)(b)).

Policy 6.5: Require an archaeological survey prior to the approval of significant development projects near creeksides or identified archaeological sites.

4.18.1.2 Existing Conditions

The project site is developed with an office building and associated surface parking and landscaping. The site is within the territory of the Ohlone and Muwekma Indian tribes, who had settlements along creeks in the project area. The site is located on a large valley terrace approximately 0.45 miles west of Permanente Creek. There are no documented cultural resources within or adjacent to the project site. Due to the distance between the site and the nearest creek (i.e., 0.45 miles) and lack of documented cultural resources within or adjacent to the site, site has a low potential for Native American archaeological deposits and/or cultural materials.⁵⁸

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project 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, 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)?	<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 this criteria, the significance of the resource to a California Native American tribe shall be considered.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is 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). (Less than Significant Impact with Mitigation Incorporated)

⁵⁸ Holman & Associates. *Results of a CEQA Archaeological Literature Search for 5150 El Camino Real*. January 2019.

No tribes have contacted the City of Los Altos requesting notification per AB 52. There are no documented cultural resources within or adjacent to the project site. Due to the distance between the site and the nearest creek (i.e., 0.45 miles) and lack of documented cultural resources within or adjacent to the site, site has a low potential for Native American archaeological deposits and/or cultural materials. For these reasons, no tribal cultural resources are expected to occur on the project site. As discussed in *Section 4.5, Cultural Resources*, construction activities at the project site have the potential to disturb as-yet undiscovered archaeological resources at the site, which could include tribal cultural resources. The previously described mitigation measures (**MM CUL-1.1 – MM CUL-1.3**) detail the appropriate process to be followed to ensure that project implementation does not significantly impact archaeological resources. Any resources that are uncovered during construction activities will be analyzed for their potential local or statewide significance and properly documented prior to the commencement of construction. If human remains are uncovered, the Santa Clara County Coroner will be notified and, if the remains are determined to be Native American, the NAHC will be consulted to determine the appropriate burial procedure. Adhering to the mitigation measures previously described in *Section 4.5, Cultural Resources* would ensure that project implementation does not result in adverse changes to potentially significant tribal cultural resources. **(Less than Significant Impact with Mitigation Incorporated)**

Impact TCR-2: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is 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. (Less than Significant Impact with Mitigation Incorporated)

In the event archaeological resources are discovered during project construction, **MM CUL-1.2** requires construction activity within a 50-foot radius of the find to stop, the Director of Community Development to be notified and an archaeologist to assess the find and make appropriate recommendations, if warranted. The Director's involvement in the process would allow for the City to make a determination of significance regarding any resources that are uncovered during project construction, including tribal cultural resources. By following the archaeologist's recommendations, impacts to these resources would be mitigated to a less than significant level. Therefore, the proposed project would not result in a substantial adverse change to tribal cultural resources that are determined by the City to be significant. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State and Regional

Urban Water Management Plan

Pursuant to the State Water Code, municipal water suppliers serving more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The California Water Service adopted its most recent UWMP for the Los Altos Suburban District in June 2016.

Wastewater

The San Francisco Bay Regional Water Quality Board (RWQCB) includes regulatory requirements that each wastewater collection system agency shall, at a minimum, develop goals for the City's Sanitary Sewer System Master Plan to provide adequate capacity to convey peak flows. The City of Los Altos last updated its Sanitary Sewer Master Plan in February of 2013.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or Assembly Bill 939 (AB 939), established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

Assembly Bill (AB) 341 sets forth the requirements of the statewide mandatory commercial recycling program in the Public Resources Code. All businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

Senate Bill (SB) 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

Local

The City of Los Altos General Plan contains policies pertaining to utilities and service systems in its Infrastructure and Waste Disposal Element. The relevant policies are listed below.

- Policy 1.3:* Review development proposals to determine whether adequate water pressure exists for existing and new development.
- Policy 2.2:* Review development proposals to ensure that if a project is approved, adequate sewage collection and treatment capacity is available to support such proposals.
- Policy 4.1:* Continue to work with infrastructure providers to ensure that the community's current and future infrastructure needs are met.
- Policy 4.2:* Maintain accurate records of infrastructure usage and needed infrastructure improvements.
- Policy 4.3:* Continue to require utilities in new developments to be placed underground.

4.19.1.2 Existing Conditions

Water Service

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 SCVWD, 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.⁵⁹ The LAS District 2015 UWMP found that Cal Water has more than sufficient well capacity to meet the demands unserved by SCVWD purchases through 2040.

The project site is currently developed with a 78,950-square foot office building and associated paved surface parking and landscaping. The water demand of the existing on-site office development is estimated to be approximately 22.6 million gallons per year, or 62,007 gallons per day.⁶⁰ The project site is served by an existing eight-inch water main in El Camino Real.

⁵⁹ California Water Service. *2016 Water Quality Service Report*. <https://www.calwater.com/docs/ccr/2016/las-las-2016.pdf>. Accessed December 21, 2018.

⁶⁰ California Emissions Estimator Model. *Appendix D – Table 9.1 Water Use Rates*. September 2016.

Sanitary Sewer/Wastewater Treatment

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. The City's collection system includes approximately 140 miles of sewer pipes, most of which are six-inch and eight-inch vitrified clay pipe.⁶¹

The PARWQCP has an annual treatment capacity of 40 million gallons per day (mgd), with the City of Los Altos allocated 3.6 mgd of the plant's treatment capacity (nine percent). In 2015, the average dry weather flow to the PARWQCP was 18.4 mgd, with Los Altos contributing 3.47 mgd.⁶²

An existing six-inch sewer main in El Camino Real serves the project site. The existing office building on the project site is estimated to generate approximately 19.21 mgd of wastewater per year, or 52,706 gallons per day.⁶³

Storm Drainage

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. An existing 12-inch storm drain line serving the project area crosses through the central portion of the project site within an existing easement. Flows from the project site are discharged to Adobe Creek and ultimately, the San Francisco Bay.

Solid Waste

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 2039.⁶⁴

⁶¹ City of Los Altos. "Public Works – Sanitary Sewer." <https://www.losaltosca.gov/publicworks/page/sanitary-sewer-0>. Accessed December 20, 2018.

⁶² California Water Service Company. *2015 Urban Water Management Plan – Los Altos Suburban District*. June 2016.

⁶³ Based on the California Emissions Estimator Model (CalEEMod) standard wastewater generation rate of 85 percent of total water usage. CalEEMod is a statewide land use emissions computer model designed to quantify criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.

⁶⁴ Kelapanda, Achaya. Environmental Manager, Republic Services, Inc. Personal Communication. May 17, 2018.

The existing office building on the project site is estimated to generate approximately 73.4 tons of solid waste per year.⁶⁵

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact UTL-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. (Less than Significant Impact)

⁶⁵ California Emissions Estimator Model. Appendix D – Table 10.1 Solid Waste Disposal Rates. September 2016.

Sanitary Sewer Facilities

The proposed project would connect to the City's existing sanitary sewer system. The existing sanitary sewer lines in El Camino Real would be utilized by the project to convey wastewater flows from the project to the 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.⁶⁶ 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 El Camino Real. **(Less than Significant Impact)**

Storm Drainage Facilities

Implementation of the proposed project would marginally decrease the impervious surface area on-site, resulting in a net reduction of runoff volumes and rates. Installation of the proposed flow-through planters and bioretention areas would further reduce post-construction runoff flows, minimizing the project's impacts to the existing storm drain system.

The City of Los Altos' Storm Water Management Master Plan identified various deficiencies in the City's storm drainage system and provided recommendations for follow-up actions to address these deficiencies. The project site is not located adjacent to, or in the vicinity of, identified deficiencies in the storm drainage system. The proposed project would not exacerbate existing storm drainage deficiencies and, compared to existing on-site conditions, would reduce the demand placed on the City's storm drainage system by reducing impervious surfaces and implementing BMPs to treat stormwater runoff generated at the site, per the Municipal Regional Permit. For these reasons, the proposed project would not require the construction of new storm drainage infrastructure. The project proposes to relocate the existing City storm drain line that passes through the project site. The new alignment would follow the proposed perimeter drive along the southern and eastern project boundaries. The on-site relocation of the storm drain would not result in significant environmental impacts. For these reasons, the proposed project would not result in a significant impact to storm drainage facilities. **(Less than Significant Impact)**

Water Facilities

The proposed project would connect to existing eight-inch water main in El Camino Real. 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 in El Camino Real. **(Less than Significant Impact)**

Electric Power, Natural Gas, and Telecommunication Utilities

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

⁶⁶ City of Los Altos. *Sanitary Sewer System Master Plan Update*. February 2013.

proposed project would not result in a significant impact due to the expansion or relocation of electric power, natural gas, or telecommunication facilities. **(Less than Significant Impact)**

Impact UTL-2: The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. (Less than Significant Impact)

The proposed project would redevelop a site includes the construction of 196 multi-family residential units in two condominium buildings and two townhome buildings. The proposed project would generate a gross water demand of approximately 20.82 million gallons per year⁶⁷, which is a net decrease in water consumption from the site's current use. 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 incrementally decrease 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. **(Less than Significant Impact)**

Impact UTL-3: The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (Less than Significant Impact)

The PARWQCP has capacity to treat 40 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. The proposed residential project is estimated to generate approximately 17.7 million gallons of wastewater per year, or 48,493 gallons per day. Similar to the estimated water demand for the project, the estimated wastewater generation from the project would slightly decrease from the current office building use on the site. 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. **(Less than Significant Impact)**

Impact UTL-4: The project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure. (Less than Significant Impact)

Solid waste generated by the proposed project would be disposed of at Newby Island Landfill in Milpitas. As of May 17, 2018, Newby Island Landfill had approximately 16.9 million cubic yards of capacity remaining and an estimated closure in 2039.⁶⁸ The proposed project is estimated to generate approximately 90.2 tons of solid waste per year.⁶⁹ This amounts to a net increase of 16.8 tons of solid

⁶⁷ California Emissions Estimator Model. *Appendix D – Table 9.1 Water Use Rates*. September 2016.

⁶⁸ Kelapanda, Achaya. Environmental Manager, Republic Services, Inc. Personal Communication. May 17, 2018.

⁶⁹ CalEEMod. *Appendix D – Table 10.1 Solid Waste Disposal Rates*. September 2016.

waste per year compared to the waste generated by the existing office building on the site. 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. **(Less than Significant Impact)**

Impact UTL-5: The project would not negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals. (Less than Significant Impact)

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. **(Less than Significant Impact)**

Impact UTL-6: The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste. (Less than Significant Impact)

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. **(Less than Significant Impact)**

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

4.20.1.2 *Existing Conditions*

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).^{70 71} The project site is not located near wildlands that could present a fire hazard.

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1) Impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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 a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

⁷⁰ CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – State Responsibility Area*. November 2007.
⁷¹ CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – Local Responsibility Area*. October 2008.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

4.21.1 Impact Discussion

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

Impact MFS-1: The project does not 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 a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

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 4.3, Air Quality*, implementation of standard measures and mitigation measures (**MM AIR-2 and 3**) for impacts during project construction would reduce potentially significant air quality impacts to a less than significant level. As discussed in *Section 4.4, Biological Resources*, implementation of mitigation measures (**MM BIO-1.1 – 1.3**) 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 4.5, Cultural Resources*, with implementation of the identified standard measures and mitigation measures (**MM CULT-1.1 – 1.3**), the project would result in a less than significant impact on archaeological, historic, and paleontological resources. Significant project-level impacts can all be mitigated to a less than significant level. (**Less than Significant Impact with Mitigation Incorporated**)

Impact MFS-2: The project does not have impacts that are individually limited, but cumulatively considerable. (**Less than Significant Impact with Mitigation Incorporated**)

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 would result in temporary water quality, biological, greenhouse gas and noise impacts during construction. With the implementation of the identified Standard Permit Conditions, 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 the Standard Permit Conditions as a condition of approval, and **MM CUL-1.1** to **MM CUL-1.5**, the proposed project would not have a cumulatively considerable impact on cultural resources in the project area.

The project’s cumulatively considerable impact on air quality and transportation are discussed below. 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.

Cumulative Air Quality Impacts

As discussed in *Section 4.3, Air Quality*, BAAQMD cumulative source thresholds would be exceeded when considering the combined emissions of TACs from El Camino Real and project construction. However, implementation of Mitigation Measures **MM AIR-3** would reduce the cumulative risk of air pollutant exposure to the MEI to a less than significant level.

Cumulative Transportation Impacts

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.

Impact MFS-3: The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

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 adhere to General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. As discussed in *Section 4.3, Air Quality*, with implementation of mitigation measure **MM AIR-3**, project construction activities would not expose sensitive receptors in the project area to health risks associated with mobile and stationary sources of toxic air contaminants above CEQA significance thresholds. No other direct or indirect adverse effects on human beings have been identified.

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

Bay Area Air Quality Management District. *Annual Bay Area Air Quality Summaries*.

Bay Area Air Quality Management District. *CEQA Guidelines*. May 2011.

CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – Local Responsibility Area*. October 2008.

CAL FIRE. *Santa Clara County Fire Hazard Safety Zone Map – State Responsibility Area*. November 2007.

California Building Standards Commission. “Welcome to the California Building Standards Commission.” Accessed February 14, 2019. <http://www.bsc.ca.gov/>.

California Department of Natural Resources. *Santa Clara County Important Farmland 2016 Map*.

California Department of Tax and Fee Administration. Net Taxable Gasoline Gallons. Accessed February 16, 2018. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.

California Department of Transportation. California Scenic Highway Mapping System, San Mateo County. Accessed January 22, 2019. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.

California Emissions Estimator Model. *Appendix D – Table 9.1 Water Use Rates*. September 2016.

California Gas and Electric Utilities. *2017 California Gas Report*. Accessed February 21, 2019. https://www.socalgas.com/regulatory/documents/cgr/2017_California_Gas_Report_Supplement_63017.pdf

California Water Service. *2016 Water Quality Service Report*. <https://www.calwater.com/docs/ccr/2016/las-las-2016.pdf>. Accessed December 21, 2018.

CARB. “Overview: Diesel Exhaust and Health.” Accessed: January 10, 2019. <https://www.arb.ca.gov/research/diesel/diesel-health.htm>.

CARB. “The Advanced Clean Cars Program”. Accessed January 10, 2019. <https://www.arb.ca.gov/msprog/acc/acc.htm>.

CEC. “Natural Gas Consumption by County”. Accessed February 21, 2019. <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

City of Los Altos, Historical Commission. "Historic Inventory". Accessed December 7, 2018.
<https://www.losaltosca.gov/historicalcommission/page/historic-inventory>

City of Los Altos. "Public Works – Sanitary Sewer."
<https://www.losaltosca.gov/publicworks/page/sanitary-sewer-0>. Accessed December 20, 2018.

City of Los Altos. "Public Works – Sanitary Sewer."
<https://www.losaltosca.gov/publicworks/page/sanitary-sewer-0>. Accessed December 20, 2018.

City of Los Altos. *City of Los Altos 2015-2023 Housing Element*. May 26, 2014.

City of Los Altos. *Los Altos General Plan and City Code*.

City of Los Altos. *Sanitary Sewer System Master Plan Update*. February 2013.

City of Los Altos. *Stormwater Master Plan*. April 2016.

Dahl, Zachary. Planning Services Manager, Community Development Department, City of Los Altos.

Dutchints Development, LLC/Studio T-Square. *Submittal for Design Review*. December 3, 2018.

Engco Incorporated. 5150 El Camino Real, Los Altos, California, *Preliminary Geotechnical Exploration*. March 9, 2018.

Federal Emergency Management Agency. *Flood Insurance Rate Map Number 06085C0038H*. May 18, 2009.

Federal Emergency Management Agency. Flood Insurance Rate Map, Community Panel No. 06085C0038H. Effective Date: May 18, 2009.

Hexagon Transportation Consultants, Inc. – *5150 El Camino Real Residential Development Traffic Impact Analysis*. March 14, 2019.

Holman & Associates. *Results of a CEQA Archaeological Literature Search for 5150 El Camino Real, Los Altos, Santa Clara County, California*. January 17, 2019.

Illingworth & Rodkin, Inc. *5150 El Camino Real Noise and Vibration Assessment*. February 7, 2019.

Illingworth & Rodkin, Inc. *Air Quality and Greenhouse Gas Assessment*. March 6, 2019.

Kelapanda, Achaya. Environmental Manager, Republic Services, Inc. Personal Communication. May 17, 2018.

Kielty Arborist Services LLC – *5150 El Camino Real, Los Altos, CA*. May 8, 2018.

Los Altos School District. <http://www.myschoollocation.com/losaltosd/> Accessed December 7, 2018.

National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards*. August 28, 2012. Accessed February 21, 2019. <http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards>.

Partner Engineering and Science, Inc. *Phase I Environmental Site Assessment Report, Los Altos Plaza, 5150 El Camino Real, Los Altos, California*. February 22, 2018.

PG&E. “Exploring Clean Energy Solutions”. Accessed February 14, 2019. https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page

Public Law 110–140—December 19, 2007. Energy Independence & Security Act of 2007. Accessed February 21, 2019. <http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf>.

Santa Clara County of Emergency Services. *Annex to 2010 Association of Bay Area Government Local Hazard Mitigation Plan*. December 2011.

Santa Clara County. *Santa Clara County Geologic Hazard Zones Map*. October 2012.

Santa Clara Valley Habitat Agency. “Geobrowser”. Accessed December 4, 2018. <http://www.hcpmaps.com/habitat/>.

Santa Clara Valley Water District. *2016 Groundwater Management Plan*. Figure 1-3. 2016.

Santa Clara Valley Water District. *Flood Inundation Maps*. April 2016.

State of California. *2013 State Hazards Mitigation Plan*. 2013. Accessed October 30, 2018. http://hazardmitigation.calema.ca.gov/plan/state_multi-hazard_mitigation_plan_shmp.

State Water Resources Control Board, “Construction Storm Water Program.” Accessed December 14, 2018. https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml

U.S. Census Bureau. “QuickFacts”. Accessed December 6, 2018. <https://www.census.gov/quickfacts/losaltoscitycalifornia>

U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed February 21, 2019. <http://www.afdc.energy.gov/laws/eisa>.

U.S. EPA. Office of Superfund Remediation and Technology Innovation. *Close Out Procedures for National Priorities List Sites*. May 2011.

U.S. EPA. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Accessed February 21, 2019. <https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles>.

United States Energy Information Administration. *State Profile and Energy Estimates, 2016*. Accessed February 21, 2019. <https://www.eia.gov/state/?sid=CA#tabs-2>.

US Geological Survey. *Seismic Seiches*. Accessed January 22, 2019. <http://earthquake.usgs.gov/learn/topics/seiche.php>.

SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of Los Altos – Community Development Department

Zachary Dahl, AICP, Planning Services Manager

6.2 CONSULTANTS

David J. Powers & Associates, Inc.

Environmental Consultants and Planners

Demetri Loukas, Principal Project Manager

Mike Campbell, AICP, Project Manager

Danny DeBrito, Assistant Project Manager

Zachary Dill, Graphic Artist

ENGEO, Inc.

Geotechnical Consultants

Hexagon Transportation Consultants, Inc.

Traffic Consultants

Holman & Associates

Archaeological Consultants

Kielty Arborist Services LLC

Certified Arborist

Illingworth & Rodkin, Inc.

Air Quality and Noise Consultants

Partner Engineering and Science, Inc.

Hazardous Materials Consultants

APPENDIX A

Air Quality & Greenhouse Gas Assessment

5150 EL CAMINO REAL AIR QUALITY & GREENHOUSE GAS ASSESSMENT

Los Altos, California

March 6, 2019

Revised June 7, 2019

Prepared for:

**Demetri Loukas &
Mike Campbell, AICP, CPSWQ
David J. Powers & Associates, Inc
1871 The Alameda, Suite 200
San José, CA 95126**

Prepared by:

**Mimi McNamara,
Casey Divine,
James Reyff &
Bill Popenuck**

ILLINGWORTH & RODKIN, INC.
//// Acoustics • Air Quality ///

429 East Cotati Avenue
Cotati, CA 94931
(707) 794-0400

Project: #18-227

Introduction

The purpose of this report is to address air quality impacts and compute greenhouse gas (GHG) emissions associated with a new residential project located at 5150 El Camino Real in Los Altos, California. The air quality impacts and GHG emissions from this project would be associated with the demolition of the existing uses at the site, the construction of the new building and infrastructure, and operation of the project. Air pollutant and GHG emissions associated with the construction and operation of the project were predicted using models. In addition, the potential construction health risk impact to nearby sensitive receptors and the impact of existing toxic air contaminant (TAC) sources affecting the proposed residences were evaluated. This analysis addresses those issues following the guidance provided by the Bay Area Air Quality Management District (BAAQMD).¹

Project Description

The approximately 3.8-acre project site is located on the south side of El Camino Real (State Route 82 [SR 82]) at its terminus with Rengstorff Avenue, in northern Los Altos. The project proposes to demolish an existing on-site 78,950 square foot (SF) office building and paved parking lot and construct two five-story condominium buildings and two three-story townhome buildings. In total, the project would provide 196 multiple-family residential units. The condominium buildings would provide 172 residential units with approximately 182,325 SF of residential space. The townhome buildings would provide 24 residential units with approximately 46,684 SF of residential space. The project would provide a total of 290 parking spaces. One level of belowground parking would provide 236 parking spaces for residents of the proposed condominiums. Each townhome would include an attached garage at ground level with two parking spaces, amounting to a total of 48 spaces. Six surface parking spaces would be provided for guests and two larger spaces would be provided for loading and deliveries.

Construction of the proposed project is anticipated to occur in three phases, beginning in January 2021. Phase I would construct the at-grade, three-story townhomes at the southern end (rear) of the project site. Phase II would construct the five-story condominium building on the northeastern end of the project site, and the northeastern half of the below-ground parking garage. Phase III would construct the final five-story condominium building at the northwestern end of the site and the northwestern half of the parking garage. Overall, construction of the proposed project is estimated to take 40 months in total. Note that throughout the document that the project is frequently addressed by its phases (i.e. Phase I, Phase II, and Phase III).

Setting

The project is located in Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).

¹ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

Air Pollutants of Concern

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region-wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs. The most recent Office of Environmental Health Hazard Assessment (OEHHA) risk assessment guidelines were published in February of 2015.² See *Attachment 1* for a detailed description of the community risk modeling methodology used in this assessment.

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly

² OEHHA, 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. Office of Environmental Health Hazard Assessment. February.

over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. For cancer risk assessments, children are the most sensitive receptors, since they are more susceptible to cancer causing TACs. Residential locations are assumed to include infants and small children. The project would introduce new sensitive receptors in the form of residences. The closest sensitive receptors to the project site are residences of single-family homes to the south and of multi-family apartments to the west project site. There are also daycare centers (Mountain View KinderCare ages 0-5 years, Mountain View-Los Altos Montessori Children's Center ages 2-5 years) to the east and northwest of the project site.

Regulatory Agencies

The BAAQMD is the regional agency tasked with managing air quality in the region. At the State level, the CARB (a part of the California Environmental Protection Agency [EPA]) oversees regional air district activities and regulates air quality at the State level. The BAAQMD has recently published California Environmental Quality Act (CEQA) Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.

Regulatory Setting

Federal Regulations

The United States Environmental Protection Agency (EPA) sets nationwide emission standards for mobile sources, which include on-road (highway) motor vehicles such trucks, buses, and automobiles, and non-road (off-road) vehicles and equipment used in construction, agricultural, industrial, and mining activities (such as bulldozers and loaders). The EPA also sets nationwide fuel standards. California also has the ability to set motor vehicle emission standards and standards for fuel used in California, as long as they are the same or more stringent than the federal standards.

In the past decade the EPA has established a number of emission standards for on- and non-road heavy-duty diesel engines used in trucks and other equipment. This was done in part because diesel engines are a significant source of NO_x and particulate matter (PM₁₀ and PM_{2.5}) and because the EPA has identified DPM as a probable carcinogen. Implementation of the heavy-duty diesel on-road vehicle standards and the non-road diesel engine standards are estimated to reduce particulate matter and NO_x emissions from diesel engines up to 95 percent in 2030 when the heavy-duty vehicle fleet is completely replaced with newer heavy-duty vehicles that comply with these emission standards.³

In concert with the diesel engine emission standards, the EPA has also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The new standards reduced the amount of sulfur allowed by 97 percent for highway diesel fuel (from 500 parts per million by weight [ppmw] to 15 ppmw), and by 99 percent for off-highway diesel fuel

³ USEPA, 2000. *Regulatory Announcement, Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements*. EPA420-F-00-057. December.

(from about 3,000 ppmw to 15 ppmw). The low sulfur highway fuel (15 ppmw sulfur), also called ultra-low sulfur diesel (ULSD), is currently required for use by all vehicles in the U.S. All of the above federal diesel engine and diesel fuel requirements have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

State Regulations

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.⁴ In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, a significant component of the plan involves application of emission control strategies to existing diesel vehicles and equipment. Many of the measures of the Diesel Risk Reduction Plan have been approved and adopted, including the federal on-road and non-road diesel engine emission standards for new engines, as well as adoption of regulations for low sulfur fuel in California. CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. CARB regulations require on-road diesel trucks to be retrofitted with particulate matter controls or replaced to meet 2010 or later engine standards that have much lower DPM and PM_{2.5} emissions. This regulation will substantially reduce these emissions between 2013 and 2023. While new trucks and buses will meet strict federal standards, this measure is intended to accelerate the rate at which the fleet either turns over so there are more cleaner vehicles on the road or is retrofitted to meet similar standards. With this regulation, older, more polluting trucks would be removed from the roads sooner.

CARB has also adopted and implemented regulations to reduce DPM and NO_x emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors, bulldozers, backhoes, off-highway trucks, etc.). The regulations apply to diesel-powered off-road vehicles with engines 25 horsepower (hp) or greater. The regulations are intended to reduce particulate matter and NO_x exhaust emissions by requiring owners to turn over their fleet (replace older equipment with newer equipment) or retrofit existing equipment in order to achieve specified fleet-averaged emission rates. Implementation of this regulation, in conjunction with stringent federal off-road equipment engine emission limits for new vehicles, will significantly reduce emissions of DPM and NO_x.

Bay Area Air Quality Management District (BAAQMD)

BAAQMD has jurisdiction over an approximately 5,600-square mile area, commonly referred to as the San Francisco Bay Area (Bay Area). The District's boundary encompasses the nine San Francisco Bay Area counties, including Alameda County, Contra Costa County, Marin County, San Francisco County, San Mateo County, Santa Clara County, Napa County, southwestern Solano County, and southern Sonoma County.

⁴ California Air Resources Board, 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. October.

BAAQMD is the lead agency in developing plans to address attainment and maintenance of the National Ambient Air Quality Standards and California Ambient Air Quality Standards. The District also has permit authority over most types of stationary equipment utilized for the proposed project. The BAAQMD is responsible for permitting and inspection of stationary sources; enforcement of regulations, including setting fees, levying fines, and enforcement actions; and ensuring that public nuisances are minimized.

The BAAQMD California Environmental Quality Act (CEQA) Air Quality Guidelines⁵ were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and greenhouse gas emissions.

City of Los Altos General Plan 2002-2020

The City of Los Altos General Plan 2002-2020 includes goals, policies, and actions to reduce exposure of the City's sensitive population to exposure of air pollution, toxic air contaminants, and GHG emissions. The following goals, policies, and actions are applicable to the proposed project:

Goal 8: Maintain or improve air quality in Los Altos.

Policy 8.1: Support the principles of reducing air pollutants through land use, transportation, and energy use planning.

Policy 8.2: Encourage transportation modes that minimize contaminant emissions from motor vehicle use.

Policy 8.3: Interpret and implement the General Plan to be consistent with the regional Bay Area Air Quality Management Plan, as periodically updated.

Policy 8.4: Ensure location and design of development projects so as to conserve air quality and minimize direct and indirect emissions of air contaminants.

City of Los Altos Climate Action Plan

The City of Los Altos has developed a Climate Action Plan (CAP).⁶ The CAP includes a goal to improve communitywide emissions efficiency by 15 percent over 2005 levels by 2020. The reduction measures included in this plan are a diverse mix of incentives, education, and regulations applicable to both new and existing development. The measures are designed to reduce emissions from each source to avoid relying on any one strategy or sector to achieve the target.

⁵ Bay Area Air Quality Management District, 2017. *CEQA Air Quality Guidelines*. May.

⁶ PMC. City of Los Altos Climate Action Plan. December 2013.

Significance Thresholds

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in the District’s 2011 *CEQA Air Quality Guidelines*. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The thresholds were challenged through a series of court challenges and were mostly upheld. BAAQMD updated the *CEQA Air Quality Guidelines* in 2017 to include the latest significance thresholds that were used in this analysis are summarized in Table 1.

Table 1. Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)	
Excess Cancer Risk	>10.0 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual PM _{2.5}	>0.3 µg/m ³	>0.8 µg/m ³	
Greenhouse Gas Emissions			
Land Use Projects – direct and indirect emissions	Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020) 660 metric tons annually or 2.8 metric tons per capita (for 2030) *		
Note: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. GHG = greenhouse gases.			
*BAAQMD does not have a recommended post-2020 GHG threshold.			

Air Quality Impacts and Mitigation Measures

Impact 1: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable State or federal ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the site assuming full build-out of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The model output from CalEEMod is included as *Attachment 2*.

Construction period emissions

CalEEMod provided annual emissions for construction and estimates emissions for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. A construction build-out scenario, including equipment list and schedule, was based on CalEEMod default information. However, the project applicant did provide the start and end dates (i.e. month and year) per phase. The proposed land uses were entered into CalEEMod as follows in Table 2.

Table 2. 5150 El Camino Real Land Use Inputs by Phase

	Phase I	Phase II	Phase III
Residential	24 Townhome Units & 46,684 square feet	86 Condominiums & 166,728 square feet	86 Condominiums & 155,446 square feet
Parking	6 Parking Spaces entered as "Parking Lot"	122 parking spaces entered as "Enclosed Parking with an Elevator"	117 parking spaces entered as "Enclosed Parking with an Elevator"
Other <i>Note: Demolition and Site Preparation were assumed to occur all during Phase I. The construction phasing for Phase II & 3 were adjusted accordingly.</i>	1.11 acres of "Other Asphalt Surface" to represent driveways that would be constructed during Phase I 79,000 square feet of building demolition. 52 one-way trips estimated for pavement hauling during demolition	Construction phases included were grading, trenching, building construction, paving, and architectural coating	Construction phases included were grading, trenching, building construction, paving, and architectural coating

As stated above, the project applicant did provide the start and end dates for each phase. Therefore, the provided start date was used, but the end date and length of each phase was based on the estimated construction schedule generated by CalEEMod defaults. The estimated construction length of each phase is as follows:

- Phase I construction would begin January 2021 and last 12 months,
- Phase II construction would start May 2021 and last 13 months
- Phase III construction would start December 2021 and 12 months⁷

The estimated number of construction workdays (considering the schedule overlap) would be 540 days. Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Table 2 shows average daily construction emissions of ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust during construction of the project. As indicated in Table 2, predicted the construction period emissions would not exceed the BAAQMD significance thresholds.

Table 3. Construction Period Emissions

Scenario	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
2021 Construction Emissions (includes Phase I and Phase II construction)	0.77 tons	3.61 tons	0.17 tons	0.16 tons
2022 Construction Emissions (includes Phase II and Phase III construction)	2.65 tons	3.19 tons	0.15 tons	0.14 tons
Total construction emissions (tons)	3.41 tons	6.80 tons	0.32 tons	0.31 tons
Average daily emissions (pounds)¹	13.55 lbs./day	26.98 lbs./day	1.28 lbs./day	1.21 lbs./day
<i>BAAQMD Thresholds (pounds per day)</i>	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No
Notes: ¹ Assumes 504 workdays.				

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. *Mitigation Measure AQ-1 would implement BAAQMD-recommended best management practices.*

⁷ The provided construction start and end dates assumed that Phase III construction would start in December 2021 and end in June 2023. More detailed construction scheduling and equipment were not available at the time of this analysis. Therefore, the CalEEMod default construction schedule that was used did not have Phase III construction continue into the year 2023. However, due to the condensed construction timeline the average daily construction period emissions would be slightly overpredicted since the number of workdays estimated are less than the proposed length of construction. Thus, construction period emissions are predicted to be even less if the actual number of workdays were used within the analysis.

Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction.

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. 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.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. 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.
6. 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.
7. 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.
8. Post a publicly visible sign with the 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 Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Effectiveness of Mitigation Measure AQ-1

The measures above are consistent with BAAQMD-recommended basic control measures for reducing fugitive particulate matter that are contained in the BAAQMD CEQA Air Quality Guidelines.

Operational Period Emissions

Operational air emissions from the project would be generated primarily from automobiles driven by future residents. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are typical emissions from these types of uses. CalEEMod was also used to estimate emissions from operation of the proposed project assuming full build-out.

Land Uses

The project land uses were input to CalEEMod as described above for the construction period modeling.

Model Year

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The earliest the project could possibly be constructed and begin operating would be 2024. Emissions associated with build-out later than 2024 would be lower.

Trip Generation Rates

CalEEMod allows the user to enter specific vehicle trip generation rates, which were input to the model using the daily trip generation rate provided in the project trip generation table. The Saturday and Sunday trip rates were assumed to be the weekday rate adjusted by multiplying the ratio of the CalEEMod default rates for Saturday and Sunday trips. The project traffic analysis provided project trip generation values for the townhomes/condominiums.⁸ The weekday trip rate used for the apartments was 7.32 trips per day. This changed the Saturday trip rate to 7.14 trips per day and the Sunday trip rate to 6.09 trips per day.

Energy

CalEEMod defaults for energy use were used, which include the 2016 Title 24 Building Standards. Indirect emissions from electricity were computed in CalEEMod. The model has a default rate of 641.3 pounds of CO₂ per megawatt of electricity produced, which is based on PG&E's 2008 emissions rate. The rate was adjusted to account for PG&E's projected 2020 CO₂ intensity rate. This 2020 rate is based, in part, on the requirement of a renewable energy portfolio standard of 33 percent by the year 2020. The derived 2020 rate for PG&E was estimated at 290 pounds of CO₂ per megawatt of electricity delivered.⁹

Silicon Valley Clean Energy (SVCE) is the official electricity provider for Los Altos.¹⁰ SVCE purchases carbon-free electricity and partners with PG&E to deliver this electricity over existing

⁸ Hexagon Transportation Consultants, Inc., 2019. *5150 El Camino Real Residential Development*. January

⁹ Pacific Gas & Electric, 2015. *Greenhouse Gas Emission Factors: Guidance for PG&E Customers*. November.

¹⁰ City of Los Altos, <https://www.losaltosca.gov/community/page/los-altos-residents-and-businesses-receive-carbon-free-electricity-competitive-rates>

power lines that they maintain. SVCE provides 100-percent carbon-free energy. However, customers have the option to opt out of the program and purchase electricity from PG&E, which is not carbon free, as described above. This analysis conservatively assumes a 10-percent non-participation rate.

Other Inputs

Default model assumptions for emissions associated with solid waste generation use were applied to the project. Water/wastewater use were changed to 100% aerobic conditions to represent wastewater treatment plant conditions. All hearths were assumed to be powered by gas.

Existing Uses

A CalEEMod model run was developed to compute emissions from use of the existing building as if it was operating in 2024. The input for this modeling scenario included 79,000-sf entered as “General Office Building”. This input was applied to the model in the same manner described for the proposed project.

As shown in Table 4, operational emissions would not exceed the BAAQMD significance thresholds. This would be considered a *less-than-significant* impact.

Table 4. Operational Emissions

Scenario	ROG	NO _x	Total PM ₁₀	Total PM _{2.5}
2024 Project Operational Emissions (tons/year)	2.05 tons	1.27 tons	1.23 tons	0.35 tons
2024 Existing Use Emissions (tons/year)	0.45 tons	0.48 tons	0.38 tons	0.11 tons
Net Annual Emissions (tons/year)	1.60tons	0.79 tons	0.85 tons	0.11 tons
BAAQMD Thresholds (tons /year)	10 tons	10 tons	15 tons	10 tons
Exceed Threshold?	No	No	No	No
2021 Project Operational Emissions (lbs/day) ¹	8.75 lbs.	4.34 lbs.	4.66 lbs.	1.34 lbs.
BAAQMD Thresholds (pounds/day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No	No

Notes: ¹ Assumes 365-day operation.

Impact 2: Expose sensitive receptors to substantial pollutant concentrations?

Project impacts related to increased community risk can occur either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of TACs or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity.

The project would introduce new residents that are sensitive receptors. Additionally, temporary project construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors. A construction health risk assessment was prepared to

address project construction impacts on the offsite sensitive receptors. Operation of the project is not expected to be a source of TAC or localized air pollutant emissions, as the project would not generate substantial truck traffic or include stationary sources of emissions.

Community risk impacts are addressed by predicting increased lifetime cancer risk, the increase in annual PM_{2.5} concentrations and computing the Hazard Index (HI) for non-cancer health risks. The following sections discuss the community health risk impacts from construction, health risk impacts to the new project sensitive receptors, and the cumulative community health risk impact. The methodology for computing community risks impacts is contained in *Attachment 1*.

Construction Community Health Risk Impacts

Project Construction Activity

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations. Construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted that evaluated potential health effects to nearby sensitive receptors from construction emissions of DPM and PM_{2.5}.¹¹ This assessment included dispersion modeling to predict the offsite and onsite concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

Construction Emissions

The CalEEMod model provided total annual PM₁₀ exhaust emissions (assumed to be DPM) for the off-road construction equipment and for exhaust emissions from on-road vehicles, with total emissions from all construction stages as 0.3217 tons (643 pounds). The on-road emissions are a result of haul truck travel during demolition and grading activities, worker travel, and vendor deliveries during construction. A trip length of one mile was used to represent vehicle travel while at or near the construction site. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive PM_{2.5} dust emissions were calculated by CalEEMod as 0.0873 tons (175 pounds) for the overall construction period.

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict concentrations of DPM and PM_{2.5} at sensitive receptors (residences) in the vicinity of the project construction area. The AERMOD dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types

¹¹ DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

of emission activities for CEQA projects.¹² For each of the construction sites modeled, the modeling utilized two area sources to represent the on-site construction emissions, one for exhaust emissions and one for fugitive dust emissions. To represent the construction equipment exhaust emissions, an emission release height of 6 meters (19.7 feet) was used for the area sources. The elevated source height reflects the height of the equipment exhaust pipes plus an additional distance for the height of the exhaust plume above the exhaust pipes to account for plume rise of the exhaust gases. For modeling fugitive PM_{2.5} emissions, a near-ground level release height of 2 meters (6.6 feet) was used for the area sources. Emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources. Construction emissions were modeled as occurring daily between 7 a.m. to 4 p.m., when the majority of construction activity would occur.

The modeling used a 5-year meteorological data set (2009-2013) from the Moffett Federal Airfield Airport prepared for use with the AERMOD model by CARB. Annual DPM and PM_{2.5} concentrations from construction activities at the project site during the 2021-2023 period were calculated using the model. DPM and PM_{2.5} concentrations were calculated at nearby sensitive receptor locations. Receptor heights of 1.5 meters (4.9 feet) and 4.5 meters (14.7 feet) were used to represent the breathing height of nearby residences in nearby apartments and single-family homes.

Community Risk Impacts

Figure 1 shows the locations where the maximum-modeled DPM and PM_{2.5} concentrations occurred. The maximum concentrations occurred on the first-floor (1.5-meter receptor breathing height) of a townhome residence located southeast of the project site. The maximum increased cancer risk at the location of the maximally exposed individual (MEI) was calculated using the BAAQMD recommended methods and the maximum annual modeled DPM concentration. The cancer risk calculations are based on applying the BAAQMD recommended age sensitivity factors to the TAC concentrations. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. BAAQMD-recommended exposure parameters were used for the cancer risk calculations, as described in *Attachment 1*. Infant and adult exposures were assumed to occur at all residences through the entire construction period. *Attachment 3* includes the construction emission calculations and source information used in the modeling and the cancer risk calculations.

Results of this assessment indicated that the maximum excess residential cancer risks, maximum PM_{2.5} concentration, and HI would exceed the BAAQMD significance threshold of 10 in one million for cancer risk, 0.3 µg/m³ for PM_{2.5} concentrations, and 0.1 for HI. *Implementation of Mitigation Measure AQ-2 would reduce these impacts to a level of less-than-significant* as seen in Table 5.

¹² Bay Area Air Quality Management District (BAAQMD), 2012, *Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0*. May.

Table 5. Construction Risk Impacts at the Offsite MEI

Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Project Construction	Unmitigated	148.6 (infant)	0.85
	Mitigated	3.0 (infant)	0.05
<i>BAAQMD Single-Source Threshold</i>		<i>>10.0</i>	<i>>0.3</i>
<i>Significant?</i>			
Unmitigated	Yes	Yes	Yes
Mitigated	No	No	No

Figure 1. Project Construction Site and Locations of Off-Site Sensitive Receptors and TAC Impacts from Project Construction



Additionally, modeling was conducted to calculate the risk impacts at two sensitive receptor groups, which included KinderCare Mountain View and Mountain View-Los Altos Montessori Children’s Center. Both are learning centers for children; however, KinderCare also provides infant (6 weeks to 1 year old) education and care. Modeling was also done for the occupants of the proposed townhomes. The modeling done to calculate the cancer risks, non-cancer health hazards, and maximum PM_{2.5} at each nearby group are described below.

KinderCare Mountain View

The KinderCare Mountain View school is adjacent to the eastern project boundary and approximately 70 feet away. A receptor height of 1.0 meter (3.3 feet) was used to represent the breathing height of the infants and children at the school. The exposure parameters for infants between the ages of 0-2 years old were used to calculate the maximum cancer risk. Results of this assessment indicated that maximum increased cancer risk, assuming child exposure and without any mitigation or construction emissions control, would be 106.2 in one million. The maximum-modeled annual PM_{2.5} concentration, which is based on combined exhaust and fugitive dust emissions, would be 0.65 µg/m³, and the maximum computed HI based on this DPM concentration would be 0.09. The cancer risk and maximum PM_{2.5} concentration do exceed their respective BAAQMD single-source thresholds. However, with *Mitigation Measure AQ-2* these risks are reduced to the following concentrations: 2.0 per million for the maximum cancer risk, 0.05 µg/m³ for the PM_{2.5} concentration, and <0.01 for the HI. None of these risk values exceed the BAAQMD single-source significance threshold for annual cancer risk, PM_{2.5} concentration, or HI.

Mountain View-Los Altos Montessori Children's Center

Mountain View-Los Altos Montessori Children's Center is located approximately 350 feet northwest of the project. The same breathing height was used, but the child exposure parameters were used to calculate the maximum cancer risk instead of the infant exposure parameters since the school is for preschoolers and kindergarteners. The results showed that the maximum increased cancer risk for the students would be 2.0 per million, the maximum annual PM_{2.5} concentration would be 0.05 µg/m³, and the HI would be 0.01. These risk values would not exceed the BAAQMD single-source significance threshold for annual cancer risk, PM_{2.5} concentration, or HI.

Project Sensitive Receptors

This analysis assumed that Phase I of the project could be occupied during construction of Phase II and III. During Phase II (i.e. year 2022 of construction), it is assumed that the townhomes would be occupied with new sensitive receptors based on information from the project applicant. For one year of exposure to construction, the maximum cancer risk would be 161.6 per million (assuming infant exposure), the PM_{2.5} concentration would 1.59 µg/m³, and the HI would be 0.20. The maximum cancer risk and PM_{2.5} concentration do exceed the BAAQMD single-source threshold of 10 per million for cancer risk and 0.3 µg/m³ for PM_{2.5} concentrations. However, with *Mitigation Measure AQ-2* the maximum cancer risk would be 5.0 per million (assuming infant exposure), the PM_{2.5} concentration would be 0.21 µg/m³, and the HI would be 0.01. These risk impacts are below the BAAQMD single-source threshold for cancer risk, PM_{2.5} concentration, and HI.

Mitigation Measure AQ-2: Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:

The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 93-percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:

1. All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 engines.¹³ Equipment that is electrically powered or uses non-diesel fuels would meet this requirement.
2. Cranes and generators set used during construction should be electrically powered.
3. Portable equipment (i.e. air compressors and welders) should also be electrically powered.

Effectiveness of Mitigation AQ-2

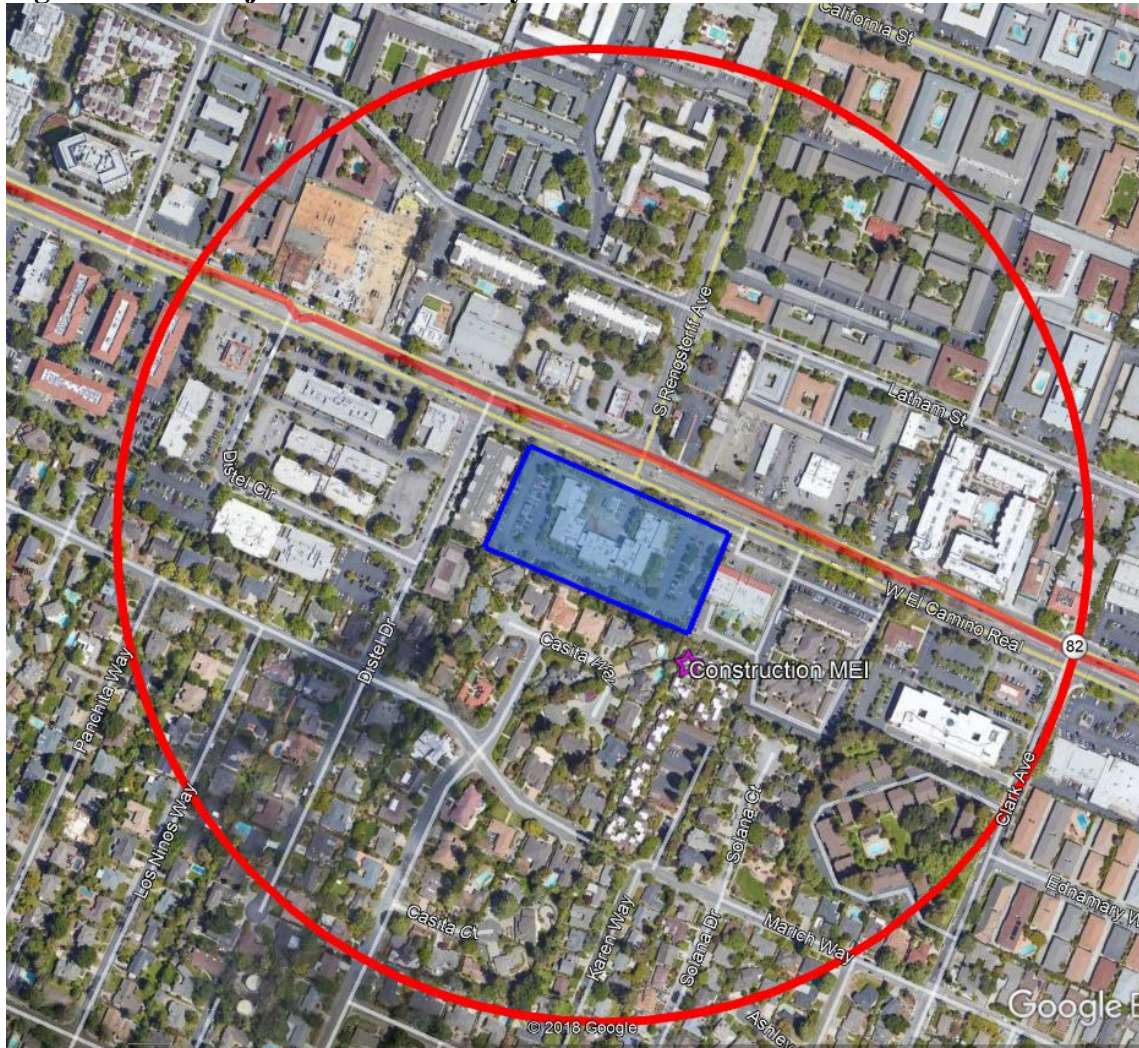
With mitigation described above using equipment that meets Tier 4 particulate matter standards and using some electrical equipment, the computed maximum increased lifetime residential cancer risk from construction, assuming infant exposure, would be 3.0 in one million or less, the maximum annual PM_{2.5} concentration would be 0.05 µg/m³, and the Hazard Index would be <0.01.

¹³ See <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

Operational Community Health Risk Impacts – New Residences

Community health risk assessments typically look at all substantial sources of TACs located within 1,000 feet of project sites. These sources include highways, busy surface streets and stationary sources identified by BAAQMD. The only source of TACs and localized air pollutants in the vicinity of the project is traffic from El Camino Real. No stationary sources of TACs were identified within the 1,000-ft influence area. The impacts of El Camino Real traffic upon the project were assessed. Figure 2 shows the sources affecting the project site. Details of the modeling and community risk calculations are included in *Attachment 4*.

Figure 2. Project Site and Nearby TAC and PM_{2.5} Sources



Stationary Sources

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Stationary Source Risk & Hazard Analysis Tool*. This mapping tool uses Google Earth. No stationary sources were found using this tool.

Highways – El Camino Real (State Route 82)

Since the BAAQMD screening tools indicated increased cancer risk at the project, dwelling units closest to El Camino Real, could exceed the cancer risk single-source thresholds, refined modeling was conducted. Refined modeling tends to predict more accurate results than the BAAQMD screening tool because project-specific information is used in the modeling. This includes roadway orientation with respect to receptors (i.e., where dwelling units would be located with respect to traffic), emission estimates (i.e., based on traffic speeds and traffic mix), and meteorological conditions near the project.

The refined analysis involved predicting traffic emissions for the traffic volume and mix of vehicle types on El Camino Real near the project site. These emissions were entered into a dispersion model to predict exposure to TACs. The associated cancer risks were computed based on the BAAQMD recommended methods¹⁴. *Attachment 1* includes a description of how community risk impacts, including cancer risk are computed.

A review of the traffic information reported by Caltrans indicates that the section of El Camino Real closest to the project has an average daily traffic (ADT) of 45,200 vehicles, as reported by Caltrans.¹⁵ This includes about 2.6 percent trucks, of which 0.6 percent are considered heavy duty trucks and 2.0 percent are medium duty trucks.¹⁶ The analysis involved the development of DPM, PM_{2.5}, and organic TAC emissions for traffic on El Camino Real using the CARB EMFAC2014 emission factor model and the traffic mix on El Camino Real, based on the Caltrans traffic data. DPM emissions are projected to decrease in the future and are reflected in the EMFAC2014 emissions data. CARB regulations require on-road diesel trucks to be retrofitted with particulate matter controls or replaced to meet 2010-or-later engine standards that have much lower DPM and PM_{2.5} emissions. This regulation will substantially reduce these emissions between 2013 and 2023. While new trucks and buses will meet strict federal standards, this measure is intended to accelerate the rate at which the fleet either turns over so there are more cleaner vehicles on the road or retrofitted to meet similar standards. With this regulation, older, more polluting trucks would be removed from the roads sooner.

Residential occupation of the project was assumed to begin in 2024 or thereafter. In order to estimate TAC and PM_{2.5} emissions over the 30-year exposure period used for calculating increased cancer risks of new project residents from traffic on El Camino Real, the EMFAC2014 model was used to develop vehicle emission factors for the year 2024 using the calculated mix of cars and trucks on El Camino Real. Year 2024 emissions were conservatively assumed as being representative of future conditions over the time period that cancer risks are evaluated (30 years), since overall vehicle emissions, and in particular diesel truck emissions will decrease in the future. Default EMFAC2014 vehicle model fleet age distributions for Santa Clara County were assumed. Average daily traffic volumes were calculated for 2024 based on Caltrans data for El Camino Real in 2017 and assuming traffic volumes increased 1 percent per year. Average hourly traffic

¹⁴ BAAQMD Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines. December 2016.

¹⁵ California Department of Transportation. 2018. *2017 Traffic Volumes on the California State Highway System*.

¹⁶ California Department of Transportation. 2017. *2016 Annual Average Daily Truck Traffic on California State Highways*

distributions for Santa Clara County roadways were developed using the EMFAC model,¹⁷ which were then applied to the average daily traffic volumes to obtain estimated hourly traffic volumes and emissions for El Camino Real. An average travel speed of 35 mph was used for all hours except two hours in the morning and evening peak periods. Average travel speeds during those hours were assumed to be 25 mph between 7 a.m. and 9 a.m. and between 4 p.m. and 6 p.m.

Emissions of total organic gases (TOG) were also calculated for 2024 using the EMFAC2014 model. These TOG emissions were then used in the modeling the organic TACs. TOG emissions from exhaust and for running evaporative losses from gasoline vehicles were calculated using EMFAC2014 default model values for Santa Clara County along with the traffic volumes and vehicle mixes for El Camino Real. PM_{2.5} emissions for vehicles traveling on El Camino Real were modeled using the same basic modeling approach that was used for assessing TAC emissions. All PM_{2.5} emissions from all vehicles were used, rather than just the PM_{2.5} fraction from diesel powered vehicles, because all vehicle types (i.e., gasoline and diesel powered) produce PM_{2.5}. Additionally, PM_{2.5} emissions from vehicle tire and brake wear and from re-entrained roadway dust were included in these emissions. PM_{2.5} re-entrained dust emissions from vehicles traffic were calculated using CARB emission calculation procedures.¹⁸ The emission rate calculations used in the analysis are shown in *Attachment 4*.

Dispersion modeling of TAC and PM_{2.5} emissions was conducted using the EPA AERMOD model, which is a BAAQMD recommended model for this type of analysis.¹⁹ East and west bound traffic on El Camino Real within about 1,000 feet of the project site were evaluated with the model. The modeling used a five-year data set (2006-2010) of hourly meteorological data from the San Jose Airport prepared by the BAAQMD for use with the AERMOD model. The airport is about 13 miles east of the project site. Other inputs to the model included road geometry, emission rates, and on-site project receptor locations and heights. Emissions from vehicles traveling on El Camino Real were modeled as line sources comprised of a series adjacent volume sources along each road segment modeled. The modeling included on-site receptors placed in the project residential areas on the first, second and third floor levels with 5-meter spacing (16.4 feet) between receptors. Receptor heights of 1.5 meters (4.9 feet), 4.95 meters (16.2 feet), and 8.2 meters (26.9 feet) were used to represent the breathing heights of residents on the first, second, and third floor receptors, respectively. The closest receptors to El Camino Real, and most affected, are those at the first floor that were represented with a receptor height of 1.5 meters. Figure 3 shows the roadway segments modeled and the project residential receptor locations used in the modeling.

The maximum increased lifetime cancer risk and annual PM_{2.5} concentrations for new residents at the first through third floor levels are shown in Table 6 and were computed using modeled TAC and PM_{2.5} concentrations and the BAAQMD recommended methods and exposure parameters described in *Attachment 1*. The maximum impacts occurred at the first-floor residential level in the northeastern portion of the project site. The maximum cancer risk of 3.3 in one million is below

¹⁷ The Burden output from EMFAC2007, a previous version of the EMFAC model, was used for this since the current web-based version of EMFAC2014 does not include Burden type output with hour by hour traffic volume information.

¹⁸ CARB, 2014. *Miscellaneous Process Methodology 7.9, Entrained Road Travel, Paved Road Dust*. Revised and updated, April 2014.

¹⁹ BAAQMD, 2012. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012.

the BAAQMD significance threshold of greater than 10.0 in one million for cancer risk. The maximum $\text{PM}_{2.5}$ concentration of $0.76 \mu\text{g}/\text{m}^3$ is above the BAAQMD significance threshold of an annual $\text{PM}_{2.5}$ concentration greater than $0.3 \mu\text{g}/\text{m}^3$. The maximum non-cancer health impact (hazard index) is less than 0.01 and is well below its BAAQMD significance threshold of a hazard index of 1.0. The location where the maximum TAC and $\text{PM}_{2.5}$ impacts from El Camino Real occurred is shown in Figure 3. Cancer risk at all floor levels and $\text{PM}_{2.5}$ impacts above the second-floor level would be below the significance thresholds for cancer risk and $\text{PM}_{2.5}$ concentration. Figure 4 shows the computed lifetime cancer risk at first floor residential locations across the site. Modeled cancer risks range from 1.2 in one million to 3.3 in one million. Figures 5 and 6 show the annual $\text{PM}_{2.5}$ concentrations at first and second floor residential locations across the project site. On the first-floor level the $\text{PM}_{2.5}$ concentrations range from 0.25 to $0.76 \mu\text{g}/\text{m}^3$. For the second-floor level the $\text{PM}_{2.5}$ concentrations range from 0.22 to $0.50 \mu\text{g}/\text{m}^3$. Results are listed in Table 6. The modeling results and health risk calculations for the receptor with the maximum cancer risk from El Camino Real traffic are also provided in *Attachment 4*.

Figure 3. Project Site, On-Site Sensitive Receptors, Roadway Segments Modeled and Receptors with Maximum TAC Impacts



Table 6. Maximum Health Risk Impacts from El Camino Real Traffic at Project Site

Source/Receptor Locations	Maximum Cancer Risk (per million)	Maximum Annual PM _{2.5} (µg/m ³)	Maximum Hazard Index
El Camino Real Traffic			
1 st Floor Level	3.3	0.76	<0.01
2 nd Floor Level	2.4	0.50	<0.01
3 rd Floor Level and above	1.3	0.25	<0.01
BAAQMD Single-Source Threshold	>10.0	>0.3	>1.0
Significant?	No	Yes	No

Figure 4. 1st Floor Level - Maximum Increased Cancer Risks (per million) in Residential Areas

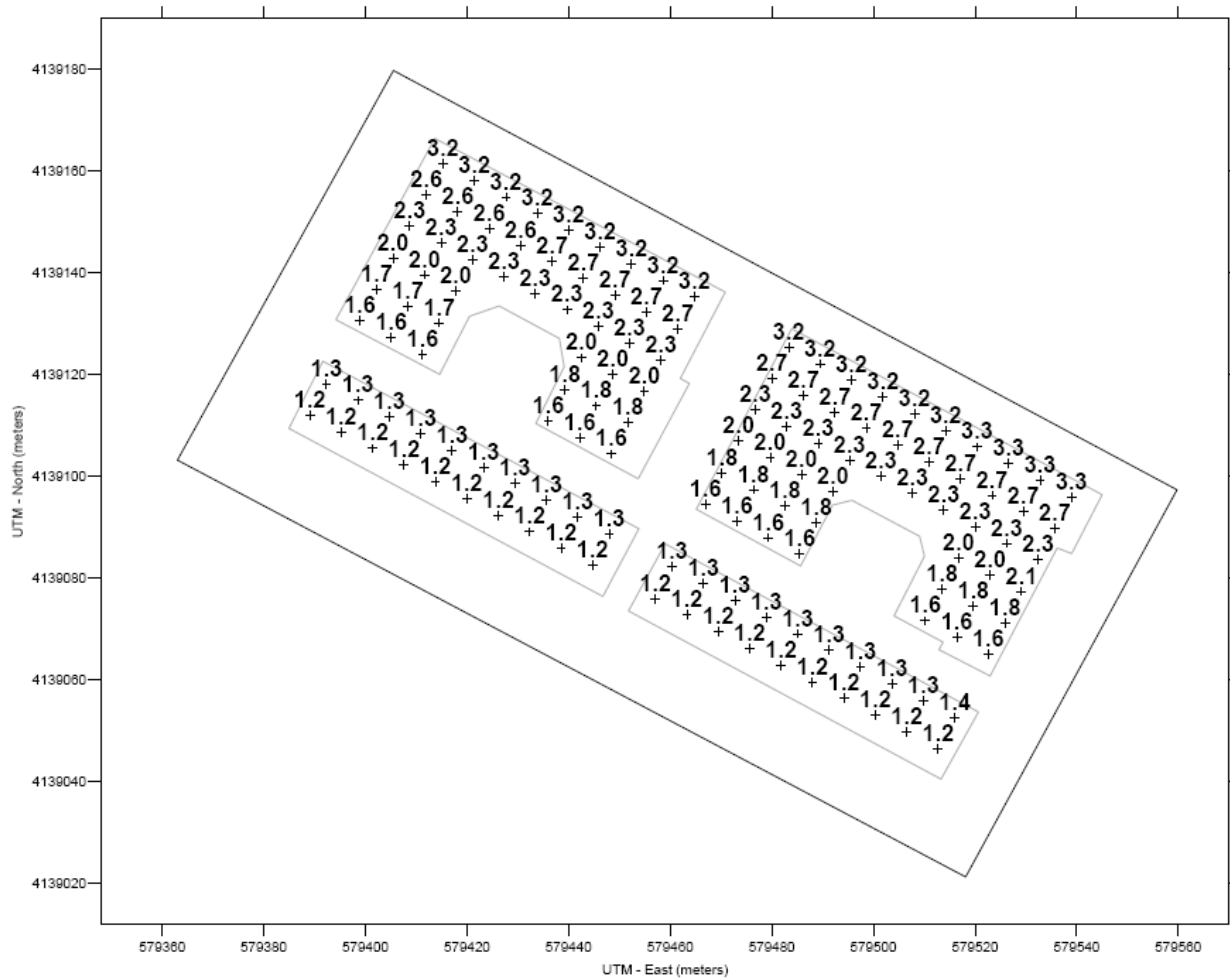


Figure 5. 1st Floor Level - Maximum PM_{2.5} Concentrations ($\mu\text{g}/\text{m}^3$) in Residential Areas

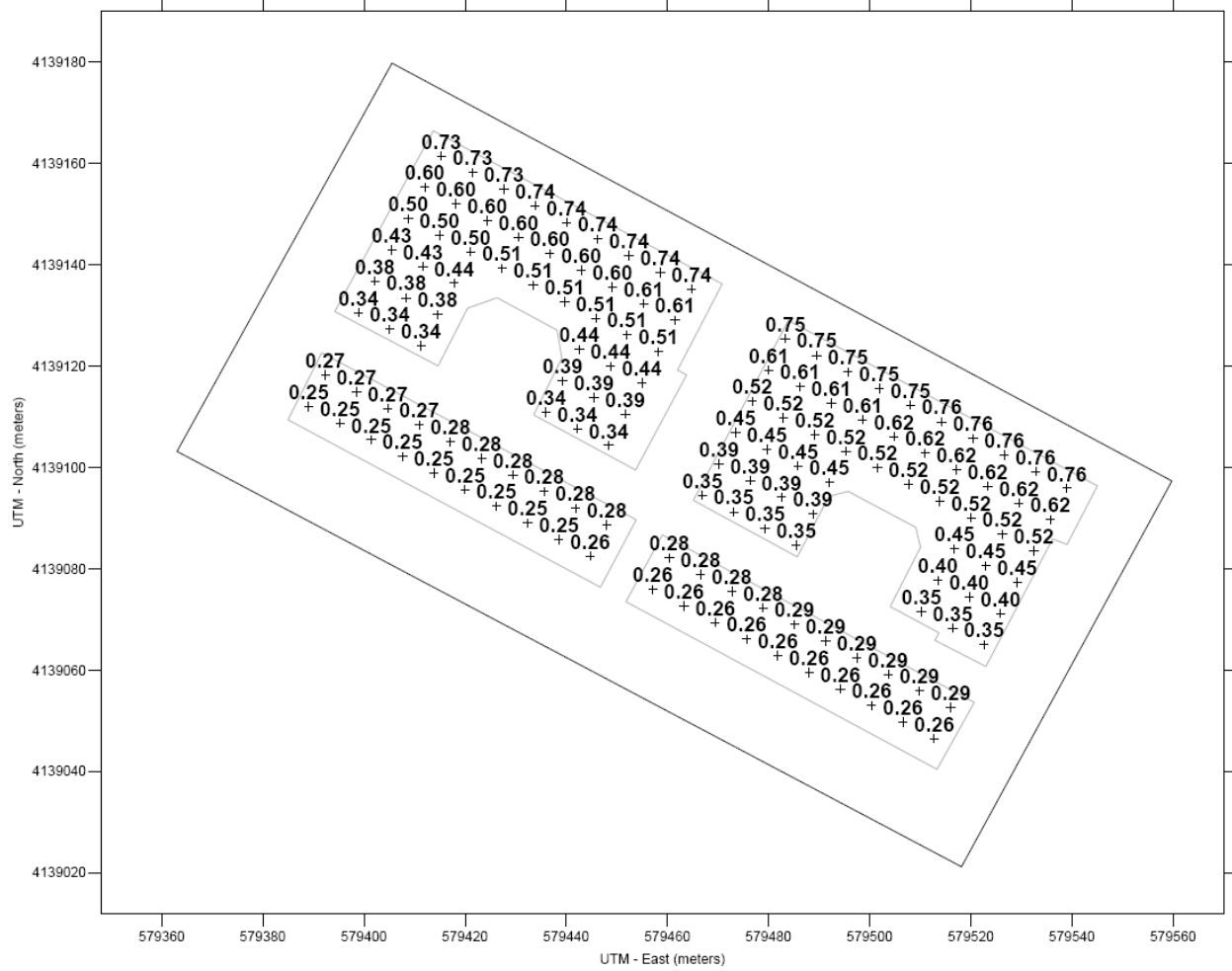
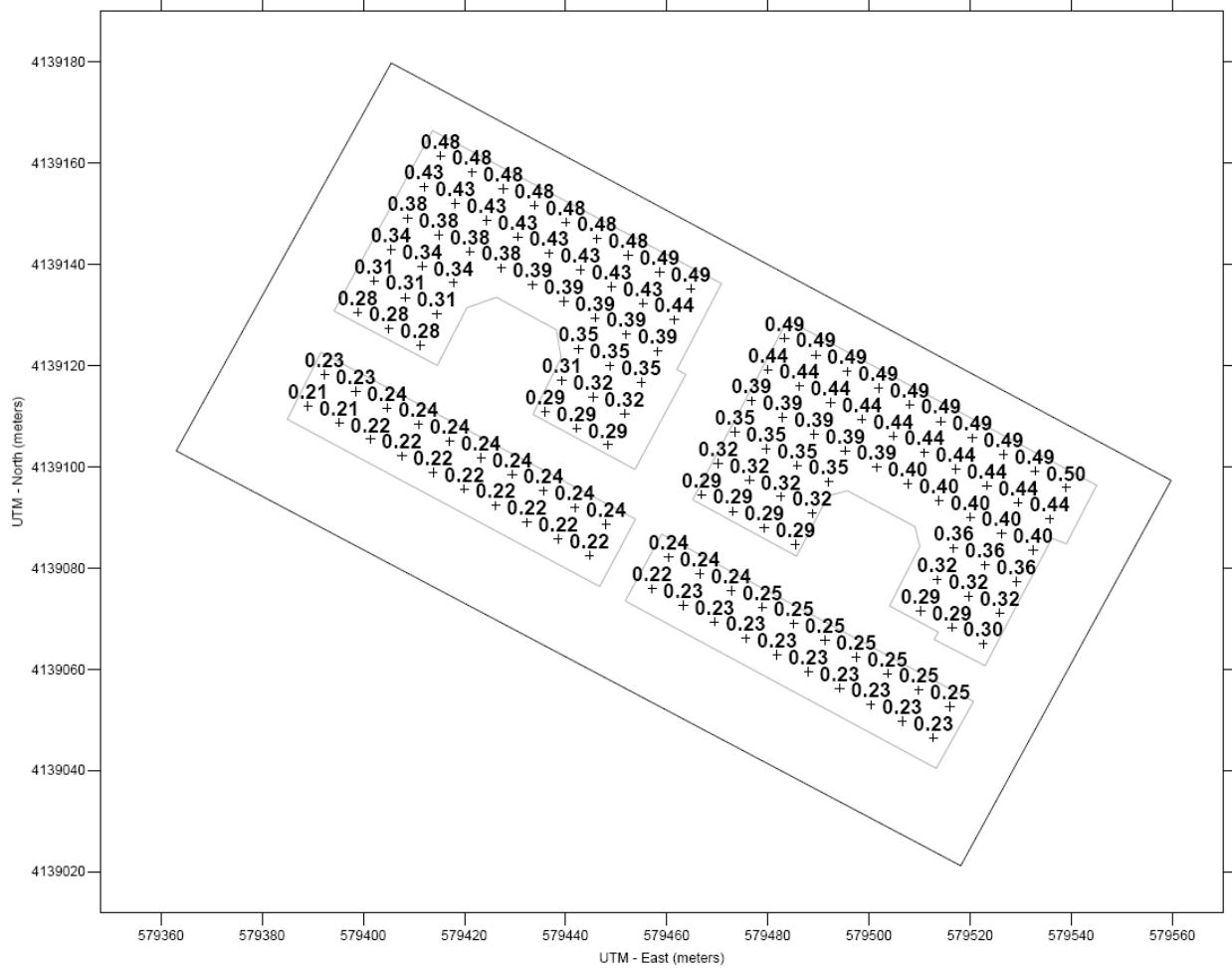


Figure 6. 2nd Floor Level - Maximum PM_{2.5} Concentrations (µg/m³) in Residential Areas



Cumulative Community Health Risk at Project Site

As stated earlier in the report, the only TAC source within the 1,000-ft influence area that would impact the incoming project sensitive receptors is vehicular traffic on El Camino Real. The PM_{2.5} concentrations as seen in Table 6 above exceed the BAAQMD single-source threshold of 0.3 µg/m³ for PM_{2.5} concentrations. The maximum cancer and HI risks do not exceed their respective BAAQMD single-source threshold. *Mitigation Measure AQ-3 would reduce the PM_{2.5} concentrations on the first and second floor of the condominiums to a level of less-than-significant.*

Mitigation Measure AQ-3: The project shall include the following measures to minimize long-term TAC and annual PM_{2.5} exposure for new project occupants:

The project should install air filtration at residential units adjacent to El Camino Real. To ensure adequate health protection to sensitive receptors, a ventilation system is proposed to meet the following minimal design standards:

1. Install air filtration in residential buildings. Air filtration devices shall be rated MERV13 or higher for portions of the site that have annual PM_{2.5} exposure above 0.3 µg/m³ (see Figure 5 and 6, as this included the residential buildings closest to El Camino Real). To ensure adequate health protection to sensitive receptors (i.e., residents), this ventilation system, whether mechanical or passive, all fresh air circulated into the dwelling units shall be filtered.
2. As part of implementing this measure, an ongoing maintenance plan for the buildings' heating, ventilation, and air conditioning (HVAC) air filtration system shall be required.
3. Ensure that the use agreement and other property documents: (1) require cleaning, maintenance, and monitoring of the affected buildings for air flow leaks, (2) include assurance that new owners or tenants are provided information on the ventilation system, and (3) include provisions that fees associated with owning or leasing a unit(s) in the building include funds for cleaning, maintenance, monitoring, and replacements of the filters, as needed.

Effectiveness of Mitigation AQ-3

A properly installed and operated ventilation system with MERV13 would achieve an 80-percent reduction²⁰. PM_{2.5} exposures for MERV13 filtration cases were calculated assuming a combination of outdoor and indoor exposure. For use of MERV13 filtration systems, assuming exposure to outdoor air at each unit (from open windows or being outside the unit) of three hours to ambient PM_{2.5} concentrations and 21 hours of indoor exposure to filtered air was assumed. In this case, the effective control efficiency using MERV13 is about 70 percent for PM_{2.5} exposure. This would

²⁰ Bay Area Air Quality Management District (2016). Appendix B: Best Practices to Reduce Exposure to Local Air Pollution, *Planning Healthy Places A Guidebook for Addressing Local Sources of Air Pollutants in Community Planning* (p. 38). http://www.baaqmd.gov/~media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?la=en

reduce the maximum annual PM_{2.5} concentration of 0.76 to about 0.23 µg/m³. This level would be below the recommended significance thresholds for annual PM_{2.5} exposure from any single source of air pollutants or TACs.

Cumulative Impact on Off-Site Construction MEI

Table 7 reports both the project and cumulative community risk impacts at the sensitive receptor most affected by construction (i.e. the MEI). Without mitigation, the project would have a *significant* impact with respect to community risk caused by project construction activities, since the maximum cancer risk and PM_{2.5} concentration exceed their single-source thresholds. The combined unmitigated annual cancer risk and maximum PM_{2.5} concentration would also exceed the cumulative-source thresholds. However, *Mitigation Measure AQ-2*, as mentioned above, would reduce these risks to a level of *less-than-significant* as seen in Table 7.

Table 7. Impacts from Combined Sources at Off-Site MEI

Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Project Construction	Unmitigated	148.6 (infant)	0.85
	Mitigated	3.0 (infant)	0.05
El Camino Real (i.e. Highway 82) at 360 feet south	11.1	0.11	0.01
Combined Sources	Unmitigated	159.7 (infant)	0.96
	Mitigated	14.1(infant)	0.16
<i>BAAQMD Cumulative Source Threshold</i>	<i>>100</i>	<i>>0.8</i>	<i>>10.0</i>
<i>Significant?</i>			
Unmitigated	Yes	Yes	No
Mitigated	No	No	No

Greenhouse Gas Emissions

Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO₂ and N₂O are byproducts of fossil fuel combustion.
- N₂O is associated with agricultural operations such as fertilization of crops.
- CH₄ is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO₂ being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO₂ equivalents (CO₂e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Recent Regulatory Actions

Assembly Bill 32 (AB 32), California Global Warming Solutions Act (2006)

AB 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards

Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Senate Bill 375, California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations (e.g. Association of Bay Area Governments [ABAG] and Metropolitan Transportation Commission [MTC]) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

SB 350 Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard (RPS) for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

Executive Order EO-B-30-15 (2015) and SB 32 GHG Reduction Targets

In April 2015, Governor Brown signed Executive Order which extended the goals of AB 32, setting a greenhouse gas emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed SB 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued *California's 2017 Climate Change Scoping Plan*. While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target (note that the AB 32 Scoping Plan only addressed 2020 targets and a long-term

goal). Key features of this plan are:

- Cap and Trade program places a firm limit on 80 percent of the State’s emissions;
- Achieving a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings;
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit oriented housing;
- Develop walkable and bikable communities;
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;
- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and
- Reduce “super pollutants” by reducing methane and hydrofluorocarbons or HFCs by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons CO₂e per capita (statewide) by 2030 and no more than 2 metric tons CO₂e per capita by 2050. The statewide per capita targets account for all emissions sectors in the State, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term State emissions reduction goal of 80 percent below 1990 levels by 2050.

BAAQMD Significance Thresholds

The BAAQMD’s CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The plan has to address emissions associated with the period that the project would operate (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32.

Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate. Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a “Substantial Progress” efficiency metric of 2.6 MT CO₂e/year/service population. This is calculated for 2030 based on the GHG reduction goals of EO B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.²¹

²¹ Association of Environmental Professionals, 2016. *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. April.

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

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod Modeling

CalEEMod was used to predict GHG emissions from operation of the site assuming full build-out of the project. The project land use types and size and other project-specific information were input to the model, as described above within the operational period emissions. CalEEMod output is included in *Attachment 2*.

Service Population Emissions

The project service population efficiency rate is based on the number of future residents and future employees. For this project, the number of future residents was estimated by multiplying the total number of units by the persons per household rate for the City found in the California Department of Finance Population and Housing Estimate report.²² Using the 2.77 persons per household 2018 estimate for Los Altos, the number of future residents is estimated to be 543 (i.e. 196 dwelling units multiplied by 2.77 person per household).

Construction Emissions

GHG emissions associated with construction were computed to be 1,158 MT of CO_{2e} for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. As shown in Table 6, annual net emissions resulting from operation of the proposed project are predicted to be 899 MT of CO_{2e} for the year 2024 and 739 MT of CO_{2e} for the year 2030. The 2030 emissions do not exceed the 2030 “Substantial Progress” threshold of 660 MT of CO_{2e}/yr.

²² State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018*. Sacramento, California, May 2018.

The Service Population Emissions for the year 2024 would be 2.6 MT CO_{2e}/year/service population and 2.3 MT CO_{2e}/year/service population for the year 2030. To be considered significant, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. Neither the 2024 nor the 2030 Service Population Emissions exceed the “Substantial Progress” efficiency metric of 2.6 MT CO_{2e}/year/service population. Therefore, the project would have a *less-than-significant* impact regarding GHG emissions. Note that energy emissions reported in Table 6 assume 90-percent of the electricity is provided by SVCE, while the remaining 10-percent is provided by another source.

Table 6. Annual Project GHG Emissions (CO_{2e}) in Metric Tons & Per Capita

Source Category	Existing in 2024	Proposed Project in 2024	Proposed Project in 2030
Area	<1	18	18
Energy Consumption*	88	218	218
Mobile	368	1,113	953
Solid Waste Generation	37	45	45
Water Usage	22	21	21
Total	516	1,415	1,255
Net New Emissions		899 MT CO_{2e}/year	739 MT CO_{2e}/year
Significance Threshold		<i>660 MT CO_{2e}/year</i>	
Service Population Emissions (MT CO _{2e} /year/service population)		2.6	2.3
Significance Threshold		<i>2.8 in 2030</i>	
Significant (Exceeds both thresholds)?		<i>No</i>	<i>No</i>
<i>*Assumes SVCE carbon-free electricity with 10 percent opt out for PG&E provided electricity.</i>			

Supporting Documentation

Attachment 1 is the methodology used to compute community risk impacts, including the methods to compute lifetime cancer risk from exposure to project emissions.

Attachment 2 includes the CalEEMod output for project construction and operational criteria air pollutant and GHG emissions. The operational output for existing uses is also included in this attachment. Also included are any modeling assumptions.

Attachment 3 is the construction health risk assessment. AERMOD dispersion modeling files for this assessment, which are quite voluminous, are available upon request and would be provided in digital format.

Attachment 4 includes the emission and health risk assessment calculations for Highway 82 (El Camino Real). AERMOD dispersion modeling files for this assessment, which are quite voluminous, are available upon request and would be provided in digital format.

Attachment 1: Health Risk Calculation Methodology

A health risk assessment (HRA) for exposure to Toxic Air Contaminates (TACs) requires the application of a risk characterization model to the results from the air dispersion model to estimate potential health risk at each sensitive receptor location. The State of California Office of Environmental Health Hazard Assessment (OEHHA) and California Air Resources Board (CARB) develop recommended methods for conducting health risk assessments. The most recent OEHHA risk assessment guidelines were published in February of 2015.²³ These guidelines incorporate substantial changes designed to provide for enhanced protection of children, as required by State law, compared to previous published risk assessment guidelines. CARB has provided additional guidance on implementing OEHHA's recommended methods.²⁴ This HRA used the recent 2015 OEHHA risk assessment guidelines and CARB guidance. The BAAQMD has adopted recommended procedures for applying the newest OEHHA guidelines as part of Regulation 2, Rule 5: New Source Review of Toxic Air Contaminants.²⁵ Exposure parameters from the OEHHA guidelines and the recent BAAQMD HRA Guidelines were used in this evaluation.

Cancer Risk

Potential increased cancer risk from inhalation of TACs are calculated based on the TAC concentration over the period of exposure, inhalation dose, the TAC cancer potency factor, and an age sensitivity factor to reflect the greater sensitivity of infants and children to cancer causing TACs. The inhalation dose depends on a person's breathing rate, exposure time and frequency of exposure, and the exposure duration. These parameters vary depending on the age, or age range, of the persons being exposed and whether the exposure is considered to occur at a residential location or other sensitive receptor location.

The current OEHHA guidance recommends that cancer risk be calculated by age groups to account for different breathing rates and sensitivity to TACs. Specifically, they recommend evaluating risks for the third trimester of pregnancy to age zero, ages zero to less than two (infant exposure), ages two to less than 16 (child exposure), and ages 16 to 70 (adult exposure). Age sensitivity factors (ASFs) associated with the different types of exposure are an ASF of 10 for the third trimester and infant exposures, an ASF of 3 for a child exposure, and an ASF of 1 for an adult exposure. Also associated with each exposure type are different breathing rates, expressed as liters per kilogram of body weight per day (L/kg-day). As recommended by the BAAQMD, 95th percentile breathing rates are used for the third trimester and infant exposures, and 80th percentile breathing rates for child and adult exposures. Additionally, CARB and the BAAQMD recommend the use of a residential exposure duration of 30 years for sources with long-term emissions (e.g., roadways).

²³ OEHHA, 2015. *Air Toxics Hot Spots Program Risk Assessment Guidelines, The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. Office of Environmental Health Hazard Assessment. February.

²⁴ CARB, 2015. *Risk Management Guidance for Stationary Sources of Air Toxics*. July 23.

²⁵ BAAQMD, 2016. *BAAQMD Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines*. December 2016.

Under previous OEHHA and BAAQMD HRA guidance, residential receptors are assumed to be at their home 24 hours a day, or 100 percent of the time. In the 2015 Risk Assessment Guidance, OEHHA includes adjustments to exposure duration to account for the fraction of time at home (FAH), which can be less than 100 percent of the time, based on updated population and activity statistics. The FAH factors are age-specific and are: 0.85 for third trimester of pregnancy to less than 2 years old, 0.72 for ages 2 to less than 16 years, and 0.73 for ages 16 to 70 years. Use of the FAH factors is allowed by the BAAQMD if there are no schools in the project vicinity that would have a cancer risk of one in a million or greater assuming 100 percent exposure (FAH = 1.0).

In the case of cancer risk associated with construction, residential receptors are assumed to include 3rd-trimester fetus and infants. From a cancer-risk perspective, infants would be the most sensitive because of their higher breathing rate. Construction projects that last two years or less assume infant exposure while projects lasting longer include 3rd-trimester fetus, infant and child exposures. These exposure assumptions provide the most conservative estimate of cancer risk.

Functionally, cancer risk is calculated using the following parameters and formulas:

$$\text{Cancer Risk (per million)} = \text{CPF} \times \text{Inhalation Dose} \times \text{ASF} \times \text{ED/AT} \times \text{FAH} \times 10^6$$

Where:

CPF = Cancer potency factor (mg/kg-day)⁻¹

ASF = Age sensitivity factor for specified age group

ED = Exposure duration (years)

AT = Averaging time for lifetime cancer risk (years)

FAH = Fraction of time spent at home (unitless)

$$\text{Inhalation Dose} = C_{\text{air}} \times \text{DBR} \times A \times (\text{EF}/365) \times 10^{-6}$$

Where:

C_{air} = concentration in air (µg/m³)

DBR = daily breathing rate (L/kg body weight-day)

A = Inhalation absorption factor

EF = Exposure frequency (days/year)

10⁻⁶ = Conversion factor

The health risk parameters used in this evaluation are summarized as follows:

Parameter	Exposure Type →	Infant		Child		Adult
	Age Range →	3 rd Trimester	0<2	2 < 9	2 < 16	16 - 30
DPM Cancer Potency Factor (mg/kg-day) ⁻¹		1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
Daily Breathing Rate (L/kg-day)*		361	1,090	631	572	261
Inhalation Absorption Factor		1	1	1	1	1
Averaging Time (years)		70	70	70	70	70
Exposure Duration (years)		0.25	2	14	14	14
Exposure Frequency (days/year)		350	350	350	350	350
Age Sensitivity Factor		10	10	3	3	1
Fraction of Time at Home		0.85-1.0	0.85-1.0	0.72-1.0	0.72-1.0	0.73

* 95th percentile breathing rates for 3rd trimester and infants and 80th percentile for children and adults

Non-Cancer Hazards

Potential non-cancer health hazards from TAC exposure are expressed in terms of a hazard index (HI), which is the ratio of the TAC concentration to a reference exposure level (REL). OEHHA has defined acceptable concentration levels for contaminants that pose non-cancer health hazards. TAC concentrations below the REL are not expected to cause adverse health impacts, even for sensitive individuals. The total HI is calculated as the sum of the HIs for each TAC evaluated and the total HI is compared to the BAAQMD significance thresholds to determine whether a significant non-cancer health impact from a project would occur.

Typically, for residential projects located near roadways with substantial TAC emissions, the primary TAC of concern with non-cancer health effects is diesel particulate matter (DPM). For DPM, the chronic inhalation REL is 5 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

Annual PM_{2.5} Concentrations

While not a TAC, fine particulate matter (PM_{2.5}) has been identified by the BAAQMD as a pollutant with potential non-cancer health effects that should be included when evaluating potential community health impacts under the California Environmental Quality Act (CEQA). The thresholds of significance for PM_{2.5} (project level and cumulative) are in terms of an increase in the annual average concentration. When considering PM_{2.5} impacts, the contribution from all sources of PM_{2.5} emissions should be included. For projects with potential impacts from nearby local roadways, the PM_{2.5} impacts should include those from vehicle exhaust emissions, PM_{2.5} generated from vehicle tire and brake wear, and fugitive emissions from re-suspended dust on the roads.

Attachment 2: CalEEMod Modeling Output

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

5150 ECR Phase 1 (Townhomes) AQ
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	6.00	Space	0.00	2,400.00	0
Condo/Townhouse	24.00	Dwelling Unit	0.55	46,684.00	69
Other Asphalt Surfaces	1.11	Acre	1.11	48,351.60	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	290	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

Project Characteristics - PG&E 2020 290 rate

Land Use - 24 townhomes, 46,684-sf, 6 surface parking spaces, estimate of drive-way work

Construction Phase - Default Construction Schedule + Default Trenching

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default trenching assumption

Trips and VMT - Estimate Paving Demo Hauling: 52 single trips (402 total trips)

Demolition - Current Use: 77,000-sf of office, assuming demolition would occur during Phase I

Vehicle Trips - Traffic Consultant Rate: 7.32 weekday, 7.14 sat, 6.10 sun

Woodstoves - All gas

Water And Wastewater - 100% aerobic

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	3.60	7.68
tblFireplaces	NumberWood	4.08	0.00
tblLandUse	LandUseSquareFeet	24,000.00	46,684.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	1.50	0.55
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblTripsAndVMT	HaulingTripNumber	350.00	402.00
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.10
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.5708	1.8464	1.6702	3.3700e-003	0.0974	0.0850	0.1824	0.0256	0.0815	0.1071	0.0000	288.0501	288.0501	0.0446	0.0000	289.1657
Maximum	0.5708	1.8464	1.6702	3.3700e-003	0.0974	0.0850	0.1824	0.0256	0.0815	0.1071	0.0000	288.0501	288.0501	0.0446	0.0000	289.1657

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.5708	1.8464	1.6702	3.3700e-003	0.0974	0.0850	0.1824	0.0256	0.0815	0.1071	0.0000	288.0499	288.0499	0.0446	0.0000	289.1655
Maximum	0.5708	1.8464	1.6702	3.3700e-003	0.0974	0.0850	0.1824	0.0256	0.0815	0.1071	0.0000	288.0499	288.0499	0.0446	0.0000	289.1655

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	0.6672	0.6672
2	4-1-2021	6-30-2021	0.5461	0.5461
3	7-1-2021	9-30-2021	0.5521	0.5521
		Highest	0.6672	0.6672

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627
Energy	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	40.0181	40.0181	2.0600e-003	7.7000e-004	40.2996
Mobile	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491
Waste						0.0000	0.0000		0.0000	0.0000	2.2410	0.0000	2.2410	0.1324	0.0000	5.5520
Water						0.0000	0.0000		0.0000	0.0000	0.5532	1.5669	2.1201	2.0600e-003	1.2400e-003	2.5398
Total	0.2671	0.1915	0.6481	1.7300e-003	0.1468	4.0700e-003	0.1508	0.0393	3.9800e-003	0.0433	2.7943	188.5609	191.3552	0.1418	2.0300e-003	195.5032

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627
Energy	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	40.0181	40.0181	2.0600e-003	7.7000e-004	40.2996
Mobile	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491
Waste						0.0000	0.0000		0.0000	0.0000	2.2410	0.0000	2.2410	0.1324	0.0000	5.5520
Water						0.0000	0.0000		0.0000	0.0000	0.5532	1.5669	2.1201	2.0600e-003	1.2400e-003	2.5398
Total	0.2671	0.1915	0.6481	1.7300e-003	0.1468	4.0700e-003	0.1508	0.0393	3.9800e-003	0.0433	2.7943	188.5609	191.3552	0.1418	2.0300e-003	195.5032

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/28/2021	5	20	
2	Site Preparation	Site Preparation	1/29/2021	2/1/2021	5	2	
3	Grading	Grading	2/2/2021	2/5/2021	5	4	
4	Trenching	Trenching	2/2/2021	2/15/2021	5	10	
5	Building Construction	Building Construction	2/6/2021	11/12/2021	5	200	
6	Paving	Paving	11/13/2021	11/26/2021	5	10	
7	Architectural Coating	Architectural Coating	11/27/2021	12/10/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 1.11

Residential Indoor: 94,535; Residential Outdoor: 31,512; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,045 (Architectural Coating – sqft)

OffRoad Equipment

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Trenching	Excavators	1	7.00	158	0.38
Trenching	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	402.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	39.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0379	0.0000	0.0379	5.7400e-003	0.0000	5.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	0.0199	0.1970	0.1449	2.4000e-004	0.0379	0.0104	0.0483	5.7400e-003	9.7100e-003	0.0155	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5800e-003	0.0538	0.0117	1.6000e-004	3.4100e-003	1.7000e-004	3.5800e-003	9.4000e-004	1.6000e-004	1.1000e-003	0.0000	15.1360	15.1360	6.9000e-004	0.0000	15.1531
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9700e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0400e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8535	0.8535	2.0000e-005	0.0000	0.8540
Total	1.9800e-003	0.0540	0.0147	1.7000e-004	4.4400e-003	1.8000e-004	4.6200e-003	1.2100e-003	1.7000e-004	1.3800e-003	0.0000	15.9895	15.9895	7.1000e-004	0.0000	16.0071

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0379	0.0000	0.0379	5.7400e-003	0.0000	5.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	0.0199	0.1970	0.1449	2.4000e-004	0.0379	0.0104	0.0483	5.7400e-003	9.7100e-003	0.0155	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5800e-003	0.0538	0.0117	1.6000e-004	3.4100e-003	1.7000e-004	3.5800e-003	9.4000e-004	1.6000e-004	1.1000e-003	0.0000	15.1360	15.1360	6.9000e-004	0.0000	15.1531
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-004	2.8000e-004	2.9700e-003	1.0000e-005	1.0300e-003	1.0000e-005	1.0400e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8535	0.8535	2.0000e-005	0.0000	0.8540
Total	1.9800e-003	0.0540	0.0147	1.7000e-004	4.4400e-003	1.8000e-004	4.6200e-003	1.2100e-003	1.7000e-004	1.3800e-003	0.0000	15.9895	15.9895	7.1000e-004	0.0000	16.0071

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	1.5600e-003	0.0174	7.5600e-003	2.0000e-005	5.8000e-003	7.7000e-004	6.5700e-003	2.9500e-003	7.0000e-004	3.6500e-003	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0525	0.0525	0.0000	0.0000	0.0526
Total	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0525	0.0525	0.0000	0.0000	0.0526

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	1.5600e-003	0.0174	7.5600e-003	2.0000e-005	5.8000e-003	7.7000e-004	6.5700e-003	2.9500e-003	7.0000e-004	3.6500e-003	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0525	0.0525	0.0000	0.0000	0.0526
Total	2.0000e-005	2.0000e-005	1.8000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0525	0.0525	0.0000	0.0000	0.0526

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5800e-003	0.0287	0.0127	3.0000e-005		1.2800e-003	1.2800e-003		1.1700e-003	1.1700e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
Total	2.5800e-003	0.0287	0.0127	3.0000e-005	9.8300e-003	1.2800e-003	0.0111	5.0500e-003	1.1700e-003	6.2200e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1051	0.1051	0.0000	0.0000	0.1051
Total	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1051	0.1051	0.0000	0.0000	0.1051

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5800e-003	0.0287	0.0127	3.0000e-005		1.2800e-003	1.2800e-003		1.1700e-003	1.1700e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
Total	2.5800e-003	0.0287	0.0127	3.0000e-005	9.8300e-003	1.2800e-003	0.0111	5.0500e-003	1.1700e-003	6.2200e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1051	0.1051	0.0000	0.0000	0.1051
Total	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1051	0.1051	0.0000	0.0000	0.1051

3.5 Trenching - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.5 Trenching - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642
Total	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.5 Trenching - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642
Total	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642

3.6 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1813	1.3636	1.2899	2.2000e-003		0.0684	0.0684		0.0661	0.0661	0.0000	181.5476	181.5476	0.0324	0.0000	182.3579
Total	0.1813	1.3636	1.2899	2.2000e-003		0.0684	0.0684		0.0661	0.0661	0.0000	181.5476	181.5476	0.0324	0.0000	182.3579

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.6 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5900e-003	0.1130	0.0301	3.0000e-004	7.2400e-003	2.5000e-004	7.4900e-003	2.0900e-003	2.4000e-004	2.3300e-003	0.0000	28.4932	28.4932	1.2400e-003	0.0000	28.5243
Worker	0.0120	8.3200e-003	0.0892	2.8000e-004	0.0309	1.9000e-004	0.0311	8.2300e-003	1.8000e-004	8.4100e-003	0.0000	25.6051	25.6051	5.8000e-004	0.0000	25.6197
Total	0.0156	0.1214	0.1193	5.8000e-004	0.0382	4.4000e-004	0.0386	0.0103	4.2000e-004	0.0107	0.0000	54.0984	54.0984	1.8200e-003	0.0000	54.1440

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1813	1.3636	1.2899	2.2000e-003		0.0684	0.0684		0.0661	0.0661	0.0000	181.5474	181.5474	0.0324	0.0000	182.3577
Total	0.1813	1.3636	1.2899	2.2000e-003		0.0684	0.0684		0.0661	0.0661	0.0000	181.5474	181.5474	0.0324	0.0000	182.3577

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.6 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5900e-003	0.1130	0.0301	3.0000e-004	7.2400e-003	2.5000e-004	7.4900e-003	2.0900e-003	2.4000e-004	2.3300e-003	0.0000	28.4932	28.4932	1.2400e-003	0.0000	28.5243
Worker	0.0120	8.3200e-003	0.0892	2.8000e-004	0.0309	1.9000e-004	0.0311	8.2300e-003	1.8000e-004	8.4100e-003	0.0000	25.6051	25.6051	5.8000e-004	0.0000	25.6197
Total	0.0156	0.1214	0.1193	5.8000e-004	0.0382	4.4000e-004	0.0386	0.0103	4.2000e-004	0.0107	0.0000	54.0984	54.0984	1.8200e-003	0.0000	54.1440

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.3200e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.7 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4900e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4268	0.4268	1.0000e-005	0.0000	0.4270
Total	2.0000e-004	1.4000e-004	1.4900e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4268	0.4268	1.0000e-005	0.0000	0.4270

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.3200e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.7 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4900e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4268	0.4268	1.0000e-005	0.0000	0.4270
Total	2.0000e-004	1.4000e-004	1.4900e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4268	0.4268	1.0000e-005	0.0000	0.4270

3.8 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	0.3403	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.8 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2626	0.2626	1.0000e-005	0.0000	0.2628
Total	1.2000e-004	9.0000e-005	9.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2626	0.2626	1.0000e-005	0.0000	0.2628

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	0.3403	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

3.8 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2626	0.2626	1.0000e-005	0.0000	0.2628
Total	1.2000e-004	9.0000e-005	9.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2626	0.2626	1.0000e-005	0.0000	0.2628

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491
Unmitigated	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	175.68	171.36	146.40	394,666	394,666
Parking Lot	0.00	0.00	0.00		
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	175.68	171.36	146.40	394,666	394,666

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
Parking Lot	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
Other Asphalt Surfaces	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.0389	16.0389	1.6000e-003	3.3000e-004	16.1779
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.0389	16.0389	1.6000e-003	3.3000e-004	16.1779
NaturalGas Mitigated	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
NaturalGas Unmitigated	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	121090	15.9284	1.5900e-003	3.3000e-004	16.0665
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	840	0.1105	1.0000e-005	0.0000	0.1115
Total		16.0389	1.6000e-003	3.3000e-004	16.1779

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	121090	15.9284	1.5900e-003	3.3000e-004	16.0665
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	840	0.1105	1.0000e-005	0.0000	0.1115
Total		16.0389	1.6000e-003	3.3000e-004	16.1779

6.0 Area Detail

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627
Unmitigated	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0339					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1856					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0000e-004	8.3000e-004	3.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9588	0.9588	2.0000e-005	2.0000e-005	0.9645
Landscaping	5.3900e-003	2.0600e-003	0.1785	1.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	0.2912	0.2912	2.8000e-004	0.0000	0.2983
Total	0.2250	2.8900e-003	0.1788	2.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0339					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1856					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0000e-004	8.3000e-004	3.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9588	0.9588	2.0000e-005	2.0000e-005	0.9645
Landscaping	5.3900e-003	2.0600e-003	0.1785	1.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	0.2912	0.2912	2.8000e-004	0.0000	0.2983
Total	0.2250	2.8900e-003	0.1788	2.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627

7.0 Water Detail

7.1 Mitigation Measures Water

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.1201	2.0600e-003	1.2400e-003	2.5398
Unmitigated	2.1201	2.0600e-003	1.2400e-003	2.5398

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	1.5637 / 0.985809	2.1201	2.0600e-003	1.2400e-003	2.5398
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2.1201	2.0600e-003	1.2400e-003	2.5398

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	1.5637 / 0.985809	2.1201	2.0600e-003	1.2400e-003	2.5398
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2.1201	2.0600e-003	1.2400e-003	2.5398

8.0 Waste Detail

8.1 Mitigation Measures Waste

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.2410	0.1324	0.0000	5.5520
Unmitigated	2.2410	0.1324	0.0000	5.5520

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	11.04	2.2410	0.1324	0.0000	5.5520
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.2410	0.1324	0.0000	5.5520

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	11.04	2.2410	0.1324	0.0000	5.5520
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.2410	0.1324	0.0000	5.5520

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

5150 ECR Phase 1 (Townhomes) AQ - Santa Clara County, Annual

11.0 Vegetation

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

5150 ECR Phase 1 (Townhomes) TAC
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	1.11	Acre	1.11	48,351.60	0
Parking Lot	6.00	Space	0.00	2,400.00	0
Condo/Townhouse	24.00	Dwelling Unit	0.55	46,684.00	69

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

Project Characteristics - PG&E 2020 290 rate

Land Use - 24 townhomes, 46,684-sf, 6 surface parking spaces, estimate of drive-way work

Construction Phase - Default Construction Schedule + Default Trenching

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default trenching assumption

Trips and VMT - Estimate Paving Demo Hauling: 52 single trips (402 total trips)

Demolition - Current Use: 77,000-sf of office, assuming demolition would occur during Phase I

Vehicle Trips - Traffic Consultant Rate: 7.32 weekday, 7.14 sat, 6.10 sun

Woodstoves - All gas

Water And Wastewater - 100% aerobic

Construction Off-road Equipment Mitigation - BMPS, Tier 4

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	3.60	7.68
tblFireplaces	NumberWood	4.08	0.00
tblLandUse	LandUseSquareFeet	24,000.00	46,684.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	1.50	0.55
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripNumber	350.00	402.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.10
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.5593	1.7625	1.5795	2.7600e-003	0.0578	0.0845	0.1423	0.0149	0.0810	0.0960	0.0000	231.5625	231.5625	0.0433	0.0000	232.6444
Maximum	0.5593	1.7625	1.5795	2.7600e-003	0.0578	0.0845	0.1423	0.0149	0.0810	0.0960	0.0000	231.5625	231.5625	0.0433	0.0000	232.6444

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3621	0.3870	0.5664	2.7600e-003	0.0284	1.3000e-003	0.0297	4.2700e-003	1.2900e-003	5.5600e-003	0.0000	79.2829	79.2829	0.0207	0.0000	79.7993
Maximum	0.3621	0.3870	0.5664	2.7600e-003	0.0284	1.3000e-003	0.0297	4.2700e-003	1.2900e-003	5.5600e-003	0.0000	79.2829	79.2829	0.0207	0.0000	79.7993

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	35.26	78.04	64.14	0.00	50.91	98.46	79.14	71.38	98.41	94.21	0.00	65.76	65.76	52.28	0.00	65.70

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	0.6189	0.1864
2	4-1-2021	6-30-2021	0.5276	0.0775
3	7-1-2021	9-30-2021	0.5334	0.0783
		Highest	0.6189	0.1864

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627
Energy	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	40.0181	40.0181	2.0600e-003	7.7000e-004	40.2996
Mobile	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491
Waste						0.0000	0.0000		0.0000	0.0000	2.2410	0.0000	2.2410	0.1324	0.0000	5.5520
Water						0.0000	0.0000		0.0000	0.0000	0.5532	1.5669	2.1201	2.0600e-003	1.2400e-003	2.5398
Total	0.2671	0.1915	0.6481	1.7300e-003	0.1468	4.0700e-003	0.1508	0.0393	3.9800e-003	0.0433	2.7943	188.5609	191.3552	0.1418	2.0300e-003	195.5032

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627
Energy	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	40.0181	40.0181	2.0600e-003	7.7000e-004	40.2996
Mobile	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491
Waste						0.0000	0.0000		0.0000	0.0000	2.2410	0.0000	2.2410	0.1324	0.0000	5.5520
Water						0.0000	0.0000		0.0000	0.0000	0.5532	1.5669	2.1201	2.0600e-003	1.2400e-003	2.5398
Total	0.2671	0.1915	0.6481	1.7300e-003	0.1468	4.0700e-003	0.1508	0.0393	3.9800e-003	0.0433	2.7943	188.5609	191.3552	0.1418	2.0300e-003	195.5032

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/28/2021	5	20	
2	Site Preparation	Site Preparation	1/29/2021	2/1/2021	5	2	
3	Grading	Grading	2/2/2021	2/5/2021	5	4	
4	Trenching	Trenching	2/2/2021	2/15/2021	5	10	
5	Building Construction	Building Construction	2/6/2021	11/12/2021	5	200	
6	Paving	Paving	11/13/2021	11/26/2021	5	10	
7	Architectural Coating	Architectural Coating	11/27/2021	12/10/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 1.11

Residential Indoor: 94,535; Residential Outdoor: 31,512; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,045 (Architectural Coating – sqft)

OffRoad Equipment

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Trenching	Excavators	1	7.00	158	0.38
Trenching	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	402.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Trenching	2	5.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	39.00	11.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Alternative Fuel for Construction Equipment

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0379	0.0000	0.0379	5.7400e-003	0.0000	5.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0199	0.1970	0.1449	2.4000e-004		0.0104	0.0104		9.7100e-003	9.7100e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	0.0199	0.1970	0.1449	2.4000e-004	0.0379	0.0104	0.0483	5.7400e-003	9.7100e-003	0.0155	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.1000e-004	0.0199	3.2600e-003	3.0000e-005	1.7000e-004	2.0000e-005	1.9000e-004	5.0000e-005	2.0000e-005	6.0000e-005	0.0000	2.5831	2.5831	2.6000e-004	0.0000	2.5897
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	6.0000e-005	7.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1021	0.1021	0.0000	0.0000	0.1022
Total	5.4000e-004	0.0200	4.0300e-003	3.0000e-005	2.7000e-004	2.0000e-005	2.9000e-004	8.0000e-005	2.0000e-005	9.0000e-005	0.0000	2.6852	2.6852	2.6000e-004	0.0000	2.6919

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.2 Demolition - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0171	0.0000	0.0171	1.2900e-003	0.0000	1.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6300e-003	0.0854	0.1542	2.4000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060
Total	4.6300e-003	0.0854	0.1542	2.4000e-004	0.0171	3.7000e-004	0.0174	1.2900e-003	3.7000e-004	1.6600e-003	0.0000	21.0713	21.0713	5.3900e-003	0.0000	21.2060

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.1000e-004	0.0199	3.2600e-003	3.0000e-005	1.7000e-004	2.0000e-005	1.9000e-004	5.0000e-005	2.0000e-005	6.0000e-005	0.0000	2.5831	2.5831	2.6000e-004	0.0000	2.5897
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	6.0000e-005	7.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1021	0.1021	0.0000	0.0000	0.1022
Total	5.4000e-004	0.0200	4.0300e-003	3.0000e-005	2.7000e-004	2.0000e-005	2.9000e-004	8.0000e-005	2.0000e-005	9.0000e-005	0.0000	2.6852	2.6852	2.6000e-004	0.0000	2.6919

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5600e-003	0.0174	7.5600e-003	2.0000e-005		7.7000e-004	7.7000e-004		7.0000e-004	7.0000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	1.5600e-003	0.0174	7.5600e-003	2.0000e-005	5.8000e-003	7.7000e-004	6.5700e-003	2.9500e-003	7.0000e-004	3.6500e-003	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	6.2800e-003	6.2800e-003	0.0000	0.0000	6.2900e-003
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	6.2800e-003	6.2800e-003	0.0000	0.0000	6.2900e-003

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.6100e-003	0.0000	2.6100e-003	6.6000e-004	0.0000	6.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0000e-004	5.0700e-003	9.8200e-003	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241
Total	3.0000e-004	5.0700e-003	9.8200e-003	2.0000e-005	2.6100e-003	3.0000e-005	2.6400e-003	6.6000e-004	3.0000e-005	6.9000e-004	0.0000	1.5118	1.5118	4.9000e-004	0.0000	1.5241

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	6.2800e-003	6.2800e-003	0.0000	0.0000	6.2900e-003
Total	1.0000e-005	0.0000	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	6.2800e-003	6.2800e-003	0.0000	0.0000	6.2900e-003

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5800e-003	0.0287	0.0127	3.0000e-005		1.2800e-003	1.2800e-003		1.1700e-003	1.1700e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
Total	2.5800e-003	0.0287	0.0127	3.0000e-005	9.8300e-003	1.2800e-003	0.0111	5.0500e-003	1.1700e-003	6.2200e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0126	0.0126	0.0000	0.0000	0.0126
Total	2.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0126	0.0126	0.0000	0.0000	0.0126

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.4200e-003	0.0000	4.4200e-003	1.1400e-003	0.0000	1.1400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9000e-004	8.3600e-003	0.0162	3.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968
Total	4.9000e-004	8.3600e-003	0.0162	3.0000e-005	4.4200e-003	5.0000e-005	4.4700e-003	1.1400e-003	5.0000e-005	1.1900e-003	0.0000	2.4767	2.4767	8.0000e-004	0.0000	2.4968

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0126	0.0126	0.0000	0.0000	0.0126
Total	2.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0126	0.0126	0.0000	0.0000	0.0126

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.5 Trenching - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197
Total	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.5 Trenching - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197
Total	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.6 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1813	1.3636	1.2899	2.2000e-003		0.0684	0.0684		0.0661	0.0661	0.0000	181.5476	181.5476	0.0324	0.0000	182.3579
Total	0.1813	1.3636	1.2899	2.2000e-003		0.0684	0.0684		0.0661	0.0661	0.0000	181.5476	181.5476	0.0324	0.0000	182.3579

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8600e-003	0.0699	0.0188	9.0000e-005	1.0200e-003	6.0000e-005	1.0800e-003	3.0000e-004	6.0000e-005	3.5000e-004	0.0000	8.7464	8.7464	8.1000e-004	0.0000	8.7666
Worker	3.9500e-003	1.7400e-003	0.0230	3.0000e-005	2.9000e-003	4.0000e-005	2.9400e-003	7.8000e-004	4.0000e-005	8.1000e-004	0.0000	3.0638	3.0638	1.2000e-004	0.0000	3.0668
Total	5.8100e-003	0.0717	0.0419	1.2000e-004	3.9200e-003	1.0000e-004	4.0200e-003	1.0800e-003	1.0000e-004	1.1600e-003	0.0000	11.8102	11.8102	9.3000e-004	0.0000	11.8335

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.6 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8100e-003	0.1520	0.2628	2.2000e-003		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	30.5447	30.5447	9.8800e-003	0.0000	30.7917
Total	7.8100e-003	0.1520	0.2628	2.2000e-003		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	30.5447	30.5447	9.8800e-003	0.0000	30.7917

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8600e-003	0.0699	0.0188	9.0000e-005	1.0200e-003	6.0000e-005	1.0800e-003	3.0000e-004	6.0000e-005	3.5000e-004	0.0000	8.7464	8.7464	8.1000e-004	0.0000	8.7666
Worker	3.9500e-003	1.7400e-003	0.0230	3.0000e-005	2.9000e-003	4.0000e-005	2.9400e-003	7.8000e-004	4.0000e-005	8.1000e-004	0.0000	3.0638	3.0638	1.2000e-004	0.0000	3.0668
Total	5.8100e-003	0.0717	0.0419	1.2000e-004	3.9200e-003	1.0000e-004	4.0200e-003	1.0800e-003	1.0000e-004	1.1600e-003	0.0000	11.8102	11.8102	9.3000e-004	0.0000	11.8335

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.3200e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	3.0000e-005	3.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0511	0.0511	0.0000	0.0000	0.0511
Total	7.0000e-005	3.0000e-005	3.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0511	0.0511	0.0000	0.0000	0.0511

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.7 Paving - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.0700e-003	0.0286	0.0493	7.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.5200e-003	0.0286	0.0493	7.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	3.0000e-005	3.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0511	0.0511	0.0000	0.0000	0.0511
Total	7.0000e-005	3.0000e-005	3.8000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0511	0.0511	0.0000	0.0000	0.0511

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.8 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	0.3403	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	2.0000e-005	2.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0314	0.0314	0.0000	0.0000	0.0315
Total	4.0000e-005	2.0000e-005	2.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0314	0.0314	0.0000	0.0000	0.0315

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

3.8 Architectural Coating - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3392					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	1.0000e-005		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.3392	0.0000	0.0000	1.0000e-005		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	2.0000e-005	2.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0314	0.0314	0.0000	0.0000	0.0315
Total	4.0000e-005	2.0000e-005	2.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0314	0.0314	0.0000	0.0000	0.0315

4.0 Operational Detail - Mobile

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491
Unmitigated	0.0396	0.1679	0.4605	1.5900e-003	0.1468	1.3500e-003	0.1481	0.0393	1.2600e-003	0.0406	0.0000	145.7260	145.7260	4.9200e-003	0.0000	145.8491

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	175.68	171.36	146.40	394,666	394,666
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	175.68	171.36	146.40	394,666	394,666

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
Other Asphalt Surfaces	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740
Parking Lot	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.0389	16.0389	1.6000e-003	3.3000e-004	16.1779
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.0389	16.0389	1.6000e-003	3.3000e-004	16.1779
NaturalGas Mitigated	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
NaturalGas Unmitigated	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	121090	15.9284	1.5900e-003	3.3000e-004	16.0665
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	840	0.1105	1.0000e-005	0.0000	0.1115
Total		16.0389	1.6000e-003	3.3000e-004	16.1779

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	121090	15.9284	1.5900e-003	3.3000e-004	16.0665
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	840	0.1105	1.0000e-005	0.0000	0.1115
Total		16.0389	1.6000e-003	3.3000e-004	16.1779

6.0 Area Detail

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627
Unmitigated	0.2250	2.8900e-003	0.1788	1.0000e-005		1.0500e-003	1.0500e-003		1.0500e-003	1.0500e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0339					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1856					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0000e-004	8.3000e-004	3.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9588	0.9588	2.0000e-005	2.0000e-005	0.9645
Landscaping	5.3900e-003	2.0600e-003	0.1785	1.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	0.2912	0.2912	2.8000e-004	0.0000	0.2983
Total	0.2250	2.8900e-003	0.1788	2.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0339					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1856					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0000e-004	8.3000e-004	3.5000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.9588	0.9588	2.0000e-005	2.0000e-005	0.9645
Landscaping	5.3900e-003	2.0600e-003	0.1785	1.0000e-005		9.9000e-004	9.9000e-004		9.9000e-004	9.9000e-004	0.0000	0.2912	0.2912	2.8000e-004	0.0000	0.2983
Total	0.2250	2.8900e-003	0.1788	2.0000e-005		1.0600e-003	1.0600e-003		1.0600e-003	1.0600e-003	0.0000	1.2500	1.2500	3.0000e-004	2.0000e-005	1.2627

7.0 Water Detail

7.1 Mitigation Measures Water

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.1201	2.0600e-003	1.2400e-003	2.5398
Unmitigated	2.1201	2.0600e-003	1.2400e-003	2.5398

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	1.5637 / 0.985809	2.1201	2.0600e-003	1.2400e-003	2.5398
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2.1201	2.0600e-003	1.2400e-003	2.5398

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	1.5637 / 0.985809	2.1201	2.0600e-003	1.2400e-003	2.5398
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		2.1201	2.0600e-003	1.2400e-003	2.5398

8.0 Waste Detail**8.1 Mitigation Measures Waste**

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.2410	0.1324	0.0000	5.5520
Unmitigated	2.2410	0.1324	0.0000	5.5520

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	11.04	2.2410	0.1324	0.0000	5.5520
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.2410	0.1324	0.0000	5.5520

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	11.04	2.2410	0.1324	0.0000	5.5520
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		2.2410	0.1324	0.0000	5.5520

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

5150 ECR Phase 1 (Townhomes) TAC - Santa Clara County, Annual

11.0 Vegetation

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

5150 ECR Phase 2 (Condo #1) AQ
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	122.00	Space	1.10	48,800.00	0
Condo/Townhouse	86.00	Dwelling Unit	5.38	166,728.00	246

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

Project Characteristics - PG&E 290 2020 rate

Land Use - 86 Condos and 122 parking spaces

Construction Phase - Construction Default Schedule + Default trenching

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default trenching equipment

Demolition - Demo assumed to occur all in Phase I

Vehicle Trips - 7.32, 7.14, 6.10

Woodstoves - all gas

Water And Wastewater - 100% aerobic

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	PhaseEndDate	7/9/2021	5/28/2021
tblConstructionPhase	PhaseEndDate	5/27/2022	4/15/2022
tblConstructionPhase	PhaseEndDate	6/24/2022	5/13/2022
tblConstructionPhase	PhaseEndDate	7/22/2022	6/9/2022
tblConstructionPhase	PhaseStartDate	6/12/2021	5/1/2021
tblConstructionPhase	PhaseStartDate	7/10/2021	5/29/2021
tblConstructionPhase	PhaseStartDate	5/28/2022	4/16/2022
tblConstructionPhase	PhaseStartDate	6/25/2022	5/13/2022
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	12.90	27.52
tblFireplaces	NumberWood	14.62	0.00
tblLandUse	LandUseSquareFeet	86,000.00	166,728.00

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.10
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2021	7-31-2021	0.7830	0.7830
2	8-1-2021	10-31-2021	0.7084	0.7084
3	11-1-2021	1-31-2022	0.6861	0.6861
4	2-1-2022	4-30-2022	0.5798	0.5798
5	5-1-2022	7-31-2022	1.2578	1.2578
		Highest	1.2578	1.2578

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	180.6189	180.6189	0.0111	3.5300e-003	181.9501
Mobile	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.9314	0.5753	2.2045	6.0200e-003	0.5259	0.0141	0.5399	0.1408	0.0138	0.1545	10.0128	694.9026	704.9154	0.5102	8.0200e-003	720.0624

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	180.6189	180.6189	0.0111	3.5300e-003	181.9501
Mobile	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.9314	0.5753	2.2045	6.0200e-003	0.5259	0.0141	0.5399	0.1408	0.0138	0.1545	10.0128	694.9026	704.9154	0.5102	8.0200e-003	720.0624

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	5/1/2021	5/28/2021	5	20	
2	Trenching	Trenching	5/1/2021	5/14/2021	5	10	
3	Building Construction	Building Construction	5/29/2021	4/15/2022	5	230	
4	Paving	Paving	4/16/2022	5/13/2022	5	20	
5	Architectural Coating	Architectural Coating	5/13/2022	6/9/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 1.1

Residential Indoor: 337,624; Residential Outdoor: 112,541; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,928 (Architectural Coating – sqft)

OffRoad Equipment

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Trenching	Excavators	1	7.00	158	0.38
Trenching	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Trenching	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	82.00	17.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	0.0229	0.2474	0.1586	3.0000e-004	0.0655	0.0116	0.0771	0.0337	0.0107	0.0443	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854
Total	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.2 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	0.0229	0.2474	0.1586	3.0000e-004	0.0655	0.0116	0.0771	0.0337	0.0107	0.0443	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854
Total	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.3 Trenching - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642
Total	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.3 Trenching - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1846	3.1846	1.0300e-003	0.0000	3.2103

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642
Total	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1473	1.3510	1.2846	2.0900e-003		0.0743	0.0743		0.0699	0.0699	0.0000	179.5189	179.5189	0.0433	0.0000	180.6016
Total	0.1473	1.3510	1.2846	2.0900e-003		0.0743	0.0743		0.0699	0.0699	0.0000	179.5189	179.5189	0.0433	0.0000	180.6016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3000e-003	0.1354	0.0360	3.6000e-004	8.6700e-003	3.0000e-004	8.9700e-003	2.5100e-003	2.9000e-004	2.7900e-003	0.0000	34.1271	34.1271	1.4900e-003	0.0000	34.1643
Worker	0.0196	0.0136	0.1454	4.6000e-004	0.0504	3.2000e-004	0.0507	0.0134	2.9000e-004	0.0137	0.0000	41.7232	41.7232	9.5000e-004	0.0000	41.7470
Total	0.0239	0.1490	0.1814	8.2000e-004	0.0591	6.2000e-004	0.0597	0.0159	5.8000e-004	0.0165	0.0000	75.8504	75.8504	2.4400e-003	0.0000	75.9113

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1473	1.3510	1.2846	2.0900e-003		0.0743	0.0743		0.0699	0.0699	0.0000	179.5187	179.5187	0.0433	0.0000	180.6014
Total	0.1473	1.3510	1.2846	2.0900e-003		0.0743	0.0743		0.0699	0.0699	0.0000	179.5187	179.5187	0.0433	0.0000	180.6014

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3000e-003	0.1354	0.0360	3.6000e-004	8.6700e-003	3.0000e-004	8.9700e-003	2.5100e-003	2.9000e-004	2.7900e-003	0.0000	34.1271	34.1271	1.4900e-003	0.0000	34.1643
Worker	0.0196	0.0136	0.1454	4.6000e-004	0.0504	3.2000e-004	0.0507	0.0134	2.9000e-004	0.0137	0.0000	41.7232	41.7232	9.5000e-004	0.0000	41.7470
Total	0.0239	0.1490	0.1814	8.2000e-004	0.0591	6.2000e-004	0.0597	0.0159	5.8000e-004	0.0165	0.0000	75.8504	75.8504	2.4400e-003	0.0000	75.9113

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0640	0.5856	0.6136	1.0100e-003		0.0303	0.0303		0.0285	0.0285	0.0000	86.8970	86.8970	0.0208	0.0000	87.4174
Total	0.0640	0.5856	0.6136	1.0100e-003		0.0303	0.0303		0.0285	0.0285	0.0000	86.8970	86.8970	0.0208	0.0000	87.4174

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9400e-003	0.0619	0.0164	1.7000e-004	4.1900e-003	1.3000e-004	4.3200e-003	1.2100e-003	1.2000e-004	1.3300e-003	0.0000	16.3551	16.3551	6.9000e-004	0.0000	16.3723
Worker	8.8400e-003	5.8800e-003	0.0647	2.2000e-004	0.0244	1.5000e-004	0.0245	6.4900e-003	1.4000e-004	6.6200e-003	0.0000	19.4553	19.4553	4.1000e-004	0.0000	19.4656
Total	0.0108	0.0678	0.0811	3.9000e-004	0.0286	2.8000e-004	0.0289	7.7000e-003	2.6000e-004	7.9500e-003	0.0000	35.8105	35.8105	1.1000e-003	0.0000	35.8380

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0640	0.5856	0.6136	1.0100e-003		0.0303	0.0303		0.0285	0.0285	0.0000	86.8969	86.8969	0.0208	0.0000	87.4173
Total	0.0640	0.5856	0.6136	1.0100e-003		0.0303	0.0303		0.0285	0.0285	0.0000	86.8969	86.8969	0.0208	0.0000	87.4173

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9400e-003	0.0619	0.0164	1.7000e-004	4.1900e-003	1.3000e-004	4.3200e-003	1.2100e-003	1.2000e-004	1.3300e-003	0.0000	16.3551	16.3551	6.9000e-004	0.0000	16.3723
Worker	8.8400e-003	5.8800e-003	0.0647	2.2000e-004	0.0244	1.5000e-004	0.0245	6.4900e-003	1.4000e-004	6.6200e-003	0.0000	19.4553	19.4553	4.1000e-004	0.0000	19.4656
Total	0.0108	0.0678	0.0811	3.9000e-004	0.0286	2.8000e-004	0.0289	7.7000e-003	2.6000e-004	7.9500e-003	0.0000	35.8105	35.8105	1.1000e-003	0.0000	35.8380

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495
Total	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.5 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495
Total	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1838					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	1.1859	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129
Total	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

3.6 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1838					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	1.1859	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129
Total	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129

4.0 Operational Detail - Mobile

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901
Unmitigated	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	629.52	614.04	524.60	1,414,219	1,414,219
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	629.52	614.04	524.60	1,414,219	1,414,219

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720
Enclosed Parking with Elevator	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	94.6936	94.6936	9.4700e-003	1.9600e-003	95.5142
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	94.6936	94.6936	9.4700e-003	1.9600e-003	95.5142
NaturalGas Mitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
NaturalGas Unmitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	285968	37.6167	3.7600e-003	7.8000e-004	37.9427
Total		94.6936	9.4700e-003	1.9600e-003	95.5142

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	285968	37.6167	3.7600e-003	7.8000e-004	37.9427
Total		94.6936	9.4700e-003	1.9600e-003	95.5142

6.0 Area Detail

6.1 Mitigation Measures Area

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265
Unmitigated	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6543					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0194	7.3700e-003	0.6398	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0453	1.0453	1.0100e-003	0.0000	1.0705
Total	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5265

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6543					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0194	7.3700e-003	0.6398	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0453	1.0453	1.0100e-003	0.0000	1.0705
Total	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5265

7.0 Water Detail

7.1 Mitigation Measures Water

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5970	7.3800e-003	4.4300e-003	9.1010
Unmitigated	7.5970	7.3800e-003	4.4300e-003	9.1010

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.0303	0.4746	0.0000	19.8948
Unmitigated	8.0303	0.4746	0.0000	19.8948

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

5150 ECR Phase 2 (Condo #1) AQ - Santa Clara County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

5150 ECR Phase 2 (Condo #1) TAC
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	122.00	Space	1.10	48,800.00	0
Condo/Townhouse	86.00	Dwelling Unit	5.38	166,728.00	246

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	290	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

Project Characteristics - PG&E 290 2020 rate

Land Use - 86 Condos and 122 parking spaces

Construction Phase - Construction Default Schedule + Default trenching

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default trenching equipment

Trips and VMT - TAC Trip Length 1 mile

Demolition - Demo assumed to occur all in Phase I

Vehicle Trips - 7.32, 7.14, 6.10

Woodstoves - all gas

Water And Wastewater - 100% aerobic

Construction Off-road Equipment Mitigation - BMPS, Tier 4, electrical crane/generator set/portable equipment (air compressor, welder)

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	12.90	27.52
tblFireplaces	NumberWood	14.62	0.00
tblLandUse	LandUseSquareFeet	86,000.00	166,728.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.10
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1809	1.7028	1.5285	2.5900e-003	0.0716	0.0870	0.1586	0.0353	0.0815	0.1169	0.0000	224.3577	224.3577	0.0539	0.0000	225.7062
2022	1.2650	0.7515	0.8059	1.3500e-003	3.1100e-003	0.0369	0.0400	8.4000e-004	0.0346	0.0355	0.0000	117.0652	117.0652	0.0280	0.0000	117.7651
Maximum	1.2650	1.7028	1.5285	2.5900e-003	0.0716	0.0870	0.1586	0.0353	0.0815	0.1169	0.0000	224.3577	224.3577	0.0539	0.0000	225.7062

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0368	0.6377	1.0250	2.5900e-003	0.0356	2.2900e-003	0.0379	9.2300e-003	2.2800e-003	0.0115	0.0000	131.5942	131.5942	0.0387	0.0000	132.5613
2022	1.2021	0.3499	0.5625	1.3500e-003	3.1100e-003	1.2200e-003	4.3200e-003	8.4000e-004	1.2100e-003	2.0600e-003	0.0000	69.6236	69.6236	0.0206	0.0000	70.1385
Maximum	1.2021	0.6377	1.0250	2.5900e-003	0.0356	2.2900e-003	0.0379	9.2300e-003	2.2800e-003	0.0115	0.0000	131.5942	131.5942	0.0387	0.0000	132.5613

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	14.32	59.76	32.00	0.00	48.23	97.17	78.76	72.16	97.00	91.09	0.00	41.06	41.06	27.64	0.00	40.98

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2021	7-31-2021	0.7606	0.2877
2	8-1-2021	10-31-2021	0.6759	0.2332
3	11-1-2021	1-31-2022	0.6525	0.2320
4	2-1-2022	4-30-2022	0.5545	0.2416
5	5-1-2022	7-31-2022	1.2571	1.2323
		Highest	1.2571	1.2323

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	180.6189	180.6189	0.0111	3.5300e-003	181.9501
Mobile	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.9314	0.5753	2.2045	6.0200e-003	0.5259	0.0141	0.5399	0.1408	0.0138	0.1545	10.0128	694.9026	704.9154	0.5102	8.0200e-003	720.0624

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	180.6189	180.6189	0.0111	3.5300e-003	181.9501
Mobile	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.9314	0.5753	2.2045	6.0200e-003	0.5259	0.0141	0.5399	0.1408	0.0138	0.1545	10.0128	694.9026	704.9154	0.5102	8.0200e-003	720.0624

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	5/1/2021	5/28/2021	5	20	
2	Trenching	Trenching	5/1/2021	5/14/2021	5	10	
3	Building Construction	Building Construction	5/29/2021	4/15/2022	5	230	
4	Paving	Paving	4/16/2022	5/13/2022	5	20	
5	Architectural Coating	Architectural Coating	5/13/2022	6/9/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 1.1

Residential Indoor: 337,624; Residential Outdoor: 112,541; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,928 (Architectural Coating – sqft)

OffRoad Equipment

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Trenching	Excavators	1	7.00	158	0.38
Trenching	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Trenching	2	5.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	82.00	17.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

- Use Alternative Fuel for Construction Equipment
- Use Cleaner Engines for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	0.0229	0.2474	0.1586	3.0000e-004	0.0655	0.0116	0.0771	0.0337	0.0107	0.0443	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180
Total	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0295	0.0000	0.0295	7.5800e-003	0.0000	7.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2000e-003	0.1033	0.1899	3.0000e-004		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	5.2000e-003	0.1033	0.1899	3.0000e-004	0.0295	4.8000e-004	0.0300	7.5800e-003	4.8000e-004	8.0600e-003	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180
Total	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180

3.3 Trenching - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.3 Trenching - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197
Total	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.3 Trenching - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197
Total	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1473	1.3510	1.2846	2.0900e-003		0.0743	0.0743		0.0699	0.0699	0.0000	179.5189	179.5189	0.0433	0.0000	180.6016
Total	0.1473	1.3510	1.2846	2.0900e-003		0.0743	0.0743		0.0699	0.0699	0.0000	179.5189	179.5189	0.0433	0.0000	180.6016

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2200e-003	0.0838	0.0226	1.1000e-004	1.2200e-003	7.0000e-005	1.2900e-003	3.6000e-004	7.0000e-005	4.2000e-004	0.0000	10.4757	10.4757	9.7000e-004	0.0000	10.5000
Worker	6.4300e-003	2.8400e-003	0.0376	6.0000e-005	4.7200e-003	6.0000e-005	4.7900e-003	1.2600e-003	6.0000e-005	1.3200e-003	0.0000	4.9925	4.9925	2.0000e-004	0.0000	4.9974
Total	8.6500e-003	0.0866	0.0601	1.7000e-004	5.9400e-003	1.3000e-004	6.0800e-003	1.6200e-003	1.3000e-004	1.7400e-003	0.0000	15.4682	15.4682	1.1700e-003	0.0000	15.4974

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0222	0.4318	0.7465	2.0900e-003		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	86.7554	86.7554	0.0281	0.0000	87.4568
Total	0.0222	0.4318	0.7465	2.0900e-003		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	86.7554	86.7554	0.0281	0.0000	87.4568

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2200e-003	0.0838	0.0226	1.1000e-004	1.2200e-003	7.0000e-005	1.2900e-003	3.6000e-004	7.0000e-005	4.2000e-004	0.0000	10.4757	10.4757	9.7000e-004	0.0000	10.5000
Worker	6.4300e-003	2.8400e-003	0.0376	6.0000e-005	4.7200e-003	6.0000e-005	4.7900e-003	1.2600e-003	6.0000e-005	1.3200e-003	0.0000	4.9925	4.9925	2.0000e-004	0.0000	4.9974
Total	8.6500e-003	0.0866	0.0601	1.7000e-004	5.9400e-003	1.3000e-004	6.0800e-003	1.6200e-003	1.3000e-004	1.7400e-003	0.0000	15.4682	15.4682	1.1700e-003	0.0000	15.4974

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0640	0.5856	0.6136	1.0100e-003		0.0303	0.0303		0.0285	0.0285	0.0000	86.8970	86.8970	0.0208	0.0000	87.4174
Total	0.0640	0.5856	0.6136	1.0100e-003		0.0303	0.0303		0.0285	0.0285	0.0000	86.8970	86.8970	0.0208	0.0000	87.4174

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-003	0.0392	0.0102	5.0000e-005	5.9000e-004	3.0000e-005	6.2000e-004	1.7000e-004	3.0000e-005	2.0000e-004	0.0000	5.0230	5.0230	4.4000e-004	0.0000	5.0341
Worker	2.8600e-003	1.2200e-003	0.0165	3.0000e-005	2.2900e-003	3.0000e-005	2.3200e-003	6.1000e-004	3.0000e-005	6.4000e-004	0.0000	2.3295	2.3295	8.0000e-005	0.0000	2.3316
Total	3.8600e-003	0.0404	0.0266	8.0000e-005	2.8800e-003	6.0000e-005	2.9400e-003	7.8000e-004	6.0000e-005	8.4000e-004	0.0000	7.3525	7.3525	5.2000e-004	0.0000	7.3657

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0107	0.2089	0.3612	1.0100e-003		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	42.0087	42.0087	0.0136	0.0000	42.3483
Total	0.0107	0.2089	0.3612	1.0100e-003		7.8000e-004	7.8000e-004		7.8000e-004	7.8000e-004	0.0000	42.0087	42.0087	0.0136	0.0000	42.3483

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-003	0.0392	0.0102	5.0000e-005	5.9000e-004	3.0000e-005	6.2000e-004	1.7000e-004	3.0000e-005	2.0000e-004	0.0000	5.0230	5.0230	4.4000e-004	0.0000	5.0341
Worker	2.8600e-003	1.2200e-003	0.0165	3.0000e-005	2.2900e-003	3.0000e-005	2.3200e-003	6.1000e-004	3.0000e-005	6.4000e-004	0.0000	2.3295	2.3295	8.0000e-005	0.0000	2.3316
Total	3.8600e-003	0.0404	0.0266	8.0000e-005	2.8800e-003	6.0000e-005	2.9400e-003	7.8000e-004	6.0000e-005	8.4000e-004	0.0000	7.3525	7.3525	5.2000e-004	0.0000	7.3657

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137
Total	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.3400e-003	0.1004	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.3400e-003	0.1004	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137
Total	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1838					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	1.1859	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	6.0000e-005	8.6000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1212	0.1212	0.0000	0.0000	0.1213
Total	1.5000e-004	6.0000e-005	8.6000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1212	0.1212	0.0000	0.0000	0.1213

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901
Unmitigated	0.1304	0.4908	1.5318	5.5000e-003	0.5259	4.2800e-003	0.5302	0.1408	3.9900e-003	0.1448	0.0000	504.1883	504.1883	0.0161	0.0000	504.5901

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	629.52	614.04	524.60	1,414,219	1,414,219
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	629.52	614.04	524.60	1,414,219	1,414,219

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720
Enclosed Parking with Elevator	0.612822	0.036208	0.182365	0.105071	0.013933	0.005011	0.012748	0.021514	0.002168	0.001529	0.005280	0.000629	0.000720

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	94.6936	94.6936	9.4700e-003	1.9600e-003	95.5142
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	94.6936	94.6936	9.4700e-003	1.9600e-003	95.5142
NaturalGas Mitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
NaturalGas Unmitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	285968	37.6167	3.7600e-003	7.8000e-004	37.9427
Total		94.6936	9.4700e-003	1.9600e-003	95.5142

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	285968	37.6167	3.7600e-003	7.8000e-004	37.9427
Total		94.6936	9.4700e-003	1.9600e-003	95.5142

6.0 Area Detail

6.1 Mitigation Measures Area

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265
Unmitigated	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0700e-003	6.0000e-005	4.5265

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6543					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0194	7.3700e-003	0.6398	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0453	1.0453	1.0100e-003	0.0000	1.0705
Total	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5265

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1184					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6543					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0194	7.3700e-003	0.6398	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0453	1.0453	1.0100e-003	0.0000	1.0705
Total	0.7924	0.0103	0.6411	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5265

7.0 Water Detail

7.1 Mitigation Measures Water

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5970	7.3800e-003	4.4300e-003	9.1010
Unmitigated	7.5970	7.3800e-003	4.4300e-003	9.1010

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.0303	0.4746	0.0000	19.8948
Unmitigated	8.0303	0.4746	0.0000	19.8948

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

5150 ECR Phase 2 (Condo #1) TAC - Santa Clara County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5150 ECR Phase 3 (Condos #2) AQ
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	117.00	Space	1.05	46,800.00	0
Condo/Townhouse	86.00	Dwelling Unit	5.38	155,446.00	246

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	290	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Project Characteristics - PG&E 2020 290 Rate

Land Use - 86 condos, 117 parking spaces

Construction Phase - Default Construction Schedule + Default trenching assumption

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Trenching Equipment

Vehicle Trips - 7.32, 7.14, 6.10

Woodstoves - all gas

Energy Use -

Water And Wastewater - 100% aerobic

Trips and VMT -

Construction Off-road Equipment Mitigation - BMPS, tier 4

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	12.90	27.52
tblFireplaces	NumberWood	14.62	0.00
tblLandUse	LandUseSquareFeet	86,000.00	155,446.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.10
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	12-1-2021	2-28-2022	0.8320	0.4955
2	3-1-2022	5-31-2022	0.6379	0.4449
3	6-1-2022	8-31-2022	0.6372	0.4441
4	9-1-2022	9-30-2022	0.2078	0.1448
		Highest	0.8320	0.4955

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	179.0773	179.0773	0.0110	3.5000e-003	180.3951
Mobile	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.8711	0.5562	2.1041	5.8400e-003	0.5258	0.0139	0.5398	0.1408	0.0136	0.1544	10.0128	677.2523	687.2650	0.5091	7.9900e-003	702.3757

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	179.0773	179.0773	0.0110	3.5000e-003	180.3951
Mobile	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.8711	0.5562	2.1041	5.8400e-003	0.5258	0.0139	0.5398	0.1408	0.0136	0.1544	10.0128	677.2523	687.2650	0.5091	7.9900e-003	702.3757

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	12/1/2021	12/28/2021	5	20	
2	Trenching	Trenching	12/1/2021	12/14/2021	5	10	
3	Building Construction	Building Construction	12/15/2021	11/1/2022	5	230	
4	Paving	Paving	11/2/2022	11/29/2022	5	20	
5	Architectural Coating	Architectural Coating	11/30/2022	12/27/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 1.05

Residential Indoor: 314,778; Residential Outdoor: 104,926; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,808 (Architectural Coating – sqft)

OffRoad Equipment

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Trenching	Excavators	1	7.00	158	0.38
Trenching	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Trenching	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	82.00	17.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Use Cleaner Engines for Construction Equipment

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	0.0229	0.2474	0.1586	3.0000e-004	0.0655	0.0116	0.0771	0.0337	0.0107	0.0443	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854
Total	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0295	0.0000	0.0295	7.5800e-003	0.0000	7.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2000e-003	0.1033	0.1899	3.0000e-004		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	5.2000e-003	0.1033	0.1899	3.0000e-004	0.0295	4.8000e-004	0.0300	7.5800e-003	4.8000e-004	8.0600e-003	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854
Total	4.6000e-004	3.2000e-004	3.4300e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9848	0.9848	2.0000e-005	0.0000	0.9854

3.3 Trenching - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.3 Trenching - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642
Total	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.3 Trenching - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642
Total	8.0000e-005	5.0000e-005	5.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1641	0.1641	0.0000	0.0000	0.1642

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0124	0.1133	0.1077	1.7000e-004		6.2300e-003	6.2300e-003		5.8600e-003	5.8600e-003	0.0000	15.0564	15.0564	3.6300e-003	0.0000	15.1472
Total	0.0124	0.1133	0.1077	1.7000e-004		6.2300e-003	6.2300e-003		5.8600e-003	5.8600e-003	0.0000	15.0564	15.0564	3.6300e-003	0.0000	15.1472

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0114	3.0200e-003	3.0000e-005	7.3000e-004	3.0000e-005	7.5000e-004	2.1000e-004	2.0000e-005	2.3000e-004	0.0000	2.8623	2.8623	1.2000e-004	0.0000	2.8654
Worker	1.6400e-003	1.1400e-003	0.0122	4.0000e-005	4.2300e-003	3.0000e-005	4.2500e-003	1.1200e-003	2.0000e-005	1.1500e-003	0.0000	3.4994	3.4994	8.0000e-005	0.0000	3.5014
Total	2.0000e-003	0.0125	0.0152	7.0000e-005	4.9600e-003	6.0000e-005	5.0000e-003	1.3300e-003	4.0000e-005	1.3800e-003	0.0000	6.3616	6.3616	2.0000e-004	0.0000	6.3668

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4700e-003	0.0709	0.1162	1.7000e-004		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	15.0564	15.0564	3.6300e-003	0.0000	15.1472
Total	3.4700e-003	0.0709	0.1162	1.7000e-004		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	15.0564	15.0564	3.6300e-003	0.0000	15.1472

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	0.0114	3.0200e-003	3.0000e-005	7.3000e-004	3.0000e-005	7.5000e-004	2.1000e-004	2.0000e-005	2.3000e-004	0.0000	2.8623	2.8623	1.2000e-004	0.0000	2.8654
Worker	1.6400e-003	1.1400e-003	0.0122	4.0000e-005	4.2300e-003	3.0000e-005	4.2500e-003	1.1200e-003	2.0000e-005	1.1500e-003	0.0000	3.4994	3.4994	8.0000e-005	0.0000	3.5014
Total	2.0000e-003	0.0125	0.0152	7.0000e-005	4.9600e-003	6.0000e-005	5.0000e-003	1.3300e-003	4.0000e-005	1.3800e-003	0.0000	6.3616	6.3616	2.0000e-004	0.0000	6.3668

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1851	1.6943	1.7754	2.9200e-003		0.0878	0.0878		0.0826	0.0826	0.0000	251.4219	251.4219	0.0602	0.0000	252.9277
Total	0.1851	1.6943	1.7754	2.9200e-003		0.0878	0.0878		0.0826	0.0826	0.0000	251.4219	251.4219	0.0602	0.0000	252.9277

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6100e-003	0.1792	0.0475	4.9000e-004	0.0121	3.7000e-004	0.0125	3.5100e-003	3.5000e-004	3.8600e-003	0.0000	47.3209	47.3209	1.9900e-003	0.0000	47.3706
Worker	0.0256	0.0170	0.1871	6.2000e-004	0.0706	4.3000e-004	0.0710	0.0188	4.0000e-004	0.0192	0.0000	56.2908	56.2908	1.1900e-003	0.0000	56.3206
Total	0.0312	0.1962	0.2346	1.1100e-003	0.0827	8.0000e-004	0.0835	0.0223	7.5000e-004	0.0230	0.0000	103.6116	103.6116	3.1800e-003	0.0000	103.6911

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0579	1.1840	1.9393	2.9200e-003		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003	0.0000	251.4216	251.4216	0.0602	0.0000	252.9274
Total	0.0579	1.1840	1.9393	2.9200e-003		9.1800e-003	9.1800e-003		9.1800e-003	9.1800e-003	0.0000	251.4216	251.4216	0.0602	0.0000	252.9274

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6100e-003	0.1792	0.0475	4.9000e-004	0.0121	3.7000e-004	0.0125	3.5100e-003	3.5000e-004	3.8600e-003	0.0000	47.3209	47.3209	1.9900e-003	0.0000	47.3706
Worker	0.0256	0.0170	0.1871	6.2000e-004	0.0706	4.3000e-004	0.0710	0.0188	4.0000e-004	0.0192	0.0000	56.2908	56.2908	1.1900e-003	0.0000	56.3206
Total	0.0312	0.1962	0.2346	1.1100e-003	0.0827	8.0000e-004	0.0835	0.0223	7.5000e-004	0.0230	0.0000	103.6116	103.6116	3.1800e-003	0.0000	103.6911

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495
Total	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.3400e-003	0.1004	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.3400e-003	0.1004	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495
Total	4.3000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9490	0.9490	2.0000e-005	0.0000	0.9495

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1040					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	1.1061	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.6 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129
Total	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1040					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.4000e-004	0.0106	0.0183	3.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	1.1046	0.0106	0.0183	3.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129
Total	4.6000e-004	3.1000e-004	3.3600e-003	1.0000e-005	1.2700e-003	1.0000e-005	1.2800e-003	3.4000e-004	1.0000e-005	3.4000e-004	0.0000	1.0123	1.0123	2.0000e-005	0.0000	1.0129

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585
Unmitigated	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	629.52	614.04	524.60	1,414,219	1,414,219
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	629.52	614.04	524.60	1,414,219	1,414,219

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.614951	0.035734	0.181842	0.104158	0.013506	0.005015	0.012793	0.021727	0.002177	0.001514	0.005249	0.000632	0.000704
Enclosed Parking with Elevator	0.614951	0.035734	0.181842	0.104158	0.013506	0.005015	0.012793	0.021727	0.002177	0.001514	0.005249	0.000632	0.000704

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	93.1520	93.1520	9.3200e-003	1.9300e-003	93.9592
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	93.1520	93.1520	9.3200e-003	1.9300e-003	93.9592
NaturalGas Mitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
NaturalGas Unmitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	274248	36.0751	3.6100e-003	7.5000e-004	36.3877
Total		93.1520	9.3200e-003	1.9300e-003	93.9592

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	274248	36.0751	3.6100e-003	7.5000e-004	36.3877
Total		93.1520	9.3200e-003	1.9300e-003	93.9592

6.0 Area Detail

6.1 Mitigation Measures Area

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263
Unmitigated	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6101					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0193	7.3600e-003	0.6394	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0452	1.0452	1.0100e-003	0.0000	1.0703
Total	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5263

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6101					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0193	7.3600e-003	0.6394	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0452	1.0452	1.0100e-003	0.0000	1.0703
Total	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5263

7.0 Water Detail

7.1 Mitigation Measures Water

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5970	7.3800e-003	4.4300e-003	9.1010
Unmitigated	7.5970	7.3800e-003	4.4300e-003	9.1010

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.0303	0.4746	0.0000	19.8948
Unmitigated	8.0303	0.4746	0.0000	19.8948

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5150 ECR Phase 3 (Condos #2) AQ
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	117.00	Space	1.05	46,800.00	0
Condo/Townhouse	86.00	Dwelling Unit	5.38	155,446.00	246

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	290	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Project Characteristics - PG&E 2020 290 Rate

Land Use - 86 condos, 117 parking spaces

Construction Phase - Default Construction Schedule + Default trenching assumption

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Construction Equipment

Off-road Equipment - Default Trenching Equipment

Trips and VMT - TAC Trip length 1 mile

Vehicle Trips - 7.32, 7.14, 6.10

Woodstoves - all gas

Energy Use -

Water And Wastewater - 100% aerobic

Construction Off-road Equipment Mitigation - BMPS, tier 4, electrical equipment

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	FuelType	Diesel	Electrical
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	12.90	27.52
tblFireplaces	NumberWood	14.62	0.00
tblLandUse	LandUseSquareFeet	86,000.00	155,446.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	VendorTripLength	7.30	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblTripsAndVMT	WorkerTripLength	10.80	1.00
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.10
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0380	0.3857	0.2966	5.2000e-004	0.0662	0.0188	0.0849	0.0339	0.0174	0.0513	0.0000	45.7244	45.7244	0.0132	0.0000	46.0542
2022	1.3136	1.9367	2.0181	3.4100e-003	8.5500e-003	0.0945	0.1030	2.3300e-003	0.0888	0.0911	0.0000	295.5109	295.5109	0.0684	0.0000	297.2211
Maximum	1.3136	1.9367	2.0181	3.4100e-003	0.0662	0.0945	0.1030	0.0339	0.0888	0.0911	0.0000	295.5109	295.5109	0.0684	0.0000	297.2211

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	8.5500e-003	0.1628	0.2860	5.2000e-004	0.0301	6.9000e-004	0.0308	7.7500e-003	6.9000e-004	8.4400e-003	0.0000	37.9442	37.9442	0.0119	0.0000	38.2420
2022	1.1499	0.8220	1.2968	3.4100e-003	8.5500e-003	2.8100e-003	0.0114	2.3300e-003	2.8000e-003	5.1300e-003	0.0000	163.0808	163.0808	0.0473	0.0000	164.2637
Maximum	1.1499	0.8220	1.2968	3.4100e-003	0.0301	2.8100e-003	0.0308	7.7500e-003	2.8000e-003	8.4400e-003	0.0000	163.0808	163.0808	0.0473	0.0000	164.2637

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	14.30	57.60	31.62	0.00	48.25	96.91	77.56	72.14	96.71	90.47	0.00	41.09	41.09	27.41	0.00	41.01

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	12-1-2021	2-28-2022	0.8045	0.3163
2	3-1-2022	5-31-2022	0.6083	0.2316
3	6-1-2022	8-31-2022	0.6086	0.2319
4	9-1-2022	9-30-2022	0.1985	0.0756
		Highest	0.8045	0.3163

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	179.0773	179.0773	0.0110	3.5000e-003	180.3951
Mobile	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.8711	0.5562	2.1041	5.8400e-003	0.5258	0.0139	0.5398	0.1408	0.0136	0.1544	10.0128	677.2523	687.2650	0.5091	7.9900e-003	702.3757

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263
Energy	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	179.0773	179.0773	0.0110	3.5000e-003	180.3951
Mobile	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585
Waste						0.0000	0.0000		0.0000	0.0000	8.0303	0.0000	8.0303	0.4746	0.0000	19.8948
Water						0.0000	0.0000		0.0000	0.0000	1.9824	5.6146	7.5970	7.3800e-003	4.4300e-003	9.1010
Total	0.8711	0.5562	2.1041	5.8400e-003	0.5258	0.0139	0.5398	0.1408	0.0136	0.1544	10.0128	677.2523	687.2650	0.5091	7.9900e-003	702.3757

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	12/1/2021	12/28/2021	5	20	
2	Trenching	Trenching	12/1/2021	12/14/2021	5	10	
3	Building Construction	Building Construction	12/15/2021	11/1/2022	5	230	
4	Paving	Paving	11/2/2022	11/29/2022	5	20	
5	Architectural Coating	Architectural Coating	11/30/2022	12/27/2022	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 1.05

Residential Indoor: 314,778; Residential Outdoor: 104,926; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,808 (Architectural Coating – sqft)

OffRoad Equipment

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Trenching	Excavators	1	7.00	158	0.38
Trenching	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	15.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Trenching	2	5.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	82.00	17.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	1.00	1.00	1.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

- Use Alternative Fuel for Construction Equipment
- Use Cleaner Engines for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads

3.2 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2474	0.1586	3.0000e-004		0.0116	0.0116		0.0107	0.0107	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644
Total	0.0229	0.2474	0.1586	3.0000e-004	0.0655	0.0116	0.0771	0.0337	0.0107	0.0443	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2644

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.2 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180
Total	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0295	0.0000	0.0295	7.5800e-003	0.0000	7.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2000e-003	0.1033	0.1899	3.0000e-004		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643
Total	5.2000e-003	0.1033	0.1899	3.0000e-004	0.0295	4.8000e-004	0.0300	7.5800e-003	4.8000e-004	8.0600e-003	0.0000	26.0537	26.0537	8.4300e-003	0.0000	26.2643

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.2 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180
Total	1.5000e-004	7.0000e-005	8.9000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1178	0.1178	0.0000	0.0000	0.1180

3.3 Trenching - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	1.8200e-003	0.0177	0.0242	4.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.3 Trenching - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197
Total	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052
Total	5.8000e-004	0.0159	0.0274	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.1795	3.1795	1.0300e-003	0.0000	3.2052

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.3 Trenching - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197
Total	3.0000e-005	1.0000e-005	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0196	0.0196	0.0000	0.0000	0.0197

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0124	0.1133	0.1077	1.7000e-004		6.2300e-003	6.2300e-003		5.8600e-003	5.8600e-003	0.0000	15.0564	15.0564	3.6300e-003	0.0000	15.1472
Total	0.0124	0.1133	0.1077	1.7000e-004		6.2300e-003	6.2300e-003		5.8600e-003	5.8600e-003	0.0000	15.0564	15.0564	3.6300e-003	0.0000	15.1472

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	7.0300e-003	1.8900e-003	1.0000e-005	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.8786	0.8786	8.0000e-005	0.0000	0.8807
Worker	5.4000e-004	2.4000e-004	3.1500e-003	0.0000	4.0000e-004	1.0000e-005	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.4187	0.4187	2.0000e-005	0.0000	0.4191
Total	7.3000e-004	7.2700e-003	5.0400e-003	1.0000e-005	5.0000e-004	2.0000e-005	5.1000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	1.2973	1.2973	1.0000e-004	0.0000	1.2998

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.8600e-003	0.0362	0.0626	1.7000e-004		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	7.2763	7.2763	2.3500e-003	0.0000	7.3351
Total	1.8600e-003	0.0362	0.0626	1.7000e-004		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	7.2763	7.2763	2.3500e-003	0.0000	7.3351

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-004	7.0300e-003	1.8900e-003	1.0000e-005	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.8786	0.8786	8.0000e-005	0.0000	0.8807
Worker	5.4000e-004	2.4000e-004	3.1500e-003	0.0000	4.0000e-004	1.0000e-005	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.4187	0.4187	2.0000e-005	0.0000	0.4191
Total	7.3000e-004	7.2700e-003	5.0400e-003	1.0000e-005	5.0000e-004	2.0000e-005	5.1000e-004	1.4000e-004	1.0000e-005	1.5000e-004	0.0000	1.2973	1.2973	1.0000e-004	0.0000	1.2998

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1851	1.6943	1.7754	2.9200e-003		0.0878	0.0878		0.0826	0.0826	0.0000	251.4219	251.4219	0.0602	0.0000	252.9277
Total	0.1851	1.6943	1.7754	2.9200e-003		0.0878	0.0878		0.0826	0.0826	0.0000	251.4219	251.4219	0.0602	0.0000	252.9277

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8800e-003	0.1135	0.0295	1.5000e-004	1.7000e-003	9.0000e-005	1.7900e-003	5.0000e-004	8.0000e-005	5.8000e-004	0.0000	14.5333	14.5333	1.2800e-003	0.0000	14.5653
Worker	8.2600e-003	3.5200e-003	0.0476	7.0000e-005	6.6100e-003	9.0000e-005	6.7000e-003	1.7700e-003	8.0000e-005	1.8500e-003	0.0000	6.7400	6.7400	2.4000e-004	0.0000	6.7461
Total	0.0111	0.1170	0.0771	2.2000e-004	8.3100e-003	1.8000e-004	8.4900e-003	2.2700e-003	1.6000e-004	2.4300e-003	0.0000	21.2734	21.2734	1.5200e-003	0.0000	21.3114

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0311	0.6045	1.0451	2.9200e-003		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003	0.0000	121.5451	121.5451	0.0393	0.0000	122.5278
Total	0.0311	0.6045	1.0451	2.9200e-003		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003	0.0000	121.5451	121.5451	0.0393	0.0000	122.5278

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.4 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8800e-003	0.1135	0.0295	1.5000e-004	1.7000e-003	9.0000e-005	1.7900e-003	5.0000e-004	8.0000e-005	5.8000e-004	0.0000	14.5333	14.5333	1.2800e-003	0.0000	14.5653
Worker	8.2600e-003	3.5200e-003	0.0476	7.0000e-005	6.6100e-003	9.0000e-005	6.7000e-003	1.7700e-003	8.0000e-005	1.8500e-003	0.0000	6.7400	6.7400	2.4000e-004	0.0000	6.7461
Total	0.0111	0.1170	0.0771	2.2000e-004	8.3100e-003	1.8000e-004	8.4900e-003	2.2700e-003	1.6000e-004	2.4300e-003	0.0000	21.2734	21.2734	1.5200e-003	0.0000	21.3114

3.5 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0110	0.1113	0.1458	2.3000e-004		5.6800e-003	5.6800e-003		5.2200e-003	5.2200e-003	0.0000	20.0276	20.0276	6.4800e-003	0.0000	20.1895

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.5 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137
Total	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.3400e-003	0.1004	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.3400e-003	0.1004	0.1730	2.3000e-004		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	20.0275	20.0275	6.4800e-003	0.0000	20.1895

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.5 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137
Total	1.4000e-004	6.0000e-005	8.0000e-004	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1136	0.1136	0.0000	0.0000	0.1137

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1040					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0500e-003	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574
Total	1.1061	0.0141	0.0181	3.0000e-005		8.2000e-004	8.2000e-004		8.2000e-004	8.2000e-004	0.0000	2.5533	2.5533	1.7000e-004	0.0000	2.5574

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

3.6 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	6.0000e-005	8.6000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1212	0.1212	0.0000	0.0000	0.1213
Total	1.5000e-004	6.0000e-005	8.6000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.1212	0.1212	0.0000	0.0000	0.1213

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585
Unmitigated	0.1223	0.4717	1.4319	5.3200e-003	0.5258	4.1500e-003	0.5300	0.1408	3.8600e-003	0.1446	0.0000	488.0797	488.0797	0.0152	0.0000	488.4585

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	629.52	614.04	524.60	1,414,219	1,414,219
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	629.52	614.04	524.60	1,414,219	1,414,219

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.614951	0.035734	0.181842	0.104158	0.013506	0.005015	0.012793	0.021727	0.002177	0.001514	0.005249	0.000632	0.000704
Enclosed Parking with Elevator	0.614951	0.035734	0.181842	0.104158	0.013506	0.005015	0.012793	0.021727	0.002177	0.001514	0.005249	0.000632	0.000704

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	93.1520	93.1520	9.3200e-003	1.9300e-003	93.9592
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	93.1520	93.1520	9.3200e-003	1.9300e-003	93.9592
NaturalGas Mitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
NaturalGas Unmitigated	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	1.61018e+006	8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.6800e-003	0.0742	0.0316	4.7000e-004		6.0000e-003	6.0000e-003		6.0000e-003	6.0000e-003	0.0000	85.9253	85.9253	1.6500e-003	1.5800e-003	86.4359

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	274248	36.0751	3.6100e-003	7.5000e-004	36.3877
Total		93.1520	9.3200e-003	1.9300e-003	93.9592

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	433907	57.0769	5.7100e-003	1.1800e-003	57.5715
Enclosed Parking with Elevator	274248	36.0751	3.6100e-003	7.5000e-004	36.3877
Total		93.1520	9.3200e-003	1.9300e-003	93.9592

6.0 Area Detail

6.1 Mitigation Measures Area

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263
Unmitigated	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4807	4.4807	1.0700e-003	6.0000e-005	4.5263

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6101					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0193	7.3600e-003	0.6394	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0452	1.0452	1.0100e-003	0.0000	1.0703
Total	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5263

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6101					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9700e-003	1.2600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4356	3.4356	7.0000e-005	6.0000e-005	3.4560
Landscaping	0.0193	7.3600e-003	0.6394	3.0000e-005		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	1.0452	1.0452	1.0100e-003	0.0000	1.0703
Total	0.7402	0.0103	0.6406	5.0000e-005		3.7800e-003	3.7800e-003		3.7800e-003	3.7800e-003	0.0000	4.4808	4.4808	1.0800e-003	6.0000e-005	4.5263

7.0 Water Detail

7.1 Mitigation Measures Water

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5970	7.3800e-003	4.4300e-003	9.1010
Unmitigated	7.5970	7.3800e-003	4.4300e-003	9.1010

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	5.60325 / 3.53248	7.5970	7.3800e-003	4.4300e-003	9.1010
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		7.5970	7.3800e-003	4.4300e-003	9.1010

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.0303	0.4746	0.0000	19.8948
Unmitigated	8.0303	0.4746	0.0000	19.8948

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	39.56	8.0303	0.4746	0.0000	19.8948
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		8.0303	0.4746	0.0000	19.8948

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

5150 ECR Phase 3 (Condos #2) AQ - Santa Clara County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

5150 ECR, Existing Land Use AQ - Santa Clara County, Annual

5150 ECR, Existing Land Use AQ
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	79.00	1000sqft	3.80	79,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	290	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2020 290 Rate
 Land Use - Revised 6.6.2019: 79,000-sf office building on 3.8 acres site
 Construction Phase - no construction
 Off-road Equipment - no equipment
 Vehicle Trips - 550 trips / 79k = 6.96, 1.55, 0.66
 Energy Use -
 Water And Wastewater - 100% aerobic
 Energy Mitigation - City of Los Altos is part of the SVCE program. Applying 90% participation rate, which is a conservative estimate

Table Name	Column Name	Default Value	New Value
------------	-------------	---------------	-----------

tblConstructionPhase	NumDays	5.00	1.00
tblLandUse	LotAcreage	1.81	3.80
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	ST_TR	2.46	1.55
tblVehicleTrips	SU_TR	1.05	0.66
tblVehicleTrips	WD_TR	11.03	6.96
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3498	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4100e-003	1.4100e-003	0.0000	0.0000	1.5000e-003
Energy	6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	254.2975	254.2975	0.0199	5.1000e-003	256.3132
Mobile	0.0980	0.4182	1.1543	4.0200e-003	0.3712	3.4000e-003	0.3746	0.0994	3.1800e-003	0.1025	0.0000	367.6920	367.6920	0.0123	0.0000	368.0005
Waste						0.0000	0.0000		0.0000	0.0000	14.9138	0.0000	14.9138	0.8814	0.0000	36.9482
Water						0.0000	0.0000		0.0000	0.0000	4.9677	13.9560	18.9238	0.0185	0.0111	22.6915
Total	0.4548	0.4816	1.2082	4.4000e-003	0.3712	8.2200e-003	0.3794	0.0994	8.0000e-003	0.1074	19.8815	635.9469	655.8284	0.9321	0.0162	683.9549

Mitigated Operational (*This emissions were used to account for SVCE)

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3498	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4100e-003	1.4100e-003	0.0000	0.0000	1.5000e-003
Energy	6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	87.5403	87.5403	3.1800e-003	1.6500e-003	88.1109
Mobile	0.0980	0.4182	1.1543	4.0200e-003	0.3712	3.4000e-003	0.3746	0.0994	3.1800e-003	0.1025	0.0000	367.6920	367.6920	0.0123	0.0000	368.0005
Waste						0.0000	0.0000		0.0000	0.0000	14.9138	0.0000	14.9138	0.8814	0.0000	36.9482
Water						0.0000	0.0000		0.0000	0.0000	4.9677	13.9560	18.9238	0.0185	0.0111	22.6915
Total	0.4548	0.4816	1.2082	4.4000e-003	0.3712	8.2200e-003	0.3794	0.0994	8.0000e-003	0.1074	19.8815	469.1897	489.0712	0.9154	0.0127	515.7526

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.22	25.43	1.79	21.31	24.59

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2021	1/1/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	0	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0591	0.0591	0.0000	0.0000	0.0591
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0591	0.0591	0.0000	0.0000	0.0591

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0591	0.0591	0.0000	0.0000	0.0591
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0591	0.0591	0.0000	0.0000	0.0591

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0980	0.4182	1.1543	4.0200e-003	0.3712	3.4000e-003	0.3746	0.0994	3.1800e-003	0.1025	0.0000	367.6920	367.6920	0.0123	0.0000	368.0005
Unmitigated	0.0980	0.4182	1.1543	4.0200e-003	0.3712	3.4000e-003	0.3746	0.0994	3.1800e-003	0.1025	0.0000	367.6920	367.6920	0.0123	0.0000	368.0005

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	549.84	122.45	52.14	998,162	998,162
Total	549.84	122.45	52.14	998,162	998,162

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.610498	0.036775	0.183084	0.106123	0.014413	0.005007	0.012610	0.021118	0.002144	0.001548	0.005312	0.000627	0.000740

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	18.5286	18.5286	1.8500e-003	3.8000e-004	18.6891
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	185.2858	185.2858	0.0185	3.8300e-003	186.8914
NaturalGas Mitigated	6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	69.0117	69.0117	1.3200e-003	1.2700e-003	69.4218
NaturalGas Unmitigated	6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	69.0117	69.0117	1.3200e-003	1.2700e-003	69.4218

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.29323e+006	6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	69.0117	69.0117	1.3200e-003	1.2700e-003	69.4218
Total		6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	69.0117	69.0117	1.3200e-003	1.2700e-003	69.4218

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.29323e+006	6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	69.0117	69.0117	1.3200e-003	1.2700e-003	69.4218
Total		6.9700e-003	0.0634	0.0533	3.8000e-004		4.8200e-003	4.8200e-003		4.8200e-003	4.8200e-003	0.0000	69.0117	69.0117	1.3200e-003	1.2700e-003	69.4218

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	1.40857e+006	185.2858	0.0185	3.8300e-003	186.8914
Total		185.2858	0.0185	3.8300e-003	186.8914

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Consumer Products	0.3085				0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.3000e-004	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	1.4100e-003	1.4100e-003	0.0000	0.0000	1.5000e-003
Total	0.3498	1.0000e-005	7.3000e-004	0.0000	0.0000	0.0000			0.0000	0.0000	0.0000	1.4100e-003	1.4100e-003	0.0000	0.0000	1.5000e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0412					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3085					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.0000e-005	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4100e-003	1.4100e-003	0.0000	0.0000	1.5000e-003
Total	0.3498	1.0000e-005	7.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.4100e-003	1.4100e-003	0.0000	0.0000	1.5000e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	18.9238	0.0185	0.0111	22.6915
Unmitigated	18.9238	0.0185	0.0111	22.6915

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	14.041 / 8.60575	18.9238	0.0185	0.0111	22.6915
Total		18.9238	0.0185	0.0111	22.6915

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	14.041 / 8.60575	18.9238	0.0185	0.0111	22.6915
Total		18.9238	0.0185	0.0111	22.6915

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.9138	0.8814	0.0000	36.9482
Unmitigated	14.9138	0.8814	0.0000	36.9482

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	73.47	14.9138	0.8814	0.0000	36.9482
Total		14.9138	0.8814	0.0000	36.9482

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

General Office Building	73.47	14.9138	0.8814	0.0000	36.9482
Total		14.9138	0.8814	0.0000	36.9482

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

5150 ECR All Phases AQ Operation Emissions - Santa Clara County, Annual

**5150 ECR All Phases AQ Operation Emissions
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	239.00	Space	2.15	95,600.00	0
Parking Lot	6.00	Space	0.00	2,400.00	0
Condo/Townhouse	24.00	Dwelling Unit	0.00	46,684.00	69
Condo/Townhouse	172.00	Dwelling Unit	3.80	322,174.00	492

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - PG&E 2020 290 Rate
- Land Use - Project Land Uses
- Construction Phase - Operational Emissions Run
- Off-road Equipment - Operational Emissions
- Vehicle Trips - weekday 7.32, sat 7.14, sun 6.09
- Woodstoves - all gas
- Water And Wastewater - 100% aerobic

Energy Mitigation - City of Los Altos is part of the SVCE program. Applying 90% participation rate, which is a conservative estimate

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	29.40	62.72
tblFireplaces	NumberWood	33.32	0.00
tblLandUse	LandUseSquareFeet	172,000.00	322,174.00
tblLandUse	LandUseSquareFeet	24,000.00	46,684.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	10.75	3.80
tblLandUse	LotAcreage	1.50	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.09
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPerce	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPerce	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPerce	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.7541	0.0303	1.4627	1.6000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	18.0415	18.0415	2.5900e-003	2.9000e-004	18.1918
Energy	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	399.7142	399.7142	0.0241	7.8100e-003	402.6447
Mobile	0.2786	1.0748	3.2628	0.0121	1.1982	9.4600e-003	1.2076	0.3207	8.8000e-003	0.3295	0.0000	1,112.1445	1,112.1445	0.0345	0.0000	1,113.0077
Waste						0.0000	0.0000		0.0000	0.0000	18.3017	0.0000	18.3017	1.0816	0.0000	45.3416
Water						0.0000	0.0000		0.0000	0.0000	4.5181	12.7960	17.3141	0.0168	0.0101	20.7418
Total	2.0525	1.2742	4.7974	0.0134	1.1982	0.0323	1.2305	0.3207	0.0316	0.3523	22.8198	1,542.6962	1,565.5160	1.1597	0.0182	1,599.9276

Mitigated Operational (*This emissions were used to account for SVCE)

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.7541	0.0303	1.4627	1.6000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	18.0415	18.0415	2.5900e-003	2.9000e-004	18.1918
Energy	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	216.2182	216.2182	5.7900e-003	4.0100e-003	217.5586
Mobile	0.2786	1.0748	3.2628	0.0121	1.1982	9.4600e-003	1.2076	0.3207	8.8000e-003	0.3295	0.0000	1,112.1445	1,112.1445	0.0345	0.0000	1,113.0077
Waste						0.0000	0.0000		0.0000	0.0000	18.3017	0.0000	18.3017	1.0816	0.0000	45.3416
Water						0.0000	0.0000		0.0000	0.0000	4.5181	12.7960	17.3141	0.0168	0.0101	20.7418

Total	2.0525	1.2742	4.7974	0.0134	1.1982	0.0323	1.2305	0.3207	0.0316	0.3523	22.8198	1,359.200 1	1,382.0199	1.1413	0.0144	1,414.841 5
-------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	---------	----------------	------------	--------	--------	----------------

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.89	11.72	1.58	20.89	11.57

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2786	1.0748	3.2628	0.0121	1.1982	9.4600e-003	1.2076	0.3207	8.8000e-003	0.3295	0.0000	1,112.144 5	1,112.1445	0.0345	0.0000	1,113.007 7
Unmitigated	0.2786	1.0748	3.2628	0.0121	1.1982	9.4600e-003	1.2076	0.3207	8.8000e-003	0.3295	0.0000	1,112.144 5	1,112.1445	0.0345	0.0000	1,113.007 7

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Condo/Townhouse	175.68	171.36	146.16	394,587	394,587
Condo/Townhouse	1,259.04	1,228.08	1,047.48	2,827,870	2,827,870
Enclosed Parking with Elevator	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	1,434.72	1,399.44	1,193.64	3,222,456	3,222,456

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.614951	0.035734	0.181842	0.104158	0.013506	0.005015	0.012793	0.021727	0.002177	0.001514	0.005249	0.000632	0.000704
Enclosed Parking with Elevator	0.614951	0.035734	0.181842	0.104158	0.013506	0.005015	0.012793	0.021727	0.002177	0.001514	0.005249	0.000632	0.000704
Parking Lot	0.614951	0.035734	0.181842	0.104158	0.013506	0.005015	0.012793	0.021727	0.002177	0.001514	0.005249	0.000632	0.000704

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20.3885	20.3885	2.0400e-003	4.2000e-004	20.5651
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	203.8846	203.8846	0.0204	4.2200e-003	205.6513
NaturalGas Mitigated	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934
NaturalGas Unmitigated	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934

5.2 Energy by Land Use - NaturalGas

Unmitigated

NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
----------------	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Land Use	kBTU/yr	tons/yr									MT/yr						
Condo/Townhouse	3.22036e+006	0.0174	0.1484	0.0631	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	171.8506	171.8506	3.2900e-003	3.1500e-003	172.8718
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	3.22036e+006	0.0174	0.1484	0.0631	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	171.8506	171.8506	3.2900e-003	3.1500e-003	172.8718
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			

Condo/Townhouse	121090	15.9284	1.5900e-003	3.3000e-004	16.0665
Condo/Townhouse	867814	114.1538	0.0114	2.3600e-003	115.1430
Enclosed Parking with Elevator	560216	73.6918	7.3700e-003	1.5200e-003	74.3304
Parking Lot	840	0.1105	1.0000e-005	0.0000	0.1115
Total		203.8846	0.0204	4.2100e-003	205.6513

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	12109	1.5928	1.6000e-004	3.0000e-005	1.6067
Condo/Townhouse	86781.4	11.4154	1.1400e-003	2.4000e-004	11.5143
Enclosed Parking with Elevator	56021.6	7.3692	7.4000e-004	1.5000e-004	7.4330
Parking Lot	84	0.0111	0.0000	0.0000	0.0112
Total		20.3885	2.0400e-003	4.2000e-004	20.5651

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
--	-----	-----	----	-----	---------------	--------------	------------	----------------	---------------	-------------	----------	-----------	-----------	-----	-----	------

Hearth	1.5800e-003	0.0135	5.7500e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	15.6598	15.6598	3.0000e-004	2.9000e-004	15.7529
Landscaping	0.0440	0.0168	1.4570	8.0000e-005		8.0700e-003	8.0700e-003		8.0700e-003	8.0700e-003	0.0000	2.3816	2.3816	2.2900e-003	0.0000	2.4389
Total	1.7541	0.0303	1.4627	1.7000e-004		9.1600e-003	9.1600e-003		9.1600e-003	9.1600e-003	0.0000	18.0415	18.0415	2.5900e-003	2.9000e-004	18.1918

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.3141	0.0168	0.0101	20.7418
Unmitigated	17.3141	0.0168	0.0101	20.7418

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	12.7702 / 8.05077	17.3141	0.0168	0.0101	20.7418
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000

Total		17.3141	0.0168	0.0101	20.7418
--------------	--	----------------	---------------	---------------	----------------

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	12.7702 / 8.05077	17.3141	0.0168	0.0101	20.7418
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		17.3141	0.0168	0.0101	20.7418

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	18.3017	1.0816	0.0000	45.3416
Unmitigated	18.3017	1.0816	0.0000	45.3416

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	90.16	18.3017	1.0816	0.0000	45.3416
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		18.3017	1.0816	0.0000	45.3416

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	90.16	18.3017	1.0816	0.0000	45.3416
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		18.3017	1.0816	0.0000	45.3416

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

5150 ECR All Phases AQ Operation Emissions - Santa Clara County, Annual

**5150 ECR All Phases AQ Operation Emissions
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	239.00	Space	2.15	95,600.00	0
Parking Lot	6.00	Space	0.00	2,400.00	0
Condo/Townhouse	24.00	Dwelling Unit	0.00	46,684.00	69
Condo/Townhouse	172.00	Dwelling Unit	3.80	322,174.00	492

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	290	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2020 290 Rate
 Land Use - Project Land Uses
 Construction Phase - Operational Emissions Run
 Off-road Equipment - Operational Emissions
 Vehicle Trips - weekday 7.32, sat 7.14, sun 6.09
 Woodstoves - all gas

Water And Wastewater - 100% aerobic

Energy Mitigation - City of Los Altos is part of the SVCE program. Applying 90% participation rate, which is a conservative estimate

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	1.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	29.40	62.72
tblFireplaces	NumberWood	33.32	0.00
tblLandUse	LandUseSquareFeet	172,000.00	322,174.00
tblLandUse	LandUseSquareFeet	24,000.00	46,684.00
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	10.75	3.80
tblLandUse	LotAcreage	1.50	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblTripsAndVMT	WorkerTripNumber	0.00	18.00
tblVehicleTrips	ST_TR	5.67	7.14
tblVehicleTrips	SU_TR	4.84	6.09
tblVehicleTrips	WD_TR	5.81	7.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

tblWoodstoves

WoodstoveWoodMass

582.40

0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.7538	0.0303	1.4595	1.6000e-004		9.1700e-003	9.1700e-003		9.1700e-003	9.1700e-003	0.0000	18.0415	18.0415	2.5800e-003	2.9000e-004	18.1914
Energy	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	399.7142	399.7142	0.0241	7.8100e-003	402.6447
Mobile	0.2087	0.9014	2.4030	0.0104	1.1980	6.9400e-003	1.2049	0.3206	6.4500e-003	0.3271	0.0000	952.7738	952.7738	0.0274	0.0000	953.4589
Waste						0.0000	0.0000		0.0000	0.0000	18.3017	0.0000	18.3017	1.0816	0.0000	45.3416
Water						0.0000	0.0000		0.0000	0.0000	4.5181	12.7960	17.3141	0.0168	0.0101	20.7418
Total	1.9823	1.1007	3.9344	0.0116	1.1980	0.0298	1.2278	0.3206	0.0293	0.3499	22.8198	1,383.3256	1,406.1453	1.1526	0.0182	1,440.3784

Mitigated Operational (*This emissions were used to account for SVCE)

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.7538	0.0303	1.4595	1.6000e-004		9.1700e-003	9.1700e-003		9.1700e-003	9.1700e-003	0.0000	18.0415	18.0415	2.5800e-003	2.9000e-004	18.1914
Energy	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	216.2182	216.2182	5.7900e-003	4.0100e-003	217.5586

Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Condo/Townhouse	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Condo/Townhouse	0.621541	0.034056	0.180136	0.101248	0.011859	0.005060	0.013110	0.022881	0.002221	0.001470	0.005122	0.000646	0.000651
Enclosed Parking with Elevator	0.621541	0.034056	0.180136	0.101248	0.011859	0.005060	0.013110	0.022881	0.002221	0.001470	0.005122	0.000646	0.000651
Parking Lot	0.621541	0.034056	0.180136	0.101248	0.011859	0.005060	0.013110	0.022881	0.002221	0.001470	0.005122	0.000646	0.000651

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20.3885	20.3885	2.0400e-003	4.2000e-004	20.5651
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	203.8846	203.8846	0.0204	4.2200e-003	205.6513
NaturalGas Mitigated	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934
NaturalGas Unmitigated	0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	3.22036e+006	0.0174	0.1484	0.0631	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	171.8506	171.8506	3.2900e-003	3.1500e-003	172.8718
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Condo/Townhouse	3.22036e+006	0.0174	0.1484	0.0631	9.5000e-004		0.0120	0.0120		0.0120	0.0120	0.0000	171.8506	171.8506	3.2900e-003	3.1500e-003	172.8718
Condo/Townhouse	449352	2.4200e-003	0.0207	8.8100e-003	1.3000e-004		1.6700e-003	1.6700e-003		1.6700e-003	1.6700e-003	0.0000	23.9792	23.9792	4.6000e-004	4.4000e-004	24.1216
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0198	0.1691	0.0720	1.0800e-003		0.0137	0.0137		0.0137	0.0137	0.0000	195.8297	195.8297	3.7500e-003	3.5900e-003	196.9934

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	121090	15.9284	1.5900e-003	3.3000e-004	16.0665
Condo/Townhouse	867814	114.1538	0.0114	2.3600e-003	115.1430
Enclosed Parking with Elevator	560216	73.6918	7.3700e-003	1.5200e-003	74.3304
Parking Lot	840	0.1105	1.0000e-005	0.0000	0.1115
Total		203.8846	0.0204	4.2100e-003	205.6513

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Condo/Townhouse	12109	1.5928	1.6000e-004	3.0000e-005	1.6067
Condo/Townhouse	86781.4	11.4154	1.1400e-003	2.4000e-004	11.5143
Enclosed Parking with Elevator	56021.6	7.3692	7.4000e-004	1.5000e-004	7.4330
Parking Lot	84	0.0111	0.0000	0.0000	0.0112
Total		20.3885	2.0400e-003	4.2000e-004	20.5651

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7538	0.0303	1.4595	1.6000e-004		9.1700e-003	9.1700e-003		9.1700e-003	9.1700e-003	0.0000	18.0415	18.0415	2.5800e-003	2.9000e-004	18.1914
Unmitigated	1.7538	0.0303	1.4595	1.6000e-004		9.1700e-003	9.1700e-003		9.1700e-003	9.1700e-003	0.0000	18.0415	18.0415	2.5800e-003	2.9000e-004	18.1914

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2617					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.4469					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.5800e-003	0.0135	5.7500e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	15.6598	15.6598	3.0000e-004	2.9000e-004	15.7529
Landscaping	0.0436	0.0168	1.4537	8.0000e-005		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	2.3816	2.3816	2.2800e-003	0.0000	2.4385
Total	1.7538	0.0303	1.4595	1.7000e-004		9.1700e-003	9.1700e-003		9.1700e-003	9.1700e-003	0.0000	18.0415	18.0415	2.5800e-003	2.9000e-004	18.1914

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2617					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.4469					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.5800e-003	0.0135	5.7500e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	15.6598	15.6598	3.0000e-004	2.9000e-004	15.7529
Landscaping	0.0436	0.0168	1.4537	8.0000e-005		8.0800e-003	8.0800e-003		8.0800e-003	8.0800e-003	0.0000	2.3816	2.3816	2.2800e-003	0.0000	2.4385
Total	1.7538	0.0303	1.4595	1.7000e-004		9.1700e-003	9.1700e-003		9.1700e-003	9.1700e-003	0.0000	18.0415	18.0415	2.5800e-003	2.9000e-004	18.1914

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.3141	0.0168	0.0101	20.7418
Unmitigated	17.3141	0.0168	0.0101	20.7418

7.2 Water by Land Use

Unmitigated

Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
--------------------	-----------	-----	-----	------

Land Use	Mgal	MT/yr			
Condo/Townhouse	12.7702 / 8.05077	17.3141	0.0168	0.0101	20.7418
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		17.3141	0.0168	0.0101	20.7418

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Condo/Townhouse	12.7702 / 8.05077	17.3141	0.0168	0.0101	20.7418
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		17.3141	0.0168	0.0101	20.7418

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e

	MT/yr			
Mitigated	18.3017	1.0816	0.0000	45.3416
Unmitigated	18.3017	1.0816	0.0000	45.3416

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	90.16	18.3017	1.0816	0.0000	45.3416
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		18.3017	1.0816	0.0000	45.3416

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Condo/Townhouse	90.16	18.3017	1.0816	0.0000	45.3416
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000

Total		18.3017	1.0816	0.0000	45.3416
-------	--	---------	--------	--------	---------

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Attachment 3: Construction Health Risk Modeling Outputs

5150 El Camino Real, Los Altos, CA

DPM Construction Emissions and Modeling Emission Rates - Unmitigated

Construction Year	Activity	DPM (ton/year)	Area Source	DPM Emissions			Modeled Area (m ²)	DPM Emission Rate (g/s/m ²)
				(lb/yr)	(lb/hr)	(g/s)		
2021	Const-Area 1	0.0554	CON_DPM_ASPH	110.8	0.03373	4.25E-03	4,410	9.64E-07
	Const-Area 2	0.0291	CON_DPM_TH	58.2	0.01771	2.23E-03	2,315	9.64E-07
		0.0845					6,725	
2021	Const-Area 3	0.0870	CON_DPM_C1	174.0	0.05297	6.67E-03	4,647	1.44E-06
Total		0.1715		343	0.1044	0.0132		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

PM2.5 Fugitive Dust Construction Emissions for Modeling - Unmitigated

Construction Year	Activity	Area Source	PM2.5 Emissions (ton/year)	PM2.5 Emissions			Modeled Area (m ²)	PM2.5 Emission Rate (g/s/m ²)
				(lb/yr)	(lb/hr)	(g/s)		
2021	Const-Area 1	CON_FUG_ASPH	0.0098	19.5	0.00595	7.49E-04	4,410	1.70E-07
	Const-Area 2	CON_FUG_TH	0.0051	10.3	0.00312	3.94E-04	2,315	1.70E-07
			0.0149				6,725	
2021	Const-Area 3	CON_FUG_C1	0.0353	70.6	0.02149	2.71E-03	4,647	5.83E-07
Total			0.0502	100.4	0.0306	0.0039		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

DPM Emissions and Modeling Emission Rates - Unmitigated

Emissions Model		DPM	Area	DPM Emissions			Modeled Area	DPM Emission Rate
Year	Activity	(ton/year)	Source	(lb/yr)	(lb/hr)	(g/s)	(m ²)	(g/s/m ²)
2022	Construction	0.0369	CON_DPM_C1	73.8	0.02247	2.83E-03	4,647	6.09E-07
2022	Construction	0.1133	CON_DPM_C2	226.6	0.06898	8.69E-03	4,015	2.16E-06
Total		0.1502		300.4	0.0914	0.0115		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

PM2.5 Fugitive Dust Emissions for Modeling - Unmitigated

Construction		Area	PM2.5 Emissions				Modeled Area	PM2.5 Emission Rate
Year	Activity	Source	(ton/year)	(lb/yr)	(lb/hr)	(g/s)	(m ²)	g/s/m ²
2022	Construction	CON_FUG_C1	0.0008	1.7	0.00051	6.44E-05	4,647	1.39E-08
2022	Construction	CON_FUG_C2	0.0362	72.5	0.02206	2.78E-03	4,015	6.92E-07
Total			0.0371	74.1	0.0226	0.0028		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

DPM Construction Emissions and Modeling Emission Rates - With Mitigation

Construction Year	Activity	DPM (ton/year)	Area Source	DPM Emissions			Modeled Area (m ²)	DPM Emission Rate (g/s/m ²)
				(lb/yr)	(lb/hr)	(g/s)		
2021	Const-Area 1	0.0011	CON_DPM_ASPH	2.3	0.00069	8.72E-05	23,149	3.77E-09
	Const-Area 2	0.0002	CON_DPM_TH	0.3	0.00010	1.25E-05	3,311	3.77E-09
		0.0013					26,460	
2021	Const-Area 3	0.0023	CON_DPM_C1	4.6	0.00139	1.76E-04	4,647	3.78E-08
Total		0.0036		7	0.0022	0.0003		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

PM2.5 Fugitive Dust Construction Emissions for Modeling - With Mitigation

Construction Year	Activity	Area Source	PM2.5 Emissions (ton/year)	PM2.5 Emissions			Modeled Area (m ²)	PM2.5 Emission Rate (g/s/m ²)
				(lb/yr)	(lb/hr)	(g/s)		
2021	Const-Area 1	CON_FUG_ASPH	0.0037	7.5	0.00227	2.87E-04	23,149	1.24E-08
	Const-Area 2	CON_FUG_TH	0.0005	1.1	0.00033	4.10E-05	3,311	1.24E-08
			0.0043				26,460	
2021	Const-Area 3	CON_FUG_C1	0.0092	18.5	0.00562	7.08E-04	4,647	1.52E-07
Total			0.0135	27.0	0.0082	0.0010		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

DPM Construction Emissions and Modeling Emission Rates - With Mitigation

Emissions Model		DPM	Area	DPM Emissions			Modeled Area	DPM Emission Rate
Year	Activity	(ton/year)	Source	(lb/yr)	(lb/hr)	(g/s)	(m ²)	(g/s/m ²)
2022	Construction	0.0012	CON_DPM_C1	2.4	0.00074	9.36E-05	4,647	2.01E-08
2022	Construction	0.0035	CON_DPM_C2	7.0	0.00213	2.68E-04	4,015	6.69E-08
Total		0.0047		9.4	0.0029	0.0004		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

PM2.5 Fugitive Dust Construction Emissions for Modeling - With Mitigation

Construction		Area	PM2.5 Emissions				Modeled Area	PM2.5 Emission Rate
Year	Activity	Source	(ton/year)	(lb/yr)	(lb/hr)	(g/s)	(m ²)	g/s/m ²
2022	Construction	CON_FUG_C1	0.0008	1.7	0.00051	6.44E-05	4,647	1.39E-08
2022	Construction	CON_FUG_C2	0.0101	20.2	0.00614	7.73E-04	4,015	1.93E-07
Total			0.0109	21.8	0.0066	0.0008		

Construction Hours

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

**5150 El Camino Real , Los Altos, CA
Construction Health Impacts Summary**

Maximum Impacts at Construction MEI Location - Unmitigated

Emissions Year	Maximum Concentrations		Cancer Risk (per million)		Hazard Index (-)	Maximum Annual PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
	Exhaust PM10/DPM ($\mu\text{g}/\text{m}^3$)	Fugitive PM2.5 ($\mu\text{g}/\text{m}^3$)	Child	Adult		
	2021	0.6338	0.2154	104.10	1.82	0.127
2022	0.2707	0.0492	44.46	0.78	0.054	0.32
Total	-	-	148.6	2.6	-	-
Maximum	0.6338	0.2154	-	-	0.127	0.85

Maximum Impacts at Construction MEI Location - With Mitigation

Emissions Year	Maximum Concentrations		Cancer Risk (per million)		Hazard Index (-)	Maximum Annual PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
	Exhaust PM10/DPM ($\mu\text{g}/\text{m}^3$)	Fugitive PM2.5 ($\mu\text{g}/\text{m}^3$)	Child	Adult		
	2021	0.0095	0.0429	1.56	0.03	0.002
2022	0.0087	0.0161	1.42	0.02	0.002	0.02
Total	-	-	3.0	0.1	-	-
Maximum	0.0095	0.0429	-	-	0.002	0.05

Maximum Impacts at KinderCare Mountain View

Construction Year	Unmitigated Emissions				
	Maximum Concentrations		Child Cancer Risk (per million)	Hazard Index (-)	Maximum Annual PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
	Exhaust PM2.5/DPM ($\mu\text{g}/\text{m}^3$)	Fugitive PM2.5 ($\mu\text{g}/\text{m}^3$)			
2021	0.4568	0.1971	75.0	0.09	0.65
2022	0.1897	0.0232	31.2	0.04	0.21
Total	-	-	106.2		
Maximum	0.4568	0.1971	-	0.091	0.65

Maximum Impacts at KinderCare Mountain View

Construction Year	Mitigated Emissions				
	Maximum Concentrations		Child Cancer Risk (per million)	Hazard Index (-)	Maximum Annual PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
	Exhaust PM2.5/DPM ($\mu\text{g}/\text{m}^3$)	Fugitive PM2.5 ($\mu\text{g}/\text{m}^3$)			
2021	0.0087	0.0434	1.4	0.00	0.05
2022	0.0061	0.0091	0.6	0.00	0.02
Total	-	-	2.0		
Maximum	0.0087	0.0434	-	0.002	0.05

Maximum Impacts at Mountain View- Los Altos Montessori Children's Center

Construction Year	Unmitigated Emissions				
	Maximum Concentrations		Child Cancer Risk (per million)	Hazard Index (-)	Maximum Annual PM2.5 Concentration ($\mu\text{g}/\text{m}^3$)
	Exhaust PM2.5/DPM ($\mu\text{g}/\text{m}^3$)	Fugitive PM2.5 ($\mu\text{g}/\text{m}^3$)			
2021	0.0296	0.0094	0.8	0.01	0.04
2022	0.0410	0.0125	1.2	0.01	0.05
Total	-	-	2.0		
Maximum	0.0410	0.0125	-	0.008	0.05

**5150 El Camino Real , Los Altos, CA - Unmitigated Emissions
Maximum DPM Cancer Risk Calculations From Construction
Impacts at Off-Site Receptors-1.5 meter receptor height**

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Age -> Parameter	Infant/Child				Adult
	3rd Trimester	0 - 2	2 - 9	2 - 16	16 - 30
ASF =	10	10	3	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	631	572	261
A =	1	1	1	1	1
EF =	350	350	350	350	350
AT =	70	70	70	70	70
FAH =	1.00	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Age	Infant/Child - Exposure Information			Infant/Child Cancer Risk (per million)	Adult - Exposure Information			Adult Cancer Risk (per million)	Fugitive PM2.5	Total PM2.5
			DPM Conc (ug/m3)		Age Sensitivity Factor		Modeled		Age Sensitivity Factor			
			Year	Annual			Year	Annual				
0	0.25	-0.25 - 0*		-	10		-	-	-			
1	1	0 - 1	2021	0.6338	10	2021	0.6338	1	1.82	0.2154	0.8492	
2	1	1 - 2	2022	0.2707	10	2022	0.2707	1	0.78	0.0492	0.3199	
3	1	2 - 3		0.0000	3		0.0000	1	0.00			
4	1	3 - 4		0.0000	3		0.0000	1	0.00			
5	1	4 - 5		0.0000	3		0.0000	1	0.00			
6	1	5 - 6		0.0000	3		0.0000	1	0.00			
7	1	6 - 7		0.0000	3		0.0000	1	0.00			
8	1	7 - 8		0.0000	3		0.0000	1	0.00			
9	1	8 - 9		0.0000	3		0.0000	1	0.00			
10	1	9 - 10		0.0000	3		0.0000	1	0.00			
11	1	10 - 11		0.0000	3		0.0000	1	0.00			
12	1	11 - 12		0.0000	3		0.0000	1	0.00			
13	1	12 - 13		0.0000	3		0.0000	1	0.00			
14	1	13 - 14		0.0000	3		0.0000	1	0.00			
15	1	14 - 15		0.0000	3		0.0000	1	0.00			
16	1	15 - 16		0.0000	3		0.0000	1	0.00			
17	1	16-17		0.0000	1		0.0000	1	0.00			
18	1	17-18		0.0000	1		0.0000	1	0.00			
19	1	18-19		0.0000	1		0.0000	1	0.00			
20	1	19-20		0.0000	1		0.0000	1	0.00			
21	1	20-21		0.0000	1		0.0000	1	0.00			
22	1	21-22		0.0000	1		0.0000	1	0.00			
23	1	22-23		0.0000	1		0.0000	1	0.00			
24	1	23-24		0.0000	1		0.0000	1	0.00			
25	1	24-25		0.0000	1		0.0000	1	0.00			
26	1	25-26		0.0000	1		0.0000	1	0.00			
27	1	26-27		0.0000	1		0.0000	1	0.00			
28	1	27-28		0.0000	1		0.0000	1	0.00			
29	1	28-29		0.0000	1		0.0000	1	0.00			
30	1	29-30		0.0000	1		0.0000	1	0.00			
Total Increased Cancer Risk						148.6				2.60		

* Third trimester of pregnancy

**5150 El Camino Real , Los Altos, CA - Mitigated Emissions
Maximum DPM Cancer Risk Calculations From Construction
Impacts at Off-Site Receptors-1.5 meter**

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Age -> Parameter	Infant/Child				Adult
	3rd Trimester	0 - 2	2 - 9	2 - 16	16 - 30
ASF =	10	10	3	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	631	572	261
A =	1	1	1	1	1
EF =	350	350	350	350	350
AT =	70	70	70	70	70
FAH =	1.00	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Age	Infant/Child - Exposure Information			Infant/Child Cancer Risk (per million)	Adult - Exposure Information			Adult Cancer Risk (per million)	Fugitive PM2.5	Total PM2.5
			DPM Conc (ug/m3)		Age Sensitivity Factor		Modeled		Age Sensitivity Factor			
			Year	Annual			Year	Annual				
0	0.25	-0.25 - 0*	-	-	-	-	-	-	-	-	-	-
1	1	0 - 1	2021	0.0095	10	1.56	2021	0.0095	1	0.03	0.0429	0.0524
2	1	1 - 2	2022	0.0087	10	1.42	2022	0.0087	1	0.02	0.0161	0.0248
3	1	2 - 3		0.0000	3	0.00		0.0000	1	0.00		
4	1	3 - 4		0.0000	3	0.00		0.0000	1	0.00		
5	1	4 - 5		0.0000	3	0.00		0.0000	1	0.00		
6	1	5 - 6		0.0000	3	0.00		0.0000	1	0.00		
7	1	6 - 7		0.0000	3	0.00		0.0000	1	0.00		
8	1	7 - 8		0.0000	3	0.00		0.0000	1	0.00		
9	1	8 - 9		0.0000	3	0.00		0.0000	1	0.00		
10	1	9 - 10		0.0000	3	0.00		0.0000	1	0.00		
11	1	10 - 11		0.0000	3	0.00		0.0000	1	0.00		
12	1	11 - 12		0.0000	3	0.00		0.0000	1	0.00		
13	1	12 - 13		0.0000	3	0.00		0.0000	1	0.00		
14	1	13 - 14		0.0000	3	0.00		0.0000	1	0.00		
15	1	14 - 15		0.0000	3	0.00		0.0000	1	0.00		
16	1	15 - 16		0.0000	3	0.00		0.0000	1	0.00		
17	1	16-17		0.0000	1	0.00		0.0000	1	0.00		
18	1	17-18		0.0000	1	0.00		0.0000	1	0.00		
19	1	18-19		0.0000	1	0.00		0.0000	1	0.00		
20	1	19-20		0.0000	1	0.00		0.0000	1	0.00		
21	1	20-21		0.0000	1	0.00		0.0000	1	0.00		
22	1	21-22		0.0000	1	0.00		0.0000	1	0.00		
23	1	22-23		0.0000	1	0.00		0.0000	1	0.00		
24	1	23-24		0.0000	1	0.00		0.0000	1	0.00		
25	1	24-25		0.0000	1	0.00		0.0000	1	0.00		
26	1	25-26		0.0000	1	0.00		0.0000	1	0.00		
27	1	26-27		0.0000	1	0.00		0.0000	1	0.00		
28	1	27-28		0.0000	1	0.00		0.0000	1	0.00		
29	1	28-29		0.0000	1	0.00		0.0000	1	0.00		
30	1	29-30		0.0000	1	0.00		0.0000	1	0.00		
Total Increased Cancer Risk						3.0				0.05		

* Third trimester of pregnancy

**5150 El Camino Real , Los Altos, (- Unmitigated Emissions
Maximum DPM Cancer Risk Calculations From Construction
Impacts at Off-Site Receptors-4.5 meter**

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Age --> Parameter	Infant/Child				Adult
	3rd Trimester	0 - 2	2 - 9	2 - 16	16 - 30
ASF =	10	10	3	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	631	572	261
A =	1	1	1	1	1
EF =	350	350	350	350	350
AT =	70	70	70	70	70
FAH =	1.00	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Age	Infant/Child - Exposure Information		Age Sensitivity Factor	Infant/Child Cancer Risk (per million)	Adult - Exposure Information		Age Sensitivity Factor	Adult Cancer Risk (per million)	Fugitive PM2.5	Total PM2.5
			DPM Conc (ug/m3)				Modeled					
			Year	Annual			Year	Annual				
0	0.25	-0.25 - 0*		-	10							
1	1	0 - 1	2021	0.1983	10	32.57	2021	0.1983	1	0.57	0.0672	0.265
2	1	1 - 2	2022	0.0960	10	15.77	2022	0.0960	1	0.28	0.0153	0.111
3	1	2 - 3		0.0000	3	0.00		0.0000	1	0.00		
4	1	3 - 4		0.0000	3	0.00		0.0000	1	0.00		
5	1	4 - 5		0.0000	3	0.00		0.0000	1	0.00		
6	1	5 - 6		0.0000	3	0.00		0.0000	1	0.00		
7	1	6 - 7		0.0000	3	0.00		0.0000	1	0.00		
8	1	7 - 8		0.0000	3	0.00		0.0000	1	0.00		
9	1	8 - 9		0.0000	3	0.00		0.0000	1	0.00		
10	1	9 - 10		0.0000	3	0.00		0.0000	1	0.00		
11	1	10 - 11		0.0000	3	0.00		0.0000	1	0.00		
12	1	11 - 12		0.0000	3	0.00		0.0000	1	0.00		
13	1	12 - 13		0.0000	3	0.00		0.0000	1	0.00		
14	1	13 - 14		0.0000	3	0.00		0.0000	1	0.00		
15	1	14 - 15		0.0000	3	0.00		0.0000	1	0.00		
16	1	15 - 16		0.0000	3	0.00		0.0000	1	0.00		
17	1	16-17		0.0000	1	0.00		0.0000	1	0.00		
18	1	17-18		0.0000	1	0.00		0.0000	1	0.00		
19	1	18-19		0.0000	1	0.00		0.0000	1	0.00		
20	1	19-20		0.0000	1	0.00		0.0000	1	0.00		
21	1	20-21		0.0000	1	0.00		0.0000	1	0.00		
22	1	21-22		0.0000	1	0.00		0.0000	1	0.00		
23	1	22-23		0.0000	1	0.00		0.0000	1	0.00		
24	1	23-24		0.0000	1	0.00		0.0000	1	0.00		
25	1	24-25		0.0000	1	0.00		0.0000	1	0.00		
26	1	25-26		0.0000	1	0.00		0.0000	1	0.00		
27	1	26-27		0.0000	1	0.00		0.0000	1	0.00		
28	1	27-28		0.0000	1	0.00		0.0000	1	0.00		
29	1	28-29		0.0000	1	0.00		0.0000	1	0.00		
30	1	29-30		0.0000	1	0.00		0.0000	1	0.00		
Total Increased Cancer Risk						48.3				0.84		

* Third trimester of pregnancy

**KinderCare, Mountain View, CA - Construction Impacts - With Mitigation
 Maximum DPM Cancer Risk Calculations From Construction
 Daycare - 1.0 meters - Infant Exposure**

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

- Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
- ASF = Age sensitivity factor for specified age group
- ED = Exposure duration (years)
- AT = Averaging time for lifetime cancer risk (years)
- FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

- Where: C_{air} = concentration in air (µg/m³)
- DBR = daily breathing rate (L/kg body weight-day)
- A = Inhalation absorption factor
- EF = Exposure frequency (days/year)
- 10⁻⁶ = Conversion factor

Values

Age --> Parameter	Infant/Child				Adult
	3rd Trimester	0 - 2	2 - 9	2 - 16	16 - 30
ASF =	10	10	3	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	631	572	261
A =	1	1	1	1	1
EF =	350	350	350	350	350
AT =	70	70	70	70	70
FAH =	1.00	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Child - Exposure Information			Child Cancer Risk (per million)	Maximum	
		DPM Conc (ug/m3)		Age* Sensitivity		Fugitive PM2.5	Total PM2.5
		Year	Annual	Factor			
1	1	2021	0.0087	10	1.4	0.0434	0.052
2	1	2022	0.0061	10	0.6	0.0091	0.015

**Mountain View-Los Altos Montessori Children's Center, Mountain View, CA - Without Mitigation
Maximum DPM Cancer Risk Calculations From Construction
Daycare - 1.0 meters - Child Exposure**

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

- Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

- Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Age -->	Infant/Child				Adult
	3rd Trimester	0 - 2	2 - 9	2 - 16	16 - 30
Parameter					
ASF =	10	10	3	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	631	572	261
A =	1	1	1	1	1
EF =	350	350	350	350	350
AT =	70	70	70	70	70
FAH =	1.00	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Child - Exposure Information			Child Cancer Risk (per million)	Maximum	
		DPM Conc (ug/m3)		Age* Sensitivity Factor		Fugitive	Total
		Year	Annual			PM2.5	PM2.5
1	1	2021	0.0296	3	0.0094	0.039	
2	1	2022	0.0410	3	0.0125	0.053	

* Students assumed to be from 2 to 9 years of age

**5150 El Camino Real , Los Altos, CA - Unmitigated Emissions
Maximum DPM Cancer Risk Calculations From Construction
Impacts at Project Site Receptors-1.5 meter receptor height**

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Age --> Parameter	Infant/Child				Adult
	3rd Trimester	0 - 2	2 - 9	2 - 16	16 - 30
ASF =	10	10	3	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	631	572	261
A =	1	1	1	1	1
EF =	350	350	350	350	350
AT =	70	70	70	70	70
FAH =	1.00	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Age	Infant/Child - Exposure Information			Infant/Child Cancer Risk (per million)	Adult - Exposure Information			Adult Cancer Risk (per million)	Fugitive PM2.5	Total PM2.5
			DPM Conc (ug/m3)		Age Sensitivity Factor		Modeled DPM Conc (ug/m3)		Age Sensitivity Factor			
			Year	Annual	Factor		Year	Annual	Factor			
0	0.25	-0.25 - 0*		-	10		-	-	-			
1	1	0 - 1	2022	0.9836	10	2022	0.9836	1	2.82	0.6067	1.5904	
2	1	1 - 2		0.0000	10		0.0000	1	0.00			
3	1	2 - 3		0.0000	3		0.0000	1	0.00			
4	1	3 - 4		0.0000	3		0.0000	1	0.00			
5	1	4 - 5		0.0000	3		0.0000	1	0.00			
6	1	5 - 6		0.0000	3		0.0000	1	0.00			
7	1	6 - 7		0.0000	3		0.0000	1	0.00			
8	1	7 - 8		0.0000	3		0.0000	1	0.00			
9	1	8 - 9		0.0000	3		0.0000	1	0.00			
10	1	9 - 10		0.0000	3		0.0000	1	0.00			
11	1	10 - 11		0.0000	3		0.0000	1	0.00			
12	1	11 - 12		0.0000	3		0.0000	1	0.00			
13	1	12 - 13		0.0000	3		0.0000	1	0.00			
14	1	13 - 14		0.0000	3		0.0000	1	0.00			
15	1	14 - 15		0.0000	3		0.0000	1	0.00			
16	1	15 - 16		0.0000	3		0.0000	1	0.00			
17	1	16-17		0.0000	1		0.0000	1	0.00			
18	1	17-18		0.0000	1		0.0000	1	0.00			
19	1	18-19		0.0000	1		0.0000	1	0.00			
20	1	19-20		0.0000	1		0.0000	1	0.00			
21	1	20-21		0.0000	1		0.0000	1	0.00			
22	1	21-22		0.0000	1		0.0000	1	0.00			
23	1	22-23		0.0000	1		0.0000	1	0.00			
24	1	23-24		0.0000	1		0.0000	1	0.00			
25	1	24-25		0.0000	1		0.0000	1	0.00			
26	1	25-26		0.0000	1		0.0000	1	0.00			
27	1	26-27		0.0000	1		0.0000	1	0.00			
28	1	27-28		0.0000	1		0.0000	1	0.00			
29	1	28-29		0.0000	1		0.0000	1	0.00			
30	1	29-30		0.0000	1		0.0000	1	0.00			
Total Increased Cancer Risk						161.6				2.82		

* Third trimester of pregnancy

**5150 El Camino Real , Los Altos, CA - Mitigated Emissions
Maximum DPM Cancer Risk Calculations From Construction
Impacts at Project Site Receptors-1.5 meter**

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Age -> Parameter	Infant/Child				Adult
	3rd Trimester	0 - 2	2 - 9	2 - 16	16 - 30
ASF =	10	10	3	3	1
CPF =	1.10E+00	1.10E+00	1.10E+00	1.10E+00	1.10E+00
DBR* =	361	1090	631	572	261
A =	1	1	1	1	1
EF =	350	350	350	350	350
AT =	70	70	70	70	70
FAH =	1.00	1.00	1.00	1.00	0.73

* 95th percentile breathing rates for infants and 80th percentile for children and adults

Construction Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Exposure Duration (years)	Age	Infant/Child - Exposure Information			Infant/Child Cancer Risk (per million)	Adult - Exposure Information			Adult Cancer Risk (per million)	Fugitive PM2.5	Total PM2.5
			DPM Conc (ug/m3)		Age Sensitivity Factor		Modeled		Age Sensitivity Factor			
			Year	Annual			Year	Annual				
0	0.25	-0.25 - 0*	-	-	-	-	-	-	-	-	-	-
1	1	0 - 1	2022	0.0305	10	5.01	2022	0.0305	1	0.09	0.1774	0.2079
2	1	1 - 2		0.0000	10	0.00		0.0000	1	0.00		
3	1	2 - 3		0.0000	3	0.00		0.0000	1	0.00		
4	1	3 - 4		0.0000	3	0.00		0.0000	1	0.00		
5	1	4 - 5		0.0000	3	0.00		0.0000	1	0.00		
6	1	5 - 6		0.0000	3	0.00		0.0000	1	0.00		
7	1	6 - 7		0.0000	3	0.00		0.0000	1	0.00		
8	1	7 - 8		0.0000	3	0.00		0.0000	1	0.00		
9	1	8 - 9		0.0000	3	0.00		0.0000	1	0.00		
10	1	9 - 10		0.0000	3	0.00		0.0000	1	0.00		
11	1	10 - 11		0.0000	3	0.00		0.0000	1	0.00		
12	1	11 - 12		0.0000	3	0.00		0.0000	1	0.00		
13	1	12 - 13		0.0000	3	0.00		0.0000	1	0.00		
14	1	13 - 14		0.0000	3	0.00		0.0000	1	0.00		
15	1	14 - 15		0.0000	3	0.00		0.0000	1	0.00		
16	1	15 - 16		0.0000	3	0.00		0.0000	1	0.00		
17	1	16-17		0.0000	1	0.00		0.0000	1	0.00		
18	1	17-18		0.0000	1	0.00		0.0000	1	0.00		
19	1	18-19		0.0000	1	0.00		0.0000	1	0.00		
20	1	19-20		0.0000	1	0.00		0.0000	1	0.00		
21	1	20-21		0.0000	1	0.00		0.0000	1	0.00		
22	1	21-22		0.0000	1	0.00		0.0000	1	0.00		
23	1	22-23		0.0000	1	0.00		0.0000	1	0.00		
24	1	23-24		0.0000	1	0.00		0.0000	1	0.00		
25	1	24-25		0.0000	1	0.00		0.0000	1	0.00		
26	1	25-26		0.0000	1	0.00		0.0000	1	0.00		
27	1	26-27		0.0000	1	0.00		0.0000	1	0.00		
28	1	27-28		0.0000	1	0.00		0.0000	1	0.00		
29	1	28-29		0.0000	1	0.00		0.0000	1	0.00		
30	1	29-30		0.0000	1	0.00		0.0000	1	0.00		
Total Increased Cancer Risk						5.0				0.09		

* Third trimester of pregnancy

Attachment 4: El Camino Real (Highway 82) Emissions, Modeling and Health Impact Calculations

5150 El Camino Real, Los Altos, CA

El Camino Real (SR-82)

DPM Modeling - Roadway Links, Traffic Volumes, and DPM Emissions

Year = 2024

Road Link	Description	Direction	No. Lanes	Link Length (m)	Road Width (ft)	Link Width (m)	Release Height (m)	Diesel ADT	Average Speed (mph)
EB-El Camino	Eastbound El Camino Real	E	3	820	56	17.0	3.4	392	variable
WB-ElCamino	Westbound El Camino Real	W	3	820	56	17.0	3.4	392	variable

2024 Hourly Diesel Traffic Volumes Per Direction and DPM Emissions - EB-El Camino

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	2.54%	10	0.0083	9	6.76%	27	0.0090	17	6.37%	25	0.0083
2	1.84%	7	0.0103	10	5.53%	22	0.0070	18	6.34%	25	0.0091
3	2.19%	9	0.0111	11	5.34%	21	0.0069	19	4.47%	18	0.0068
4	1.42%	6	0.0072	12	6.20%	24	0.0068	20	2.85%	11	0.0061
5	1.33%	5	0.0086	13	6.02%	24	0.0065	21	3.28%	13	0.0070
6	1.68%	7	0.0062	14	5.99%	24	0.0066	22	3.56%	14	0.0066
7	4.28%	17	0.0060	15	6.00%	24	0.0062	23	2.62%	10	0.0073
8	6.23%	24	0.0081	16	5.64%	22	0.0063	24	1.52%	6	0.0068
Total										392	

2024 Hourly Diesel Traffic Volumes Per Direction and DPM Emissions - WB-ElCamino

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	2.54%	10	0.0083	9	6.76%	27	0.0090	17	6.37%	25	0.0083
2	1.84%	7	0.0103	10	5.53%	22	0.0070	18	6.34%	25	0.0091
3	2.19%	9	0.0111	11	5.34%	21	0.0069	19	4.47%	18	0.0068
4	1.42%	6	0.0072	12	6.20%	24	0.0068	20	2.85%	11	0.0061
5	1.33%	5	0.0086	13	6.02%	24	0.0065	21	3.28%	13	0.0070
6	1.68%	7	0.0062	14	5.99%	24	0.0066	22	3.56%	14	0.0066
7	4.28%	17	0.0060	15	6.00%	24	0.0062	23	2.62%	10	0.0073
8	6.23%	24	0.0081	16	5.64%	22	0.0063	24	1.52%	6	0.0068
Total										392	

5150 El Camino Real, Los Altos, CA

El Camino Real (SR-82)

PM2.5 & TOG Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions

Year = 2024

Group Link	Description	Direction	No. Lanes	Link Length (m)	Road Width (ft)	Link Width (m)	Release Height (m)	ADT	Average Speed (mph)
EB-El Camino	Eastbound El Camino Real	E	3	820	56	17.0	1.3	24,182	variable
WB-ElCamino	Westbound El Camino Real	W	3	820	56	17.0	1.3	24,182	variable

2024 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - EB-El Camino

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.08%	261	0.0201	9	7.07%	1710	0.0206	17	7.40%	1790	0.0205
2	0.36%	86	0.0206	10	4.24%	1026	0.0199	18	8.32%	2012	0.0204
3	0.29%	71	0.0210	11	4.59%	1110	0.0197	19	5.82%	1408	0.0195
4	0.17%	41	0.0241	12	5.83%	1410	0.0197	20	4.38%	1060	0.0195
5	0.44%	107	0.0204	13	6.17%	1493	0.0196	21	3.29%	796	0.0196
6	0.80%	194	0.0206	14	6.03%	1459	0.0196	22	3.30%	799	0.0197
7	3.75%	908	0.0198	15	7.09%	1715	0.0196	23	2.48%	599	0.0196
8	7.93%	1918	0.0204	16	7.25%	1752	0.0195	24	1.90%	460	0.0195
Total										24,182	

2024 Hourly Traffic Volumes Per Direction and PM2.5 Emissions - WB-ElCamino

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.08%	261	0.0201	9	7.07%	1710	0.0206	17	7.40%	1790	0.0205
2	0.36%	86	0.0206	10	4.24%	1026	0.0199	18	8.32%	2012	0.0204
3	0.29%	71	0.0210	11	4.59%	1110	0.0197	19	5.82%	1408	0.0195
4	0.17%	41	0.0241	12	5.83%	1410	0.0197	20	4.38%	1060	0.0195
5	0.44%	107	0.0204	13	6.17%	1493	0.0196	21	3.29%	796	0.0196
6	0.80%	194	0.0206	14	6.03%	1459	0.0196	22	3.30%	799	0.0197
7	3.75%	908	0.0198	15	7.09%	1715	0.0196	23	2.48%	599	0.0196
8	7.93%	1918	0.0204	16	7.25%	1752	0.0195	24	1.90%	460	0.0195
Total										24,182	

5150 El Camino Real, Los Altos, CA

El Camino Real (SR-82)

Entrained PM2.5 Road Dust Modeling - Roadway Links, Traffic Volumes, and PM2.5 Emissions

Year = 2024

Group Link	Description	Direction	No. Lanes	Link Length (m)	Road Width (ft)	Link Width (m)	Release Height (m)	ADT	Average Speed (mph)
EB-El Camino	Eastbound El Camino Real	E	3	820	56	17.0	1.3	24,182	variable
WB-ElCamino	Westbound El Camino Real	W	3	820	56	17.0	1.3	24,182	variable

2024 Hourly Traffic Volumes Per Direction and Road Dust PM2.5 Emissions - EB-El Camino

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.08%	261	0.0153	9	7.07%	1710	0.0153	17	7.40%	1790	0.0153
2	0.36%	86	0.0153	10	4.24%	1026	0.0153	18	8.32%	2012	0.0153
3	0.29%	71	0.0153	11	4.59%	1110	0.0153	19	5.82%	1408	0.0153
4	0.17%	41	0.0153	12	5.83%	1410	0.0153	20	4.38%	1060	0.0153
5	0.44%	107	0.0153	13	6.17%	1493	0.0153	21	3.29%	796	0.0153
6	0.80%	194	0.0153	14	6.03%	1459	0.0153	22	3.30%	799	0.0153
7	3.75%	908	0.0153	15	7.09%	1715	0.0153	23	2.48%	599	0.0153
8	7.93%	1918	0.0153	16	7.25%	1752	0.0153	24	1.90%	460	0.0153
Total										24,182	

2024 Hourly Traffic Volumes Per Direction and Road Dust PM2.5 Emissions - WB-ElCamino

Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile	Hour	% Per Hour	VPH	g/mile
1	1.08%	261	0.0153	9	7.07%	1710	0.0153	17	7.40%	1790	0.0153
2	0.36%	86	0.0153	10	4.24%	1026	0.0153	18	8.32%	2012	0.0153
3	0.29%	71	0.0153	11	4.59%	1110	0.0153	19	5.82%	1408	0.0153
4	0.17%	41	0.0153	12	5.83%	1410	0.0153	20	4.38%	1060	0.0153
5	0.44%	107	0.0153	13	6.17%	1493	0.0153	21	3.29%	796	0.0153
6	0.80%	194	0.0153	14	6.03%	1459	0.0153	22	3.30%	799	0.0153
7	3.75%	908	0.0153	15	7.09%	1715	0.0153	23	2.48%	599	0.0153
8	7.93%	1918	0.0153	16	7.25%	1752	0.0153	24	1.90%	460	0.0153
Total										24,182	

5150 El Camino Real, Los Altos, CA

El Camino Real (SR-82) Traffic Data, DPM, PM2.5 & TOG Emission Factors - 35 mph

Analysis Year = 2024

Vehicle Type	2017 Caltrans Number Vehicles (veh/day)	2024 Number Vehicles (veh/day)	2024 Percent Diesel	Number Diesel Vehicles (veh/day)	Vehicle Speed (mph)	Emission Factors				
						Diesel Vehicles DPM (g/VMT)	All Vehicles		Gas Vehicles	
							Total PM2.5 (g/VMT)	Exhaust PM2.5 (g/VMT)	Exhaust TOG (g/VMT)	Running TOG (g/VMT)
LDA	31,911	34,145	1.20%	411	35	0.0054	0.0193	0.0015	0.0117	0.039
LDT	12,127	12,976	0.19%	25	35	0.0093	0.0193	0.0016	0.0178	0.080
MDT	905	968	10.70%	104	35	0.0130	0.0234	0.0028	0.0315	0.173
HDT	257	275	89.40%	246	35	0.0064	0.0633	0.0059	0.0884	0.079
Total	45,200	48,364	-	785	35	-	-	-	-	-
Mix Avg Emission Factor						0.00682	0.01963	0.00160	0.01379	0.05259

Increase From 2017

Vehicles/Direction

Avg Vehicles/Hour/Direction

1.07

24,182

1,008

392

16

Traffic Data Year = 2017

CalTrans AADT & Caltrans Truck AADT		Total Truck	Truck by Axle			
	Total		2	3	4	5
Rte 82, A Mountain View, El Monte Ave	45,200	1,162	905	201	9	46
Rte 82, A Mountain View, Jct. Rte. 237			77.88%	17.34%	0.80%	3.98%

Percent of Total Vehicles

2.57%

2.00%

0.45%

0.02%

0.10%

Traffic Increase per Year (%) = 1.00%

5150 El Camino Real, Los Altos, CA

El Camino Real (SR-82) Traffic Data, DPM, PM2.5 & TOG Emission Factors - 25 mph

Analysis Year = 2024

Vehicle Type	2017 Caltrans Number Vehicles (veh/day)	2024 Number Vehicles (veh/day)	2024 Percent Diesel	Number Diesel Vehicles (veh/day)	Vehicle Speed (mph)	Emission Factors				
						Diesel Vehicles DPM (g/VMT)	All Vehicles		Gas Vehicles	
							Total PM2.5 (g/VMT)	Exhaust PM2.5 (g/VMT)	Exhaust TOG (g/VMT)	Running TOG (g/VMT)
LDA	31,911	34,145	1.20%	411	25	0.0070	0.0201	0.0024	0.0182	0.039
LDT	12,127	12,976	0.19%	25	25	0.0122	0.0202	0.0024	0.0275	0.080
MDT	905	968	10.70%	104	25	0.0189	0.0272	0.0066	0.0511	0.173
HDT	257	275	89.40%	246	25	0.0081	0.0646	0.0072	0.1091	0.079
Total	45,200	48,364	-	785	25	-	-	-	-	-
Mix Avg Emission Factor						0.00910	0.02055	0.00251	0.02140	0.05259

Increase From 2017

Vehicles/Direction

Avg Vehicles/Hour/Direction

1.07

24,182

1,008

392

16

Traffic Data Year = 2017

CalTrans AADT & Caltrans Truck AADT		Total Truck	Truck by Axle			
	Total		2	3	4	5
Rte 82, A Mountain View, El Monte Ave	45,200	1,162	905	201	9	46
Rte 82, A Mountain View, Jct. Rte. 237			77.88%	17.34%	0.80%	3.98%

Percent of Total Vehicles

2.57%

2.00%

0.45%

0.02%

0.10%

Traffic Increase per Year (%) = 1.00%

5150 El Camino Real, Los Altos, CA
El Camino Real (SR-82) Traffic Data and Entrained PM2.5 Road Dust Emission Factors

$$E_{2.5} = [k(sL)^{0.91} \times (W)^{1.02} \times (1-P/4N)] \times 453.59$$

where:

$E_{2.5}$ = PM_{2.5} emission factor (g/VMT)

k = particle size multiplier (g/VMT) [$k_{PM2.5} = k_{PM10} \times (0.0686/0.4572) = 1.0 \times 0.15 = 0.15$ g/VMT]^a

sL = roadway specific silt loading (g/m²)

W = average weight of vehicles on road (Bay Area default = 2.4 tons)^a

P = number of days with at least 0.01 inch of precipitation in the annual averaging period

N = number of days in the annual averaging period (default = 365)

Notes: ^a CARB 2014, Miscellaneous Process Methodology 7.9, Entrained Road Travel, Paved Road Dust (Revised and updated, April 2014)

Road Type	Silt Loading (g/m ²)	Average Weight (tons)	County	No. Days ppt > 0.01"	PM _{2.5} Emission Factor (g/VMT)
Major	0.032	2.4	Santa Clara	64	0.01528

SFBAAB^a

Road Type	Silt Loading (g/m ²)
Collector	0.032
Freeway	0.02
Local	0.32
Major	0.032

SFBAAB^a

County	>0.01 inch precipitation
Alameda	61
Contra Costa	60
Marin	66
Napa	68
San Francisco	67
San Mateo	60
Santa Clara	64
Solano	54
Sonoma	69

**5150 El Camino Real, Los Altos, CA - El Camino Real - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
On-Site 1st Floor Residential Receptors (1.5 meter receptor heights)**

Emissions Year 2024
Receptor Information
Number of Receptors 136
Receptor Height = 1.5 meters above ground level
Receptor distances = 7 meter spaced grid in residential areas

Meteorological Conditions
BAAQMD San Jose Airport Met Data 2006-2010
Land Use Classification urban
Wind speed = variable
Wind direction = variable

MEI Maximum Concentrations

Meteorological Data Years	Concentration (µg/m ³)		
	DPM	Exhaust TOG	Evaporative TOG
2006-2010	0.00214	0.3266	1.1430

Meteorological Data Years	PM2.5 Concentrations (µg/m ³)		
	Total PM2.5	Road Dust PM2.5	Vehicle PM2.5
2006-2010	0.7599	0.3302	0.4297

**5150 El Camino Real, Los Altos, CA - El Camino Real - TACs & PM2.5
AERMOD Risk Modeling Parameters and Maximum Concentrations
On-Site 2nd Floor Residential Receptors (4.95 meter receptor heights)**

Emissions Year 2024
Receptor Information
Number of Receptors 136
Receptor Height = 4.95 meters above ground level
Receptor distances = 7 meter spaced grid in residential areas

Meteorological Conditions
BAAQMD San Jose Airport Met Data 2006-2010
Land Use Classification urban
Wind speed = variable
Wind direction = variable

MEI Maximum Concentrations

Meteorological Data Years	Concentration (µg/m ³)		
	DPM	Exhaust TOG	Evaporative TOG
2006-2010	0.00177	0.2129	0.7451

Meteorological Data Years	PM2.5 Concentrations (µg/m ³)		
	Total PM2.5	Road Dust PM2.5	Vehicle PM2.5
2006-2010	0.4952	0.2151	0.2801

**5150 El Camino Real, Los Altos, CA - El Camino Real - TACs & PM2.5
 AERMOD Risk Modeling Parameters and Maximum Concentrations
 On-Site 3rd Floor Residential Receptors (8.2 meter receptor heights)**

Emissions Year 2024

Receptor Information

Number of Receptors 136
 Receptor Height = 8.2 meters above ground level
 Receptor distances = 7 meter spaced grid in residential areas

Meteorological Conditions

BAAQMD San Jose Airport Met Data 2006-2010
 Land Use Classification urban
 Wind speed = variable
 Wind direction = variable

MEI Maximum Concentrations

Meteorological Data Years	Concentration ($\mu\text{g}/\text{m}^3$)		
	DPM	Exhaust TOG	Evaporative TOG
2006-2010	0.00104	0.1083	0.3792

Meteorological Data Years	PM2.5 Concentrations ($\mu\text{g}/\text{m}^3$)		
	Total PM2.5	Road Dust PM2.5	Vehicle PM2.5
2006-2010	0.2520	0.1094	0.1426

**5150 El Camino Real, Los Altos, CA - El Camino Real Maximum Cancer Risks
On-Site 1st Floor Residential Receptors (1.5 meter receptor heights)
30-Year Residential Exposure**

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Cancer Potency Factors (mg/kg-day)⁻¹

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Parameter	Infant/Child			Adult
	3rd Trimester	0 - <2	2 - <16	16 - 30
ASF	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
ED =	0.25	2	14	14
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates

Road Traffic Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Year	Exposure Duration (years)	Age	Maximum - Exposure Information			Cancer Risk (per million)				
				Age Sensitivity Factor	Annual TAC Conc (ug/m3)			DPM	Exhaust	Evaporative	Total
					DPM	TOG	TOG				
0	2020	0.25	-0.25 - 0*	10	0.0021	0.3266	1.1430	0.029	0.025	0.005	0.06
1	2020	1	1	10	0.0021	0.3266	1.1430	0.35	0.306	0.063	0.72
2	2021	1	2	10	0.0021	0.3266	1.1430	0.35	0.306	0.063	0.72
3	2022	1	3	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
4	2023	1	4	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
5	2024	1	5	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
6	2025	1	6	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
7	2026	1	7	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
8	2027	1	8	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
9	2028	1	9	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
10	2029	1	10	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
11	2030	1	11	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
12	2031	1	12	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
13	2032	1	13	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
14	2033	1	14	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
15	2034	1	15	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
16	2035	1	16	3	0.0021	0.3266	1.1430	0.06	0.048	0.010	0.11
17	2036	1	17	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
18	2037	1	18	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
19	2038	1	19	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
20	2039	1	20	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
21	2040	1	21	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
22	2041	1	22	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
23	2042	1	23	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
24	2043	1	24	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
25	2044	1	25	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
26	2045	1	26	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
27	2046	1	27	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
28	2047	1	28	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
29	2048	1	29	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
30	2049	1	30	1	0.0021	0.3266	1.1430	0.01	0.005	0.001	0.013
Total Increased Cancer Risk				Total				1.59	1.388	0.286	3.27

* Third trimester of pregnancy

**5150 El Camino Real, Los Altos, CA - El Camino Real Maximum Cancer Risks
On-Site 2nd Floor Residential Receptors (4.95 meter receptor heights)
30-Year Residential Exposure**

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Cancer Potency Factors (mg/kg-day)⁻¹

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Age --> Parameter	Infant/Child			Adult
	3rd Trimester	0 - <2	2 - <16	16 - 30
ASF	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
ED =	0.25	2	14	14
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates

Road Traffic Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Year	Exposure Duration (years)	Age	Maximum - Exposure Information			Cancer Risk (per million)				
				Age Sensitivity Factor	Annual TAC Conc (ug/m3)			DPM	Exhaust TOG	Evaporative TOG	Total
					DPM	TOG	TOG				
0	2020	0.25	-0.25 - 0*	10	0.0018	0.2129	0.7451	0.024	0.017	0.003	0.04
1	2020	1	1	10	0.0018	0.2129	0.7451	0.29	0.200	0.041	0.53
2	2021	1	2	10	0.0018	0.2129	0.7451	0.29	0.200	0.041	0.53
3	2022	1	3	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
4	2023	1	4	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
5	2024	1	5	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
6	2025	1	6	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
7	2026	1	7	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
8	2027	1	8	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
9	2028	1	9	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
10	2029	1	10	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
11	2030	1	11	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
12	2031	1	12	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
13	2032	1	13	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
14	2033	1	14	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
15	2034	1	15	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
16	2035	1	16	3	0.0018	0.2129	0.7451	0.05	0.031	0.006	0.08
17	2036	1	17	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
18	2037	1	18	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
19	2038	1	19	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
20	2039	1	20	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
21	2040	1	21	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
22	2041	1	22	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
23	2042	1	23	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
24	2043	1	24	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
25	2044	1	25	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
26	2045	1	26	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
27	2046	1	27	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
28	2047	1	28	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
29	2048	1	29	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
30	2049	1	30	1	0.0018	0.2129	0.7451	0.01	0.003	0.001	0.009
Total Increased Cancer Risk				Total				1.32	0.905	0.187	2.41

* Third trimester of pregnancy

**5150 El Camino Real, Los Altos, CA - El Camino Real Maximum Cancer Risks
On-Site 3rd Floor Residential Receptors (8.2 meter receptor heights)
30-Year Residential Exposure**

Cancer Risk Calculation Method

Cancer Risk (per million) = CPF x Inhalation Dose x ASF x ED/AT x FAH x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹
 ASF = Age sensitivity factor for specified age group
 ED = Exposure duration (years)
 AT = Averaging time for lifetime cancer risk (years)
 FAH = Fraction of time spent at home (unitless)

Inhalation Dose = C_{air} x DBR x A x (EF/365) x 10⁻⁶

Where: C_{air} = concentration in air (µg/m³)
 DBR = daily breathing rate (L/kg body weight-day)
 A = Inhalation absorption factor
 EF = Exposure frequency (days/year)
 10⁻⁶ = Conversion factor

Values

Cancer Potency Factors (mg/kg-day)⁻¹

TAC	CPF
DPM	1.10E+00
Vehicle TOG Exhaust	6.28E-03
Vehicle TOG Evaporative	3.70E-04

Age --> Parameter	Infant/Child			Adult
	3rd Trimester	0 - <2	2 - <16	16 - 30
ASF	10	10	3	1
DBR* =	361	1090	572	261
A =	1	1	1	1
EF =	350	350	350	350
ED =	0.25	2	14	14
AT =	70	70	70	70
FAH =	1.00	1.00	1.00	0.73

* 95th percentile breathing rates

Road Traffic Cancer Risk by Year - Maximum Impact Receptor Location

Exposure Year	Year	Exposure Duration (years)	Age	Maximum - Exposure Information				Cancer Risk (per million)			
				Age Sensitivity Factor	Annual TAC Conc (ug/m3)			DPM	Exhaust	Evaporative	Total
					DPM	TOG	TOG				
0	2020	0.25	-0.25 - 0*	10	0.0010	0.1083	0.3792	0.014	0.008	0.002	0.02
1	2020	1	1	10	0.0010	0.1083	0.3792	0.17	0.102	0.021	0.29
2	2021	1	2	10	0.0010	0.1083	0.3792	0.17	0.102	0.021	0.29
3	2022	1	3	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
4	2023	1	4	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
5	2024	1	5	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
6	2025	1	6	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
7	2026	1	7	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
8	2027	1	8	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
9	2028	1	9	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
10	2029	1	10	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
11	2030	1	11	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
12	2031	1	12	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
13	2032	1	13	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
14	2033	1	14	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
15	2034	1	15	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
16	2035	1	16	3	0.0010	0.1083	0.3792	0.03	0.016	0.003	0.05
17	2036	1	17	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
18	2037	1	18	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
19	2038	1	19	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
20	2039	1	20	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
21	2040	1	21	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
22	2041	1	22	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
23	2042	1	23	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
24	2043	1	24	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
25	2044	1	25	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
26	2045	1	26	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
27	2046	1	27	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
28	2047	1	28	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
29	2048	1	29	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
30	2049	1	30	1	0.0010	0.1083	0.3792	0.00	0.002	0.000	0.005
Total Increased Cancer Risk			Total					0.77	0.460	0.095	1.33

* Third trimester of pregnancy

ATTACHMENT B

Applicant Materials

- Density Bonus Report
- Climate Action Plan Checklist
- Approved Story Pole Plan
- Story Pole Certification
- Transit Corridor Letter

DENSITY BONUS REPORT

PER CALIFORNIA GOVERNMENT CODE SECTION 65915 ET SEQ. ("DENSITY BONUS LAW")

CALCULATION

- Lot Size: 3.8 acres
- Per General Plan Maximum Density allowed: 38 du/ac = 145 units
- Per Los Altos Municipal Code Required Affordable Housing (15%) = 145 units x 15% BMR = 22 BMR units (12 Moderate + 10 Very Low Income units)
- 11% Very Low Income units are required to qualify for the 35% State Density Bonus and 2 Incentives = 11% BMR x 145 units = 16 Very Low income units. (Note: Because the project already has 10 Very Low Income Unit, the project is only required to create 6 additional Very-Low-Income units.)
- Per Los Altos Municipal Code Section 14.28.040§C(b)ii

PROVIDED

- Total BMR: 28 Below-Market-Rate units (12 Moderate Income Units and 16 Very Low Income Units)
- 145 Units + 35% State Density Bonus = 195.75 units (rounded to a total of 196 units)

REQUESTED INCENTIVE

- Height of condo building 1&2 increase by 11 feet (45 feet allowed + 11 foot increase = 56 feet)
- Reduction in parking stall dimension to (8.5 feet x 18 feet)

REQUESTED WAIVER

- Reducing the 50 percent front yard landscaping requirement to 34 percent

REQUESTED PARKING REDUCTION

- Per California Government Code Section 65915(p)(2) & per Los Altos Municipal Code Section 14.28.040§G2(B) "Development includes the maximum percentage of low-income ... units ... and is located within one-half mile of a major transit stop,...city and county shall not impose a vehicular parking ratio, ... that exceeds 0.5 spaces per bedroom."

PROJECT DATA

Address: 5150 El Camino Real, Los Altos, CA 94022
Site Area: 3.8 Acres

General Plan Designation: Thoroughfare Commercial (38 du/ac)
Zoning Designation: CT Commercial Thoroughfare District
Current Use: Los Altos Plaza – Approximately 77,000 square feet of office

Entitlements Requested: Vesting Tentative Tract Map, State Density Bonus
Proposed Program: 24 townhomes and 172 condominiums – Total 196 units (52 du/ac)
Affordable Housing: 28 Below Market Rate Units: 12 Moderate Rate Income Units and 16 Very Low Rate Income Units

Construction Type: Four separate buildings:
Two buildings of 3-story townhomes at grade, Type V wood-framed construction.
Two buildings of 5-story, Type III wood-framed condominiums over one level of underground parking, Type I concrete.

Proposed Height: Max. 30-ft height for townhomes;
Max. 56-ft height for condominium buildings

BELOW MARKET RATE UNITS - MODERATE INCOME

CODOMINIUM UNITS:

- (4) 1-BED
- (5) 2-BED

TOWNHOME UNITS:

- (2) 2-BED
- (1) 3-BED

TOTAL UNIT: 12

CONDOMINIUM

UNIT TYPE	Quan.	sf	Unit Mix	sf
1A	0	816	0%	0
1B	0	944	0%	0
1C	2	715	22%	1,430
1D	2	773	22%	1,546
Total 1-bedroom units	4	744	44%	2,976
2A	0	1230	0%	0
2B	1	1412	11%	1,412
2C	1	1080	11%	1,080
2D	3	1295	33%	3,884
2E	0	1155	0%	0
Total 2-bedroom units	5	1275	56%	6,376
3A	0	1895	0%	0
3B	0	1795	0%	0
Total 3-bedroom units	0		0%	0
Total	9	1039	100%	9,352

TOWNHOME

UNITS	Quan.	SF	Unit Mix	SF
TH A	0	2506	0%	0
TH B	0	1994	0%	0
TH C	1	1737	33%	1,737
TH D - TAN	2	1368	67%	2,736
Total townhomes	3	1491	100%	4,473

BELOW MARKET RATE UNITS - VERY LOW INCOME

CODOMINIUM UNITS:

- (8) 1-BED
- (8) 2-BED

TOTAL UNIT: 16

CONDOMINIUM

UNIT TYPE	Quan.	sf	Unit Mix	sf
1A	4	816	25%	3,262
1B	0	944	0%	0
1C	2	715	13%	1,430
1D	2	773	13%	1,546
Total 1-bedroom units	8	780	50%	6,238
2A	1	1230	6%	1,230
2B	2	1412	13%	2,824
2C	2	1080	13%	2,160
2D	2	1295	13%	2,589
2E	1	1155	6%	1,155
Total 2-bedroom units	8	1245	50%	9,958
3A	0	1895	0%	0
3B	0	1795	0%	0
Total 3-bedroom units	0		0%	0
Total	16	1012	100%	16,197

TOWNHOME

UNITS	Quan.	SF	Unit Mix	SF
TH A	0	2506	0%	0
TH B	0	1994	0%	0
TH C	0	1737	0%	0
TH D - TAN	0	1368	0%	0
Total townhomes	0		0%	0

MARKET RATE UNITS

CODOMINIUM UNITS:

- (68) 1-BED
- (77) 2-BED
- (2) 3-BED

TOWNHOME UNITS:

- (2) 2-BED
- (15) 3-BED
- (4) 4-BED

TOTAL UNIT: 168

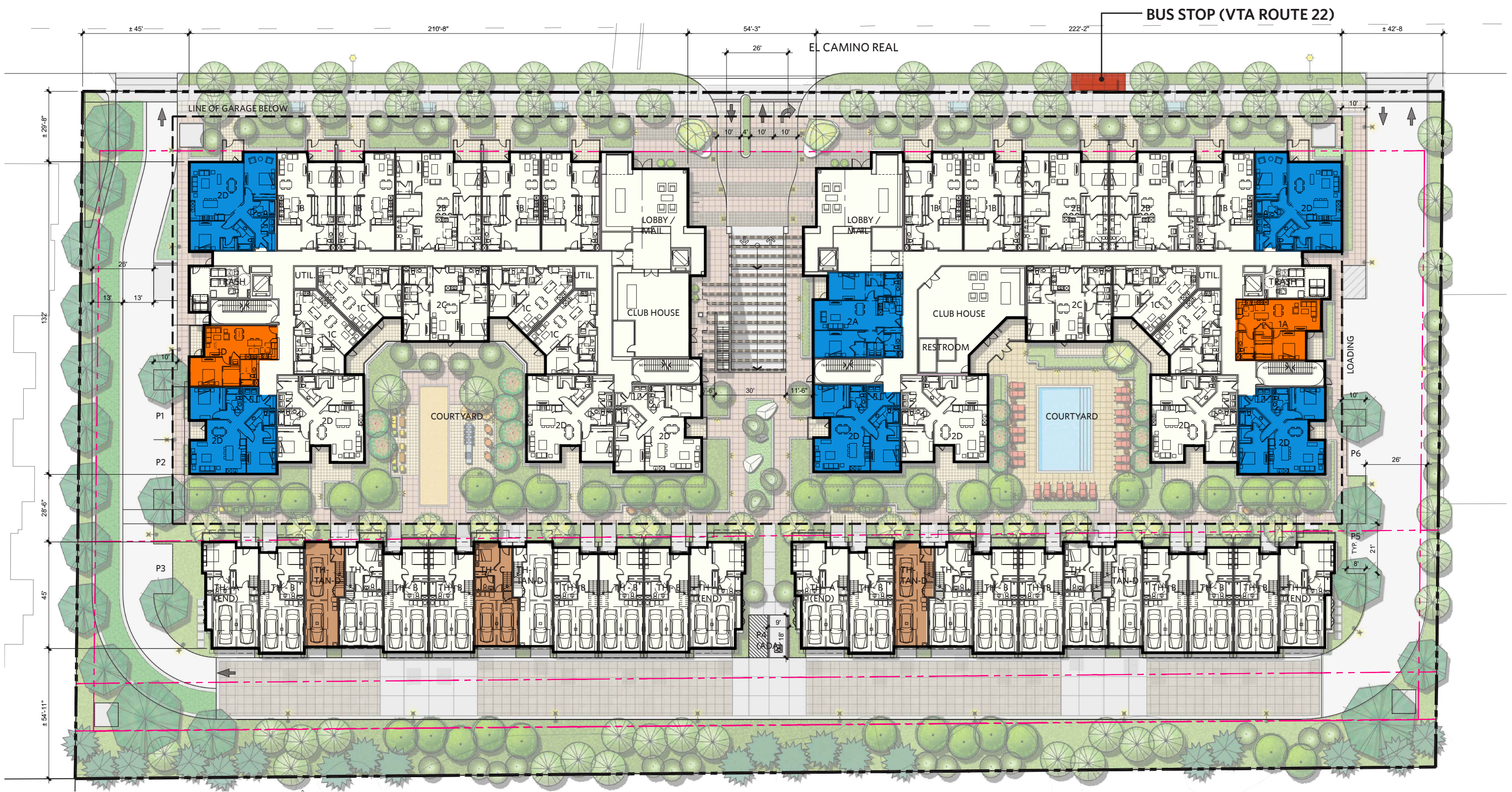
CONDOMINIUM

UNIT TYPE	Quan.	SF	Unit Mix	SF
1A	1	816	1%	816
1B	33	944	22%	31,155
1C	34	715	23%	24,310
1D	0	773	0%	0
Total 1-bedroom units	68	828	46%	56,281
2A	8	1230	5%	9,840
2B	12	1412	8%	16,944
2C	7	1080	5%	7,560
2D	47	1295	32%	60,847
2E	3	1155	2%	3,465
Total 2-bedroom units	77	1281	52%	98,656
3A	1	1895	1%	1,895
3B	1	1795	1%	1,795
Total 3-bedroom units	2	1845	1%	3,690
Total	147	1079	100%	158,627

TOWNHOME

UNITS	Quan.	SF	Unit Mix	SF
TH A	4	2506	19%	10,024
TH B	12	1994	57%	23,928
TH C	3	1737	14%	5,211
TH D - TAN	2	1368	10%	2,736
Total	21	1995	100%	41,899

STREET LEVEL PLAN



LEVEL 2 PLAN

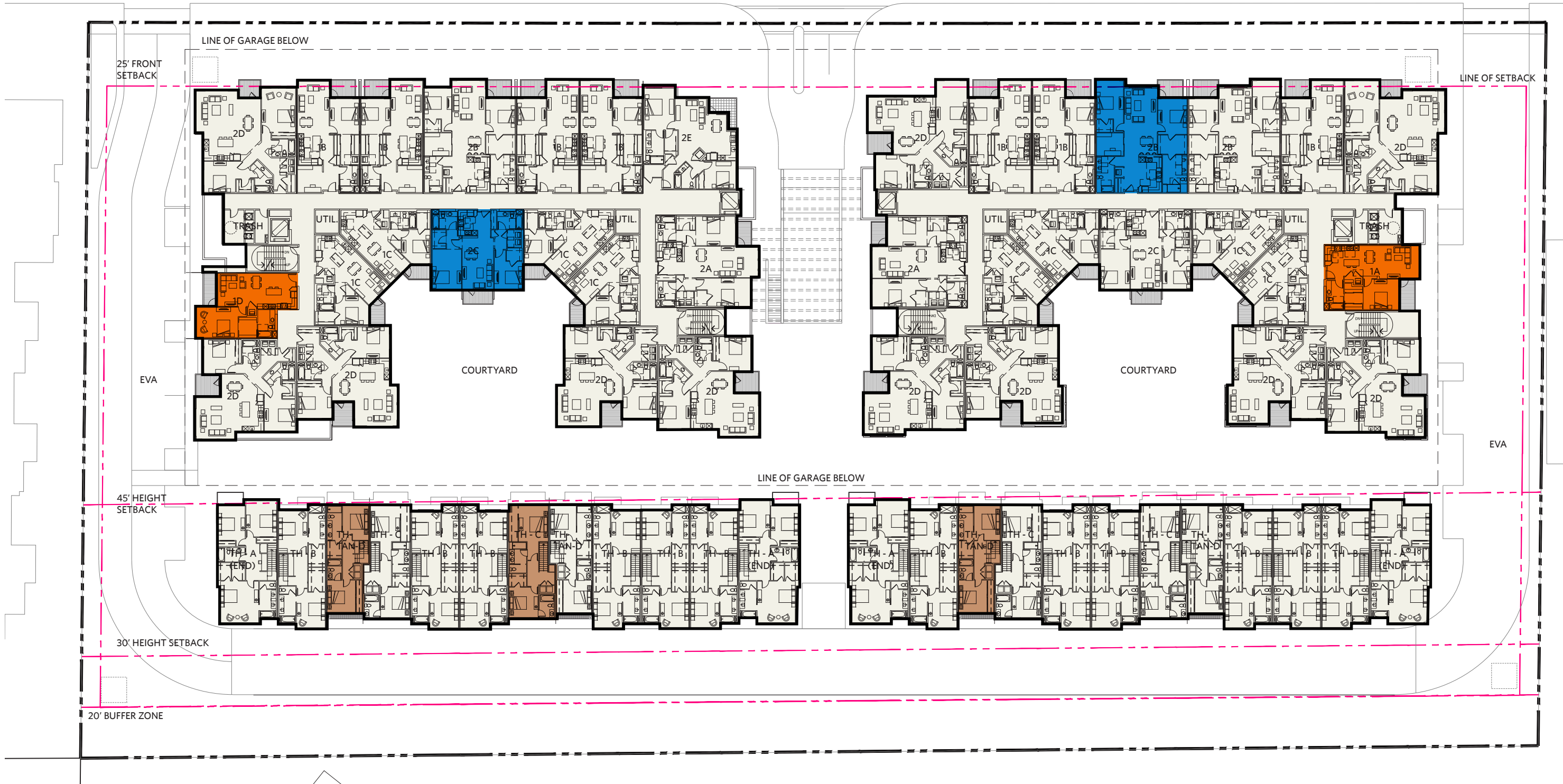


AFFORDABLE UNIT ALLOCATION

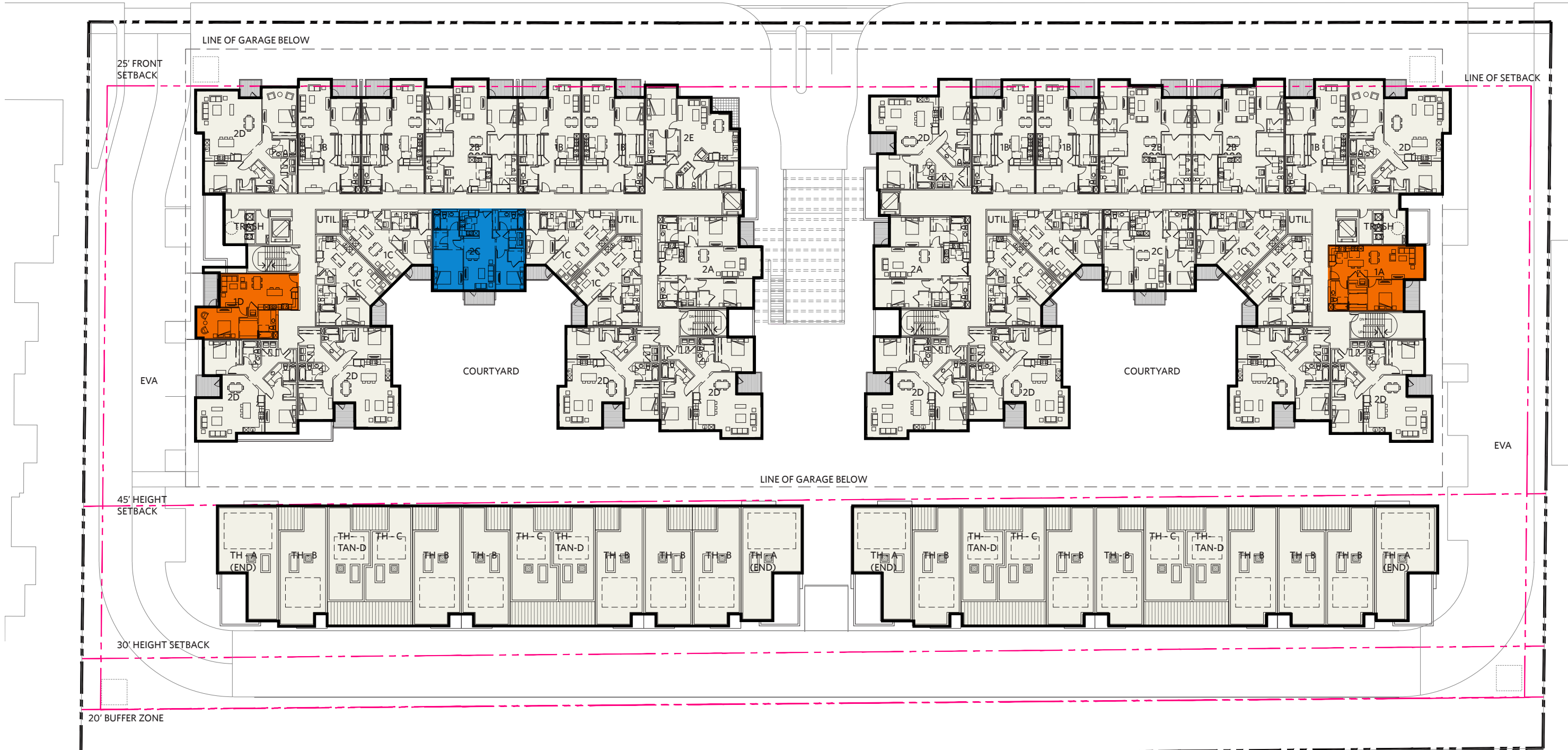
- 1-BEDROOM AFFORDABLE UNIT
- 2-BEDROOM AFFORDABLE UNIT
- AFFORDABLE TOWNHOME



LEVEL 3 PLAN



LEVEL 4 PLAN

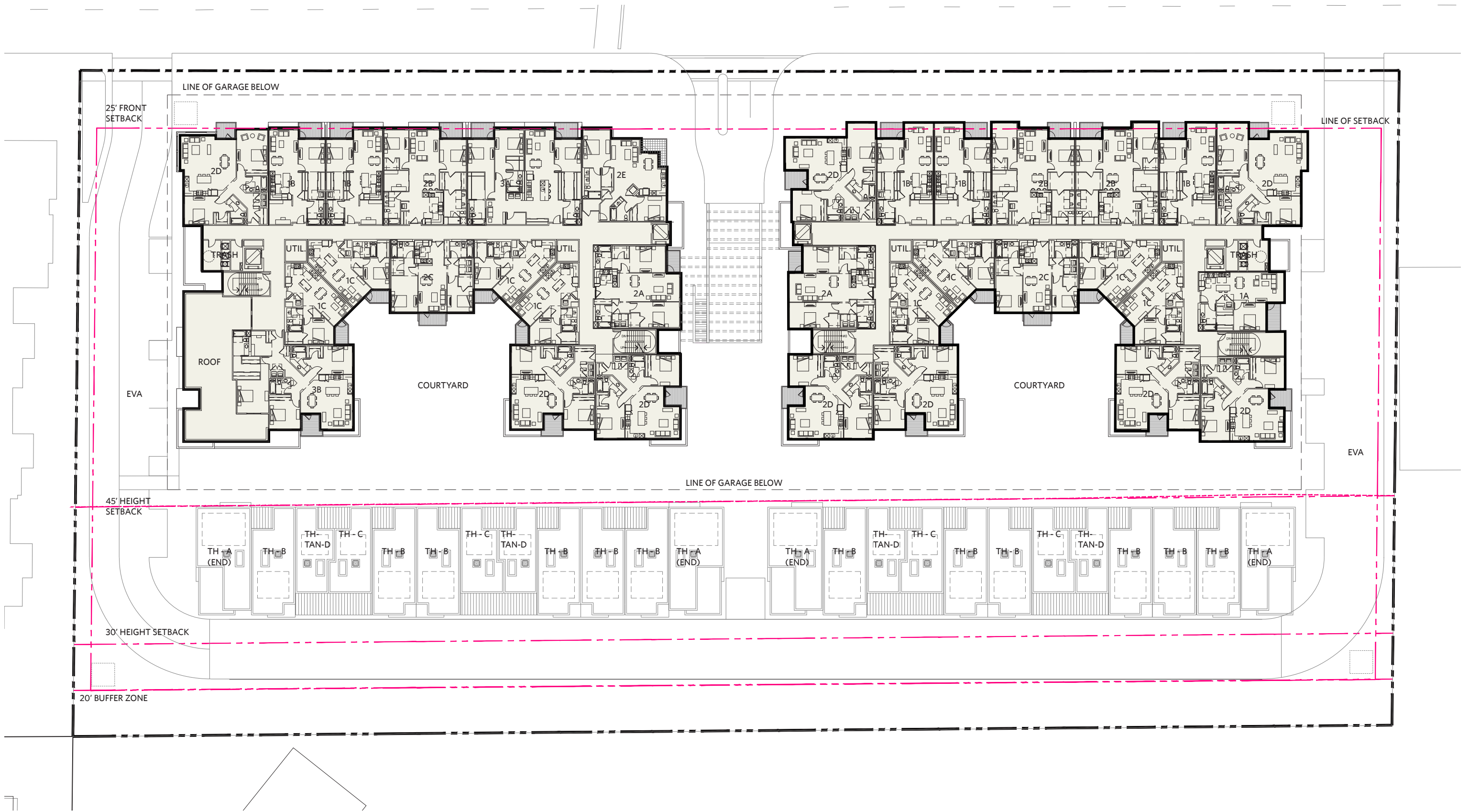


AFFORDABLE UNIT ALLOCATION

- 1-BEDROOM AFFORDABLE UNIT
- 2-BEDROOM AFFORDABLE UNIT
- AFFORDABLE TOWNHOME



LEVEL 5 PLAN

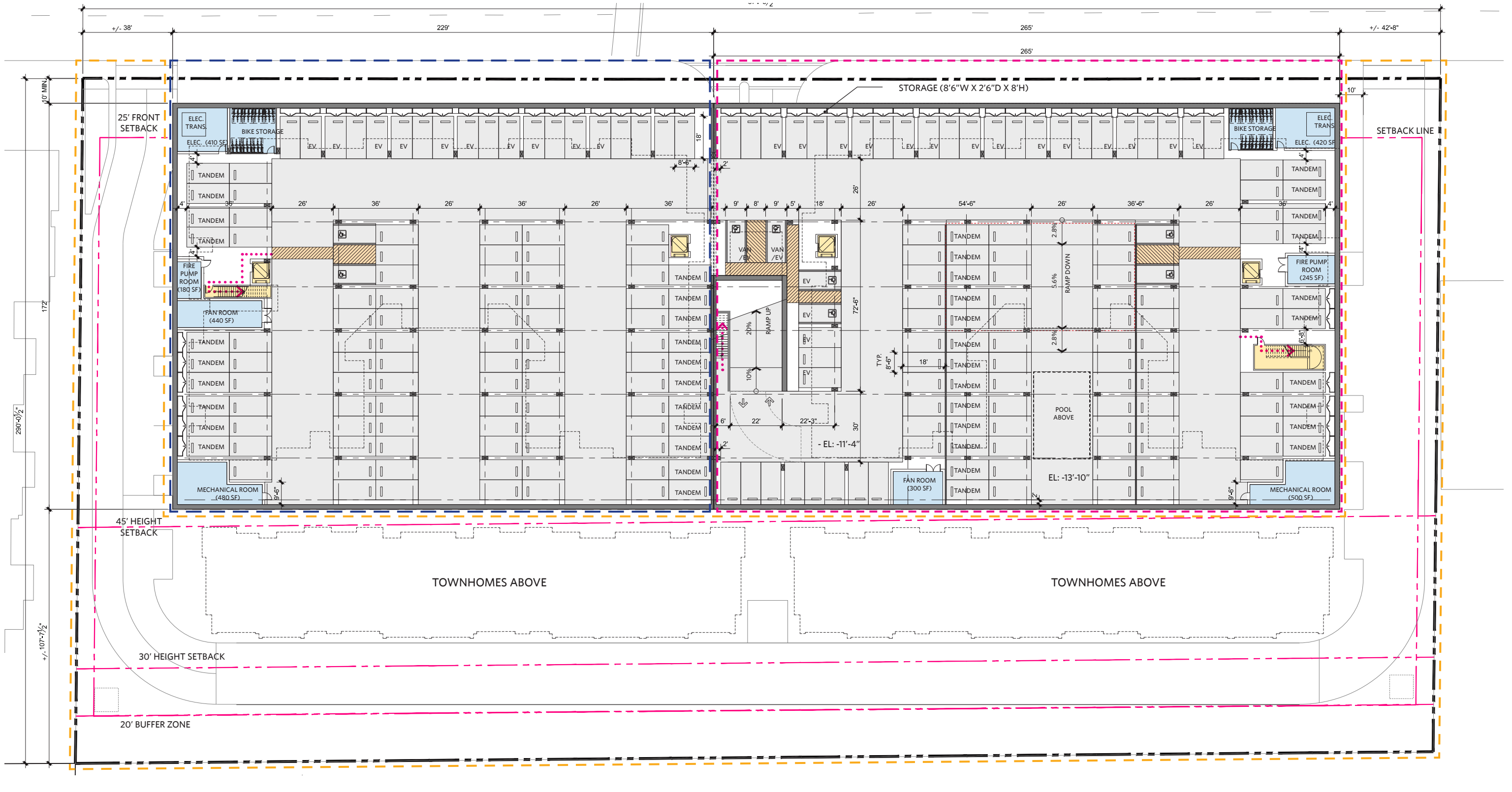


AFFORDABLE UNIT ALLOCATION

- 1-BEDROOM AFFORDABLE UNIT
- 2-BEDROOM AFFORDABLE UNIT
- AFFORDABLE TOWNHOME



SUBTERRANEAN LEVEL GARAGE PLAN - PARKING REQUIREMENTS



14.28.040 S_{G2}(B)

PARKING REQUIREMENT ALTERATION STANDARD (DENSITY BONUS + MAJOR TRANSIT)

	RQMTS. (SP/DU)	UNIT/BED #	PKG REQ'D (SP)
1-BR	0.5 PER BED	80/80	41
2-BR	0.5 PER BED	90/180	90
3-BR	0.5 PER BED	2/6	4
TOWNHOME	0.5 PER BED	24/72	36
GUEST	N/A		
TOTAL			171

NOTE:

The project is located within 1/4-miles from a major transit station, a regional bus stop, and providing maximum affordable units.

8/26/2019

Re: 5150 El Camino Real

Dear Zach,

Please see below my answers to your questions:

1. For the parking requirement alteration, it is noted that “The project is located within 1/4–miles from a major transit station, a regional bus stop, and providing maximum affordable units.” However, per our discussion, it appears that the nearest major transit stop is the Showers Transit Center, which is approximately 1/2 mile away. Please update this discussion to provide more specific information to support the findings necessary to grant the reduce parking requirements.

Our traffic consultants have made the determination that our project qualifies as a transit priority project as the site is located within 1/4 mile from a regional bus stop. “For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.” The project is located along El Camino Real, which is a transit corridor with bus service from VTA Routes 22 and 522. A bus stop with routes 22 and 522, is located in front of our project site. Therefore, our site is located 0 miles or within 1/4 mile from a regional bus stop. Please see attached document from Hexagon Transportation Consultants Inc. dated August 5, 2019.

2. For the two requested incentives, provide information and/or documentation to demonstrate how they result in identifiable and actual cost reductions to provide the affordable housing.

Requested Incentives:

- Height of condo building 1&2 increase by 11 feet (45 feet allowed + 11 feet = 56 feet)
 - Reduction in parking stall dimension to (8.5 feet x 18 feet)
- a. Increased height allows for more units which then reduces the actual construction cost
 - b. Lower parking ratios allow for the same, an increase in units which then translates into lower construction costs.

Table 1.0 below compares total number of units between “with” and “without” incentive scenarios for both incentives under consideration:

Table 1.0

	Without Incentives	With Incentives	Delta # of dwelling units
a. Building Height – Condo Buildings 1&2	45 feet maximum buildings 1&2	56 feet buildings 1&2	
	4-story building = 149 units	5-story buildings 1&2 = 172 units	1 less floor = - 33 (15 + 18) dwelling units

b. Condo Parking (structured parking garage)	Parking dimension 9 feet wide x 18 feet long	Reduced parking dimension to 8.5 feet wide x 18 feet long	
	147 units or 226 beds	172 units or 264 beds	- 19 cars possible = - 38 beds, or ~ 25 dus*

*172 du/264 b=x du/226 b = 147 beds or equivalent of 25 dwelling units loss

Cost Savings gaining 33 units with additional building height (same logic applies to both incentives):

Assuming construction hard costs on a \$/sf basis are fixed, and not at a discount with the added scale;

- Land Costs (fixed) = +/- \$50k per door spread throughout the project @ 196 units
- Site Work (fixed) = +/- \$18k per door spread throughout the project @ 196 units
- Soft Costs (variable) = +/- 13% per door spread throughout the project @ 196 units

With vertical hard construction costs staying the same at 163 units and 196 units, the above calculations represent +/- \$70k average savings per unit, or +/- \$13.7mm. This value helps offset the reduced sales prices of the 28 affordable units.

Cost Implications in terms of dollars:

3. For the requested waiver, provide information and/or documentation to demonstrate how it is needed in order to avoid physically precluding the construction of the proposed project at the allowed densities or with the concessions and/or incentives requested.

Requested Waiver:

Reducing 50 percent front yard landscaping requirement to 34 percent

*Applicant will no longer be requesting this waiver.



NEW DEVELOPMENT CLIMATE ACTION PLAN CHECKLIST

As required in the Los Altos Climate Action Plan, which was adopted in December of 2013, new development shall demonstrate compliance with all applicable best management practices outlined in the checklist below. This list should be included in the project plans and, for all applicable best management practices, provide a description for how the project will complying.

Best Management Practice	Applicable to	Project Compliance		
1.1 Improve Non-Motorized Transportation				
<input type="checkbox"/> Provide end-of-trip facilities to encourage alternative transportation, including showers, lockers, and bicycle racks.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
<input type="checkbox"/> Connect to and include non-motorized (bicycle and pedestrian) infrastructure on-site.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
<input type="checkbox"/> Where appropriate, require new projects to provide pedestrian access that internally links all surrounding uses. Applicable to all new commercial and multiple-family development.	Nonresidential projects over 10,000 square feet	Yes	No	N/A
1.2 Expand Transit and Commute Options				
<input type="checkbox"/> Develop a program to reduce employee vehicle miles traveled (VMT).	Nonresidential projects over 10,000 square feet (or over 50 employees)	Yes	No	N/A
1.3 Provide Alternative-Fuel Vehicle Infrastructure				
<input type="checkbox"/> Provide electric vehicle (EV) pre-wiring and/or charging stations.	All projects	Yes	No	N/A
2.2 Increase Energy Efficiency				
<input type="checkbox"/> Install higher-efficiency appliances.	All new construction	Yes	No	N/A
<input type="checkbox"/> Install high-efficiency outdoor lights.	All new construction	Yes	No	N/A
<input type="checkbox"/> Obtain third-party heating, ventilating and air conditioning (HVAC) commissioning.	All new nonresidential construction	Yes	No	N/A

Best Management Practice	Applicable to	Project Compliance		
3.1 Reduce and Divert Waste				
<input type="checkbox"/> Develop and implement a Construction and Demolition (C&D) waste plan.	All new projects	Yes	No	N/A
3.2 Conserve Water				
<input type="checkbox"/> Reduce turf area and increase native plant landscaping.	All new projects	Yes	No	N/A
3.3 Use Carbon-Efficient Construction Equipment				
<input type="checkbox"/> Implement applicable Bay Area Air Quality Management District construction site and equipment best practices. <i>Tables 8-1 and 8-2 in the District's Air Quality Guidelines (see separate handout).</i>	All new projects	Yes	No	N/A
4.1 Sustain a Green Infrastructure System and Sequester Carbon				
<input type="checkbox"/> Create or restore vegetated common space.	Projects over 10,000 sq ft	Yes	No	N/A
<input type="checkbox"/> Establish a carbon sequestration project or similar off-site mitigation strategy.	Projects over 10,000 sq ft	Yes	No	N/A
<input type="checkbox"/> Plant at least one well-placed shade tree per dwelling unit.	New residential projects	Yes	No	N/A

Climate Action Plan Checklist

5150 El Camino Real, Los Altos CA

Section 1.1

Item 3: Pedestrian access is available on all sides of proposed project as well as through the interior of the site via sidewalks and dedicated pedestrian paths. See architectural sheet “SP-1.0”

Section 1.3

Item 1: 52 Vehicle charging stations are available. 28 are located in the garage (see sheet “A-1.0). Of the 28 in the garage 4 are designated ADA parking stalls. 24 prewire spots are located at the townhomes with one per each garage (see sheet “A-1.1).

Section 2.2

Item 1: High efficiency appliances will be spec’d as required by our Title 24 consultant’s calculations at a later date

Item 2: High efficiency outdoor lighting will be spec’d as required by our Title 24 consultant’s calculations at a later date

Section 3.1

Item 1: Refer to submittal document titled “5150 El Camino Real – Construction & Demolition Waste Plan”

Section 3.2

Item 1: Turf area has been minimized to 0 sf, or 0 % of the entire site plan. All irrigation plans and materials will be WELO compliant

Section 3.3

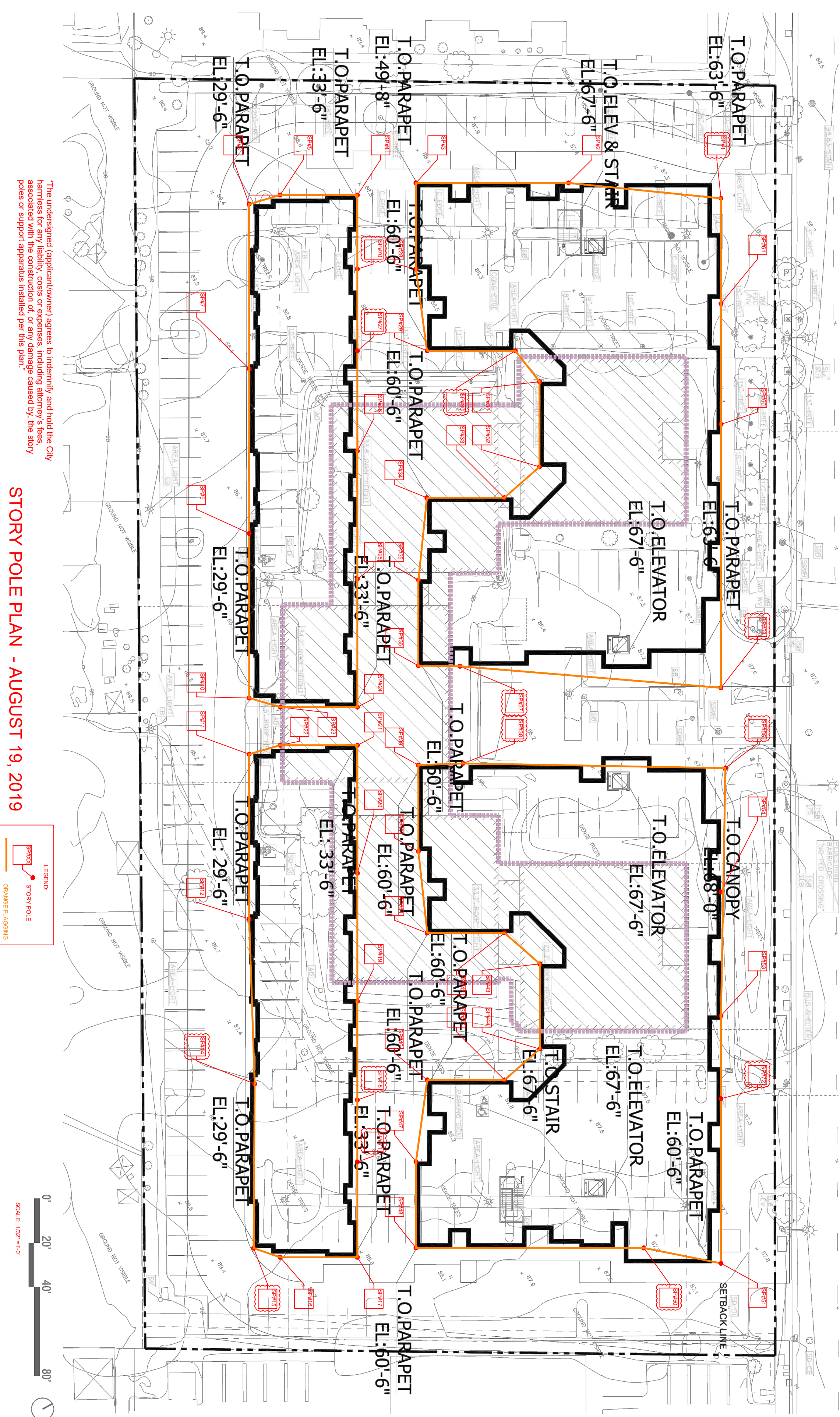
Item 1: Carbon efficient equipment will be used as required by BAAQMD. Notes will be on all plan sets and requirements delivered to all contractors and sub-contractors as a part of the bidding process and prior to executing contracts.

Section 4.1

Item 1: Vegetated common space conditions will be maximized given the site layout. Overall vegetation will be 38,721 sf and make up +/-23 % of the total site area.

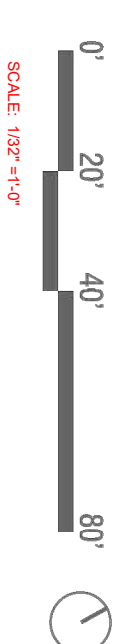
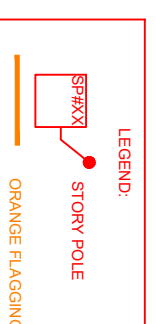
Item 3: The proposed landscape site plan calls for 203 trees as was directed by the tree mitigation plan. The site consists of a proposed 196 units.

EXISTING & PROPOSED BUILDING FOOTPRINTS



"The undersigned (applicant/owner) agrees to indemnify and hold the City harmless for any liability, costs or expenses, including attorney's fees, associated with the construction of, or any damage caused by, the story poles or support apparatus installed per this plan."

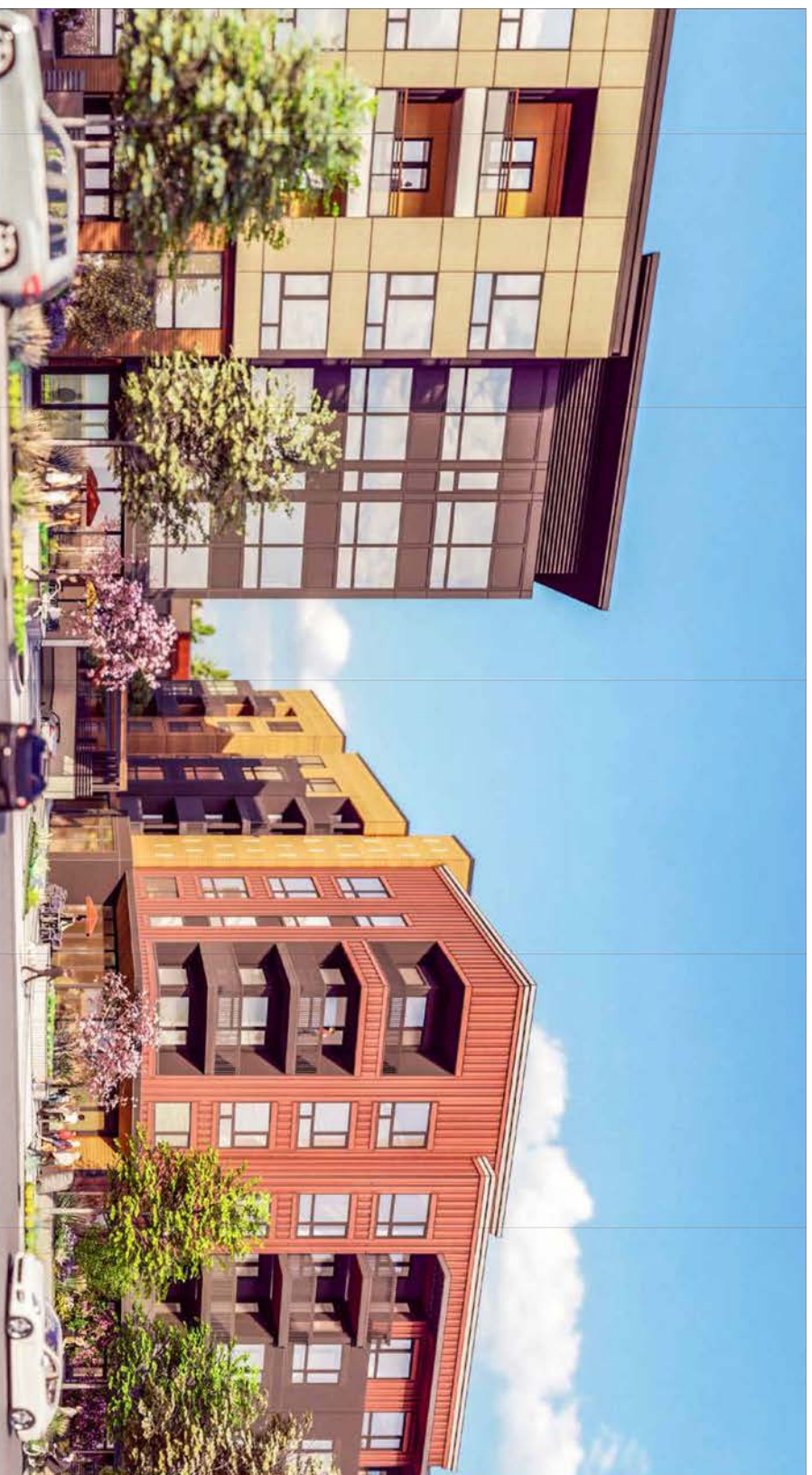
STORY POLE PLAN - AUGUST 19, 2019



EL CAMINO REAL STREETSCAPE ELEVATION



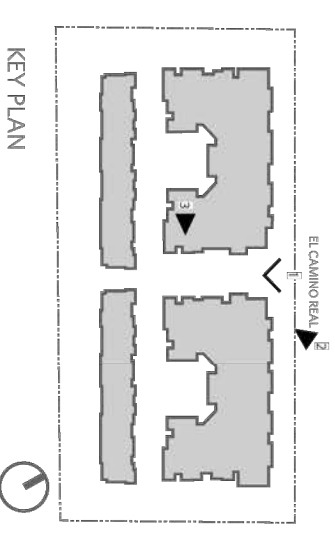
1 | NORTH ELEVATION (EL CAMINO REAL)
 SCALE: 1" = 40'



2 | MID-BLOCK PLAZA



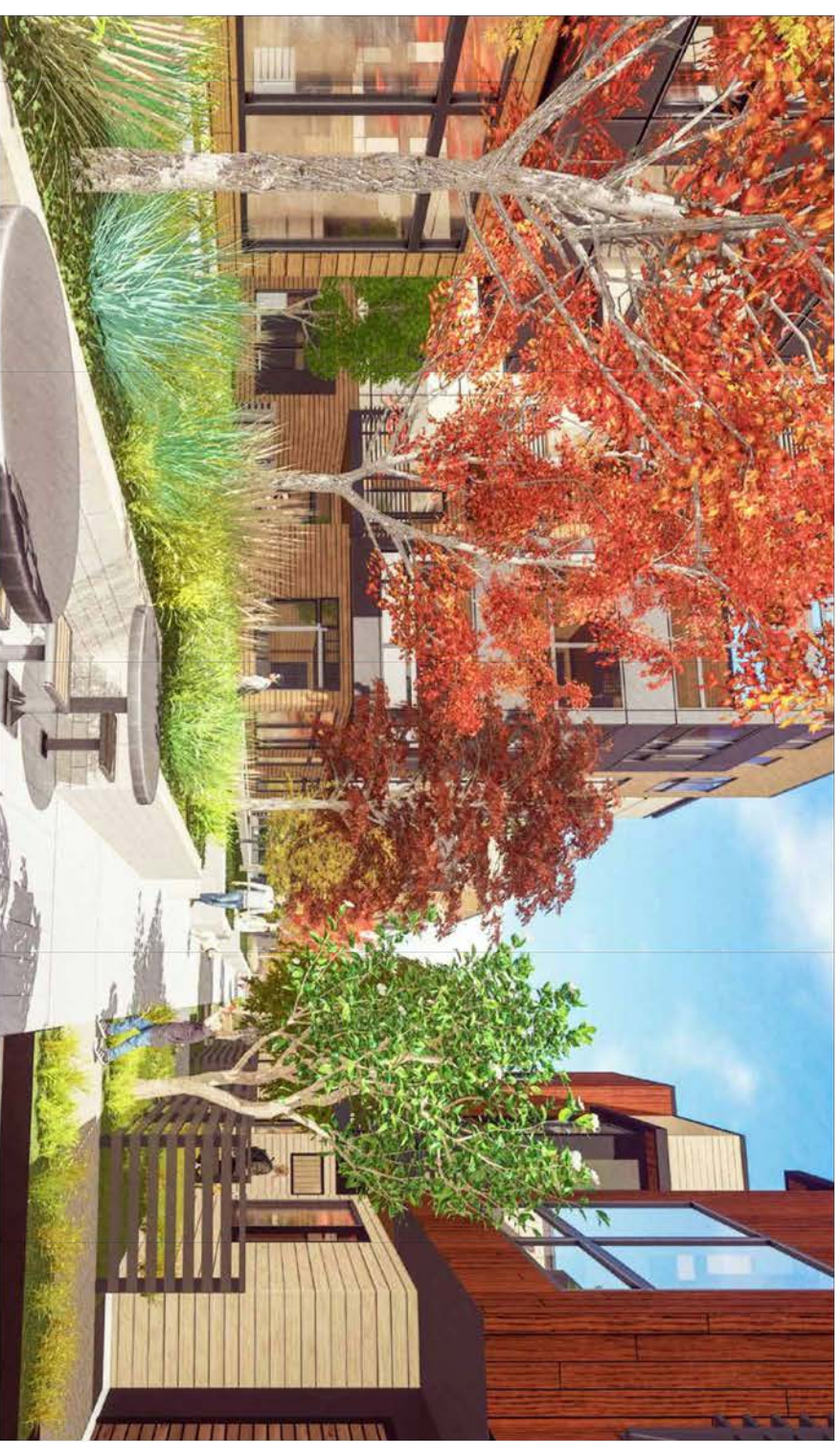
3 | AERIAL VIEW OF MID-BLOCK PLAZA



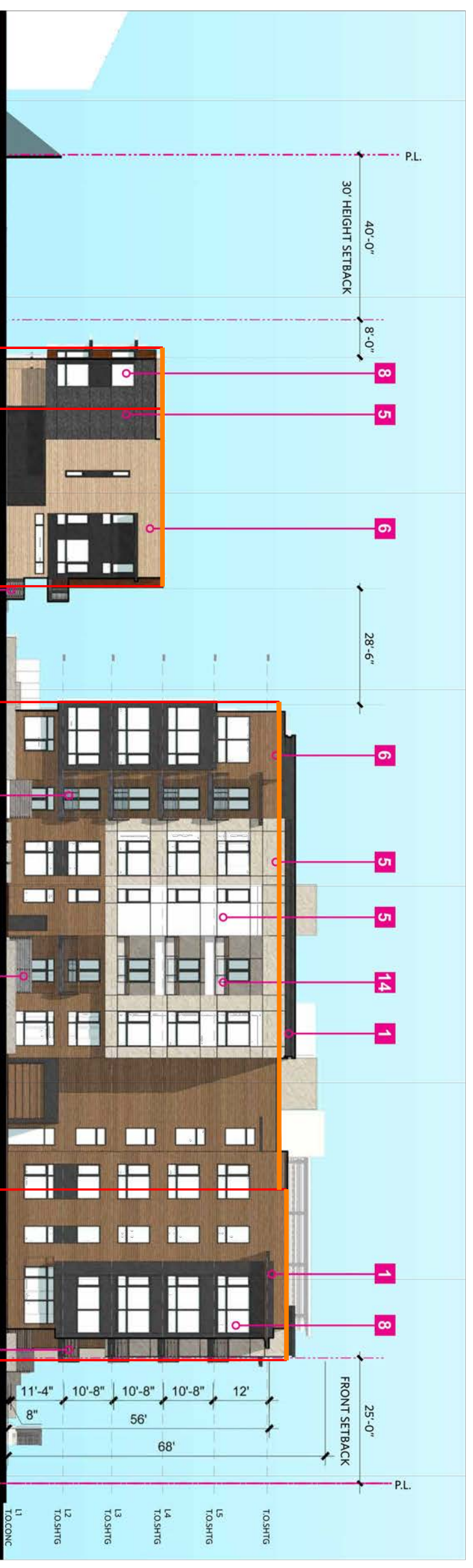
EAST ELEVATION



2 | VIEW OF PASEO AND POOL



3 | VIEW OF PASEO



- MATERIAL LEGEND**
(SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)
1. PARAPET CORNICE W/ METAL COPING
 2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
 3. METAL AWNING W/ COMPOSITE WOOD LOUVER
 4. PAINTED METAL LOUVER SCREEN
 5. EXTERIOR PLASTER
 6. FIBER CEMENT SIDING
 7. COMPOSITE WOOD SIDING
 8. VINYL WINDOW (TYP)
 9. ALUMINUM STORE FRONT
 10. PAINTED METAL TRELIS W/ COMPOSITE WOOD LOUVER
 11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
 12. METAL PICKET RAILING
 13. METAL RAILING W/ COMPOSITE WOOD SIDING
 14. METAL RAILING W/ PERFORATED METAL PANELS
 15. STANDING SEAM METAL ROOF
 16. PAINTED METAL GUARDRAIL



1 | EAST ELEVATION
5150 EL CAMINO REAL, LOS ALTOS, CA

DUTCHINT'S DEVELOPMENT, LLC. | STUDIO T-SQUARE

SUBMITTAL FOR DESIGN REVIEW | MARCH 25, 2019



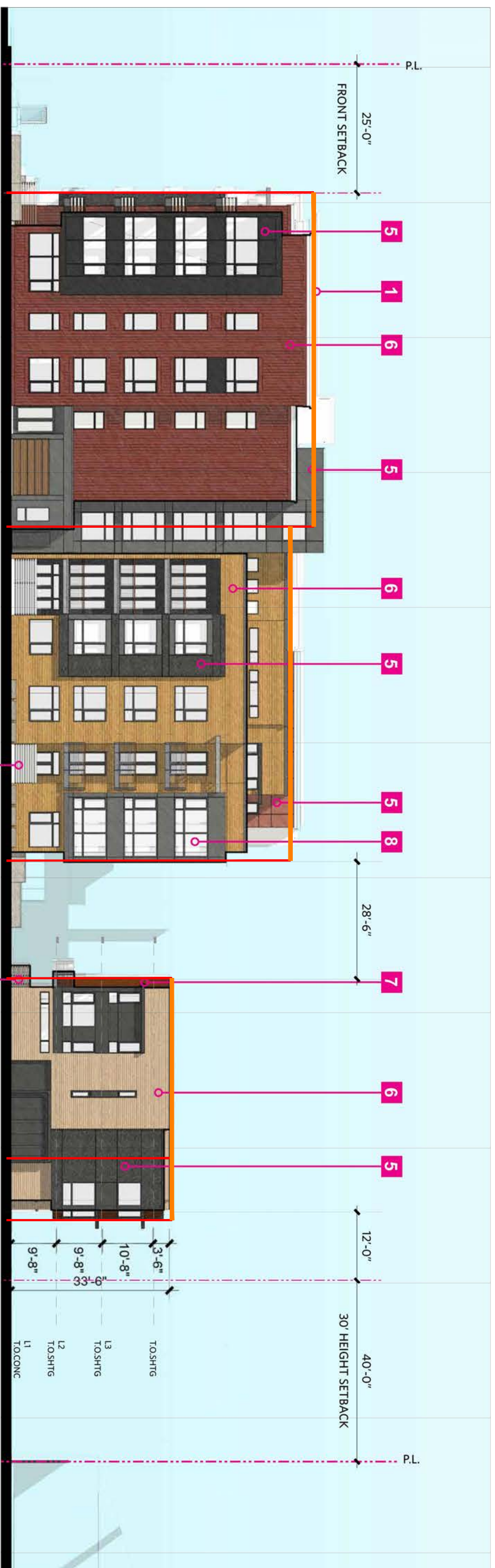
EAST ELEVATION | A26

WEST ELEVATION



2 | AERIAL VIEW

3 | WEST FACADE



1 | WEST ELEVATION

5150 EL CAMINO REAL, LOS ALTOS, CA

DUTCHINT'S DEVELOPMENT, LLC. | STUDIO T-SQUARE

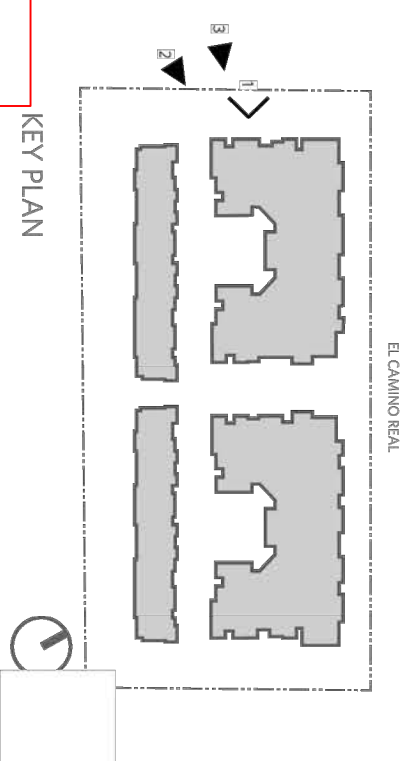
SUBMITTAL FOR DESIGN REVIEW | MARCH 25, 2019



WEST ELEVATION | A25

MATERIAL LEGEND (SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TVP)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL

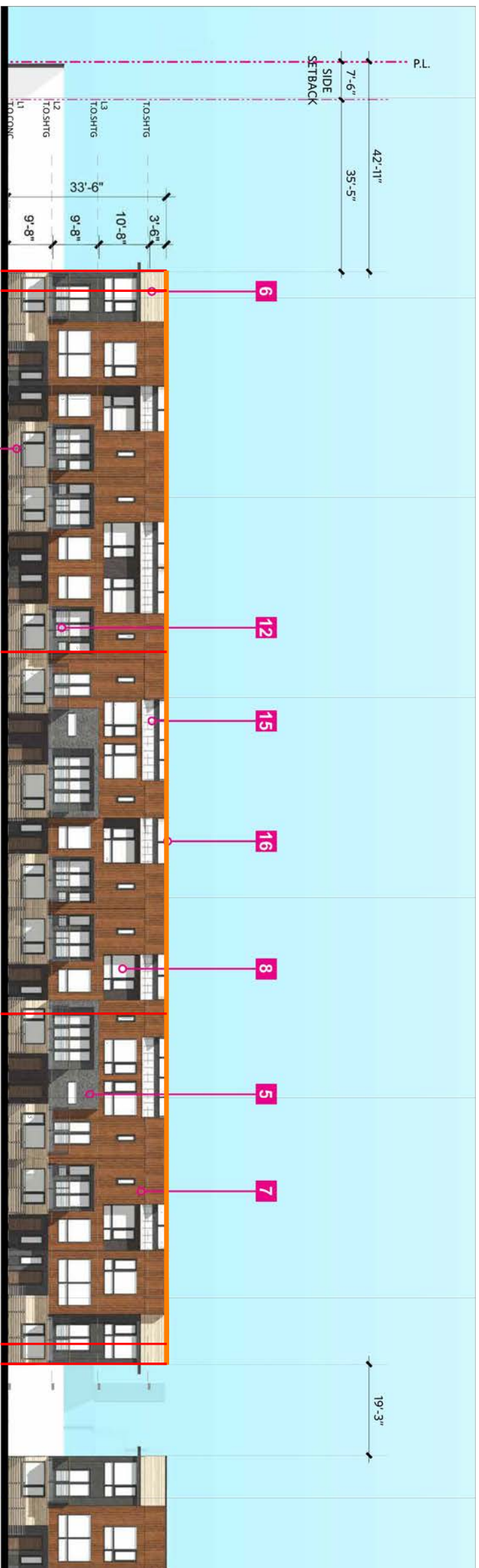


TOWNHOME NORTH ELEVATION



2 | TOWNHOME NORTH FACADE

3 | AERIAL VIEW OF PASEO



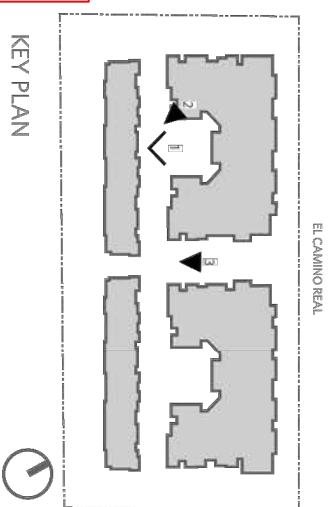
1 | TOWNHOME NORTH ELEVATION

LEGEND:

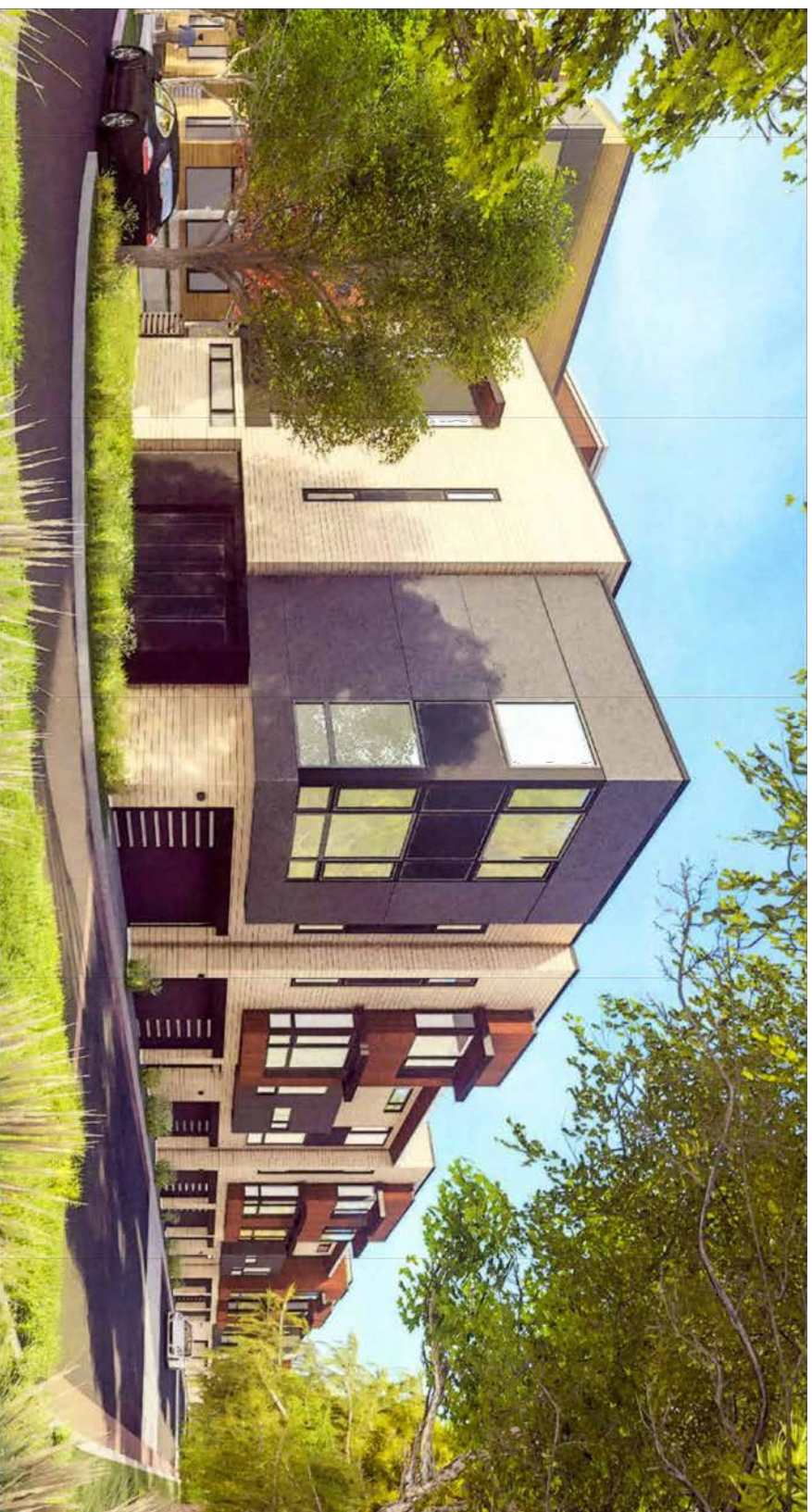
- STORY POLE
- ORANGE FLAGGING

MATERIAL LEGEND (SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL

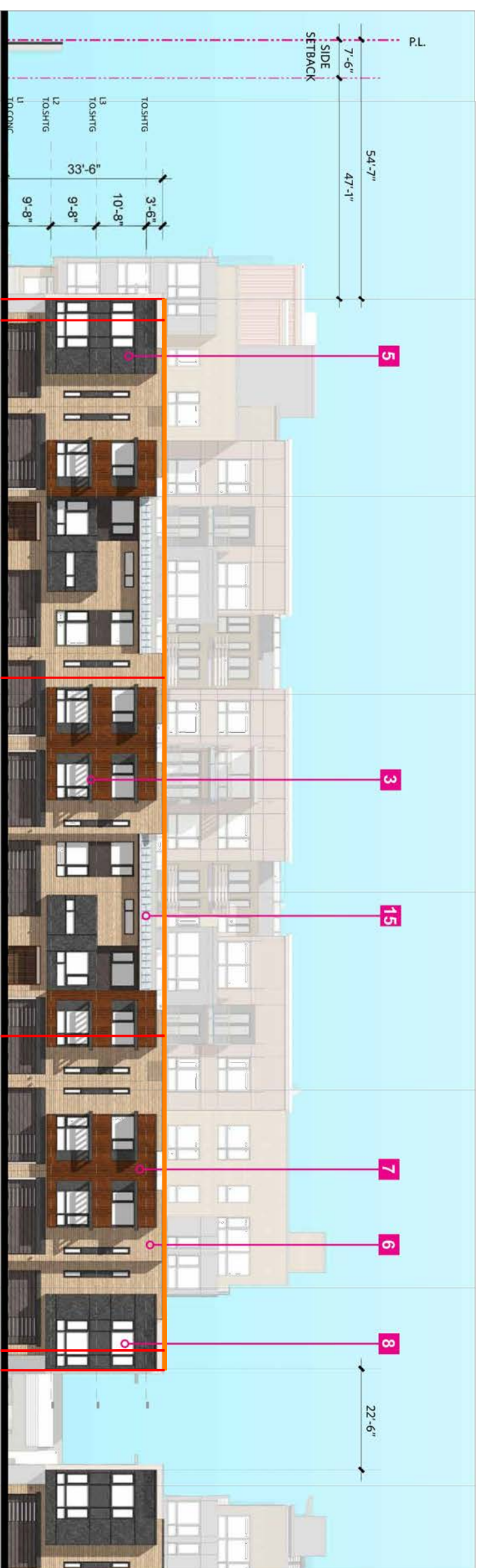


TOWNHOME ELEVATION



2 | TOWNHOME SOUTH FACADE

3 | AERIAL VIEW OF TOWNHOME



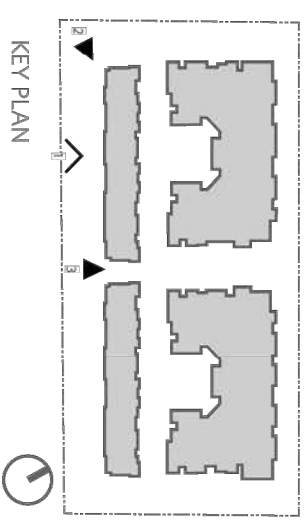
1 | TOWNHOME SOUTH ELEVATION

LEGEND:

- STORY POLE
- ORANGE FLAGGING

MATERIAL LEGEND (SEE EXTERIOR MATERIAL SHEET FOR MORE DETAIL)

1. PARAPET CORNICE W/ METAL COPING
2. METAL AWNING W/ COMPOSITE WOOD SOFFIT
3. METAL AWNING W/ COMPOSITE WOOD LOUVER
4. PAINTED METAL LOUVER SCREEN
5. EXTERIOR PLASTER
6. FIBER CEMENT SIDING
7. COMPOSITE WOOD SIDING
8. VINYL WINDOW (TYP)
9. ALUMINUM STORE FRONT
10. PAINTED METAL TRELLIS W/ COMPOSITE WOOD LOUVER
11. COMPOSITE WOOD LOUVER FENCE WITH METAL GATE
12. METAL PICKET RAILING
13. METAL RAILING W/ COMPOSITE WOOD SIDING
14. METAL RAILING W/ PERFORATED METAL PANELS
15. STANDING SEAM METAL ROOF
16. PAINTED METAL GUARDRAIL





GRANT LINE LAND SURVEYING

August 15, 2019

Dutchints Development
c/o Seth Wheelock-Hayden Land Co
5150 El Camino Real Suite E-20
Los Altos, CA

RE: 5150 El Camino Real, Los Altos, CA

The constructed story poles at the above referenced project were surveyed on August 13, 2019 and found to be at the locations and elevations as shown on the revised story pole plan. "Attached".



08/16/19



HEXAGON TRANSPORTATION CONSULTANTS, INC.

August 5, 2019

Mr. Ciyavash Moazzami
Dutchints Development LLC
5150 El Camino Real, Suite E20
Los Altos, CA 94022

Re: Transit Quality at 5150 El Camino Real in Los Altos, California

Dear Mr. Moazzami:

Hexagon Transportation Consultants, Inc. has reviewed the existing transit services near your residential project site at 5150 El Camino Real in Los Altos and concluded that the project site is located along an existing high-quality transit corridor and therefore qualifies as a transit priority project.

According to California Public Resources Code Section 21155 Subdivision (b), a transit priority project shall

".....(3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

The project is located along El Camino Real, which is a transit corridor with bus service from VTA Routes 22 and 522. Route 22 has service intervals of 15 minutes during peak commute hours. Route 522, an express service, has service intervals of 12 minutes during peak commute hours. The combined service intervals of both routes range from one to 11 minutes during peak commute hours. Therefore, the site is along a high-quality transit corridor.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Kai-Ling Kuo
Senior Associate

ATTACHMENT C

MINUTES OF A STUDY SESSION OF THE PLANNING COMMISSION OF THE CITY OF LOS ALTOS, HELD ON THURSDAY, AUGUST 16, 2018 BEGINNING AT 7:00 P.M. AT LOS ALTOS CITY HALL, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

ESTABLISH QUORUM

PRESENT: Chair Bressack, Vice Chair Samek, Commissioners Bodner, Enander, Lee, McTighe, and Meadows

STAFF: Community Development Director Biggs and Planning Services Manager Dahl

ITEMS FOR CONSIDERATION/ACTION

1. 18-PPR-04 – Dutchints Development, LLC – 5150 El Camino Real

Design Review Study Session for a new multiple-family development. The proposal includes 24 three-story townhouse units in the rear of the site and 172 condominium units in two five-story buildings along El Camino Real with one level of underground parking. *Project Planner: Dahl*

Planning Services Manager Dahl presented the staff report and answered questions.

Project architect Chek Tang presented the project and landscape architect Curt Culver answered questions.

Public Comment

Resident William Shea Heath, representing 29 nearby property owners who ceded their time to him, stated that he wants to work with staff and the applicant to address concerns; concerns included the five-story height, traffic impacts during peak hours, parking ratio of only 1.4 spaces per unit will result in overflow parking impacts on the neighborhood; building may block sun and requested a shadow study, better detail on the proposed landscape screening; construction noise and impacts to the neighborhood and the project doesn't solve the City's affordable housing plan.

Resident and HOA Board Member of 5100 El Camino Real, Karen Bleadon, noted that five stories is very imposing, a shadow study needs to evaluate potential impacts, overflow parking will impact neighborhood and there is already a lot of construction along this section of El Camino Real.

Resident and owner at 5100 El Camino Real, Claude Nagamine, said there should be two parking spaces provided per unit to avoid overflow parking impacts on Distel Circle, and the parameter driveway is too close to the building at 5100 El Camino Real.

Resident and former Planning Commissioner, Jon Baer, noted that the design is not very rustic or "Los Altos", that neighbors shouldn't have to bear the burden of affordable housing, and the trees along the rear won't provide proper screening.

The Commission discussed the project and provided the following comments:

- Commissioner McTighe:
 - Concerned with the amount of stucco being used; should look for alternatives;
 - The design has improved with a better rhythm;
 - Need to look at preserving as many existing trees as possible;
 - Need better detail on the landscape area adjacent to 5100 El Camino Real;
 - Consider shared parking agreement with adjacent commercial site;

- Noted that traffic study needs to evaluate intersection circulation; and
- Provide more details on the townhouse elevations.

- Commissioner Bodner:
 - Concerned about the quality of the green space on the site and wants more community space because there are no nearby parks;
 - Propose larger new trees species and provide bigger specimen trees;
 - Improve the sense of arrival;
 - Has an appropriate look/feel for the El Camino Real corridor;
 - Incorporate a more rustic design in the townhomes;
 - Concerned about wide fire truck access road, but does create much bigger buffers; and
 - Wants to better understand the BMR placement and make sure they are evenly distributed.

- Commissioner Enander:
 - Development is improving;
 - Concerned about landscaping;
 - How many kids will be living here – get projections;
 - How many cars will this project really have – poll adjacent projects;
 - Work with Caltrans to improve the signal at the intersection;
 - Do a shadow study – could be a huge impact on 5100 El Camino Real;
 - The developer and neighbors should continue talking;
 - Needs to be able to visualize the project's appearance and wants realistic views from the rear yards along Casita Way and from 5100 El Camino Real;
 - Look at using native trees; and
 - Too much use of stucco.

- Commissioner Meadows:
 - Architect has listened, and design has improved;
 - Supports solutions-oriented approach of the neighbors;
 - The exceptions/waivers need to be clarified;
 - Consider extending the underground garage under the townhouses or other ways to increase onsite parking; and

- Vice-Chair Samek:
 - Agreed with Commissioner Bodner's comments;
 - Project needs more green space opportunity and more landscape buffer along the side facing ground floor units;
 - Main entry looks too commercial;
 - Colors have improved;
 - There is still more room to improve the materials;
 - Nice work overall; and
 - A 47.5-foot setback adjacent to 5100 El Camino Real is significant.

- Commissioner Lee:
 - Concerned about traffic;
 - Need to evaluate shade/shadow impacts;
 - Look at the quality of the courtyard spaces;
 - Will be a very tall volume along El Camino Real – not confident that articulation is enough;
 - Not very Los Altos – design is slightly chaotic, think more calm and understated;
 - Look at the side elevations; and
 - Look at ways to soften the massing.

- Chair Bressack:
 - Look hard at the livable and usable green space;
 - Not concerned about shadows – part of urban living;
 - Fire road is a great buffer on the sides;
 - Need street level renderings;
 - Improve the sense of arrival;
 - Better define materials and detail how stucco will be finished;
 - Stone is missing and would be a nice addition;
 - Volume could be better sculpted, but does a reasonable job as designed;
 - Provide window details – add depth; and
 - Concerned about the parking ratio.

2. 18-PPR-05 – Jeff Warmoth – 425 First Street

Design Review Study Session for a new multiple-family development at the corner of First Street and Lyell Street. The proposal includes 20 condominium units in a three-story building with one level of underground parking. *Project Planner: Dahl*

Planning Services Manager Dahl introduced the project.

Property owner/applicant Jeff Warmoth presented the project, stating that it meets all applicable standards, there are no incentives being requested, and a smaller unit mix is more affordable by design.

Project architect Richard Handlen stated that the design is a simple Mediterranean style of architecture and the colors will be more defined later in the process.

Public Comment

Resident and former Planning Commissioner, Jon Baer, expressed concern over the vague nature of the proposal, appears to be a mediocre design that needs to clarify proposed exterior details and materials.

Resident of 396 First Street, Paul Frattini, expressed concern about the impact of the new building on the views from his unit, will be one of many projects proposed on First Street, needs to look at the cumulative impacts for traffic, and had concern about construction impacts.

The Commission discussed the project and provided the following comments:

- Commissioner Bodner:
 - Project design can do better
 - Provide higher quality materials;
 - Better window pattern/variety;
 - Roofline needs work; and
 - Better landscaping detail.
- Vice-Chair Samek:
 - Hates design;
 - Minimal details and no articulation; and
 - Nothing redeeming about the design – need to start over.
- Commissioner Meadows:
 - Not enough information to comment on at all; and
 - A higher density would be interesting to explore in later iterations of the plan.

- Commissioner McTighe:
 - Consider a design that is modeled after 467 First Street and the Packard buildings; and
 - This building is not well defined.

- Commissioner Enander:
 - Not a high-quality design – needs to improve;
 - Need to decrease bulk/mass;
 - Look at minimizing height of parapets; and
 - More attention on the Lyell Street elevation.

- Commissioner Lee:
 - Virtually no information about how the building relates to the street;
 - Need to better understand adjacencies;
 - Not specific to Los Altos in design;
 - Style demands a very high level of composition and detail;
 - Symmetrical composition not the best solution for a design that is compatible with the First Street context;
 - Provide inspirational images to demonstrate exterior materials and details; and
 - The Lyell Street elevation is very important.

- Chair Bressack:
 - Likes idea of micro units;
 - Proportions are off;
 - Not good enough by far;
 - It's a cube;
 - Improve all elevations;
 - 396 First Street building doesn't fit in and expects better; and
 - Be careful with details – consider window alternatives.

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Lee reported on the June 26, 2018 City Council meeting and Commissioner McTighe reported on the July 10, 2018 meeting. Commissioner Enander reported on the August 7, 2018 Special City Council meeting in which the City Council decided not to place a competing measure to the Citizens' Initiative on the ballot and instead directed staff to prepare a General Plan and/or Zoning Code Amendments.

POTENTIAL FUTURE AGENDA ITEMS

Chair Bressack asked to add the City's Story-Pole Policy to a future agenda to review and discuss duration of installation and aesthetic impacts.

ADJOURNMENT

Chair Bressack adjourned the meeting at 10:10 P.M.

ATTACHMENT D

MINUTES OF THE COMPLETE STREETS COMMISSION OF THE CITY OF LOS ALTOS,
HELD ON WEDNESDAY, May 22, 2019 AT 7:00 PM AT THE LOS ALTOS YOUTH
CENTER, ONE NORTH SAN ANTONIO ROAD, LOS ALTOS, CALIFORNIA

PRESENT: Nadim Maluf (Chair), Stacy Banerjee, Randy Kriegh, Bob Jones, Paul Van Hoorickx,
Jaime O. Rodriguez (Interim Staff Liaison)

ABSENT: Suzanne Ambiel (Vice Chair), Herprit Mahal

PUBLIC COMMENTS

None

ITEMS FOR CONSIDERATION/ACTION

1. Minutes

February 27th Meeting Minutes: Commission is likely unable to have quorum for the approval of February meeting minutes. Meeting minutes of February 22nd meeting will be filed without approval.

April 24th Meeting Minutes: Motion made by Commissioner Banerjee, with the following amendments:

- Include Covington Road and El Monte Avenue crossing guard request in future agenda item section.
- For Commission discussion section for Cuesta Drive, note Neighborhood Traffic Management states that it is 66% of the total response and not the total of survey sent out.
- Add Rosita Avenue for streets potentially effected by traffic calming.

Upon motion by Commissioner Banerjee, seconded by Commissioner Kriegh, the Commission approved the minutes of regular meeting on April 24th, 2019, by the following vote:

AYES: 4. NOES: 0. ABSTAIN: 1. ABSENT: 2. Passed 4-0

2. Green Stormwater Infrastructure (GSI) Plan

Interim Engineering Services Director Aida Fairman presented the item to the Commission. With the GSI plan, the City will identify and prioritize areas where GSI can be implemented. GSI plan will be presented to City Council in June for approval. Staff seeks input from the Commission, no action was requested by staff.

Commission Comments and Questions with answers from Staff:

- Will future project for CSC reviewed differently? -For projects done in the public right-of-way, we will look at potential elements of GSI that could be included.

- What kind of encouragement effort is there, is there new permitting system? -City staff has met with the Planning Division to include GSI related condition during the approval process.
- Will there be any lane reduction or bike lane elimination due to GSI implementation? -It could potentially, but this will be project specific.
- Most of the GSI is considered in commercial area, are these the only focus? -These areas are focused, but residential are also considered for GSI improvements.
- How will conflicts between the GSI and Complete Streets aspect dealt with? -Design consultants will come up designs for City Staff and CSC to review.
- Where would be a trigger point of when a project would require CSC review where previously wouldn't have? -The goal is making projects inclusive for different elements. There shouldn't be a trigger point for CSC review where it wouldn't have previously. If a transportation project were to have GSI elements added, CSC review would already take place.

Commission Comments and Feedback:

- Keep track of maintenance cost.
- Consider educational effort with signs and boards along implemented area.
- Develop simplified decision trees of GSI implementation, policy review.
- Encouraged City staff to look for conflict points between existing policy and GSI implementation.

3. Cuesta Drive – Arboleda Drive Traffic Calming Project

Interim Staff Liaison Jaime Rodriguez presented update on Cuesta Drive – Arboleda Drive Traffic Calming Project. Update material included the followings:

- Final Survey results:
 - 92% support for Cuesta Drive improvements
 - 85% support for Arboleda Drive improvements
 - 69% support for Campbell Avenue improvements
- Changes made to the concept plan:
 - Small adjustments on speed table and speed hump locations to avoid conflict with residential driveways.
 - Removed double yellow centerline and white edge line on Arboleda Drive, near Cuesta Drive.
 - Additional walkable and bikeable area on north side of Cuesta Drive.

Update item only, no action was requested by staff. The project will be presented to City Council during the Joint Study Session on May 28th.

Commission Questions and Answers:

- “No Parking” zone on Arboleda Drive still included in the plan? -Yes, but this is still undetermined whether it will be included in the final plan.

- Are the exact placement of the speed tables and humps determined? -Yes, they are updated and posted on the City webpage.
- What would be the plan for after-study and possible improvements to relieve traffic on adjacent streets? -Alta Planning will conduct traffic study, appropriate traffic calming measure will be proposed depending on the findings. As for now, there is no plan for the other adjacent streets.
- Will the adjacent streets receive the same treatment and avoid participating in cost sharing of the proposed traffic calming device(s)? -We don't know at this point; City staff have not discussed this matter with City Council.
- Reasoning for painted curb extension at Arboleda Drive and Springer Road? -The purpose of this is to force driver making a right turn from Springer Road onto Arboleda Drive to make a sharper turn, slowing down the movement. Extension on the south side of the intersection is made to keep a consistent look.

Public Comments:

- Response and support rate show the importance of this project to the neighborhood.
- Adjacent streets that get effected by this project needs to receive same treatment as Arboleda Drive. To be able to bypass the co-pay requirement for traffic calming measures.
- Pavement treatment will not help bicycle and pedestrian, sidewalk is needed.

4. Development Project Review, 5150 El Camino Real

Planning Services Manager Zach Dahl presented the item and answered questions from the Commission. The proposal includes 24 three-story townhouse units in the rear of the site and 172 condominium units in two five-story buildings along El Camino Real with one level of underground parking. Hexagon Transportation Consultants completed traffic impact analysis and parking demand analysis.

Commission Comments and Questions with answers from Staff:

- What kind of bicycle parking facility is on site? -There is a caged area in the garage that can secure bicycle individually.
- Are busses at new the bus stop stopping out of traffic? Has relocation been considered? -There will be no change on where in the curb line the bus will stop, however the location can be altered depending on demand and distance from intersections.
- Regarding the traffic study, what is the reasoning behind choices of the studied intersections? -The further the intersection is from the project, the less impact. Intersections that were not selected had new vehicle trips from the new project dissipated by the time it reached the intersection, thus not included in the study.
- Are Caltrans and Mountain View involved? -Both Caltrans and Mountain View will be given a chance to review and make comments.
- Who pays for the damage to transportation infrastructure from the increased vehicle volume? -City collects Traffic Impact fee from developer to cover these costs.

- Is the City responsible of the sidewalk repairs using the Traffic Impact fees? -The developer will rebuild new sidewalks along the front of project, and the City will be responsible of maintenance after acceptance.

Public Comments:

- This project is pedestrian friendly. Vehicle drop-off area will not interrupt traffic or residents. Existing traffic signal at Rengstoff Avenue will help the entrance and exit.
- Concerned with parking. Not enough parking on-site.
- Project should study residential neighborhood as whole, not just El Camino Real.

Commission Comments and Feedback:

- Would like to see issues with traffic backup, vehicle parking, and bicycle storage covered.
- Traffic study should cover wider area.
- Amount of bike storage is low.
- Concern for increased street parking and bicycle safety on Distel Drive.

Motion made by Commissioner Kreigh, seconded by Chair Maluf with the recommendation to address the number of on-site bicycle storage. The Commission approved the project to be presented to Planning Commission and City Council with the following vote: AYES: 3. NOES: 1. ABSTAIN: 1. ABSENT: 2. Passed 3-1

5. Cumulative Study Scenarios in Traffic Impact Analysis (TIA) Studies

Staff Liaison Jaime Rodriguez presented the item for the Commission. Staff presented various options of traffic impact analysis including cumulative studies to be used for future projects. No action required for this item.

Commission Comment, Question, and Discussion:

- What would it take to produce a cumulative traffic model for the City? -It would take around \$150,000 for the generation of model.
- Traffic Impact Fee is generated by nexus study, analyzed with the number of city infrastructure improvements and unfunded transportation projects.
- Is there any financial input from outside the city for regional growth of traffic?
- Nobody is accountable for the traffic study numbers after the project is completed, this should be addressed.
- How do we prevent a need for traffic calming project before it becomes a problem? Distel Drive as an example. -Parking turnover studies and TIRE analysis to establish baseline traffic volume/parking. With the baseline, we can establish a trigger point for further analysis and possible treatment such as traffic calming.
- Request to staff, come back with one or two study topics to be brought back for further discussion.

- Need to support safe routes to school. In some situations, there is no need for studies to know we will need treatments.

6. VTA BPAC Representative

Commissioner Banerjee will attend the monthly meeting for the time being. Item to be brought to City Council for appointment of next representative. City staff to consider advertising the position for next VTA BPAC representative.

INFORMATIONAL ITEMS

7. Monthly Staff Report

- Joint Council Meeting Tuesday, May 28th. This includes Cuesta Drive-Arboleda Drive study session.
- Interview and selection process is continuing for Transportation Services Manager.

COMMISSIONERS' REPORTS AND COMMENTS

- Develop Commission work plan.

POTENTIAL FUTURE AGENDA ITEMS

- El Monte Avenue & Covington Road crossing guard study.
- Update on Cumulative impact topic.
- Development items from Planning Division.

ADJOURNMENT

Chair Maluf adjourned the meeting at 11:00 PM

ATTACHMENT E

Public Correspondence

From: [Ellen Dolich](#)
To: [Zach Dahl](#)
Subject: 5150 El Camino Real: Public Comments for Development Department
Date: Sunday, July 28, 2019 4:54:23 PM

Dear Mr. Dahl,

I reviewed the Mitigated Negative Declaration and initial Study for the proposed 5150 development. I'd like to add a few comments during the public comment period.

As the President of our Board of Directors at 5100 El Camino Real, a 29 unit condo community, our building is side by side to this proposed project.

I realize the developer can exercise and leverage certain bonuses based on the number of low income residences provided, however the scale and massiveness of this development will impact our neighborhood negatively. Please take this into consideration. We would appreciate as much noise buffering, landscaping and building height reduction on our side of the project.

In the mitigated negative declaration, the actions the Commission recommends seem to impact wildlife and nesting birds more than people, although I did appreciate the recommendations during construction to lessen noise, dust and construction mess. There seems to be no mention of the impact on the day-to-day living conditions once the development is completed. There will be a significant increase in traffic, pollution from vehicles, noise from the 172 condo units and 24 townhouses not to mention overflow parking on Distel in front of our building. I wish the Commission would do more in-depth studies of the traffic flow on El Camino, Distel and our surrounding neighborhoods. Although the preliminary traffic studies state that little or no impact will occur, this does not seem possible. Even without this new development, it is difficult to exit or enter our condo driveway during peak traffic times since cars block our entrance while waiting for the traffic light to change on El Camino.

I would ask that the Commission take a hard look at these areas of concern 5100 ECR has:

1. There is not enough parking at 5150. Instead of one level of parking, the developers should build two levels so there is adequate parking for the condo owners.
2. Reduce the height of the condo buildings facing 5150. Five stories will significantly block the sunlight on the south side of our building.
3. Traffic flow on the perimeter road that goes around the complex: If traffic could enter *one way* BEFORE the Rengstorff light and exit AFTER Rengstorff, this would prevent cars from waiting in line for the light to change along our side of the building (noise and pollution).
4. Trash pick up and trash storage: If the trash rooms/pick ups can be moved from across our building, Drawings have it facing 5100 on one side. This will increase noise, rodent problems and insect infestations.
5. Speed up construction. I read somewhere that construction will last 40 months. That means our community will have to endure construction for 3.5 years. This is a long time for people to endure the negative consequences of construction.

Thank you for your help.

Best regards,
Ellen Dolich

August 5, 2019

Erik Hayden
President
Hayden Land Company LLC
15732 Los Gatos Blvd., #101
Los Gatos, CA 95032

cc:
Los Altos City Council
Los Altos Planning Commission via Jon Biggs
Los Altos City Planning Office via Zach Dahl

Subject: Lack of response to neighborhood considerations regarding 5150 El Camino Real, Los Altos development

Dear Erik:

The neighborhood of Casita Way, hereafter referred to as the Casita Way Association, is following up with you on a number of requests to Dutchints Development regarding the proposed development on 5150 El Camino. To date we have not heard a response from you in the affirmative or negative.

We are summarizing our Casita Way Association asks in this letter. We look forward to hearing from you by the Planning Commission meeting to be held on Sept 5th.

We look forward to new neighbors and increased positive vibrancy of the neighborhood while improving the quality-of-life, traffic safety, street parking and environmental conditions of the neighborhood streets behind 5150 El Camino. To achieve this we ask that you address the following requests in developing 5150 El Camino Real, Los Altos.

Request #1: Step-ins to reduce bulk and soften building approach, matching consideration given to 5100 El Camino

On Figure 1, the highlighted section was removed to soften the approach and impact to 5100 El Camino neighbors upon their request. The Casita Way Association is requesting that equivalent consideration is given to the length facing R1 zoned Casita Way. We are requesting that level 5 of 5150 El Camino be offset by 40 feet back to align with the same consideration given to 5100 El Camino.

Figure 1: Level 5 floor plan



Request #2: Mature to near-maturing landscaping, matching the consideration given to either sides of 5150 El Camino

In your most up to-date drawings posted on the City of Los Altos website, the landscape has been updated with mature trees for the two sides of 5150 El Camino, but not the side facing R1 zoned Casita Way. We request that the equivalent consideration be given to the entire length of the side facing R1 Casita Way. The landscape should consist of evergreens and with a height of 15 feet at planting versus currently shown 24" potted trees. We also request that trees be planted as early as possible

Request #3: A contribution to Los Altos to fund Safe Routes to School and street improvements on Distel, Marich, Casita Way, Jordan and Portola to schools including Almond, Egan, Bullis Charter, Los Altos High School

We ask that you commit to fund measures to improve pedestrian and bike safety for school age children and teenagers. The Casita Way Association will petition the Safe Routes to School effort to improve the safety and quality of life for the residents of 5150 El Camino and surrounding neighborhood. Given the additional density and population 5150 El Camino will add to the community, we believe this will only increase the value to future residents of 5150 El Camino, and improve the overall flow through these routes to school.

Request #4: Confirmation that no roof-top deck is planned

We also ask for confirmation that no roof-top deck will be planned for social activities or gatherings.

Request #5: An explicit plan communicated to adjacent residents to mitigate demolition and construction dust, and construction noise

We request that a clearly communicated plan to mitigate for demolition and construction dust and noise be shared with the City and adjacent residents. In particular there are residents with severe to mild respiratory conditions that will be impacted if construction dust drifts into neighborhoods.

Thank you. We look forward to hearing from you prior to the next Planning Commission meeting on September 5th.

Sincerely,

Casita Way Association

Caroline Bedard, Pierre Bedard, Kathy Bries, Clarence Chen, Charles Fine, Gordon Abraham, Charlotte Fisher, Mariannne Hawkes, Kelly Hawkes, Nelvin Gee, Sal Gomez, JP Lu, Shea Heath, Edith Huang, Sabra Abraham, Connie Musso, Lori Sevcik, Sri Subramaniam, Riya Shanmugam, Phan Truong, Randall Lowe, Matt Fisher, Clara Roa, Robert Hwang, Chih-Ling Chou, Debra Peterson, David Herlinger

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

August 12, 2019

SCH #2019079050
GTS #04-SCL-2019-00616
GTS ID: 16441
Co-Rt-Pm: SCL-82-21.11

Zachary Dahl, Planning Services Manager
City of Los Altos
1 San Antonio Road
Los Altos, CA 94002

Project - 5150 El Camino Real Residential Development Mitigate Negative Declaration (MND)

Dear Zachary Dahl:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals our continuing approach to evaluate and mitigate impacts to the State's multimodal transportation network. Caltrans' Strategic Management Plan 2015-2020 aims, in part, to reduce Vehicle Miles Traveled (VMT) and Greenhouse Gas emissions (GHG) in alignment with state goals and policies. Our comments are based on the July 2019 MND.

Project Understanding

The project proposes a Conditional Use Permit to demolish the existing office building on the site and redevelop the site with two five-story condominium buildings above one level of below-grade parking, two three-story townhome buildings with individual garages, surface visitor parking, and associated on-site improvements and landscaping. In total, the project would provide 196 residential units. The condominium buildings would provide 172 residential units and approximately 183,650 square feet. The townhome buildings would provide 24 residential units and approximately 45,200 square feet. Regional access is provided via State Route (SR)-82.

Construction-Related Impacts

Since runoff from the project site will be discharged to the underground State drainage facilities along State Route (SR)-82, the project lead needs to provide calculations of the site design discharge for both pre- and post-project. Any increased flow into the State's drainage facilities shall be mitigated to the pre-project level. The details of any new connection to the state drainage facility needs to be provided for review and approval.

Other potential impacts to SR-82 from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit: <https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to SR-82.

Lead Agency

As the Lead Agency, the City of Los Altos is responsible for all project mitigation, including any needed improvements to the State Transportation Network. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches SR-82 requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State Right-of Way, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit <https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Zachary Dahl, Planning Services Manager
August 12, 2019
Page 3

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mark Leong at 510-286-1644 or mark.leong@dot.ca.gov.

Sincerely,



Wahida Rashid
Acting District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

From: Serge Bonte
Sent: Monday, August 12, 2019 3:44 PM
To: Jon Biggs; Zach Dahl; Los Altos City Council
Cc: bpac@mountainview.gov; Baird, Nate; Lo, Ria
Subject: re: 5150 El Camino Real Housing Project and Pedestrian/Bike Safety

Dear Los Altos City Council and Los Altos Planning Commission:

I understand that you will be reviewing this project later this Summer and this Fall:

<https://www.losaltosca.gov/communitydevelopment/page/5150-el-camino-real>

I certainly welcome seeing Los Altos add much needed housing. However, I have some concerns about Pedestrian and Bike safety that I hope you will be able to address before approving this project.

As noted in the traffic analysis document, Mountain View is considering protected bike lanes and safety improvements for crosswalks along El Camino Real. This effort builds upon Mountain View's El Camino Precise Plan that called for removing street parking as the corridor is redeveloped AND reducing the number of driveways along El Camino Real.

If you consider newer developments in Mountain View along El Camino Real, you will notice that parking driveways are either on side streets or limited to one driveway even for developments as large as 5150 El Camino Real.

In contrast, the 5150 El Camino Real will maintain some street parking and will have not one not two but **three** active driveways. Each driveway brings additional conflicts between cars and bikes/pedestrians and increases the risk of collisions. If at all possible, I would respectfully urge you to eliminate all street parking and to limit the number of driveways. If it's too late to reduce the number of driveways, I'd like to respectfully urge you to limit the number of movements in//out of the "main" driveway (the one at the end of Rengstorff and the one with a 18% -too steep for bikes- slope to the underground parking). As it stands, cars can go in or out of that driveway in almost any direction. This will likely create additional delays to get a Walk light for pedestrians when crossing El Camino Real, this will also significantly increase the risk of collisions at the crosswalk. Restricting cars movements to right in, right out would limit the conflicts and the pedestrian delays for crossing El Camino Real.

Finally, I want to urge you to work with the developer, CalTrans an the City of Mountain View to improve the crosswalks (higher visibility -zebra crossing-, island in the middle of El Camino to protect slower pedestrians, "shark teeth" so that cars stop further from the crosswalk).

Sincerely

Serge Bonte
Lloyd Way, Mountain View

From: Christopher Croudace

Date: August 23, 2019 at 11:53:40 AM PDT

To: council@losaltosca.gov

Cc: Casita Marich Neighborhood, roger heyder

Subject: City Council Meeting 8/27, Item 10 -- PARKING PROBLEMS DOWNTOWN AND FROM EL CAMINO

Roger Heyder and Chris Croudace, Los Altos residents, state:

Good morning Councilmembers.

PROPOSED HOUSING IN DOWNTOWN AREA

We think that housing in downtown is a bad idea. IF the city decides to proceed with downtown residential projects, we strongly suggest that no parking in lieu is allowed for those projects, and that this requirement be specifically included in the ordinance with no option for a variance. The residents of those condos/apartments WILL require parking, and that will be an additional parking load on downtown (which is already loaded).

Until there is a SPECIFIC project for the city that makes up for all of the lost parking, parking in lieu is a joke (merely a way for the city to collect money). Parking in lieu has been collected for many projects for a long time, and this specific project would have to cover the prior parking obligations from earlier parking in lieu collections, as well as the proposed projects.

Note that residents have strongly rejected large, multi-story garages downtown (like on the current parking lots), and underground parking has received a very lukewarm response from residents. The General Plan specifically calls for 'parking plazas', which clearly do not include multi-story parking or below ground parking. Restriping to increase parking on the current lots has been deemed unacceptable by residents, as it results in too small a parking spot, and that cheat has already been done too many times.

Council really needs to step up and stop the parking fraud, and put parking in lieu completely on hold. Let staff come up with a viable parking solution that will be approved by the residents, to cover ALL parking in lieu obligations, and then parking in lieu can be resumed. Any additional parking in lieu will just lead to more parking problems downtown.

REQUIRE TWO-CAR ON-SITE PARKING FOR NEW EL CAMINO BUILDINGS, INCLUDING 5150 EL CAMINO

We also ask that you propose an ordinance that requires at least two on-site parking spaces for each of the residential units that are planned or proposed for the new buildings on El Camino. This needs to also cover 5150 El Camino. Regardless of what the developers say, many or most of the new residents of these buildings will undoubtedly have two cars, and the current plans allow less than two cars per unit. Allowing less than two on-site spaces per unit will result in cars being parked permanently on many of our adjacent single-family residential streets, which is grossly unfair to the residents of those areas, and is a safety hazard for the children and others who use those streets.

EIR IS REQUIRED FOR 5150 EL CAMINO

We have been informed that a negative declaration is being considered for 5150 El Camino. An EIR is required for that project, and a negative declaration would clearly be inadequate.

An EIR is required under CEQA "whenever it can be fairly argued on the basis of substantial evidence that [a] project may have significant environmental impact." *Friends of 'B' Street v. City of Hayward*, 106 Cal.App.3d 988 (1980). The lack of parking currently planned for the 5150 El Camino project, and the significant increased parking and traffic that will result on adjacent single-family residential streets from it demands that an EIR be prepared. In addition, the 200-unit, 5-story project is immediately adjacent to single family residences in the rear, with no barriers or adequate distance between them to shield the residences from the noise, loss of privacy and impact of the newly proposed buildings. Finally, the 5150 project is the biggest building project ever proposed in Los Altos. An EIR is legally required for the 5150 project for all these reasons.

From: Weiyan Farmer <weiyanfarmer@yahoo.com>
Sent: Monday, August 26, 2019 4:28 PM
To: City Council <council@losaltosca.gov>
Subject: 5150 El Camino

Good morning Councilmembers.

PROPOSED HOUSING IN DOWNTOWN AREA

We think that housing in downtown is a bad idea. IF the city decides to proceed with downtown residential projects, we strongly suggest that no parking in lieu is allowed for those projects, and that this requirement be specifically included in the ordinance with no option for a variance. The residents of those condos/apartments WILL require parking, and that will be an additional parking load on downtown (which is already loaded).

Until there is a SPECIFIC project for the city that makes up for all of the lost parking, parking in lieu is a joke (merely a way for the city to collect money). Parking in lieu has been collected for many projects for a long time, and this specific project would have to cover the prior parking obligations from earlier parking in lieu collections, as well as the proposed projects.

Note that residents have strongly rejected large, multi-story garages downtown (like on the current parking lots), and underground parking has received a very lukewarm response from residents. The General Plan specifically calls for 'parking plazas', which clearly do not include multi-story parking or below ground parking. Restriping to increase parking on the current lots has been deemed unacceptable by residents, as it results in too small a parking spot, and that cheat has already been done too many times.

Council really needs to step up and stop the parking fraud, and put parking in lieu completely on hold. Let staff come up with a viable parking solution that will be approved by the residents, to cover ALL parking in lieu obligations, and then parking in lieu can be resumed. Any additional parking in lieu will just lead to more parking problems downtown.

REQUIRE TWO-CAR ON-SITE PARKING FOR NEW EL CAMINO BUILDINGS, INCLUDING 5150 EL CAMINO

We also ask that you propose an ordinance that requires at least two on-site parking spaces for each of the residential units that are planned or proposed for the new buildings on El Camino. This needs to also cover 5150 El Camino. Regardless of what the developers say, many or most of the new

residents of these buildings will undoubtedly have two cars, and the current plans allow less than two cars per unit. Allowing less than two on-site spaces per unit will result in cars being parked permanently on many of our adjacent single-family residential streets, which is grossly unfair to the residents of those areas, and is a safety hazard for the children and others who use those streets.

EIR IS REQUIRED FOR 5150 EL CAMINO

We have been informed that a negative declaration is being considered for 5150 El Camino. An EIR is required for that project, and a negative declaration would clearly be inadequate.

An EIR is required under CEQA "whenever it can be fairly argued on the basis of substantial evidence that [a] project may have significant environmental impact." *Friends of 'B' Street v. City of Hayward*, 106 Cal.App.3d 988 (1980). The lack of parking currently planned for the 5150 El Camino project, and the significant increased parking and traffic that will result on adjacent single-family residential streets from it demands that an EIR be prepared. In addition, the 200-unit, 5-story project is immediately adjacent to single family residences in the rear, with no barriers or adequate distance between them to shield the residences from the noise, loss of privacy and impact of the newly proposed buildings. Finally, the 5150 project is the biggest building project ever proposed in Los Altos. An EIR is legally required for the 5150 project for all these reasons.

From: Andrew Farmer <emanatsuj@gmail.com>
Sent: Monday, August 26, 2019 11:50 PM
To: City Council <council@losaltosca.gov>
Subject: 5150 EL CAMINO

Good morning Councilmembers.

PROPOSED HOUSING IN DOWNTOWN AREA

We think that housing in downtown is a bad idea. IF the city decides to proceed with downtown residential projects, we strongly suggest that no parking in lieu is allowed for those projects, and that this requirement be specifically included in the ordinance with no option for a variance. The residents of those condos/apartments WILL require parking, and that will be an additional parking load on downtown (which is already loaded).

Until there is a SPECIFIC project for the city that makes up for all of the lost parking, parking in lieu is a joke (merely a way for the city to collect money). Parking in lieu has been collected for many projects for a long time, and this specific project would have to cover the prior parking obligations from earlier parking in lieu collections, as well as the proposed projects.

Note that residents have strongly rejected large, multi-story garages downtown (like on the current parking lots), and underground parking has received a very lukewarm response from residents. The General Plan specifically calls for 'parking plazas', which clearly do not include multi-story parking or below ground parking. Restriping to increase parking on the current lots has been deemed unacceptable by residents, as it results in too small a parking spot, and that cheat has already been done too many times.

Council really needs to step up and stop the parking fraud, and put parking in lieu completely on hold. Let staff come up with a viable parking solution that will be approved by the residents, to cover ALL parking in lieu obligations, and then parking in lieu can be resumed. Any additional parking in lieu will just lead to more parking problems downtown.

REQUIRE TWO-CAR ON-SITE PARKING FOR NEW EL CAMINO BUILDINGS, INCLUDING 5150 EL CAMINO

We also ask that you propose an ordinance that requires at least two on-site parking spaces for each of the residential units that are planned or proposed for the new buildings on El Camino. This needs to also cover 5150 El Camino. Regardless of what the developers say, many or most of the new

residents of these buildings will undoubtedly have two cars, and the current plans allow less than two cars per unit. Allowing less than two on-site spaces per unit will result in cars being parked permanently on many of our adjacent single-family residential streets, which is grossly unfair to the residents of those areas, and is a safety hazard for the children and others who use those streets.

EIR IS REQUIRED FOR 5150 EL CAMINO

We have been informed that a negative declaration is being considered for 5150 El Camino. An EIR is required for that project, and a negative declaration would clearly be inadequate.

An EIR is required under CEQA "whenever it can be fairly argued on the basis of substantial evidence that [a] project may have significant environmental impact." *Friends of 'B' Street v. City of Hayward*, 106 Cal.App.3d 988 (1980). The lack of parking currently planned for the 5150 El Camino project, and the significant increased parking and traffic that will result on adjacent single-family residential streets from it demands that an EIR be prepared. In addition, the 200-unit, 5-story project is immediately adjacent to single family residences in the rear, with no barriers or adequate distance between them to shield the residences from the noise, loss of privacy and impact of the newly proposed buildings. Finally, the 5150 project is the biggest building project ever proposed in Los Altos. An EIR is legally required for the 5150 project for all these reasons.

Sincerely,

Andrew Farmer - resident Marich Way

From: Penny Ortega
Sent: Wednesday, August 28, 2019 7:25 AM
To: Zach Dahl
Subject: Project 5150 El Camino Real

Hello,

From the information contained in the public hearing notice I believe this project is too much for the allotted space and the a height of 5 stories is overwhelming--MV has had the bad taste to build some giant complexes must Los Altos do it too? I will give you kudos for actually trying to build something people can buy but the small number of affordable units compared to the size is ridiculous--how about at least a third to show a real effort to address the problem? Perhaps some could be sold to teachers or others priced out of the housing market? Some condos and some of them townhouses? Lower height on the 2 buildings to 4 stories (at least) and make sure there is plenty of green space to help deflect the noise they will all get from El Camino.

Thank you
Penny Ortega
Clark Ave MV



**LEAGUE OF WOMEN VOTERS
of the Los Altos-Mountain View Area**

August 28, 2019

Chair Alex Samek and Members of the Planning Commission
City of Los Altos
One North San Antonio Road
Los Altos, CA 94022

Re: Planning Commission Meeting Sept. 5 – 5150 El Camino Real Development

Dear Chair Samek and Members of the Planning Commission

The League of Women Voters of the Los Altos-Mountain View Area is pleased to see the 28 below-market-rate units (BMRs) proposed for this development. These BMRs, along with the market-rate units, will give an enormous boost to the RHNA allocation of Los Altos with regard to all categories.

We also believe that El Camino Real is an appropriate place for five stories; the project will fit in with its El Camino neighbors. Finally, we think that higher density along El Camino is in keeping with the Los Altos General Plan and its vision for El Camino Real.

Sue Russell

Co-Chair, Housing Committee, LWV of the Los Altos-Mountain View Area

Cc: Chris Jordan

Jon Biggs

Zach Dahl